

Agenda

Planning Decisions Committee

6.30pm, Tuesday 22 March 2022

Richmond Town Hall

www.yarracity.vic.gov.au

The Planning Decisions Committee

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

Participating in the Meeting

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

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

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

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

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

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

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

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

Arrangements to ensure our meetings are accessible to the public

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

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

1. Appointment of Chair

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

2. Statement of recognition of Wurundjeri Woi-wurrung Land

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

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

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

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

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

3. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

Cr Stephen Jolly
Cr Herschel Landes
Cr Amanda Stone

Council officers

Amy Hodgen (Senior Co-ordinator Statutory Planning)
Madeleine Moloney (Senior Statutory Planner)
Cindi Johnston (Governance Officer)

Municipal Monitor

Yehudi Blacher (Municipal Monitor)

4. Declarations of conflict of interest

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

5. Confirmation of Minutes

RECOMMENDATION

That the minutes of the Planning Decisions Committee held on Tuesday 1 March 2022 be confirmed.

6. Committee business reports

Item		Page	Rec. Page
6.1	Section 72 Amendment to Planning permit PLN16/0168 for changes including; Inclusion of No. 49 Ramsden Street as part of the subject site; part demolition of the existing building at No. 49 Ramsden Street; construction of a 4 storey apartment building behind the retained shopfront at No. 49 Ramsden Street; 4 additional dwellings (total of 7 dwellings); modifications to the endorsed plans for No. 47 Ramsden Street including internal changes, setbacks, materials and windows; construction of a basement level across both sites; a reduction in the statutory car parking rate	5	53
6.2	PLN21/0117 - 9-11 Bloomburg Street Abbotsford	216	248
6.3	PLN21/0646 - 31 Park Street Abbotsford - Development of the land for the construction of a first-floor addition to the rear of the existing dwelling (including a roof terrace).	488	517
6.4	PLN20/0683 - 406 - 410 Bridge Road, Richmond - Part demolition to allow for the construction of a mixed use, multi-level building and a reduction in the car parking requirement of the Yarra Planning Scheme.	558	608
6.5	PLN21/0875 - 219 Gore Street, Fitzroy	900	914
6.6	PLN21/0428 - 3A Keeley Lane Princes Hill	951	971

6.1 Section 72 Amendment to Planning permit PLN16/0168 for changes including; Inclusion of No. 49 Ramsden Street as part of the subject site; part demolition of the existing building at No. 49 Ramsden Street; construction of a 4 storey apartment building behind the retained shopfront at No. 49 Ramsden Street; 4 additional dwellings (total of 7 dwellings); modifications to the endorsed plans for No. 47 Ramsden Street including internal changes, setbacks, materials and windows; construction of a basement level across both sites; a reduction in the statutory car parking rate

Executive Summary

Purpose

1. This report provides Council with an assessment of planning application PLN16/0168.02 which relates to land at No. 47-49 Ramsden Street, Clifton Hill. The report recommends approval subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 15 – Built Environment and Heritage;
   (b) Clause 21.05 – Built Form;
   (c) Clause 22.16 – Stormwater Management (Water Sensitive Urban Design);
   (d) Clause 22.17 – Environmentally Sustainable Development
   (e) Clause 34.01 – Commercial 1 Zone;
   (f) Clause 52.06 – Car Parking; and
   (g) Clause 52.34 – Bicycle Facilities

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and strategic support;
   (b) Use of the land for dwellings;
   (c) Built form and heritage;
   (d) Off-site amenity impacts;
   (e) On-site amenity;
   (f) Car parking, traffic, access, bicycle parking and loading/unloading;
   (g) Environmentally Sustainable Design; and
   (h) Objector concerns

Submissions Received

4. 159 objections were received to the application, these can be summarised as:

   (a) Heritage – loss of original heritage fabric and domination of the heritage streetscape
   (b) Potential structural impacts to adjoining dwellings
   (c) Noise - from basement access roller door and vehicles using the laneway
   (d) Poor amenity of apartments – poor daylight access, small size, poor outlook
   (e) Overlooking
   (f) Bad precedent
   (g) Use of the laneway
   (h) Poor design
   (i) Overshadowing
   (j) Parking Issues
   (k) Excessive demolition
   (l) Excessive height/bulk
   (m) Impact on property values

Conclusion

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

   (a) Deletion of the third level (topmost level)

6.

6.1 Section 72 Amendment to Planning permit PLN16/0168 for changes including; Inclusion of No. 49 Ramsden Street as part of the subject site; part demolition of the existing building at No. 49 Ramsden Street; construction of a 4 storey apartment building behind the retained shopfront at No. 49 Ramsden Street; 4 additional dwellings (total of 7 dwellings); modifications to the endorsed plans for No. 47 Ramsden Street including internal changes, setbacks, materials and windows; construction of a basement level across both sites; a reduction in the statutory car parking rate

Reference	D22/54339
Author	Robert Galpin - Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Langridge Ward
Proposal:	**Section 72 Amendment to Planning permit PLN16/0168 for changes including;** **inclusion of No. 49 Ramsden Street as part of the subject site; part demolition of the existing building at No. 49 Ramsden Street;** **construction of a 4 storey apartment building behind the retained shopfront at No. 49 Ramsden Street; 4 additional dwellings (total of 7 dwellings); modifications to the endorsed plans for No. 47 Ramsden Street including internal changes, setbacks, materials and windows; construction of a basement level across both sites; a reduction in the statutory car parking rate**
Existing use:	Café/Dwelling
Applicant:	Peter Julian Ginnivan
Zoning / Overlays:	Commercial 1 Zone Heritage Overlay – Schedule 316 Development Contributions Plan Overlay – Schedule 1
Date of Application:	29 January 2020
Application Number:	PLN16/0168.02

Planning History

49 Ramsden Street

1. Planning Permit PL08/0574 was issued on 23 March 2009 to use and develop the land for the purpose of a dwelling, including partial demolition.

47 Ramsden Street

2. A Notice of Refusal to Grant a Permit PLN10/0898 was issued by Council on 16 September 2011 for the development of the land including part demolition for the construction of a basement, ground and first floor extension; use of the premises as a food and drink premises (cafe), office and two dwelling units (no permit required for cafe use); and a reduction of car parking requirements.

3. A Notice of Refusal to Grant a Permit PLN12/1013 was issued by Council on 11 April 2014 for use and development of the land for the construction of a three storey development at the rear of the existing building containing three dwellings, and a reduction in car parking requirements associated with the use of part of the land as a café (no permit required for café use), including part demolition.

   On both occasions, the applicant lodged a review with the Victorian Civil and Administrative Tribunal (VCAT), however withdrew prior to the commencement of the hearings.

4. Planning Permit PLN16/0168 was issued by Council on 19 December 2016 for part demolition, use and development of the land for the construction of three dwellings and a shop (permit not required for shop use) and a reduction of the car parking requirement.

5. Planning Permit PLN17/0141 was issued on 15 August 2017 for Development of the land for buildings and works and the construction and display of signage, including partial demolition.

6. Planning Permit PLN16/0168 was amended on 29 November 2018 to delete bedroom 3 from Unit 1 and delete Condition 1(m) which required 'one additional on-site car parking space, to provide a total of four on-site car parking spaces'. Plans were also endorsed on the 29 November 2018.

7. An Extension of Time was issued on 16 November 2018 to extend the expiry date for commencement, as result the development was required to commence no later than 19 December 2019, be completed no later than 19 December 2021, and the use must commence no later than 2024.

8. The rear shed was demolished prior to 19 December 2019 in accordance with the endorsed plans, triggering commencement of the permit.

9. A subsequent extension of time was granted on 8 March 2022 to extend the completion date until 19 December 2022 and the commencement of the use until 19 December 2024.

Background

Planning Scheme Amendments

Amendment VC136

10. Planning Amendment VC136 (Gazetted 14/04/2017) introduced the Better Apartments Design Standards, a state-wide planning requirement for apartment developments. The amendment defines an apartment as "*A dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwellings".* A new Clause 58 (Apartment developments) was introduced into the Particular Provisions introducing standards aimed at improving the internal amenity and functionality of apartment developments.

The 16 new apartment standards include; Building setback, Functional layout, Room depth, Windows, Storage, Noise impacts, Energy efficiency, Natural ventilation, Private open space, Communal open space, Solar access to communal outdoor open space, Landscaping, Accessibility, Building entry and circulation, Waste and recycling and Integrated water and stormwater management.

11. Transitional arrangements apply to an application to amend a permit where the original permit application was lodged before the introduction of Amendment VC136 on 13 April 2017.

Amendment C269

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

13. Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020. It was adopted by Council on 3 August 2021 and proceeded to a panel hearing in October 2021.

14. The Panel report was released on 18 January 2022. Of note, the Panel found Amendment C269 to be 'well founded and strategically justified'. In summary, the Panel said[1]:

The Panel considers the Amendment is broadly consistent with the Planning and Environment Act 1987, and Plan Melbourne, is supported by and implements the relevant sections of the Planning Policy Framework and has generally been prepared in accordance with relevant Ministerial Directions and Practice Notes. The Amendment is consistent with the principles of net community benefit as it will provide streamlined and updated policy into the Planning Scheme, and will address many issues of concern and interest to the community.

The Amendment has adequately taken into consideration the impacts of COVID-19, accepting that the impacts of the pandemic are still being understood and future adjustments may be required.

The Panel concludes the Amendment is well founded and strategically justified, and should proceed subject to addressing the more specific issues raised in submissions as discussed in this Report.

15. In relation to this current planning application, the following clauses are of most relevance:

11.03-1L – Activity Centres
13.07 – 1L – Interfaces and Amenity
15.01 – 2L – Building Design
15.03 - Heritage

16. Council officers are currently reviewing the Panel report and are due to brief Councillors on the recommendations and process options in March 2022.

Amendment C238

17. Amendment C238 was introduced into the Yarra Planning Scheme on 01 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 (note: there are some exempted sites including schools DHHS properties and public hospitals) and it applies to all 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.

Lodgement of S57A plans

18. Following advertising and in response to concerns raised by Council's planning officers, internal units and objectors, amended plans were submitted pursuant to Section 57A of the *Planning and Environment Act 1987* on 31 March 2021 key changes seek to modify the design through;

    (a) Revised upper level setbacks

    (b) Internal reconfiguration of apartments

    (c) Reduction in overall height by 700mm

    (d) Revised basement layout

    (e) Deletion of the roof garden

    (f) Increase size of bin store

19. The 57A plans are the 'decision plans' for this application. Reference is made to them in the assessment section of this report, where relevant.

The Proposal

20. The proposal seeks to amend the endorsed plans to planning permit PLN16/0168 to incorporate changes including;

    (a) Inclusion of No. 49 Ramsden Street as part of the subject site;

    (b) Part demolition of the existing building at No. 49 Ramsden Street; construction of a 4 storey apartment building behind the retained shopfront at No. 49 Ramsden street;

    (c) 4 additional dwellings (total of 7 dwellings);

    (d) Modifications to the endorsed plans for no. 47 Ramsden Street including internal changes, setbacks, materials and windows;

    (e) Construction of a basement level across both sites;

    (f) An additional reduction in the statutory car parking rate

    (g) Increase the overall height from 9.55m to 13.3m to the top of the stair enclosure and 12.83m (measured by officers) to the parapet

    (h) Modifications to setbacks (approved building envelope outlined in red on drawings)

Further details as follows;

Use

(i) Food and drink premises (café) –94sqm combined floor area (no permit required for use).

(j) Shop – 47sqm (no permit required for use).

(k) Seven x two bedroom dwellings split over four levels with the residential entry points to dwellings from Myrtle Street.

Development

Demolition

(l) Demolition of the majority of the rear of the building at No. 49 Ramsden Street with the exception of the eastern and western boundary wall and portions of the front façade including front parapet.

(m) Demolition of the rear of the existing building at No. 47 Ramsden Street including the rear lean-to and a portion of the original tiled roof form.

(n) Demolition of all boundary fencing and roller doors

Buildings and works

(o) Construction of a four-storey building with basement, beyond the original shop fronts.

(p) The development will have a maximum height of 12m, not including the rooftop access screen which will sit an additional 1.2m higher.

(q) The additions will be located to the rear of the two shop fronts.

No. 47 Ramsden Street built form changes

(r) The development at No. 47 Ramsden Street is largely limited to the previously approved building envelope with setbacks of 8m-11.68m over levels one and two with balconies projecting into these setbacks as demonstrated on the supplied plans through the presence of a redline outlining the previously approved built form.

(s) The works will retain a partial setback from the west (where located above the original shop) of 1m at first floor and 1.9m at second floor. The southernmost 12.45m length of the building will be constructed to the western boundary at first floor and for a length of 2.47m at second floor.

(t) No southern setback is provided at the first floor with the second-floor setback 2m from the southern boundary.

(u) The third floor will be setback 5.53m-8.4m from the eastern boundary.

No. 49 Ramsden Street built form

(v) The first floor to No. 49 Ramsden Street will be set back 4.07m from Ramsden Street, with a deck constructed behind the front parapet. Secluded private open space (SPOS) will also be located to the south of the site in the form of a deck with the building set back 3m-3.98m from the southern boundary.

(w) The second floor of No. 49 Ramsden Street wall be set back between 5.79m 8.7m from Ramsden Street and 3m – 4m from the rear (south) boundary.

(x) Light courts 1.07m – 2.23m deep will extend the full height of the development on the eastern boundary, providing daylight to the habitable room windows at all levels.

(y) The third floor of No. 49 Ramsden Street will include a 10.78m setback to the building façade with an irregular shaped deck protruding in the space, set back 7.78m from Ramsden Street.

(z) To the south, the development at No. 49 Ramsden Street will be set back 3m-4m from the rear boundary.

Basement

(aa) The basement will contain 6 car spaces, bike storage, a secondary bin area, and storage cages

Ground Floor

(bb) The retained café (reduced in size) at No. 47 Ramsden Street and the proposed Shop at No. 49 Ramsden Street will front the primary Ramsden Street interface.

(cc) Recessed dwelling entries will be located to Myrtle Street as well as a communal bin store.

(dd) Two car spaces are located to the rear adjacent to the laneway in addition to a car lift providing access to the basement.

(ee) Bedrooms associated with Units 1, 5 and 4 are located at ground floor

First Floor

(ff) The main living areas and SPOS of Units 1, 2, 5 and 4 will be located at first floor with the bedrooms of Unit 3 also located at this level.

Second Floor

(gg) .

(hh) The entirety of Unit 6 is located at second level above No. 49 Ramsden Street

(ii) The living areas of Unit 3 and bedrooms associated with Units 1 and 2 are also located above No. 47 Ramsden Street.

Third Floor

(jj) Unit 7 will be located at the third floor constructed across both no. 47 and no. 49 sites.

General

(kk) Vehicle access to the basement car park will be to the car lift via the laneway.
(ll) A total of 8 car spaces and 8 bicycle spaces are proposed within the basement and rear ground floor of the development.
(mm) Residential storage cages will be provided within the basement
(nn) Waste storage will be located in a bin room accessed via Myrtle Street and within the basement.
(oo) A 93.79sqm café will be located within the retained shopfront at 47 Ramsden Street with access via Ramsden Street.
(pp) A small shop (47.32sqm)will be created at 49 Ramsden Street with access off Ramsden Street.
(qq) Site services will be located to the south, fronting the laneway.
(rr) Balconies will be provided to each dwelling ranging in size from 5sqm – 19sqm.

ESD Measures

(ss) Three rainwater tanks totalling 10,000L connected to toilets (STORM Score 117%).
(tt) Natural daylight and ventilation for all dwellings.
(uu) Awnings for north facing windows.
(vv) Rooftop Solar PV system
(ww) Green walls to the western facades

Materials

(xx) The materials and colours schedule comprise a combination of, brick, render, zinc, aluminium and glass and a colour palette which aside from the use of brick mainly comprises off greys, charcoal and black.



Image 1: A 3D Render of the site as viewed from the corner of Ramsden and Myrtle Streets.



Image 2: The proposed northern Elevation

Existing Conditions

Subject Site

21. The subject site comprised two lots; No. 47 Ramsden Street and No. 49 Ramsden Street, located at the south-eastern corner of the Ramsden Street/Myrtle Street intersection, in Clifton Hill. The site has a rectangular configuration with a 14.64m frontage to Ramsden Street, a 33.53m depth and frontage to Myrtle Street and a site area of 490m^2. The site has a moderate southerly fall.

22. The site contains a single-storey Edwardian corner shop at 47 Ramsden Street, with principal and secondary shopfronts addressing Ramsden Street and Myrtle Street respectively. The building is currently operating as a cafe. The building is constructed directly to the Ramsden Street and Myrtle Street boundaries, with large picture windows in both of these frontages. The building is composed of face brick, tile and render finishes and has a distinctive and prominent parapet along the Ramsden Street and Myrtle Street frontages. A terracotta tile hipped roof with decorative ridge is visible beyond the parapet, with an awning projecting above the respective footpaths. A brick chimney at the rear of the roof is visible from Myrtle Street.

23. Entry to the cafe is provided at the Ramsden Street frontage. A single-storey 'lean-to' addition is attached to the rear of the building, with the previous large galvanised iron shed located in rear now removed. A portable tin house is currently located within the rear yard. A 1.9m high timber fence aligns the side and rear boundaries, and vehicular access to the site is provided via the rear ROW and a splayed gate at the south-western corner of the site.

24. No. 49 Ramsden Street is single storey, single fronted, heavily modified shop front currently used as a dwelling. The building is partially constructed to the full site width and to the Ramsden Street frontage. A recessed front entry is located to the western boundary with a window and rendered façade fronting Ramsden Street. A simple awning extends over the footpath and a brick parapet site above generally match the heights of No. 47 Ramsden Street to the west and No. 51 Ramsden Street to the east, which conceals the hipped roof form.
    To the rear, the building is setback by approximately 1m to the east and west, secluded private open space (SPOS) is located to the rear of site. A roller door providing rear access faces the laneway to the south.

25. There are five street trees along the Myrtle Street footpath, adjacent to the western boundary of the site.

26. No restrictive covenants or easements are shown on the Certificates of Title for the Site.

Surrounding Land

27. The subject site is located at the western end of a row of, what appears to be, mostly commercial buildings and some dwellings (typically at first floor) along Ramsden Street, located between Myrtle Street and Clifton Avenue. This section of street (between 47 to 61 Ramsden Street) is located within the Commercial 1 Zone, with all surrounding land residentially zoned.

28. The original shopfronts at 47-51 Ramsden Street are single-storey, with more recently constructed development at 53-61 Ramsden Street being double-storey in scale, including some triple-storey elements at the rear.

A triple-storey residential development is located at 51 Ramsden Street (Planning Permit PL10/0133 issued 1 August 2011) with this development clearly visible from both the Ramsden Street and Myrtle Street interfaces and extending along the full length of the site to the southern boundary. A part double, part triple-storey development is located at the corner of Ramsden Street and Clifton Avenue, at 61 Ramsden Street, with this development extending along Clifton Avenue, further to the south.

29. In the broader context, to the east of Clifton Avenue and to the west of Myrtle Street, Ramsden Street is characterised by intact single and double-storey Victorian and Edwardian dwellings. Small front gardens and low front fencing are characteristic of the established dwellings in the broader context.

30. Myrtle Street is a one-way, south-bound residential street largely characterised by intact single-storey Victorian-era dwellings, with the exception of a double-storey dwelling to the south-west (50 Myrtle Street) and a double-storey addition at the rear of 45 Ramsden Street, directly to the west of the subject site. The residential properties in Myrtle Street comprise small front gardens and low front fencing.

31. The site is located within the Ramsden Street Neighbourhood Activity Centre and is serviced by public transport options, local retail/service facilities and public open space, including;

    (a) Immediate access to the neighbourhood retail/service facilities of the Ramsden Street and Spensley Street Neighbourhood Activity Centres.
    (b) Access to the Queens Parade Neighbourhood Activity Centre, 500m to the west.
    (c) Access to Clifton Hill Train Station approximately 250m to the north west, bus services along Hoddle Street 200m to the west, tram route 86 (Bundoora) and bus routes located along Queens Parade, 500m to the north west.
    (d) Collingwood Leisure Centre and Mayors Park 320m to the north west, Darling Gardens 220m to the west and Quarries Park 350m to the east.
    (e) Convenient access to the Melbourne CBD.



Image 3: The subject site (source Nearmap December 2021)

32. The immediate interfaces and zoning of the surrounding land are outlined below.

33. The site is located within a small Commercial 1 zoned pocket encompassing the land to the south of the Ramsden Street and Spensley Street intersection. The surrounding land is predominantly residential with a Mixed Use Zone located to the north west adjacent Clifton Hill Station and a further small Commercial 1 Zone further to the north covering the Spensley Street Neighbourhood Activity Centre.

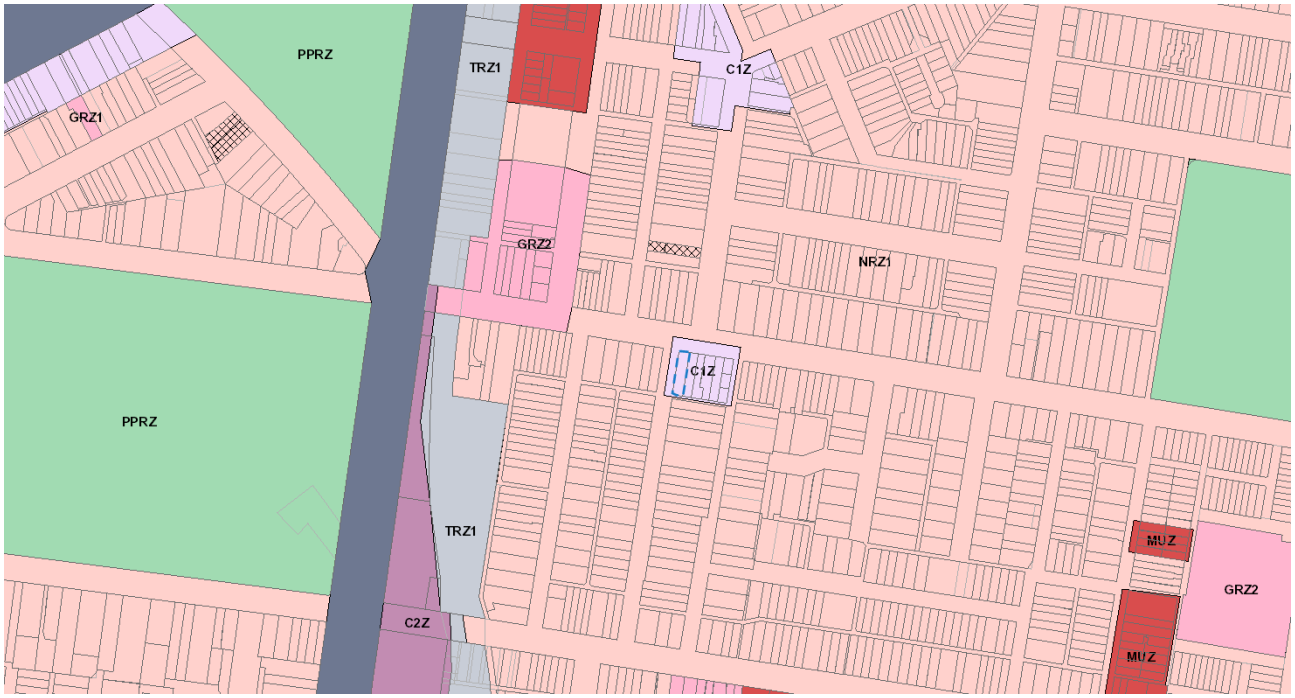


Image 4: The subject site and surrounding Zoning

North

34. Directly opposite the site, along the northern side of Ramsden Street, are two double-storey Victorian terraces. The eastern-most dwelling is constructed directly to the Berry Street interface at a double-storey scale.

South

35. To the south of the site is a 3m wide right-of-way (ROW); adjoining the ROW to the south is a single-storey Edwardian dwelling addressing Myrtle Street. This dwelling is setback 3m from Myrtle Street, with its entire northern wall constructed directly along the ROW. There are no north-facing windows within this wall. SPOS is located on the eastern side of the dwelling, with a shed abutting the site's rear boundary. This site extends through to Clifton Avenue, with a roller door providing vehicle access from this interface.

East

36. To the east is a triple-storey residential development located at 51 Ramsden Street (Planning Permit PL10/0133 issued 1 August 2011). The development is constructed to the rear of an original shopfront and parapet. The building is constructed to the full site width and contains four single bedroom dwellings and the retained shopfront.

37. At ground floor the shop front and residential entry make up the Ramsden Street façade with two at grade car spaces located to the rear accessed via the laneway.

38. At first floor, dwellings are oriented to the north and south with balconies accessed directly off the main living areas fronting these interfaces. The building is constructed to the eastern boundary aside from two small centrally located secondary terraces, located within a light court to the eastern boundary. The terraces are accessed via the bedrooms and provide a light source to these rooms.

39. At the second floor, the development pattern is repeated with dwellings oriented to the north and south, with SPOS located to these interfaces off the main living areas. The light court is extended providing light to the centrally located bedrooms.

West

40. Opposite the site, along the western side of Myrtle Street, is a Victorian-era dwelling. This dwelling addresses Ramsden Street and is constructed along the Myrtle Street interface, with a relatively high double-storey addition to the rear and various east-facing habitable room windows at both levels. SPOS is located on the southern side of the site, with vehicular access provided via a single crossover and roller door at the Myrtle Street interface.

Legislation Provisions

41. *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, 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.*

42. The planning permit was issued on 19 December 2016. 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.

43. An extension of time to the planning permit was granted on 8 March 2022. The development must now be completed no later than 19 December 2022.

44. 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 if it was an application for a permit.

Planning Scheme Provisions

Zoning

Clause 34.01 – Commercial 1 Zone

45. Pursuant to the table at Clause 34.01-1 of the Yarra Planning Scheme, a shop and a food and drink premises (café) are section 1 uses and therefore as-of-right. A dwelling, nested under accommodation, is also section 1 use, provided any frontage at ground floor level does not exceed 2 metres. As the residential frontage on the ground floor exceeds 2 metres, the use of the land for dwellings requires a planning permit.

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

47. Pursuant to Clause 34.01-8 (Decision Guidelines), the transitionary provisions for Clause 58 state that the objectives, standards and decision guidelines of Clause 55 of this scheme, as in force immediately before the approval date of Amendment VC136, continues to apply to:
    (a) An application for a planning permit lodged before that date.
    (b) An application for an amendment of a permit under section 72 of the Act, if the original permit application was lodged before that date.

Overlays

Clause 43.01 – Heritage Overlay (Schedule 316) (Clifton Hill East Precinct)

48. Pursuant to Clause 43.01-1 of the Scheme, a planning permit is required to construct or carry out works and for demolition.

49. The existing building at 49 Ramsden Street is identified as 'not contributory' and the building at 47 Ramsden Street as 'contributory' to the South Fitzroy Precinct as outlined in the incorporated document (*City of Yarra Database of Heritage Significant Areas, July 2020)*.

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

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

51. 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

52. Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 3 (Clifton Hill) and the development infrastructure levy and community infrastructure levy are applicable to the additional four dwellings proposed as part of the proposed amendment. The development infrastructure levy is also applicable to the new 47.32sqm shop.

53. As the food and drink premises (café) is existing and is not increasing in floor area, the levies are not applicable.

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

Particular Provisions

Clause 52.06 - Car Parking

55. Pursuant to Clause 52.06-2, the car parking spaces required under Clause 52.06-5 must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the number of car parking spaces required under this clause. As the land is within the Principal Public Transport Network Area, the car parking rates in Column B apply.

56. The Clause 52.06-5 requirements, the proposal provision and the subsequent shortfall are shown below:

57. The following table reflects the car parking requirements and provision for the approved development:

Use	Bedrooms/Area	Rate	Statutory Requirement	On-site Provision	Reduction requested
Dwelling	3 x 2 bedroom	1 space per 1 and 2 bedroom dwelling	3	3	0
Shop	As the café is an existing use and the floor area is reducing from the existing area. The original permit was issued with no on-site car parking designated to the café use (and none required as per Clause 52.06 due to the reduction in existing floor area).				0
Total			3	3	0

58. The following table reflects the car parking requirements and provision for the proposed amended development:

Use	Bedrooms/Area	Rate	Statutory Requirement	On-site Provision	Reduction requested
Dwelling	7 x 2 bedroom	1 space per 1 and 2 bedroom dwelling	7	8	0
Shop	47.35sqm	3.5 spaces per 100sqm of leasable floor area	1	0	1
Cafe	As the café is an existing use and the floor area is reducing from the existing area. The original permit was issued with no on-site car parking designated to the café use (and none required as per Clause 52.06 due to the reduction in existing floor area).				
Total			8	8	1

59. The car parking spaces required under Clause 52.06-5 must be provided on the land or as approved under Clause 52.06-3 to the satisfaction of the responsible authority. A reduction of 1 space associated with the shop is therefore required as part of this amendment.

60. As a result of the amendment, the car parking layout and design has been modified from a car shuffler to a car stacker. Clause 52.06-8 provides design standards for car parking areas.

Clause 52.34 – Bicycle Facilities

61. Pursuant to Clause 52.34-1, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.

62. The Clause 52.34-5 requirements are shown below:

Proposed Use	Quantity/Size	Statutory Parking Rate	No. Spaces Required	No Spaced Allocated
Dwellings	7	1 Resident space per 5 dwellings	2	8
Retail premises	145sqm	1 Employee	0	0

		Space to each 300sqm of leasable floor area		
		1 Visitor Space to each 500sqm of leasable floor area	0	0
Bicycle Parking Spaces Total			2 Resident spaces	8 Resident spaces
Showers/Change rooms	1 to each of the first employee spaces and 1 to each additional 10 employee spaces		0 showers/ change rooms	0 showers/ change rooms

63. With 7 bicycle spaces proposed, the proposal meets the statutory requirement. Change room/showers are not required pursuant to table 3 of Clause 52.34-5.

Clause 55 - Two or more dwellings on a lot and residential buildings

64. As part of the transitional provisions under the C1Z decision guidelines, the objectives, standards and decision guidelines of Clause 55, as in force immediately before the approval date of Amendment VC136 apply to this application.

65. It is important to note that there have been various changes to Clause 55 since Amendment VC136, which do not apply to the current application. This includes:

(a) The requirements of 55.07 (Apartment Developments). However, it is noted that these requirements also do not apply to land within C1Z.

(b) Clause 55.03-5 consideration of impacts to adjoining solar energy systems in Residential Zones. While this decision guideline does not apply, it is noted that there are no solar panels proximate to the subject site that would be affected.

(c) Clause 55.05-4 now states that balcony requirements in Clause 55.05-4 do not apply to an apartment development (as these are now to be assessed against clause 55.07 and clause 58). This application will be assessed against the requirements of clause 55.05-4.

There have been general policy amendments, which related to other provisions of the scheme and will be discussed/assessed as relevant.

Clause 58 – Apartment developments

66. In accordance with the transitional provisions listed at Clause 34.01-4 of the Commercial 1 Zone, Clause 58 does not apply to an application to amend a permit under section 72 of the Act, if the original permit application was lodged before the approval date of Amendment VC136.

67. The original permit application was lodged on 3 March 2016. Amendment VC136 was gazetted into the Scheme on 13 April 2017 and therefore the provisions of Clause 58 are not applicable to this application.

Clause 53.18 – Stormwater Management in Urban Development

68. 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

69. 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 a permit should or will be granted. The responsible authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause'.*

Clause 65.01 – Approval of an application or plan

70. *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 provision.
    (d) The orderly planning of the area.
    (e) The effect on the amenity of the area.
    (f) The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

Planning Policy Framework (PPF)

Clause 11.03-1S Activity Centres

71. 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

72. The relevant objective of this clause is:
    (a) To assist the control of noise effects on sensitive land uses.

Clause 13.07 Amenity
Clause 13.07-1S Land use compatibility

73. 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 15.01-1S Urban design

74. 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 15.01-2S Building design

75. 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.

Clause 15.01-5S Neighbourhood character

76. The relevant objective of this clause is:
    (a) To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 15.02 Sustainable Development

77. The objective of this clause is:
    (a) To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

Clause 15.03 Heritage

78. The objective of this clause is:
    (a) To ensure the conservation of places of heritage significance.

Clause 16.01 Residential Development

79. The relevant objectives and strategies of this clause are:
    (a) To promote a housing market that meets community needs.
    (b) Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.

Clause 16.01-2S Location of residential development

80. The objective of this clause is:
    (a) *To locate new housing in designated locations that offer good access to jobs, services and transport.*

Clause 17.02 Commercial

81. The relevant objective of this clause is:
    (a) To encourage development that meets the communities' needs for retail, entertainment, office and other commercial services.

Clause 18.01 Integrated Transport

82. The objective of this clause is:
    (a) To create a safe and sustainable transport system by integrating land use and transport.

Clause 18.02 Movement Networks

83. The relevant objectives of this clause are:
    (a) To promote the use of sustainable personal transport.
    (b) 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.
    (c) Ensure provision of bicycle end-of-trip facilities in commercial buildings.

Clause 18.02-2S Public Transport

84. 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

85. The objective of this clause is:
    (a) Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Local Planning Policy Framework (LPPF)

Clause 21.04-1 Accommodation and Housing

86. The objectives of this clause are:
    (a) To accommodate forecast increases in population.
    (b) Support residual population increases in established neighbourhoods.
    (c) To reduce potential amenity conflicts between residential and other uses.
    (d) To reduce potential amenity conflicts between residential and other uses.
    (e) Ensure new residential development in the Mixed Use, Business 1, Business 2, and Business 5 Zones and near Industrial and Business Zones is designed to minimise the potential negative amenity impacts of existing non-residential uses in the vicinity.
    (f) Apply the Interface Uses policy at clause 22.05.

Clause 21.04-2 Activity Centres

87. The relevant objectives of this clause are:
    (a) To maintain the long term viability of activity centres.
    (b) Permit residential development that does not compromise the business function of activity centres.

Clause 21.04-3 Industry, Office and Commercial

88. The objective of this clause is:
    (a) To increase the number and diversity of local employment opportunities.

Clause 21.05 Built Form

89. The relevant objectives of this clause are:
    (a) To protect and enhance Yarra's heritage places.
    (b) To reinforce the existing urban framework of Yarra.
    (c) To retain Yarra's identity as a low-rise urban form with pockets of higher development.
    (d) 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.
    (e) To ensure that new development contributes positively to Yarra's urban fabric.

(f) Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.
(g) Support new development that contributes to the consolidation and viability of existing activity centres.

Clause 21.06 Transport

90. The objectives of this clause are:
(a) *Use rear laneway access to reduce vehicle crossovers.*
(b) To facilitate public transport usage.
(c) Require new development that generates high numbers of trips to be easily accessible by public transport.
(d) To reduce the reliance on the private motor car.

Clause 21.07 Environmental Sustainability

91. The relevant objectives of this clause are:
(a) To promote environmentally sustainable development.

Clause 21.08 Neighbourhoods

92. Clause 21.08-4 of the Scheme describes the Clifton Hill neighbourhood as *'largely residential neighbourhood has good public open space including the parklands associated with the Yarra River and Merri Creek to its east and Darling Gardens and Mayors Park located within the neighbourhood.'*

93. Clause 21.08-4 shows the site as being located within a Neighbourhood Activity Centre.

94. The Figure 12 - Built Form Character Map: Clifton Hill shows the subject site located within the heritage overlay. The guiding urban design principle is to *'ensure that development does not adversely affect the significance of the heritage place'*.

Relevant Local Policies

Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay

95. This policy applies to all new development included in a heritage overlay. The relevant objectives of this clause includes to conserve Yarra's natural and cultural heritage, to conserve the historic fabric and maintain the integrity of places of cultural heritage significance, to retain significant view lines to, and vistas of, heritage places and to preserve the scale and pattern of streetscapes in heritage places.

Clause 22.05 Interface Uses Policy

96. This policy applies to applications for use or development within Commercial 1 Zones (amongst others). The objectives of this clause are to enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes and to ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.

Clause 22.07 Development Abutting Laneways

97. This policy applies to applications for development that are accessed from a laneway or have 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 22.12 Public Open Space Contribution

98. This policy applies to all residential proposals, mixed use proposals incorporating residential uses and proposals incorporating residential subdivision. The subject site is in an area where land in lieu of cash is the preferred method of public open space contribution (area 3065A). However considering the size of the site, it is not practical to provide the preferred area of land and therefore cash will be required.

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

99. This policy applies to applications for new buildings and aims to achieve the best practice water quality performance objectives and to promote the use of water sensitive urban design, including stormwater re-use.

Clause 22.17 Environmentally Sustainable Development

100. This policy applies throughout the City of Yarra to residential and non-residential development that requires a planning permit. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Documents

Urban Design Guidelines for Victoria (DELWP, 2017)

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

Advertising

102. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 52 letters sent to surrounding owners and occupiers and by signs displayed on site. Council received 156 objections, the grounds of which are summarised as follows:

(a) Heritage – loss of original heritage fabric and domination of the heritage streetscape
(b) Potential structural impacts to adjoining dwellings
(c) Noise - from basement access roller door and vehicles using the laneway
(d) Poor amenity of apartments – poor daylight access, small size, poor outlook
(e) Overlooking
(f) Bad precedent
(g) Use of the laneway
(h) Poor design
(i) Overshadowing

(j) Parking Issues
(k) Excessive demolition
(l) Excessive height/bulk
(m) Impact on property values

103. No consultation meeting was held.

104. The Section 57A amended plans the application was re-advertised to the originally advertised parties and all objectors. An additional 3 objections were received as well as further objections from existing parties.

Referrals

105. The referral comments are based on both the originally advertised (Streetscapes and Natural Values Unit) plans and the section 57A Amended Plans (Heritage, Urban Design, ESD, Engineering, Sustainable Transport and City Works)

External Referrals

106. The application was not required to be referred to any external authorities.

Internal Referrals

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

(a) Streetscapes and Natural Values
(b) Heritage
(c) Urban Design
(d) ESD Advisor
(e) Strategic Transport Unit
(f) City Works (Waste)
(g) Engineering

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

OFFICER ASSESSMENT

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

(a) Strategic justification;
(b) Use of the land for dwellings;
(c) Built form and heritage;
(d) Off-site amenity impacts;
(e) On-site amenity;
(f) Car parking, traffic, access, bicycle parking and loading/unloading;
(g) Environmentally Sustainable Design; and
(h) Objector concerns
(i) other matters

Policy and Strategic Support

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

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

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

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

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

114. Consistent with the zone, the use of the land for retail (a shop and food and drink premises) does not require a planning permit and only the use of the land for dwellings (due to frontage condition not met) and buildings and works are triggered by the zone and overlay provisions. This indicates strategic support for retail and office uses within the precinct, which will continue to provide activation along Ramsden Streets at the proposed ground level.

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

116. Policy encourages the concentration of higher density developments in established areas and supports proposals which achieve the urban growth objectives at clause 11.02-1 through the provision of a mixed-use development on land close to existing transport corridors and services. In this instance, the site is located close to several public transport options with close proximity to Clifton Hill Train Station, bus routes along Hoddle Street, Queens Parade and trams operating along Queens Parade. Dedicated bicycle lanes are located along Heidelberg Road to the north and provides a better-connected journey for cyclists. This is also consistent with clause 21.06 (Transport), which aims to reduce car dependency by promoting walking, cycling and public transport use as viable and preferable alternatives. The site's proximity to public transport assists in achieving this objective.

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

118. Having regard to the above, the proposed development of the site including the shop, food and drink premises and dwellings are considered to have strategic planning support, however regard must be had to the appropriate scale of the proposal, based on the individual context and constraints of the land. This aspect of the development will be discussed below.

Use of the land for dwellings

119. A permit is required to use the land for 'dwellings' given the proposed dwellings that front Myrtle Street exceed 2m (approximately 19m) in width at ground level, as outlined earlier in this report.

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

121. In this instance, the site has dual frontages to Ramsden Street and Myrtle Streets. The proposal seeks to maintain the existing Ramsden Street heritage façades and incorporate an activate frontage to the Ramsden Street frontages, through the retention of the existing café and proposed shop. The café will also front the northernmost 10m of Myrtle Street. This approach will ensure that the development maintains an active street frontage to the commercially zoned Ramsden Street interface, whilst the residential use fronting Myrtle Street is consistent with the remainder of the street which is exclusively residential.

122. As previously identified, the existing Ramsden and Myrtle Street streetscapes, at present, exhibit a varied built form and land use mix, which includes the presence of commercial buildings occupied by local retailers (predominantly food and drink), offices and dwellings.

123. It is considered that the proposal will result in an appropriate land use outcome having regard to the following:

    (a) The proposal will continue to allow for active street frontage to Ramsden Street through the proposed café and shop uses.
    (b) The existing residential nature of Myrtle Street
    (c) The heritage façades will be retained ensuring the physical streetscape is not dramatically altered.

Built form and heritage

124. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form), Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) and the Heritage Overlay (HO 316). All of these provisions and guidelines support development outcomes that respond to the existing or preferred built form character and seek a contextual heritage and urban design response reflective of the aspirations for the area. Particular regard must be given to the acceptability of the design in terms of works to the heritage building, height and massing, street setbacks and the relationship to adjoining buildings.

125. The original officer's report considered a number of aspects including the Myrtle Street street wall, upper level setbacks to Ramsden Street, height, rear interface, architectural quality and materials and demolition

126. A review of the changes made to the development will be discussed below.

    Demolition

127. Clause 22.02 outlines policies where the removal of 'part' of a heritage place is proposed. These include:

(a) Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.

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

(i) That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).

(ii) For a contributory building:

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

128. The additional demolition associated with No. 49 Ramsden Street is appropriate given the 'non-contributory' status of the building.

129. The demolition associated with No. 47 Ramsden Street is largely approved under the existing planning permit, with the only additional demolition proposed to the southern portion of the eastern boundary wall and internal demolition. Given these works will not be visible from the street and will not adversely affect the contribution of the building to the broader heritage place they are supported.

47 Ramsden Street Street Setbacks and the Myrtle Street Street Wall

130. The proposed built form to Ramsden Street will be generally consistent with the previously approved building envelope, with the zero-street setback approved under the original planning permit retained. At ground floor, additional entry points will be included to the building and the width of the northern residential entry recess will be widened from 1.2m to approximately 4.5m. To the rear the wall will no longer extend to the boundary incorporating a splay to the south western corner of the site.

131. The first floor footprint will remain largely unchanged as a result of the amendment with the 1m western setback to the northern portion of wall remaining behind the retained portion of tiled roof. The setback associated with the level one north facing deck screening will be marginally reduced from 1.25m to 1m in line with the remainder of the wall.

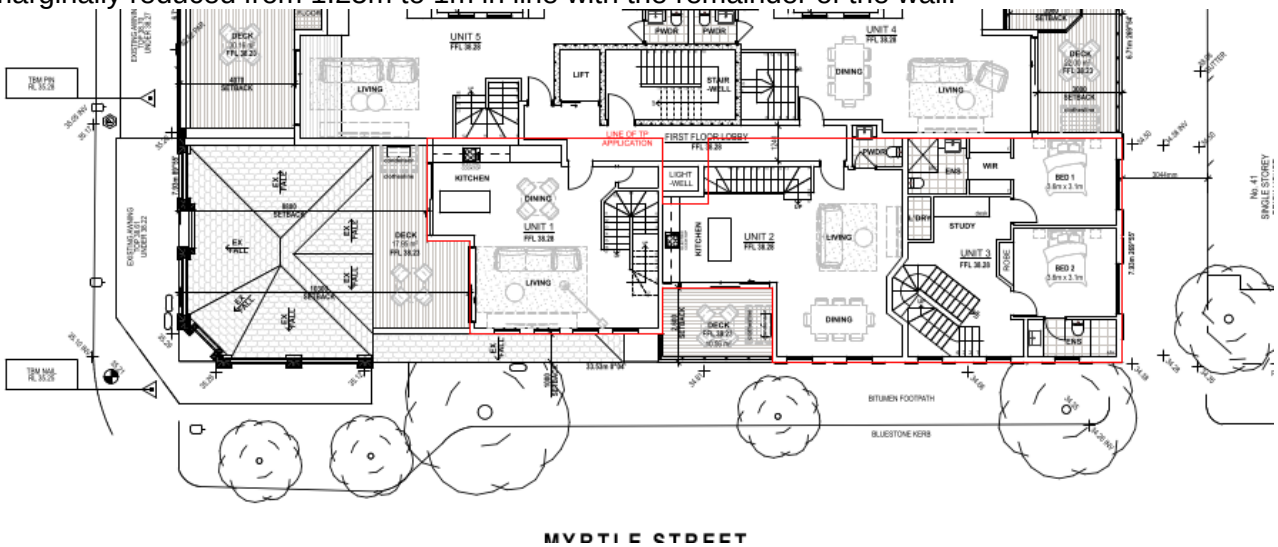


Image 5: The proposed first floor, with the previously endorsed building footprint shown in red.

132. At the second level, the setbacks will again remain relatively unchanged from the endorsed design with the exception to the southwestern corner of the site. A new three storey section of wall associated with the rear dwelling staircase is proposed and the solid parapet/deck balustrading to the rear dwelling will extend to the boundary in-lieu of the previous 500mm setback. The proposed additional wall on boundary is minor and generally consistent with that of the previously approved design. The additional wall will not result in any adverse amenity impacts and will continue to be well articulated ensuring the proposal does not have an overbearing presence to the Myrtle Street streetscape consistent with heritage policy of Clause 22.02.

133. In terms of height, the western wall at first and second floors will be marginally higher than the previously endorsed design as demonstrated within the image below. Slight increases to the northern portion of the first-floor parapet height (+250mm) and the second floor parapet height (+540mm). Council's Heritage Advisor recommended that the floor to ceiling levels at all levels should be minimised at 2.55m to reduce the overall street wall and overall height of the development. The proposal offers 2.7m floor to ceiling heights at first and second floors. In order to maintain an acceptable level of internal amenity, a reduction is not considered appropriate. Given the minimal variation to the originally endorsed, the proposed street wall height is considered acceptable.



Image 6: The proposed Myrtle Street (western) elevation, with the previously endorsed building footprint shown in red.

134. The materials to the wall will be amended with the central section of the wall amended from natural brick to dark grey render and the brickwork to the southern western portion of the wall amended from red to a grey colour noted on the plans as 'natural'. Council's Urban Design team recommended that the bricks to the most southern portion be retained as red as stated below;

"New bricks are scheduled as "natural" colour; it is recommended that these be red, as illustrated on the External Finishes legend, rather than the greyish colour shown on the render, as the latter is considered too similar to the grey render adjacent and above."

135. *Furthermore it is considered that red brick forms a prominent material within the Myrtle Street streetscape as seen to the dwelling to the west and to the south, the use of redbrick to the south western portion of the wall would assist in picking up on the heritage fabric seen throughout the streetscape.* The reinstatement of red brick to the south western corner will be conditioned accordingly.

136. Overall, subject to condition, the revised design response is considered satisfactory and will continue to integrate well with the heritage character of the Myrtle Street streetscape and respects the significance of the heritage place.

Street setbacks to No. 49 Ramsden Street

137. At first floor the proposal will be set back a minimum of 4.07m from the northern boundary with the north-eastern corner of the building set back 5.1m. The proposed 4.07m setback is consistent with that of the first floor of the development at No. 51 Ramsden Street to the east. Council's Heritage Advisor sought an increased first floor setback stating the following (based on the previous plans submitted for the amendment):

"The first-floor development will be setback to match the upper level addition of the adjoining property at no. 51. Given that the setback approved for the first floor at no. 47 is substantially greater, in accordance with Clause 22.02-5.7.1, it is policy to:

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

In accordance with this policy the front setback of the first-floor level should be about 9 metres. Alternatively, the front setback could be staggered like the first floor of no. 47 (as shown in the annotated image below)."

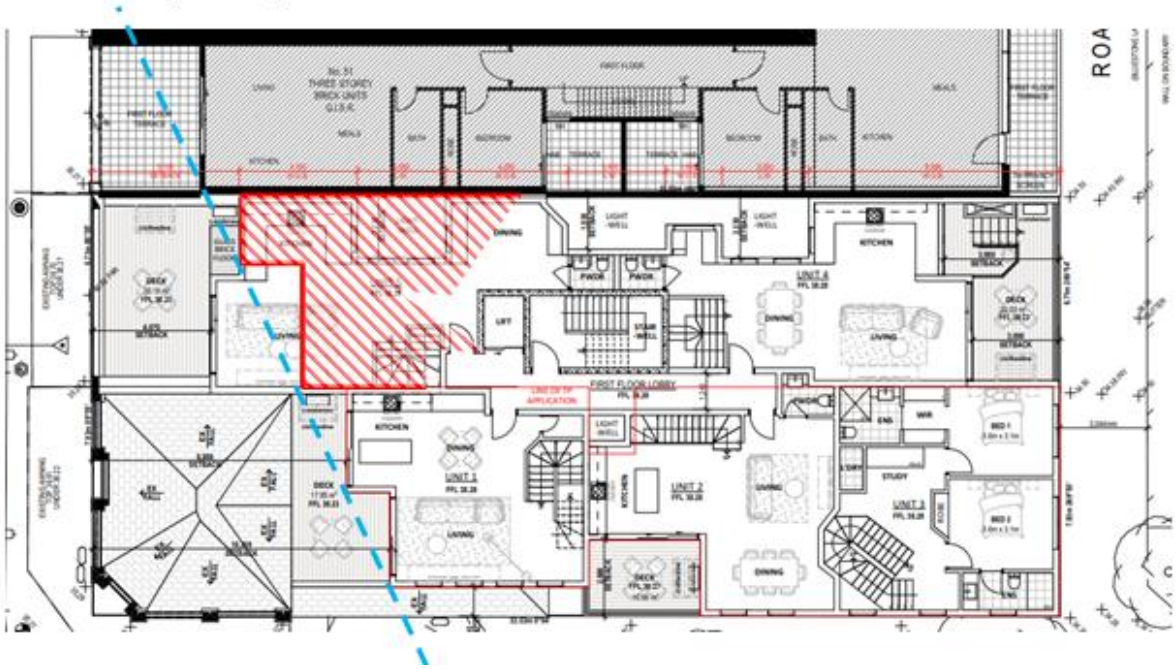


Image 7: The first floor setbacks recommended by Council's Heritage Advisor

138. However, as illustrated in the longitudinal section below, the first floor will be entirely concealed behind the existing parapet as viewed from Ramsden Street, therefore, the setback will have no discernible impact on the heritage streetscape.

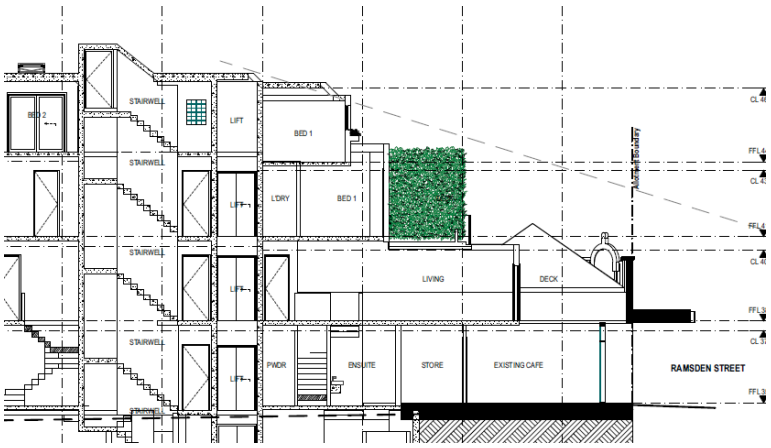


Image 8: A longitudinal section of the proposed development through 49 Ramsden Street

139. The second floor to No. 49 Ramsden Street will be visible from the street, as illustrated in the perspective at Image 1. Council's Heritage Advisor recommends that this level should be set back 7m from Ramsden Street. Alternatively, the setback from Ramsden Street is staggered from 5.79m -8.78m (achieving an average setback of 7.28m). This staggered setback is considered a preferred outcome as it offers a better visual transition from the existing second floor to No. 51 Ramsden Street and the approved setback of No. 47 Ramsden Street as demonstrated in the image of the second floor plan below. Furthermore, given that the existing building at No. 47 Ramsden Street is non-contributory, a greater setback from the street is not considered justified.

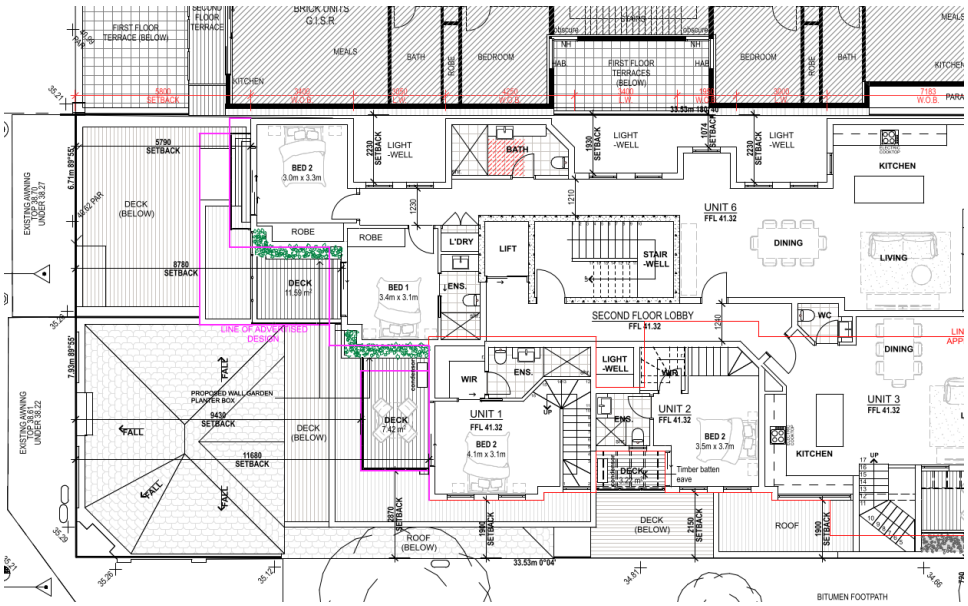


Image 9: The proposed second floor footprint, with the previously advertised footprint outline shown in purple.

140. The proposed amendment also seeks to introduce a fourth storey, which will largely sit above No. 49 Ramsden Street, and in part, over No. 47 Ramsden Street. The Section 57A plans significantly reduced the size of the third floor, which now proposes a setback of 10.17m from Ramsden Street, a minimum setback of 5.53m from Myrtle Street, 3m from the southern boundary and is to be partially constructed to the eastern boundary. Council's Heritage Advisor was not supportive of the proposed third floor, initially stating:

"In regard to the proposed third storey, this floor level must be deleted. There is no precedent for built form of this scale so it must be well setback. Based on the how far the third storey will need to be setback to achieve this outcome, it is considered that this floor level should be deleted."

141. Council's Heritage Advisor reviewed the amended Section 57A plans, maintaining a position that it must be deleted to "*maintain the prominence of the existing scale of this part of Ramsden Street.*

142. Council's Urban Design Unit was also not supportive of the proposed third level, noting:

"Overall, the impact of the proposed 4 storey form is still considered excessive, dominating over the historic single-storey shopfronts. This can be seen in the montage from the northwest. As previously noted, other upper-level extensions in the vicinity are generally limited to a total of 3 storeys and, when viewed from the street, present as adding a single additional level to the original building. (The adjacent development at 51 Ramsden St is a relatively substantial example of this.)
It is recommended that the top storey be deleted. Failing this, significant additional upper level setbacks would be needed so that the perceived bulk would be equivalent to that of a 3-storey building."

143. Council's Urban Design Unit also highlighted a number of substandard design features associated with the fourth storey, such as the mansard style roof treatment, noting that:

"an awkward mansard-like treatment has been introduced where Third Floor walls meet the roof.

The upper levels still present awkwardly, with multiple steps in both plan and section. Deletion of the top storey (as recommended above) would address this."

144. As previously identified, three storey development already exists at No. 51 Ramsden Street and is approved under the existing permit at No. 47 Ramsden Street. Beyond this, however, the scale of the Neighbourhood Centre is consistently two storeys. This is reflective of a small neighbourhood centre, surrounded by a low scale residential area. The proposed fourth storey would be overly dominant and visually incongruous with this low scale centre. A four storey development would also be contrary to the purpose of the Commercial 1 Zone to '*provide for residential uses at densities complementary to the role and scale of the commercial centre'.* Additionally, the topmost level will result in an overly busy design through the staggered setbacks and awkard transitions in height such as the proposed mansard roof treatment, with Council's Urban Design Unit noting;

"The upper levels present awkwardly, with multiple steps in both plan and section. While some stepping is desirable to reinforce the grain of subdivision and to break down the bulk of the building, the currently proposed massing is not effective. As shown on the montages from the northwest and southwest, the proposed extensions seem somewhat ad-hoc."

145. Based on the hertiage and urban design advice, and for the reasons advanced above, it is recommended that the top level (third floor) is deleted via permit condition.

Rear Setbacks

146. To the (south) rear, the setbacks of No. 47 Ramsden Street will remain relatively unchanged as a result of the amended design, with the only variation a 600mm deep planter box included at level two in place of the previous setback.

147. The new development at No. 49 Ramsden Street will be built to the boundary at ground floor. The first floor will incorporate setbacks of 3m-3.98m with a balcony and associated screening constructed to the southern boundary, resulting in a wall height of 4.79m to the laneway.

148. The second floor will be set back between 3m and 4m with the balcony also set back between 1.5m and 2m to the southern boundary.

149. The third floor will be setback 3-4m from the boundary.

150. The third floor will be clearly visible from the south, with the slope of the land accentuating the overall height when compared to the single storey dwelling to the south. as previously discussed, a condition of any permit will require the deletion of this level.

151. The level one and two setbacks are however considered to be appropriate with the built form setback from both the previously approved southern wall of 47 Ramsden Street and the southern walls of 51 Ramsden Street. The use of staggered setbacks and various materials will create articulation, ensuring the proposal does not have an overbearing response to the laneway. Furthermore, given the lack of north facing windows or direct interface to adjoining areas of SPOS, the proposal will not have any unreasonable amenity impacts.

152. Council's Urban Design Team recommended that the ground level carparking area fronting the laneway be replaced with habitable space and/or a landscaped area open to the sky. This recommendation is not considered feasible. Vehicle access is required for the site, and its placement to the laneway, as opposed to Ramsden or Myrtle Streets, is considered the preferred location as it minimises the impact on activate interfaces.

The laneway interface is considered satisfactory with the scale of the development proportionate to that of other developments fronting the laneway and the use of materials providing visual interest and articulation. Windows and balconies to the lane will also allow for a degree of passive surveillance.

East

153. To the east, the development will be constructed to the boundary with central light courts of between 1.07m - 2.23m deep intersecting portions of boundary wall. As demonstrated within the image below, much of the built form associated with the proposal will be located adjacent the existing built form of No. 51 Ramsden Street. The proposed fourth level would sit above the existing wall, however as previously discussed, this is to be deleted via condition. With the deletion of this level, the proposal will have minimal visual impact to the streetscape and subject to satisfactory off-site amenity impacts (to be discussed later in the report) is supported.



Image 10: The eastern elevation, with the built form of 51 Ramsden Street shown in red.

Architectural Quality and Materials

154. The proposed development is considered to be of an appropriate architectural quality and largely responds to the design objectives of Clause 15.01-2. The contemporary design is appropriate and responds to the existing character of new buildings seen in this part of Clifton Hill.

155. The proposal will continue the use of brick and render as the principal materials with the Section 57A amended plans, incorporating horizontal zinc cladding to the façade of No. 49 Ramsden Street and the third floor. The variation of materials between the facades of No. 47 Ramsden Street (render) and No. 49 Ramsden Street (zinc) is consistent with the advice initially provided by Council's Heritage Advisor who recommended the following:

To break down the visual bulk of the proposed development, it is strongly considered that the visible parts of the proposed addition on allotment no.49 must be differentiated from the approved additions to no. 47. The variation does not need to be dramatic, however the pattern of the historic subdivision should be clear. The differences may be in the external colour and finishes and/or the colour and style of window frames or balustrades. The two parts of the new development should relate to each other, but not match.

156. Council's Urban Design Team were also generally supportive of the architecture and design detail within the Section 57A revised design stating.

"Compared to the May 2020 proposal, the design has been improved by the introduction of "wall gardens", the reinstatement of shutters to five west-facing windows, woodgrain finish to the car-lift door and, most significantly, replacing render with zinc cladding at Third Floor Level and part of the Second Floor Level. Windows appear to be more deeply recessed"

157. As previously discussed, Council's Urban Design Unit made recommendations in regard to the southwestern brick colour, this is to be addressed via condition.

158. A condition will also require materiality of the northern awnings to be clarified and increased to a minimum depth of 400mm, with Council's Urban Design team noting;

"*However, sunshades above north-facing windows have been made stumpier, making them ineffective aesthetically as well as for shading"*

159. The material to the roller door and ground floor southern wall (shown as a dark finish) is not identified on the southern elevation. A condition of any permit will require the material and finish to the roller-door and surrounding cladding shown on the south elevation.

160. Similarly, details of the material and ground floor northern façade of No. 49 Ramsden Street have not been shown on the plans (also appear to be a dark finish) a condition of any permit will also require this be specified.

161. Details of the mansard roof material have also not been shown on the plans, however given the fourth storey is to be removed it will no longer be relevant.

162. Subject to conditions it is considered that the architectural quality and materials utilised will integrate well and continue to be of a high quality.

Off-site Amenity Impacts

163. Clause 15.01-2S of the Scheme aims to provide building design that minimises the detrimental impact of development on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing of SPOS, loss of daylight to windows, visual bulk, overlooking of sensitive areas and equitable development. The relevant policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy) of the Scheme.

164. The subject site is located within the Commercial 1 Zone. The immediately abutting site to the east also zoned Commercial 1 whilst sites to the north, south, and west are all within the Neighbourhood Residential Zone.

165. Sensitive interfaces are located to the south on the opposite side of the laneway at No. 41 Myrtle Street, to the west on the opposite side of Myrtle Street at No. 45 Ramsden Street and the apartments located immediately to the east at No. 51 Ramsden Street. The following assessment will therefore focus on potential amenity impacts to these residential uses.

166. The acceptability of off-site amenity impacts (i.e. setbacks, daylight impacts, noise, visual bulk, overlooking and overshadowing) are considered below.

Side and Rear Setbacks

167. The purpose of the side and rear setback objective at clause 55.04-1 is '*to ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.'*

168. Side setbacks are not characteristic of the commercial strip, with buildings consistently built boundary to boundary, reflective of the hard-edge commercial character. The proposed development has incorporated lightcourts along the eastern boundary to provide natural light and ventilation into the proposed development, and to respond to the lightcourt that exists to the property to the east. As discussed elsewhere in the report, the setback from the existing lightcourt is sufficient to protect the amenity of the adjacent development to the east.

169. In regard to the setback from the rear (south) boundary, the existing permit allows for built form at No. 47 Ramsden Street to abut the boundary at ground and first floor levels and at the secondary floor, a setback of 1.9m has been approved, with a screened terrace set back 0.5m. The setbacks of the proposed amended development are a slight improvement with the second floor now set back 2m, and the terrace set back 0.6m.

However, the overall height to the parapet of Level 2 has also increased by 0.57m. Combined with the slight increase in setbacks, the increased height will have limited amenity impact on the residential interface to the south, noting that this interface is limited to the side wall of the existing dwelling at No. 41 Myrtle Street.

170. To No. 49 Ramsden Street, the setbacks are more generous, with the first floor set back between 3m and 3.98m (excluding the deck, which extends to the boundary), the second floor set back between 3m and 4m (with the deck set back a minimum of 1.5m) and the third floor set back between 3m and 6.79m (with the deck set back a minimum of 2m).

171. The level of compliance with the side and rear setback standard is demonstrated in the table below:

Standard B17 Table – Southern interface No. 49 Ramsden Street					
	Wall height (m)	A10 Setback (m)	Proposed setback (m)	Difference	Compliance
Level 1	7.38m	2.47m	3.00m – 3.98m	0.53m-1.51	Yes
Level 2	9.60m	4.69m	3.00m – 4m	-0.69m – -1.69	No
Level 3	12.42m	7.51m	3.00m – 6.79m	-4.51m – -0.72	No

172. As demonstrated within the table above, Level 1 would comply with the required setback standard, whilst levels 2 and 3 would not. The variation to Level 2 is between 0.69m to 1.69m, however, when combined with the 3.044m wide laneway to the south, the setback would comfortably comply. Also, as noted previously, given that this wall faces onto a sheer wall of No. 41 Myrtle Street, no amenity impacts from the setback are anticipated. From a character perspective, the second level to No. 49 Ramsden Street is setback further from the southern boundary than both No. 51 Ramsden St and No. 47 Ramsden St (as approved). Therefore, the second level is considered to sit comfortably into the existing (and approved) context as illustrated in the image below (with red shading representing No. 51 Ramsden St and green shading representing the largely approved envelope of No. 47 Ramsden St).



Image 14: The proposal as viewed from Myrtle Street to the south, with the built form of No.51 Ramsden Street shown in red and the previously approved development at 47 Ramsden Street shown in green.

173. The topmost storey would require a variation of between 0.72m and 4.51m. Including the width of the laneway, this would still not comply with the setback standard. While no immediate amenity impacts are anticipated (given the interface to the boundary wall of No. 41 Myrtle Street), this level is considered to add unreasonable visual bulk as viewed from the south. As previously discussed, the surrounding area is of a low scale, with the neighbourhood activity centre consistently two to three storey. The fourth storey is considered overly dominate and will be deleted via condition.

Walls on boundaries

174. The Walls on Boundaries objective at Clause 55.04-2 of the Scheme is *'to ensure that the location, length and height of a wall on boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings'.*

175. As discussed in the relation to side and rear setbacks, the commercial pocket is characterised by buildings built to all boundaries. The proposal appropriately responds to this, reflecting the hard-edge character.

Daylight to windows

176. No. 41 Myrtle Street located on the southern side of the laneway has no north facing habitable room windows (HRW) fronting the subject site. As such there are no windows that will be impacted to the south.

177. On the opposite side of the Myrtle Street, the dwelling at No. 45 Ramsden Street has a series of ground and first floor habitable room windows facing east. Given the full width of Myrtle Street separates the affected windows from the proposed development (12.5m), the proposal is not anticipated to unreasonably restrict daylight access to these windows.

178. To the east, the development at No. 51 Ramsden Street does not include any habitable room windows directly facing the subject site as such assessment against the requirements of Standard B19 (daylight to existing windows) is not triggered. The development includes a light court to the common boundary, providing light to the internal bedrooms at levels one and two. The proposal provides an adequate design response through a light court generally mirroring that of No. 51 Ramsden Street, as demonstrated within the image below.

The light court provides for a total area of approximately 20sqm between the two light courts with a combined depth of 4.3m, this is considered to be of sufficient dimensions to allow light penetration to the affected windows. As previously discussed, a condition of the permit will require the deletion of the fourth floor, which will further improve daylight access to the affected light courts.

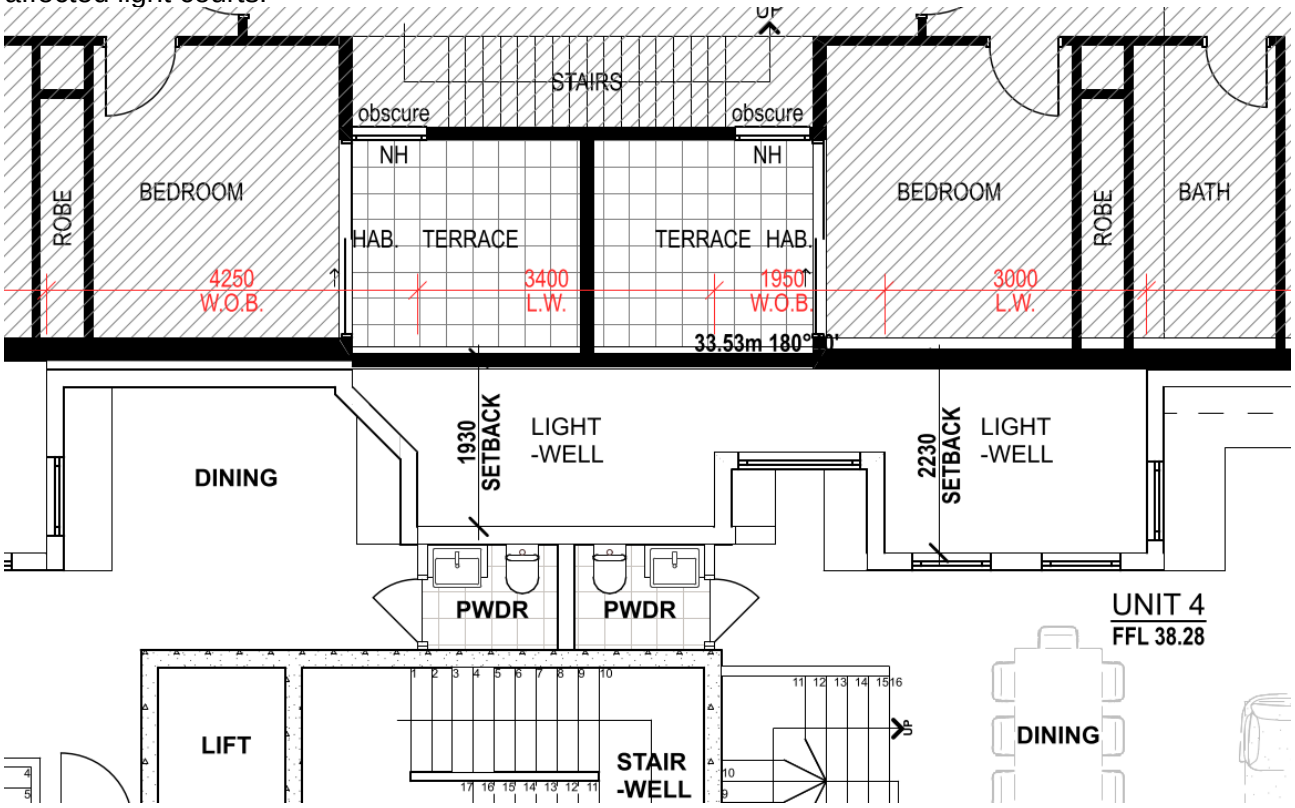


Image 16: The level one light courts and window locations of 51 Ramsden Street.

Overlooking

179. As with above, potential overlooking impacts to HRW or SPOS is associated with dwellings to the east, south and west.

180. Standard B22 (Overlooking) at Clause 55, provides guidance as to whether any unreasonable overlooking impacts from the proposed development will occur. This Standard notes that any '*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 9m (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*'

181. To the west there are no views to areas of SPOS or habitable room windows given the 12.5m width of Myrtle Street separating the subject site from the nearest dwelling at No. 45 Ramsden Street.

182. As previously identified, there are no habitable room windows to 41 Myrtle Street to the south and with the SPOS associated with the dwelling located further to the east (approx.14.5m) there are no sensitive interfaces located within 9m of the southernmost balconies of the proposal as demonstrated within the image below.

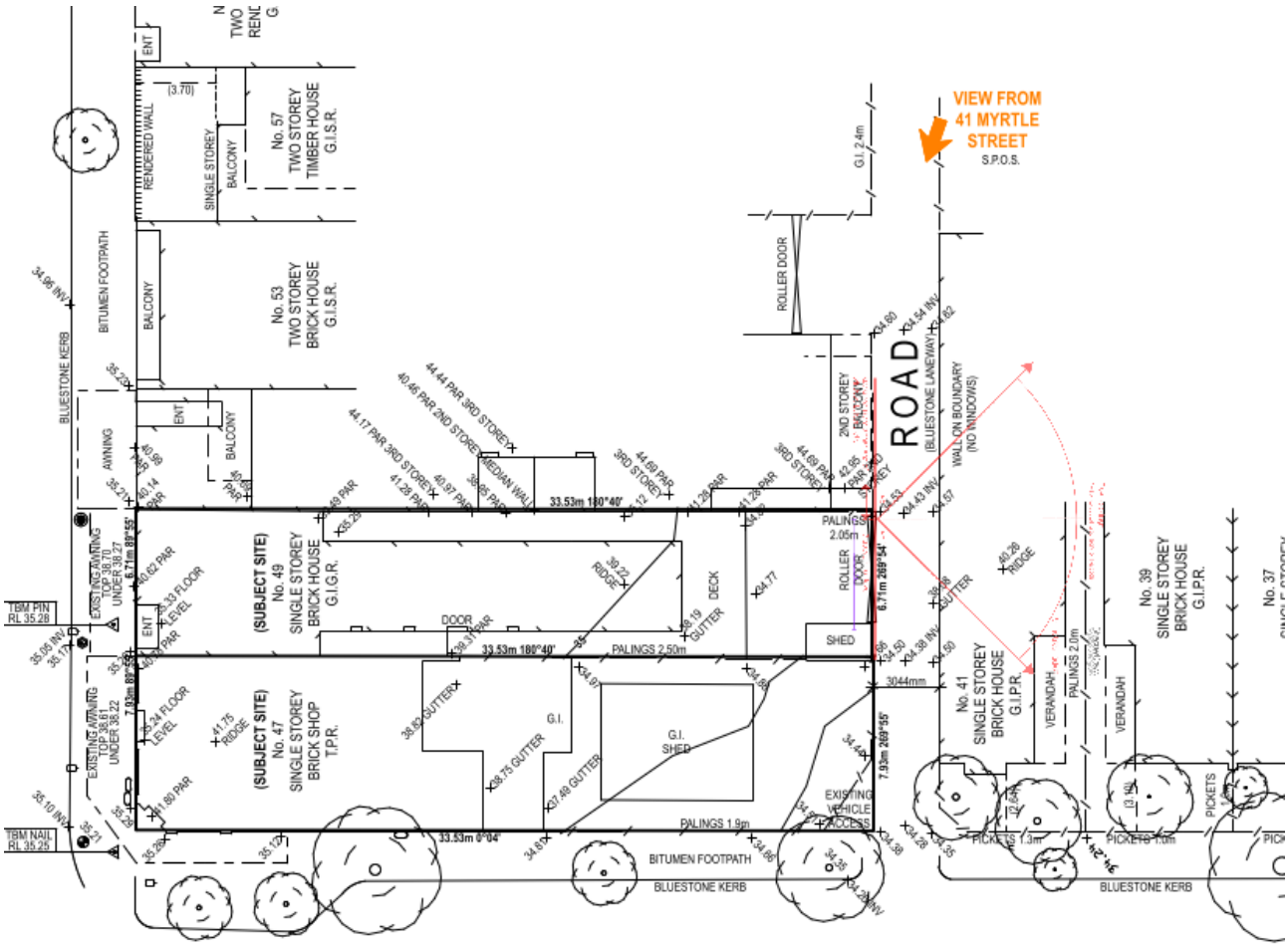


Image 17: Potential overlooking impacts from the southern interface.

183. To the east windows fronting the light court are a mix of obscure and clear glazing. Views to the first floor terraces and first and second floor habitable room windows within the light court of the apartments to 51 Ramsden Street may be obtainable from a number of these windows identified as being constructed of clear glazing including;

    (a) The Unit 4 east facing dining room and north facing kitchen windows

    (b) The Unit 6 east facing dining room windows and north facing kitchen windows

    (c) The Unit 7 north facing living room window and eastern facing kitchen windows.

184. Compliance could readily be achieved through the provision of high sill windows or obscure glazing or through the provision of sightline diagrams demonstrating there are no direct lines of sight. Given that unit 7 is to be deleted, a condition of any permit issued will only require the above potential overlooking impacts from Units 4 and 6 are addressed.

185. The dwellings at No. 51 Ramsden Street also incorporate SPOS in the form of balconies to the north and south. To the south these balconies benefit from existing 1.7m high privacy screening to the western boundary. This will adequately restrict views from the adjacent south facing balconies associated with the amended proposal.

186. To the north, the proposed deck associated with Unit 5 will directly abut the first floor terrace associated with Unit 2 at No. 51 Ramsden Street. whilst a wall is shown on the plans separating the two areas of SPOS, a wall has not been depicted on the eastern elevation. It is presently unclear how high this wall is and what material this is constructed.

A condition of the permit will require this wall/screen be a minimum of 1.7m high and minimum permeability of 25%. Given the first floor finished floor level is 1.92m below the parapet height to Ramsden Street, the 1.7m screen could reasonably be accommodated below the existing parapets ensuring no visibility from the street.

187. At second floor, a small Juliette style balcony will be fitted with a 1m high obscure glass balustrade. Downward views from the balcony/bedroom window to the first-floor terrace and second floor north facing balcony of No. 51 Ramsden Street may be obtainable as demonstrated below.

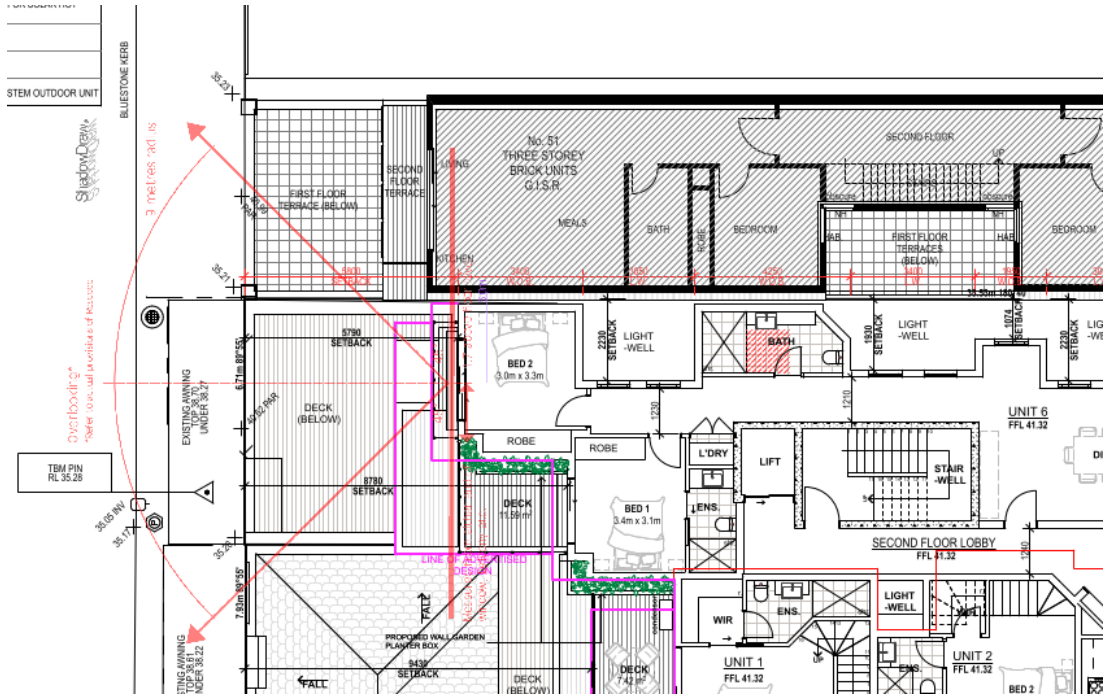


Image 18: Views from the level 2 balcony/bedroom window

188. Given the second-floor terrace is highly visible from the public domain/streetscape under the existing conditions it is considered unnecessary to shield views to area. However, as the first-floor terrace is largely hidden from public view by the existing parapet, its ongoing privacy should be protected. A condition of the permit will require that views to the terrace from the Unit 6 north facing Juliette balcony and Bedroom 2 window be restricted.

189. The rooftop is accessible by stairs from the level below, however this appears to be intended for service access only, given that the majority of the roof is to be occupied by solar panels. As there is no screening to the rooftop, overlooking could occur into the courtyard and adjacent habitable room windows of No. 51 Ramsden St. To ensure that the rooftop does not transform into an accessible terrace area, a condition of any permit issued will require a note to be added to the plans confirming that access to the rooftop is to be restricted for service maintenance only.

Overshadowing

190. Shadow diagrams have been submitted for the September Equinox (22 September), demonstrating that there will be no additional overshadowing to areas of SPOS to the west or south. the shadow diagrams indicate that additional shadow will affect the first floor inner light court terraces of No. 51 Ramsden Street between the hours of 1pm and 3pm as demonstrated within the images below.

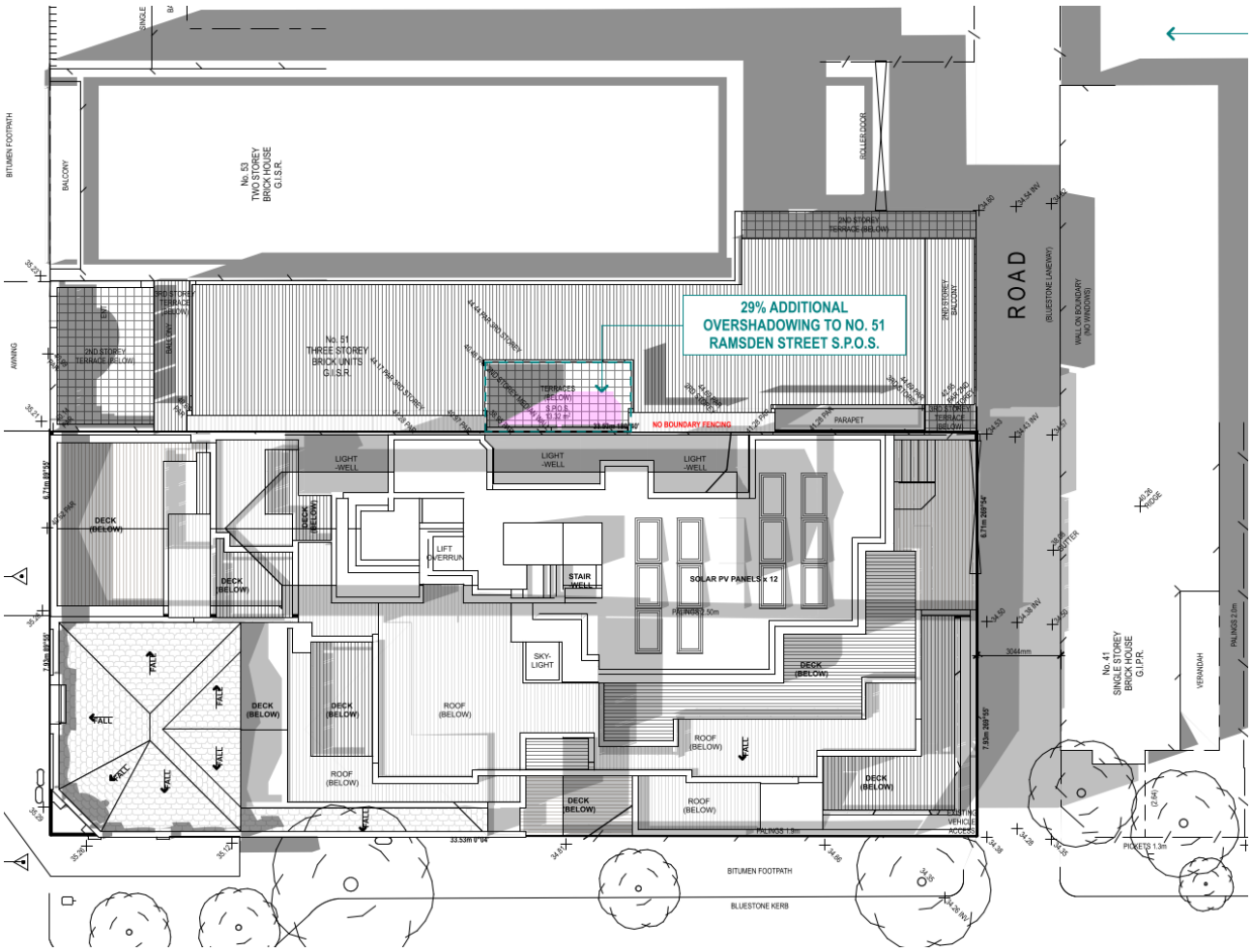


Image 19: The proposed shadow impacts at 1pm

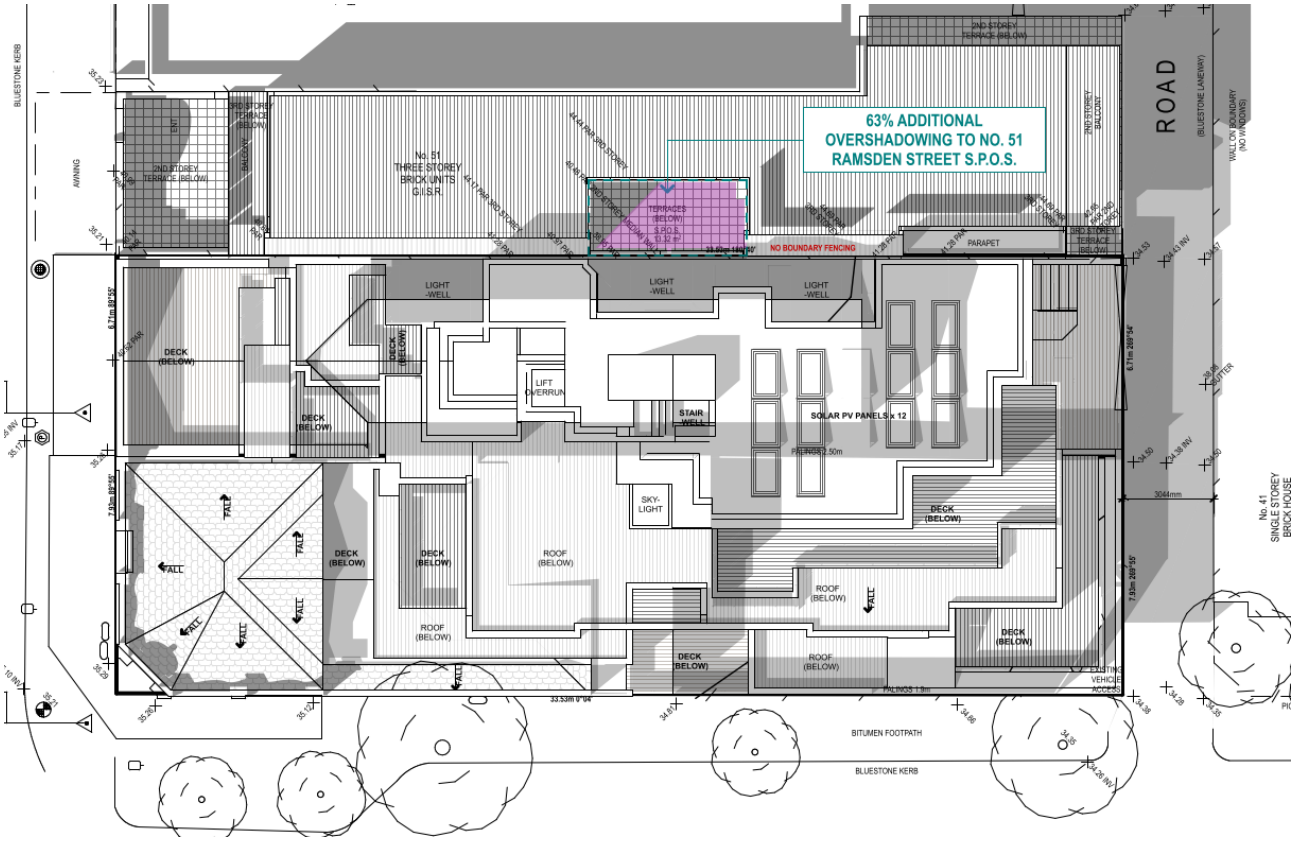


Image 20: The proposed shadow impacts at 2pm

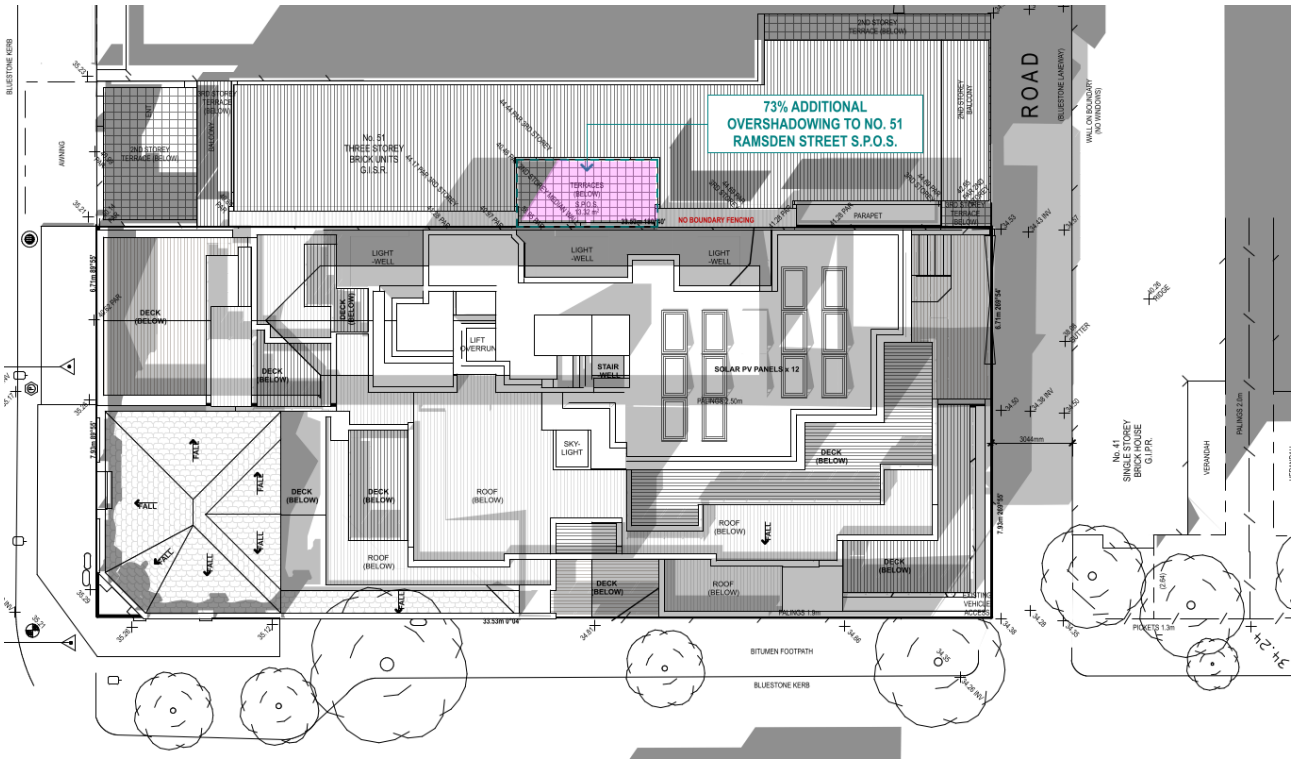


Image 21: The proposed shadow impacts at 3pm

191. The extent of overshadowing is considered acceptable and appropriate design response to the objective of Standard B21 (overshadowing) given the following.

    (a) The affected areas of SPOS are secondary areas access off the bedrooms with the primary areas of SPOS located to the north and south unaffected by the development.

    (b) The subject site and affected dwellings are located within a Commercial 1 Zone, as such amenity expectations need to be tempered accordingly.

    (c) The terraces are located on the common boundary in the form of light courts leaving them highly suspectable to the impacts of future development.

    (d) The shadows will be further reduced by the deletion of the top level.

Visual bulk

192. The height and appearance of the proposed development has been discussed previously within this assessment, with the setbacks of the upper levels appropriately set back from all sensitive interfaces to reduce potential visual impacts to surrounding sites.

Noise

193. Noise from the dwellings will continue to be residential in nature and acceptable within or adjoining a commercially zoned area. The shop and café are “as of right” uses and are not anticipated to generate unreasonable noise impacts.

194. An acoustic report was not required as part of the original proposal however a condition was included on the permit requiring the car stackers to comply with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1). A car lift and rear garage door are proposed in place of the previously approved car stacker device and are not anticipated to result in increased noise levels.

195. As the EPA guidelines regarding noise have been updated, with SEPP no longer the relevant criteria, Council's standard condition will require the development to comply with the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021) or any other requirement to the satisfaction of the Responsible Authority.

Internal Amenity

196. original planning report assessed: apartment orientation and layout, daylight and ventilation, layout, private open spaces, storage, safety, internal views, outlook, noise, circulation spaces and site services in regards to achieving a reasonable level of on-site amenity for all new dwellings within the development.

Apartment orientation and layout

197. The development continues to provide staggered setbacks from the northern, eastern and southern boundaries and orients the primary outlook of dwellings to Ramsden Street, Myrtle Street or the rear right-of-way.

198. bedrooms are located at the ground floor with living areas elevated and enjoying unrestricted outlooks to the north, south and west. All dwellings are a minimum of two aspects with the exception of Unit 2 which has a sole western orientation. Due to the size of each dwelling and proposed layout, where all windows are located in the external face of the building, it is considered that the high level of amenity is maintained to all apartments.

199. Whist the objectives of Clause 58 are not applicable, all living rooms and bedrooms would meet the required minimum dimensions, with the majority dual aspect. Only one single aspect living room is proposed with a maximum depth of 6.8m ensuring sufficient daylight penetration into the dwelling. All apartments are also fitted with adequate kitchen and dining facilities.

200. Furthermore, each dwelling continues to include operable windows and a minimum of two balconies to allow for solar access into the dwelling.

Daylight and ventilation

201. In relation to daylight access, irregular shaped light courts are proposed along the eastern boundary, with areas of 14.5sqm a 6.7sqm with depths ranging from 1.07m – 2.23m. This light court is open to the east at all floors. All living areas are provided at first floor or above with additional outlooks to either the north or south and only bedrooms located at the ground floor.

202. A daylight modelling assessment and subsequent addendum has been prepared by Eco Harmony demonstrating that the lower levels had 100% habitable rooms achieving daylight area compliance, with Council's ESD advisor having reviewed the supplied report and deemed appropriate.

203. The proposed light court is subsequently considered to be of an adequate size to allow sufficient daylight access to the bedrooms that rely on it for daylight access.

204. staggered setbacks, as referenced above, also contribute to the provision of a high level of daylight to all new dwellings with no habitable rooms relying on borrowed light consistent with the requirements of B27 (Daylight to new windows) of Clause 55.).

205. In regard to ventilation, all but one of the dwellings are dual aspect and provide appropriate opportunities for cross-ventilation. Whilst the requirements of Clause 58 are not applicable, the development would be compliant with the requirements of Standard B29 (natural ventilation) which requires a minimum of 40% of dwellings to provide effective cross ventilation

Private open space

206. The original planning report applied the provisions of Standard B28 of Clause 55 to the proposal, requiring a dwelling to have a minimum area of 8 square metres of private open space with a minimum width of 1.6 metres and easy access from the living room.

207. Each dwelling is provided with at least one terrace with a minimum dimension of 1.6 metres and a minimum area of 8 square metres with all dwellings providing in excess of these requirements, with total the total provision of SPOS ranging from a minimum of 13.78sqm (Unit 2) and a maximum of 38.16sqm (Unit 5). Overall, the proposed development provides sufficient private open space for each dwelling.

208. SPOS has been proposed to the north west and south of the site. A number of dwellings have multiple areas of SPOS. Only one apartment of the seven proposed (Unit 4) has south facing SPOS. All other dwellings will have access to north or west facing areas of SPOS. Given the site limitations of the north-south orientation of the block, south facing apartments are an unavoidable outcome. The apartment will however retain daylight access and given that 86% of apartments will have direct daylight access, the proposal is considered a good design response and positively responds to the decision guidelines of Standard B29 (Solar access to open space)

Storage

209. The development provides storage cages for each dwelling at the basement level, with the capacity ranging between 6.11m^3 and 7.51m^3.

210. This is consistent with the requirements of Standard B30 of Clause 55 as is applied prior to planning scheme amendment VC136, which requires a minimum of 6$m^{3.}$.

211. The proposed development provides an acceptable level of storage for the inner urban setting.

Safety

212. The proposal maintains an acceptable response to safety, with a high level of activation provided to both Ramsden Street, Myrtle Street and the rear right-of-way due to the positioning of the dwellings primary outlooks. Entrances to dwellings are clearly visible from the street in accordance with the design requirements of Standard B12 (Safety objective) of Clause 55.

Internal Views

213. Overlooking between the proposed dwellings has generally been minimised through the appropriate site and building layout, window location and design. Specifically, the primary living areas, bedrooms and private open space of each dwelling is provided an appropriate outlook to achieve this.

214. Some internal overlooking could occur as a result of the design, from the habitable room windows and balconies of the upper levels onto the northern balcony of Unit 5 and the southern balcony of Unit 4. Views may also be obtainable between the southern Unit 3 terrace to the Unit 6 deck. Insufficient information has been provided to demonstrate whether the standard has been met.

    To ensure an adequate level of amenity is afforded to these balconies, a condition will require detailed diagrams be submitted to demonstrate the development complies with the objective of Clause 55.04-7 where internal views are to be limited to a maximum of 50%.

215. Due to the window layout to the eastern light court, no unreasonable overlooking occurs between windows that are oriented to face the light court.

    Building entry and circulation spaces

216. The location of the pedestrian entrances to the dwellings has not changed and are easily identifiable from Myrtle Street. the existing shop fronts to Ramsden Street are also retained ensuring positive integration with both streetscapes consistent with the requirements of Standard B5 (Integration with the street). A new lobby servicing dwellings located within the 49 Ramsden Street portion of the development has been incorporated providing circulation space around the lift and stair core. Typical pedestrian movements and access to the building would be expected from Myrtle Street.

    Within the upper levels of the development, corridors are minimised in length with direct access to most dwellings provided within proximity to the lift. The circulation spaces are a minimum of 1.2m, given these spaces will service 6 dwellings it is considered the corridors should be increased to a minimum of 1.5m in width to provide acceptable proportions and appropriate level of amenity to future occupants. This will be conditioned on any permit that issues. This is likely to require apartments to be modified internally, however, given the generous living spaces to the apartments, the common corridors could be widened without unreasonably impacting on internal amenity of the dwellings.

    Site services

217. The amended proposal continues to locate site services on the ground level. Mail services will be located in the residential lobby on the ground floor of the building in an easily identifiable location, this is appropriate The plans do not show the location of a fire booster or substation, which may be required. A condition of any permit will require that these elements are appropriately integrated within the new section of the development i.e. not within the retained façade to Ramsden and Myrtle Streets, or otherwise provide evidence from the relevant service authority that these building services are not required.

218. In regards to other services, air condensers have been located on balconies against the walls and away from balustrading and bedroom room windows. Given the ample size of the balconies the location of these services will not restrict the usability of the space.

219. A roof plan has been provided showing services on the roof with the sectional diagrams demonstrating these have been centrally located to ensure they are screened from prominent views.

Sustainable Design

220. State and Local policies at Clauses 15.01-2S, 21.07, 22.16 and Clause 22.17 of the Scheme call for best practice water quality performance objectives and best practice in environmentally sustainable development from the design stage through to construction and operation.

221. The applicant submitted an updated sustainability management plan prepared by Eco Harmony which provides an overview of the sustainability initiatives that have been assessed for inclusion in the proposed development. The following key ESD attributes will be incorporated into the development;
    (a) A Building User Guide will be provided to building managers and residents with the intent to reduce energy and water consumption;
    (b) All apartments will be provided with access to outdoor air via operable windows and doors to each habitable room;
    (c) The proposal achieves a BESS score of 58%.
    (d) The residential energy ratings achieve an average of 6.5 Stars
    (e) Water efficient fixtures and fittings;
    (f) Gas free development
    (g) Electric vehicle charging
    (h) A 117% STORM score will be achieved, via a 10,000L rainwater tank connected to residential toilet flushing; and,
    (i) Convenient recycling facilities and the provision of compost green/waste collection
    (j) Carpet underlay used for cushioning will be made from at least 90% recycled materials and shall be 100% recyclable at end of life.

222. Council's ESD advisor has reviewed the initially supplied SDA Assessment highlighting a number of opportunities for improvement including the inclusion of electric vehicle charging and the inclusion of a green wall. A number of these recommendations were adopted within he amended Section 57A plans and SDA. The amended plans and SDA dated 2 May 2021 were again reviewed by Council's ESD officer who was generally supportive of the initiatives proposed noting they will contribute to positive ESD outcomes however outlined a number of deficiencies and concerns with as outlined below.

Bicycle parking

223. Council's ESD advisor recommended increasing the basement parking to 7 spaces and retaining the two Ned Kelly style bicycle racks to the rear of the ground floor for the staff of the café and shop. Given that deletion of the topmost level will see the number of apartments reduced to six all dwellings will have access to a horizontal rack. The application was also referred to Council's Sustainable Transport Officer who was supportive of the proposed provision, stating that employees and visitors to the shop and café would be able to use the existing two bicycle hoops located on the corner of Ramsden and Myrtle Street. As such increasing the provision of basement bicycle parking is not considered necessary.

Deletion of the roof garden

224. The supplied Section 57A plans deleted the rooftop garden to 47 Ramsden Street, at the recommendation of Council's Heritage Advisor and Urban Design Team to improve to reduce the mass and bulk of the building within the streetscape. Given landscaping is proposed within the form of green walls and planter boxes to a number of balconies its deletion is supported.

Reduction in Solar Panels

225. The supplied Section 57A plans reduced the extent of rooftop solar system from 5kw to 4kw. Given that there is ample room to accommodate panels, Council's ESD advisor recommended the previously proposed 5kW solar system should be reinstated. This will be required by condition on any permit that issues.

Landscape Plan

226. A landscape plan has not been supplied with the application package, however the architectural drawings depict green walls and planter boxes to balconies. The proposed landscaping shown will provide some softening to the built form, which is supported. Given the commercial context of the site, where soft landscaping is minimal, the proposal is considered an appropriate outcome for the site, consistent with the requirements of Standard B13 of Clause 55. However a landscape plan including full details of the proposed planting is required.

227. Furthermore, as the proposed green walls are west facing, careful consideration needs to be given to the species and irrigation to ensure its suitability and success. Council's ESD advisor specifically requested that details of drought-tolerant plant species, includes cross-sections to illustrate adequate soil depth and volumes and outlines irrigation and maintenance considerations be included in the plan. This will subsequently be required via condition of any permit.

228. To ensure that the relevant policies are met, and a suitable level of energy efficiency is achieved, conditions will be added to ensure that these items are addressed via an updated SMP and shown on amended plans where necessary. The amended SMP will be endorsed accordingly

Car Parking and Access

Car parking reduction

229. Under clause 52.06 of the Scheme, the applicant is seeking a car parking reduction of 1 car parking space for the proposed shop, as outlined within the Particular Provisions section earlier in the report.

230. The reduction being sought by the proposal is supported by the following:
    (a) The site is located within an area that consists of a number of retail, food and drink and commercial premises, with the majority of these uses offering no on-site car parking provision;
    (b) Visitors to the site might combine their visit by engaging in other activities or business whilst in the area;
    (c) The area is well serviced by public transport, located 250m from Clifton Hill Train Station, 200m from buses on Hoddle Street and 500m from trams and buses servicing Queens Parade;
    (d) The site has good connectivity to the on-road bicycle network;
    (e) It is considered that the shop would heavily rely on walk-up trade. Pedestrians in the area and employees at local businesses would likely account for the majority of visitors to the shop;
    (f) The lack of opportunities for long term on-street parking in the surrounding area would be a disincentive for employees to commute to work by car, with the short-term parking restrictions allowing shop visitors to park for limited periods if necessary;
    (g) 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.

Traffic Generation

231. Council Traffic Engineers have estimated that the residential component of the proposed development would generate four vehicle trips per day with 10% during each peak hour. All development traffic would be utilising the laneway along the southern boundary of the site.

232. Council's engineering services unit considers the volume of traffic generated by the proposal would not have a significant impact on the operation of the laneway, Myrtle Street or the surrounding roads.

Car Parking Layout

233. The proposed car parking layout and access was assessed by Council's Traffic Engineers, who confirmed that the entranceway, swept path diagrams and headroom clearance was satisfactory and met all relevant standards and guidelines, and the dimensions of the garage were suitable for the type of car stacking system proposed.

234. Swept path diagrams were submitted, which demonstrated that entering and exiting the car lift and rear car spaces is satisfactory for the B85 design vehicle. In some instances, a correctional movement would be required, however this is permissible under AS/NZS 2890.1:2004 and supported by Council Engineers. As all car parking spaces are allocated to the dwellings, users of the car spaces will become accustomed to the manoeuvres required to access this space.

235. Council's Engineering Unit requested the following be shown on any endorsed plans:
    (a) The finished floor levels along the edge of the slab must be set 40mm above the edge of the ROW.

236. If a permit is to issue these items will be required to be addressed via condition.

Bicycle Parking

237. As outlined earlier in the report, the proposed development is required to provide a total of two resident bicycle spaces under clause 52.34 of the Scheme. The proposal includes eight bicycle spaces within the basement and the ground floor, as shown on the Section 57A Amended plans. Each dwelling will be provided with a bicycle space, with the majority located conveniently in the form of horizontal hoops within the basement. As previously discussed, a condition of the permit will require the deletion of Unit 7 by way of deletion the top most floor. As such all units will have access to a horizontal bicycle space within the basement. Council's Sustainable Transport Officer was satisfied with the provision, location and dimensions of the proposed bicycle parking. Had seven units been retained, a bicycle space for each dwelling would have been required, as recommended by Council's ESD advisor.

238. Whilst the existing café and proposed shopfront have not been specially allocated bicycle parking, it is noted that there is no requirement under the scheme given the limit scale of the uses. Furthermore, Council's Sustainable Transport Advisor was satisfied that the existing two bicycle parking hoops located on the corner of Myrtle and Ramsden Street could be utilised for staff and patrons of these uses.

239. The bicycle parking spaces have also been provided in a convenient location accessed via the basement from the residential lobby and in an area where there is limited potential for conflict. This satisfies the requirements of clause 52.34 of the Yarra Planning Scheme.

Loading and Unloading

240. The provision of no on-site and off-site loading areas is maintained within this amendment. This continues to be acceptable given limited scale of the commercial uses and that deliveries to the site can be made utilising the existing 2 hour or 15 minute parking, directly out the front located on Ramsden Street. Additionally, the proposed shop and café are relatively small and on-street deliveries are standard practice for many retail premises along commercial strips within Yarra. This has been reviewed by Council's Engineering Unit who have raised no issues with this arrangement.

Waste Management

241. The applicant submitted a waste management plan with the application, prepared by Leigh Design dated 11 May 2020. The waste management plan outlines the arrangements for the storage and collection of waste from the proposed development. Council's City Works Branch initially reviewed the applicant's waste management plan and raised concerns with the size of the bin storage areas. The Section 57A amended plans subsequently increased the size of the bin storage areas, however an updated waste management plan has not been supplied. The revised plans were referred to Council's City Works Branch who advised that the increased bin storage areas were satisfactory. A condition of the permit will require that waste management plan updated to reflect the changes incorporated within the Section 57A amended architectural plans.

Impact to Street Trees

242. As previously discussed, there are 5 street trees located along the Myrtle Street frontage. Under the existing conditions, built form abuts three of the five existing trees, with the rear of No. 47 Ramsden Street consisting of a concrete slab with no permeability. Given the location of the proposed basement, the size of the trees and the existing built form on site, it is unlikely that there will be any significant impacts to the existing street trees as a result of the development, with Council's Streetscape and Natural Values Unit not raising any concerns.

243. The application was initially referred to Council's Streetscapes and Natural Values Unit who advised that if the southernmost tree abutting the crossover and laneway did require removal, it would be supported subject to an amenity fee payable by the developer. The supplied swept path diagrams however demonstrate that vehicles will be able to enter and exit the car lift without being hindered by the existing tree. Council Traffic Engineers have also reviewed the proposed access arrangements and have not raised any issues with regards to the location of the existing street tree.

244. A condition of the permit will require the submission of a tree management plan demonstrating how the street trees will be protected during construction.

Other Matters

Modification to the address of the land referenced within the planning permit

245. The address of the land will be required to be updated to include 49 Ramsden Street.

Deletion and replacement of Condition 1

246. Conditional changes to the plan will be required. As plans to meet the current Condition 1 requirements as shown on Planning Permit PLN16/0168 have been endorsed on 2 November 2018, it is recommended that existing Condition 1 be deleted and replaced with a new Condition 1.

Deletion and replacement of Condition 3

247. Conditional changes to the sustainable management plan will be required. As a sustainable management plan to meet the current Condition 3 requirements as shown on Planning Permit PLN16/0168 has not been previously endorsed. It is recommended that existing Condition 3 be deleted and replaced with a new Condition 3 referencing the current sustainability management plan and the required changes as referenced throughout the report.

Condition 4

248. Conditional changes to the waste management plan will be required. As a waste management plan to meet the current Condition 4 requirements as shown on Planning Permit PLN16/0168 has not been previously endorsed, it is recommended that existing Condition 4 be deleted and replaced with a new Condition 4 referencing the current waste management plan and the required changes as referenced throughout the report.

Amended Condition 10

249. The existing condition 10 requires the car stacker to be installed prior to occupation and in accordance with the manufacture's specifications. This will be amended to reference the car lift as opposed to the previously proposed car stackers.

Amended Condition 11

250. Condition 11 requires the car stacker to comply with the State and Environment Protection Policy – Control of Noise from Commerce, Industry and Trade SEPP N-1. As discussed within the body of the report, the EPA noise guidelines have been updated since the permit was issued. As such, the condition will be amended to reference the car lift and garage door and require compliance with the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021) or any other requirement to the satisfaction of the Responsible Authority.

New Conditions

251. New conditions pertaining to the submission of a landscape plan, maintenance of the landscaping, submission and maintenance of a tree management plan and the requirements of the development infrastructure levy and community infrastructure levy will also be included in the amended permit with the conditions renumbered accordingly.

Objector Concerns

252. Many of the objector issues have been discussed within the body of the report. Outstanding issues raised are as follows:

(a) Heritage – loss of original heritage fabric and domination of the heritage streetscape

This is discussed within paragraphs 124 - 153

(b) Potential structural impacts to adjoining dwellings

The potential for damage arising to the property during construction is outside the scope of the planning process. These matters are to be addressed as part of the building permit process.

(c) Noise - from basement access roller door and vehicles using the laneway

This is discussed within paragraphs 192 - 194

(d) Poor amenity of apartments – poor daylight access, small size, poor outlook

This is discussed within paragraphs 195 - 218

(e) Overlooking

This is discussed within paragraphs 179 - 188

(f) Bad precedent

All applications are assessed on their own merit, based upon relevant planning policy, their specific site conditions and context.

(g) Use of the laneway

This is discussed within paragraphs 152 and 230 - 235

(h) Poor design

This is discussed within paragraphs 154 - 162

(i) Overshadowing

This is discussed within paragraphs 189 - 190

(j) Parking Issues

This is discussed within paragraphs 228 - 235

(k) Excessive demolition

This is discussed within paragraphs 127 - 129

(l) Excessive height/bulk

This is discussed within paragraphs 130 – 153 and 167 - 178

(m) Impact of property values

The Victorian Civil and Administrative Tribunal has consistently found that property values are speculative and not a planning matter. Fluctuations in property prices are not a relevant consideration in assessing an application under the provisions of the *Planning & Environment Act* 1987, or the Yarra Planning Scheme.

Conclusion

253. The proposed amendment, subject to the conditions recommended throughout this report, is considered to achieve an acceptable planning outcome that demonstrates clear compliance with the relevant council policies, and approval of the amendment is recommended.

RECOMMENDATION

That a Notice of Decision to Grant an Amended Planning Permit to Planning Permit PLN16/0168 be issued to include No. 49 Ramsden street as part of the subject site; and allow for part demolition, use and construction of a multi storey building and use for the of land dwellings, food and drink premises and a shop (permit not required for food and drink and shop use) and a reduction of the car parking requirement at 47 and 49 Ramsden Street, Clifton Hill generally in accordance with the plans and reports noted previously as the "decision plans", subject to the following change to the address of the land referenced in the permit and permit conditions (amended/new conditions shown 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. The plans must be generally in accordance with the advertised plans, prepared by Turner Ginnivan (dated 20.05.2021) but modified to show:

- **(a) The southern portion of the western wall to Myrtle Street shown as C05 'Natural' face brick to be constructed of red brick**
- **(b) Deletion of the third floor (topmost level)**
- **(c) The north facing level one and two awnings increased to a minimum depth of 400mm**
- **(d) Material of the roller-door and surrounding cladding shown on the south elevation**
- **(e) Material of the ground level Ramsden Street façade of 49 Ramsden Street**
- **(f) Material of the north facing awnings**
- **(g) Demonstrate compliance with clause 55.04-6 (Overlooking) of the Yarra Planning Scheme (with any additional screening to be shown) from;**
  - **(i) The windows within the east facing lightcourt to the adjacent windows and balconies within the light court of No. 51 Ramsden Street**
  - **(ii) The Unit 6 north facing Juliette balcony and Bedroom 2 north facing window to the first floor north facing terrace of No. 51 Ramsden Street.**
- **(h) Details of the wall between the northern deck of Unit 5 and the first-floor northern terrace of No. 51 Ramsden Street, demonstrating a minimum wall/screen height of 1.7m and minimum permeability of 25%.**
- **(i) note added to the roof plan confirming that access to the rooftop is to be restricted for service maintenance only.**
- **(j) Detailed diagrams demonstrating compliance with Clause 55.04-7 (Internal Views) of the Yarra Planning Scheme (with any additional screening to be shown) from;**
  - **(i) the upper level apartments into the balconies of Unit 5**
  - **(ii) the upper level apartments into the balconies of Unit 4**
  - **(iii) the Unit 3 balcony to the Unit 4 balcony**
- **(k) The internal common corridors widened to a minimum width of 1.5m**
- **(l) The finished floor levels along the edge of the slab of the car parking area set 40mm above the edge of the ROW.**
- **(m) Substation and fire booster services to be shown within the new sections of the development and concealed or appropriate integrated within the building design. Or otherwise provide evidence from the relevant service authority that these building services are not required.**

(n) Any changes required by the endorsed Sustainable Management Plan pursuant to Condition 3

(o) Any changes required by the endorsed Waste Management Plan pursuant to Condition 4

(p) Any changes required by the endorsed Landscape Plan pursuant to Condition 5

(q) Any requirement of the endorsed Tree Management Plan pursuant to Condition 6 (where relevant to show on plans).

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

3. In conjunction with the submission of plans under Condition 1, an amended Sustainable Management Plan 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 dated 2 May 2021, prepared by Eco Harmony, but updated to include the following:

(a) The provision of a minimum 5kW Solar System to the roof of the building

4. **In conjunction with the submission of plans under Condition 1, an amended Waste Management Plan 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 dated 11 May 2020, prepared by Leigh Design, but updated to include the following;**

(a) The bin storage areas increased in accordance with the architectural plans prepared by Turner Ginnivan (dated 20.05.2021)

5. Before the plans under Condition 1 are endorsed, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must include/provide:

(a) a plant schedule and planting plan showing the type, location, quantity, height at maturity and botanical names of all proposed plants;
(b) details of the green wall
(c) a legend containing key features, materials and surfaces;
(d) soil media and the dimensions for the planters;
(e) information on irrigation and drainage systems;
(f) maintenance schedule, tasks and duration;
(g) Load bearing weights for the building to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass proposed.

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.

7. 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:

(a) the protection of the Myrtle Street street trees:
(i) pre-construction;
(ii) during construction; and
(iii) post construction
(b) the provision of any barriers;
(c) any pruning necessary; and
(d) watering and maintenance regimes,

to the satisfaction of the Responsible Authority

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

9. Before the buildings are 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.

10. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the dwelling entrances and garage must be provided. Lighting must be:
(a) located;
(b) directed;
(c) shielded; and
(d) of limited intensity,
to the satisfaction of the Responsible Authority.

11. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
(a) at the permit holder's cost; and
(b) to the satisfaction of the Responsible Authority.

12. 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.

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

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

15. The use/development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.

16. 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.

17. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
    (a) before 7.00 am or after 6 .00 pm, Monday-Friday (excluding public holidays);
    (b) before 9.00 am or after 3.00 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.

18. Prior to the issue of a Statement of Compliance the Development Infrastructure Levy for the additional dwellings and additional retail allowed by amendment of this permit must be paid to Yarra City Council in accordance with the approved Development Contributions Plan; or the Owner must enter into an agreement with Yarra City Council to pay the Development Infrastructure Levy for the additional dwellings and additional retail allowed by amendment of this permit within a time specified in the agreement.

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

20. This permit will expire if:

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

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

Notes:

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

The site is subject to the Heritage Overlay. A planning permit may be required for any further external work.

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

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

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

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

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

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

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

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.

Attachments

1 Subject site and surrounds

2 Plans

3 3D Montages

4 Sustainable Design Assesment

5 Traffic Report

6 Waste Managment Plan

7 Daylight Modelling Report

8 Daylight Modeling Addendum

9 Heritage Advice (57A Amended Plans)

10 Heritage Advice (Originally Advertised)

11 Urban Design Advice (57A Amended Plans)

12 Urban Design Advice (Originally Advertised)

13 ESD Advice

14 Engineering Comments

15 City Works Comments

16 Open Space Comments

17 Sustainable Transport Comments

Attachment 1 - Subject site and surrounds

47-49 Ramsden Street Clifton Hill

Site and Surrounds



Image 1: The subject site and surrounds shown in red (Source Nearmap Feb 2022)



Image 2: The subject site and surrounding Zoning (Source Vic Plan March 2022)

Attachment 2 - Plans

PROJECT SUMMARY

SITE + PROPERTY DETAILS

Address: **47-49 Ramsden Street CLIFTON HILL VIC 3068**
Lot / Plan: **Lot 1**
SPI (Standard Parcel Identifier): **TP692016**
Local Government (Council): **Yarra Council** Council Property Number: **117000**
Directory Reference: **Melway 2X k3**

This property is **not in a designated bushfire prone area.**
No special bushfire construction requirements apply. Planning provisions may apply.
Further information about the building control system and building in bushfire prone areas can be found in the Building Commission section of the Victorian Building Authority website www.vba.vic.gov.au

Parcel Details
Lot/Plan or Crown Description SPI
Lot 1 **TP692016**

Utilities
Rural Water Business: **Southern Rural Water**
Metro Water Business: **City West Water**
Melbourne Water: **Inside Drainage Boundary**
Power Distributor: **Citipower**

Planning Zone Summary
Planning Zone: **Commercial Zone 1 (C1Z)**
Planning Overlay: **Heritage Overlay (HO)**
Heritage Overlay Schedule (HO316)

Further Planning Information
For other information about planning in Victoria visit www.delwp.vic.gov.au/planning



PERMITS + APPROVALS

Planning Permit(s)
A Planning permit **IS** required for this project
Council: Yarra Council
Permit No: PLN16/0168

Flooding Approval
Flooding Approval **IS NOT** required for this project
Council: Yarra Council
Reference: XXX

Building Permit(s)
Building Classification(s): #Building BCA Class
A building permit is required

Build Over Easement Permit - Sewer
Authority: XXX
Application ID: XXX

Build Over Easement Permit - Stormwater
Authority: XXX
Application ID: XXX

SITE CLASSIFICATIONS

Building Type (BCA) Class: #Building BCA Class
Soil Classification: TBC
Wind Classification: TBC
BAL Classification: N/A

PROJECT CONTACTS & CONSULTANTS

Architect:
TURNER GINNIVAN
03 9489 5535
Job No: 191

Structural + Civil Engineer:
XXX
(03) #### ####
Job No: #####

Energy Rating:
XXX
(03) #### ####
Job No: #####

Traffic Engineer:
ONE MILE GRID
(03) 9939 8250
Job No: 190732

Arborist:
XXX
(03) #### ####
Job No: #####

Waste Management Designer:
LEIGH DESIGN
(03) 8516 5399

Lighting Consultant:
XXX
(03) #### ####
Job No: #####

Geotechnical Engineer:
XXX
(03) #### ####
Job No: #####

NOTABLE SITE CONTROLS

Here enter any notable site controls either listed on the title/covenant or planning restriction

RAMSDEN STREET

at

47-49 Ramsden Street CLIFTON HILL VIC 3068

for

Toni Turner & Peter Ginnivan

SUBSET	ID	NAME	REVISION	DATE	CHANGES
A0 Contents, 06, Bin Area Change					
	A000	Cover Sheet	06	23/5/21, 3:24 pm	
A0 Site, 06, Bin Area Change					
	A010	Site Analysis	06	23/5/21, 3:24 pm	
	A011	Site Survey	06	23/5/21, 3:24 pm	
	A012	Ground Floor Demolition Plan	06	23/5/21, 3:24 pm	
	A013	Roof Demolition Plan	06	23/5/21, 3:24 pm	
	A014	Demolition Elevations	06	23/5/21, 3:24 pm	
	A015	Site Plan	06	23/5/21, 3:24 pm	
	A019	Shadow Diagram - Sept 22 9AM	05	23/5/21, 3:24 pm	
	A020	Shadow Diagram - Sept 22 10AM	05	23/5/21, 3:24 pm	
	A021	Shadow Diagram - Sept 22 11AM	05	23/5/21, 3:24 pm	
	A022	Shadow Diagram - Sept 22 12PM	05	23/5/21, 3:24 pm	
	A023	Shadow Diagram - Sept 22 1PM	05	23/5/21, 3:24 pm	
	A024	Shadow Diagram - Sept 22 2PM	05	23/5/21, 3:24 pm	
	A025	Shadow Diagram - Sept 22 3PM	05	23/5/21, 3:24 pm	
A10 General Floor Plans, 06, Bin Area Change					
	A100	Basement Plan	07	16/9/21, 6:07 pm	
	A101	Ground Floor Plan	06	23/5/21, 3:24 pm	
	A102	First Floor Plan	06	23/5/21, 3:24 pm	
	A103	Second Floor Plan	06	23/5/21, 3:24 pm	
	A104	Third Floor Plan	06	23/5/21, 3:24 pm	
	A105	Roof Plan	06	23/5/21, 3:24 pm	
A20 Elevations, 06, Bin Area Change					
	A201	North + East Elevations	06	23/5/21, 3:24 pm	
	A202	East + South Elevations	06	23/5/21, 3:24 pm	
	A203	Streetscape, East + West Sightlines	06	23/5/21, 3:24 pm	
A30 Sections, 06, Bin Area Change					
	A301	Section A	06	23/5/21, 3:24 pm	
	A302	Section B	06	23/5/21, 3:24 pm	
	A303	Section C	06	23/5/21, 3:24 pm	
	A304	Section D - I	05	23/5/21, 3:24 pm	

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Do not scale drawings. Verify all dimensions on site.

REV	DESCRIPTION	CHANGES	DETAILS	DATE
01	Town Planning			17/5/20
02	RFI Issued 28.10.20			29/10/20
03	RFI Issued 21.05.21			23/5/21
04	RFI Issued 12.11.21			12/11/21
05	Council Amendments			16/11/21
06	Bin Area Change			23/5/21

PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT
21 Spensley Street CLIFTON HILL VIC 3068
T 03 9489 5535

project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

scale: at A2 date: 22/3/21
architect: Peter Ginnivan
drawn: Ben Kin

drawing: Contents: **Cover Sheet**

project no: 191 stage: TP drawing no: A000 rev: 06

Attachment 2 - Plans



REV	DESCRIPTION	CHANGES	DETAILS	DATE
01	Town Planning			12/5/20
02	RFI issued 28.10.20			29/10/20
03	RFI issued 21.05.21			22/5/21
04	RFI issued 12.7.21			13/7/21
05	Council Amendments			19/7/21
06	Bin Area Change			22/9/21

PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

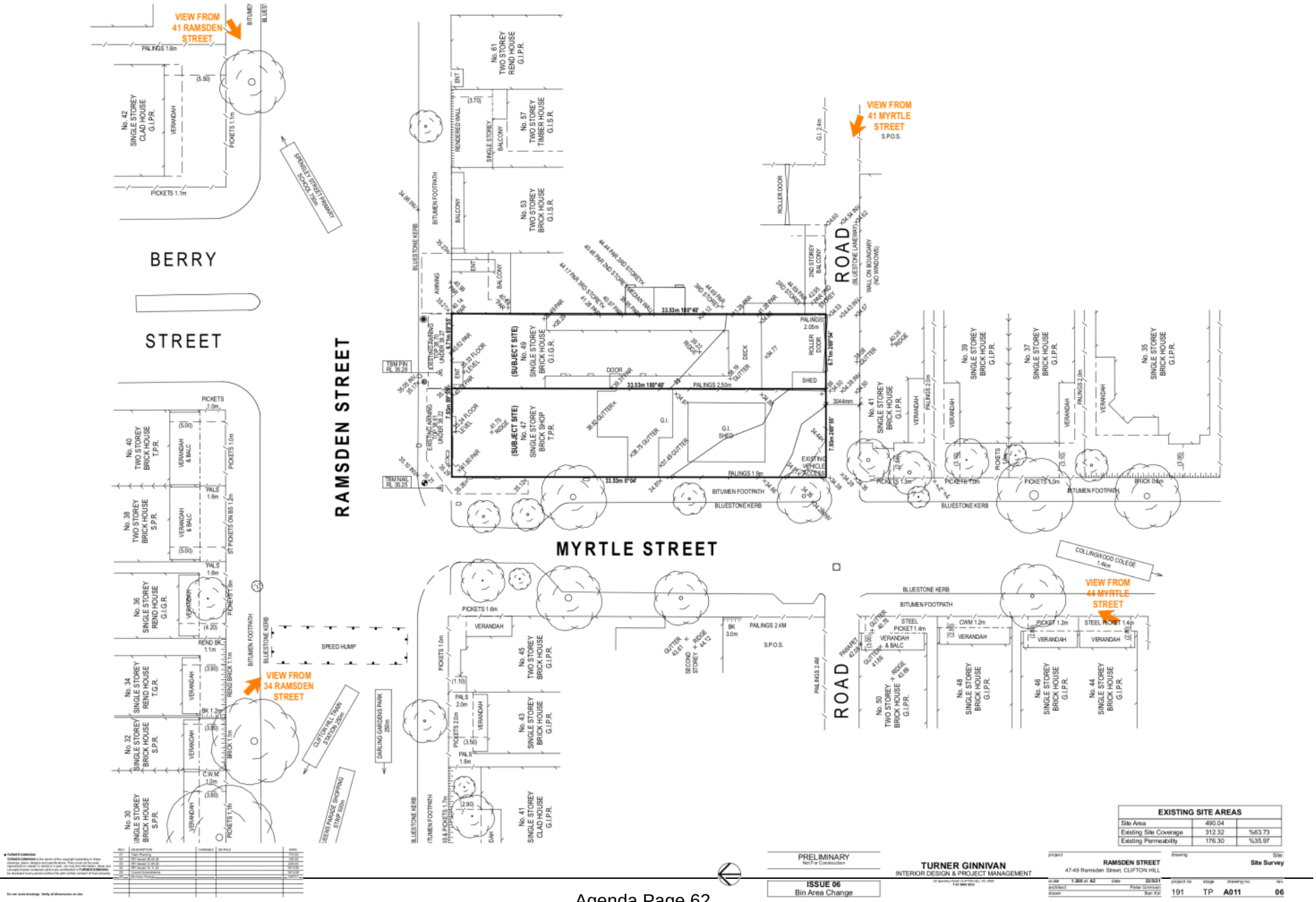
project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

drawing: Site Analysis

scale	at A2	date	22/3/21
architect			Peter Ginnivan
drawn			Ben Kin

project no	stage	drawing no.	rev.
191	TP	A010	06

Attachment 2 - Plans



EXISTING SITE AREAS		
Site Area	490.04	
Existing Site Coverage	312.32	%63.73
Existing Permeability	176.30	%35.97

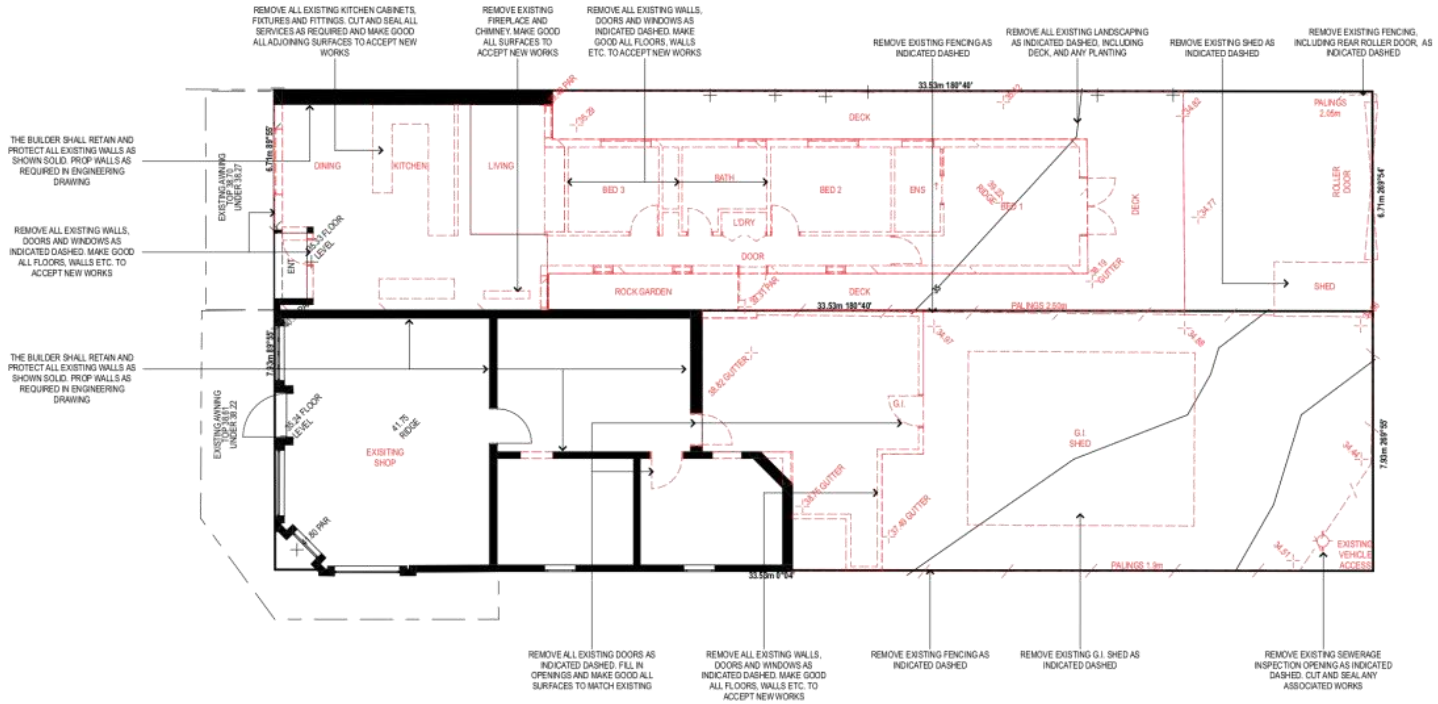
Attachment 2 - Plans

NOTES

SUBJECT SITE TO BE CLEARED OF ALL EXISTING BUILDING STRUCTURES, TREES AND RETAINING WALLS AS INDICATED ON THE PLAN.

THE SITE IS TO BE CLEANED AND CLEAR OF ALL DEBRIS PRIOR TO CONSTRUCTION.

EXISTING SERVICES ARE TO BE ABOLISHED AND TERMINATED AT THE FRONT BOUNDARY.



LEGEND

- EXISTING TREES TO BE RETAINED
- TREE PROTECTION ZONE
- TREE NUMBER AS PER ARBORIST REPORT
- STRUCTURAL ROOT ZONE
- EXISTING TREES TO BE REMOVED
- BUILDINGS / STRUCTURES TO BE REMOVED

REV	DESCRIPTION	CHANGED	DETAILS	DATE
01	Town Planning			12/5/20
02	RFI Issued 28.10.20			19/5/20
03	RFI Issued 21.05.20			22/5/20
04	RFI Issued 12.11.20			16/11/20
05	Council Amendments			18/12/20
06	Bin Area Change			22/6/21

PRELIMINARY
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ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

drawing: Ground Floor Demolition Plan

scale	1:100 at A2	date	22/3/21	project no	stage	drawing no.	rev.
architect		Peter Ginnivan		191	TP	A012	06
drawn		Ben Kin					

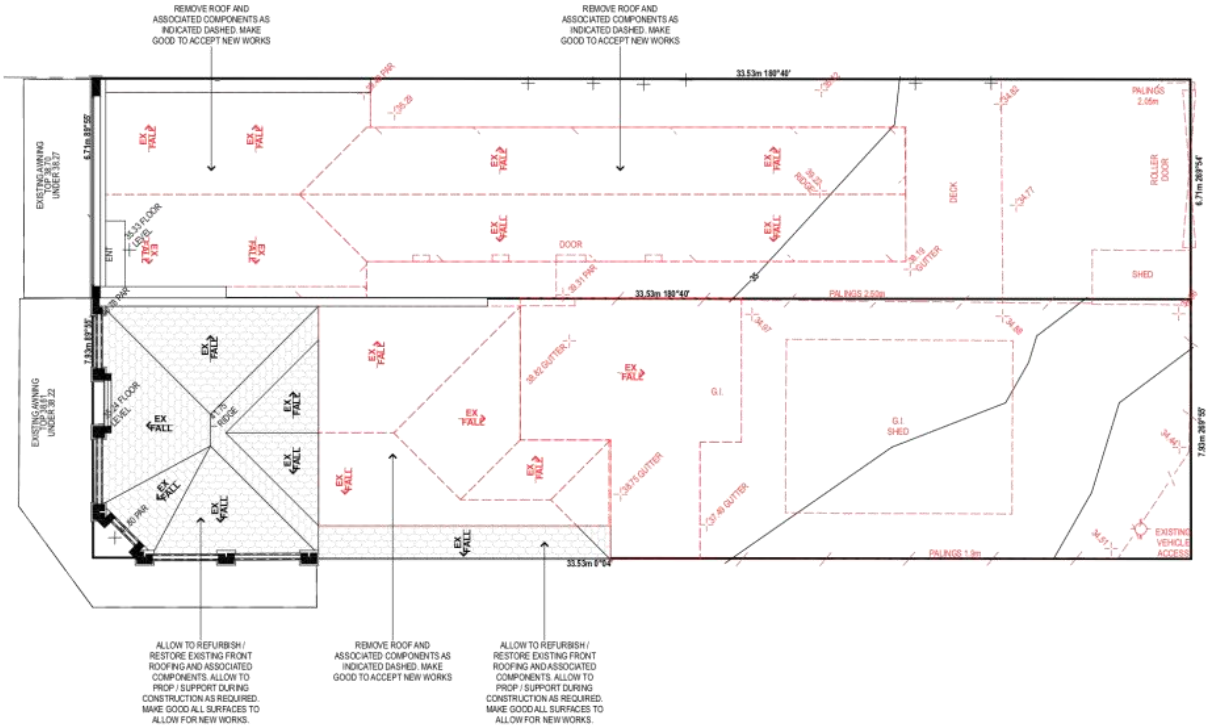
Attachment 2 - Plans

NOTES

SUBJECT SITE TO BE CLEARED OF ALL EXISTING BUILDING STRUCTURES, TREES AND RETAINING WALLS AS INDICATED ON THE PLAN.

THE SITE IS TO BE CLEANED AND CLEAR OF ALL DEBRIS PRIOR TO CONSTRUCTION.

EXISTING SERVICES ARE TO BE ABOLISHED AND TERMINATED AT THE FRONT BOUNDARY.



LEGEND



EXISTING TREES TO BE RETAINED
TREE PROTECTION ZONE
TREE NUMBER AS PER ARBORIST REPORT
STRUCTURAL ROOT ZONE



EXISTING TREES TO BE REMOVED

BUILDINGS / STRUCTURES TO BE REMOVED

REV	DESCRIPTION	CHANGES	DETAILS	DATE
01	Town Planning			12/5/20
02	RFI Issued 28.10.20			29/10/20
03	RFI Issued 23.11.20			23/11/20
04	RFI Issued 10.12.20			10/12/20
05	Council Amendments			18/12/20
06	Bin Area Change			22/3/21

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ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

drawing: Roof Demolition Plan

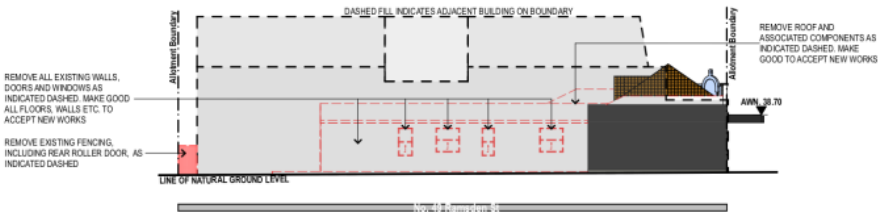
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architect			Peter Ginnivan
drawn			Ban Kai

project no	stage	drawing no.	rev.
191	TP	A013	06

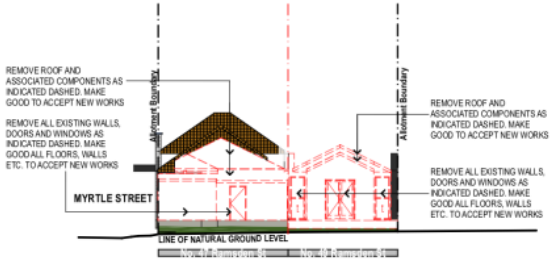
Attachment 2 - Plans



North Elevation scale1:200



East Elevation scale1:200

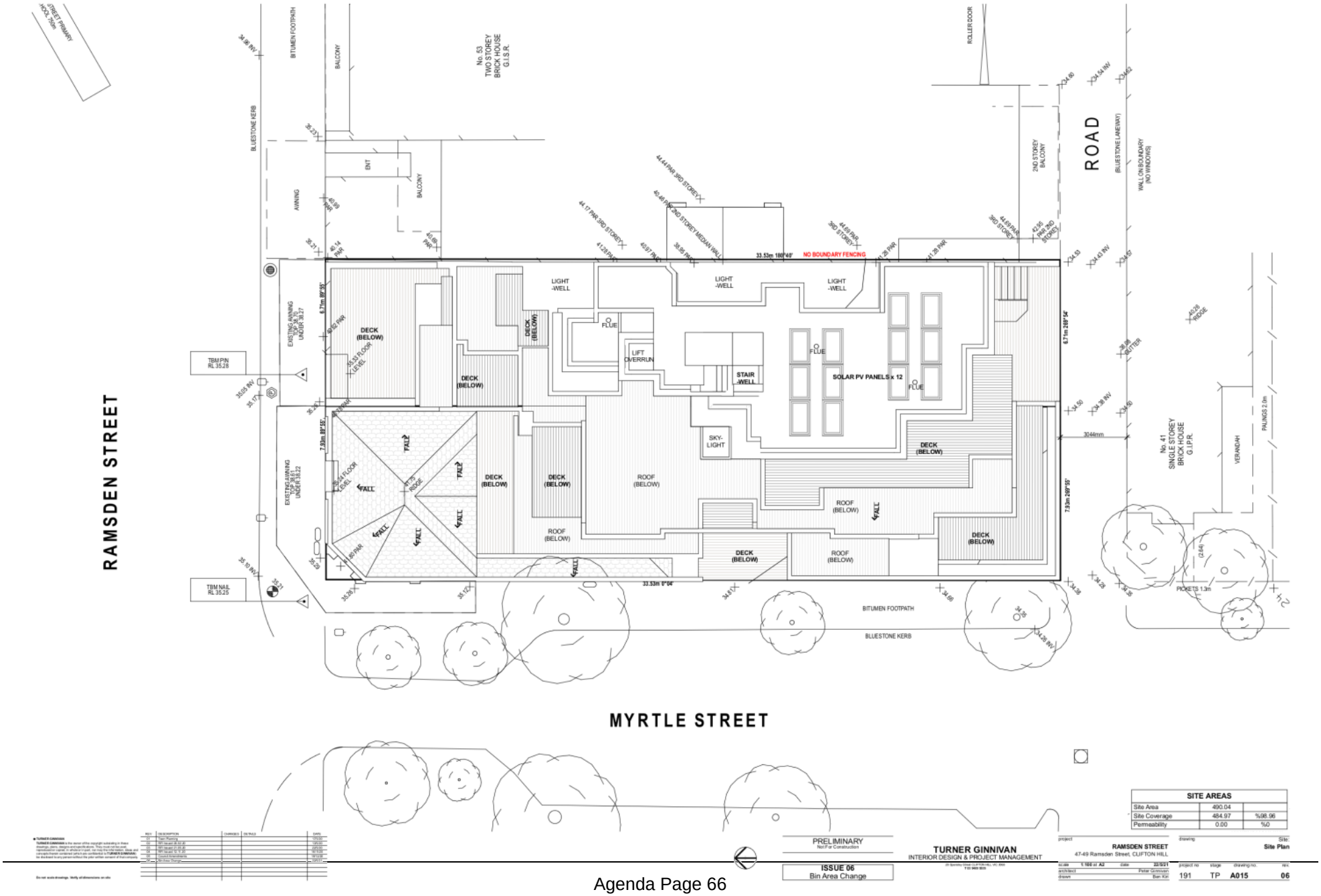


South Elevation scale1:200

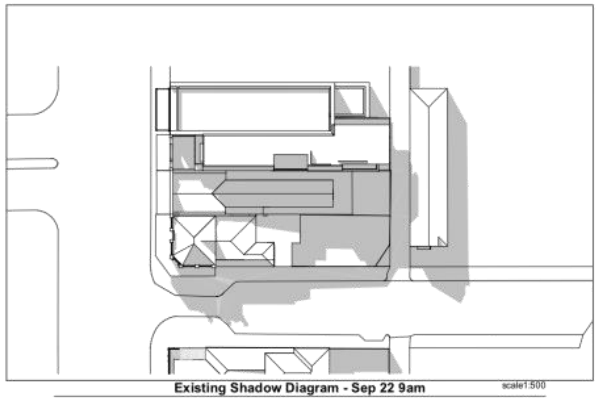


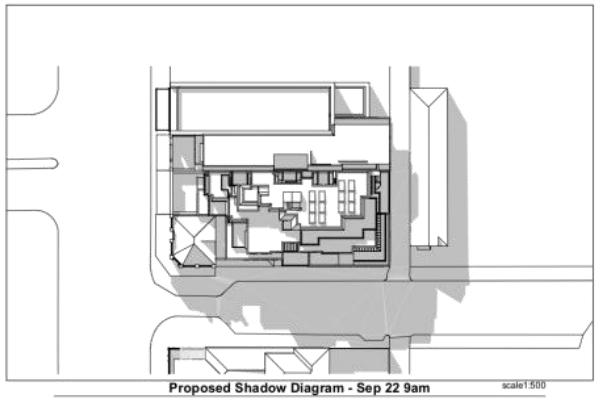
West Elevation scale1:200

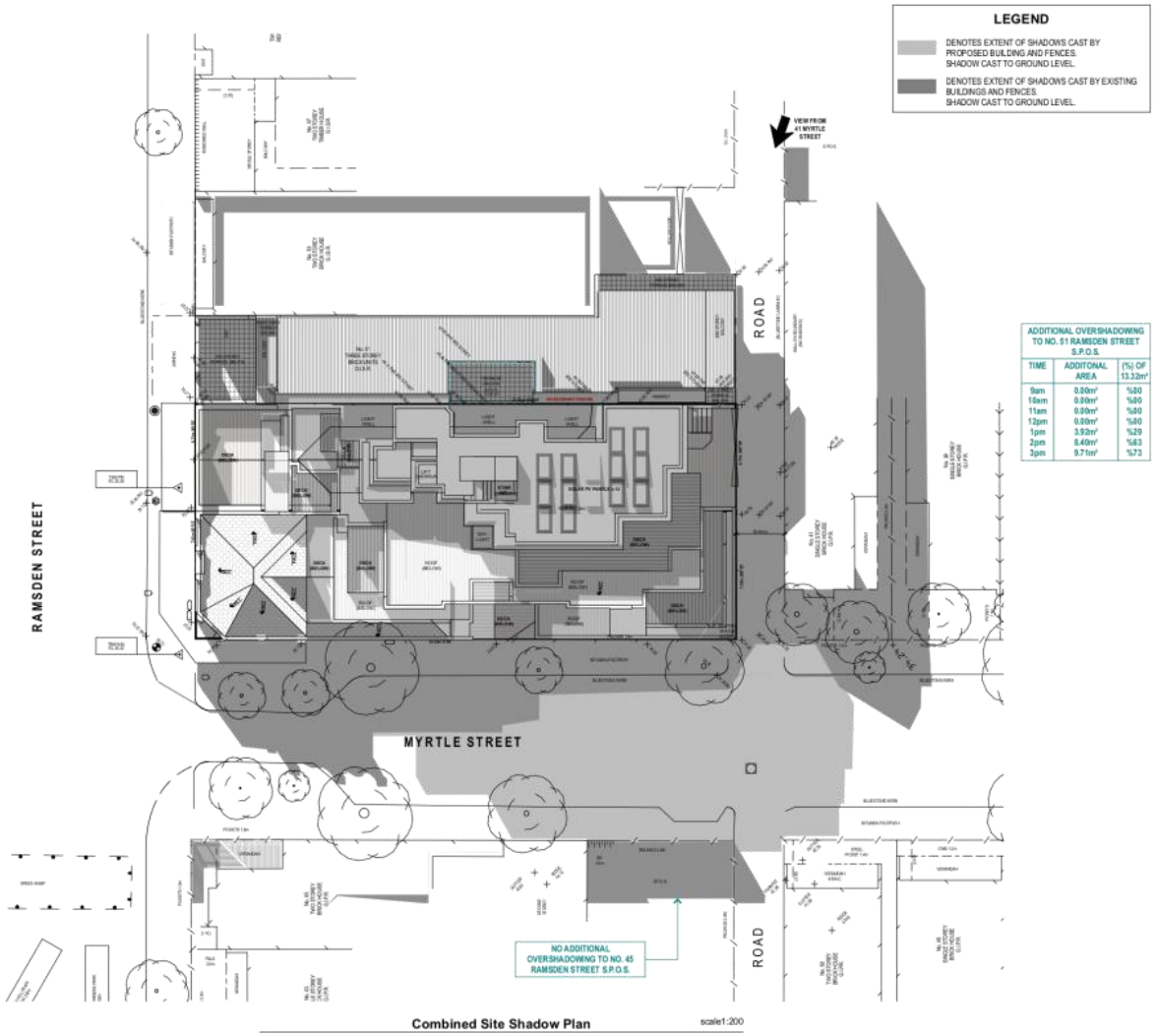
Attachment 2 - Plans



Attachment 2 - Plans







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ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

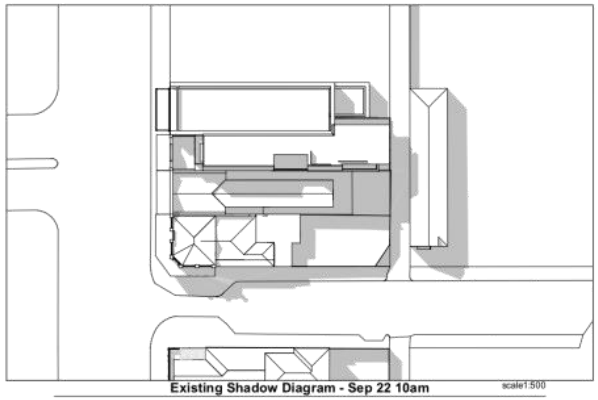
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47-49 Ramsden Street, CLIFTON HILL

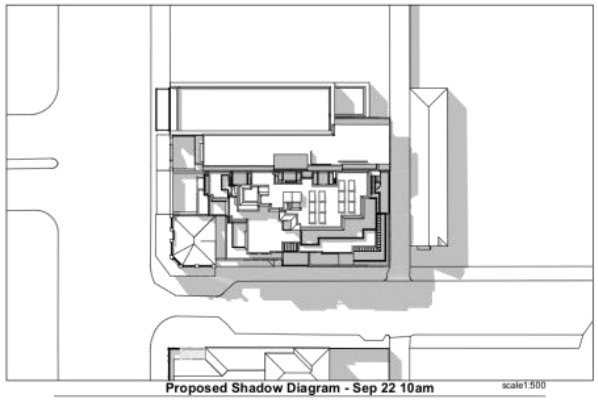
drawing: Shadow Diagram - Sept 22 9AM

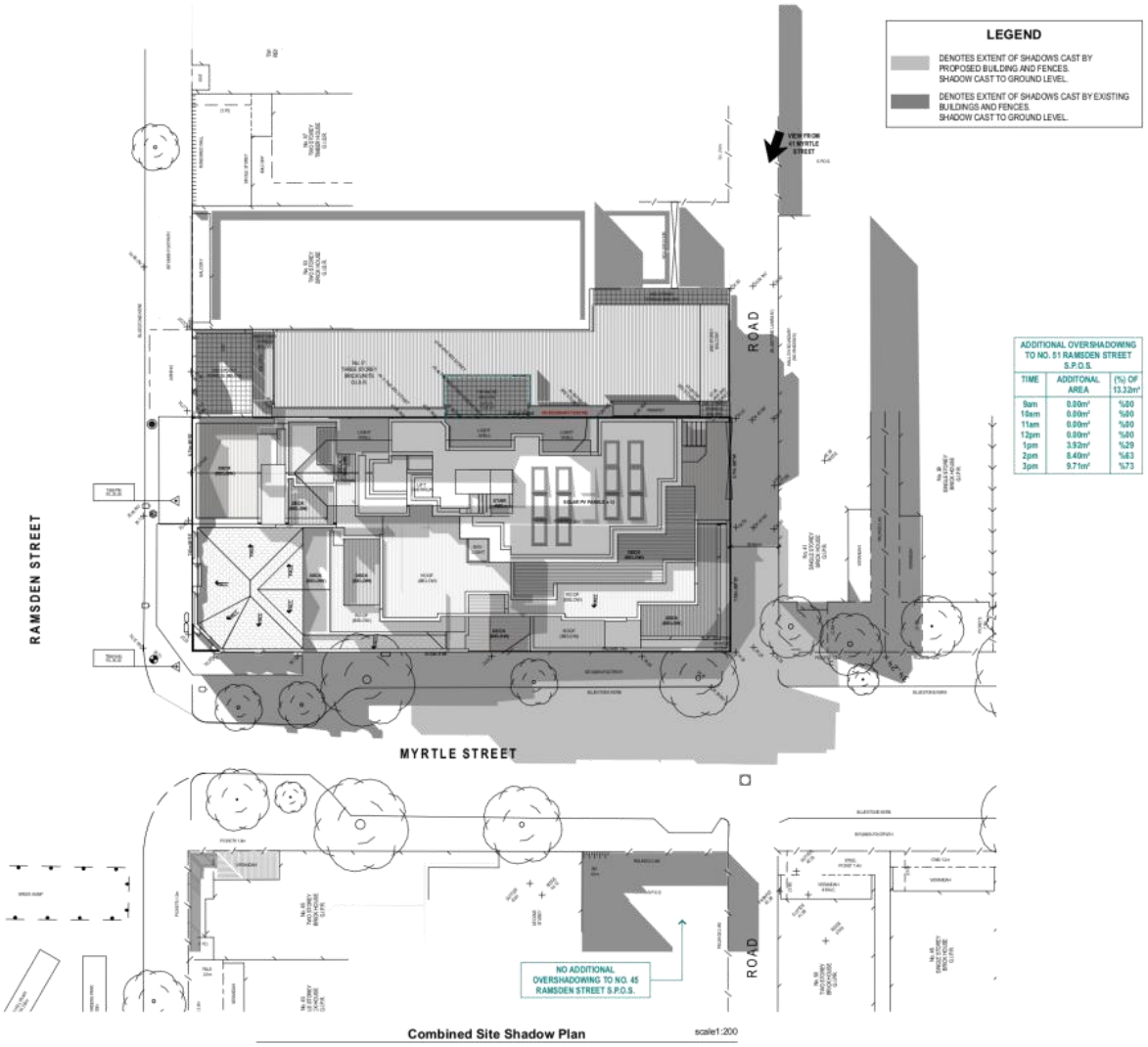
scale: 1:200, 1:500 at A2 | date: 22/3/21
architect: Peter Ginnivan
drawn: Ban Kiri

project no: 191 | stage: TP | drawing no.: A019 | rev.: 05

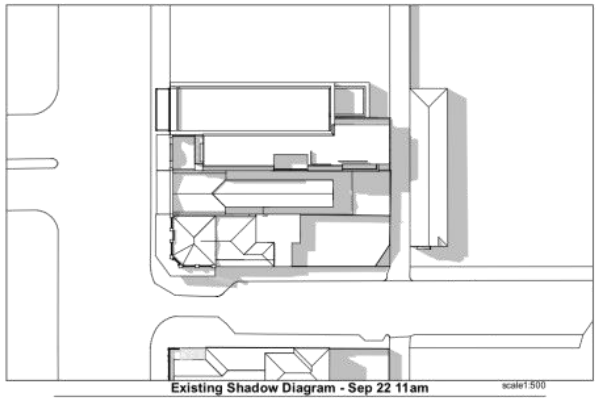
Attachment 2 - Plans

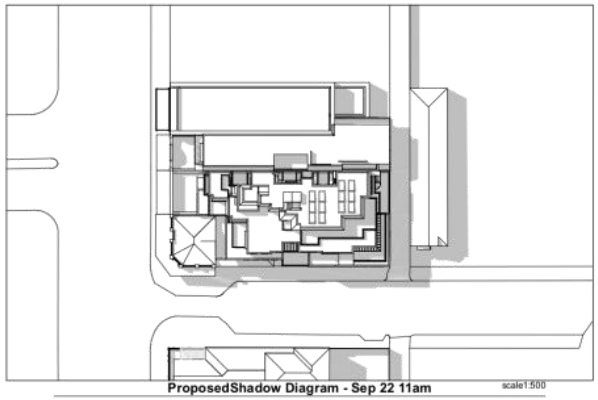


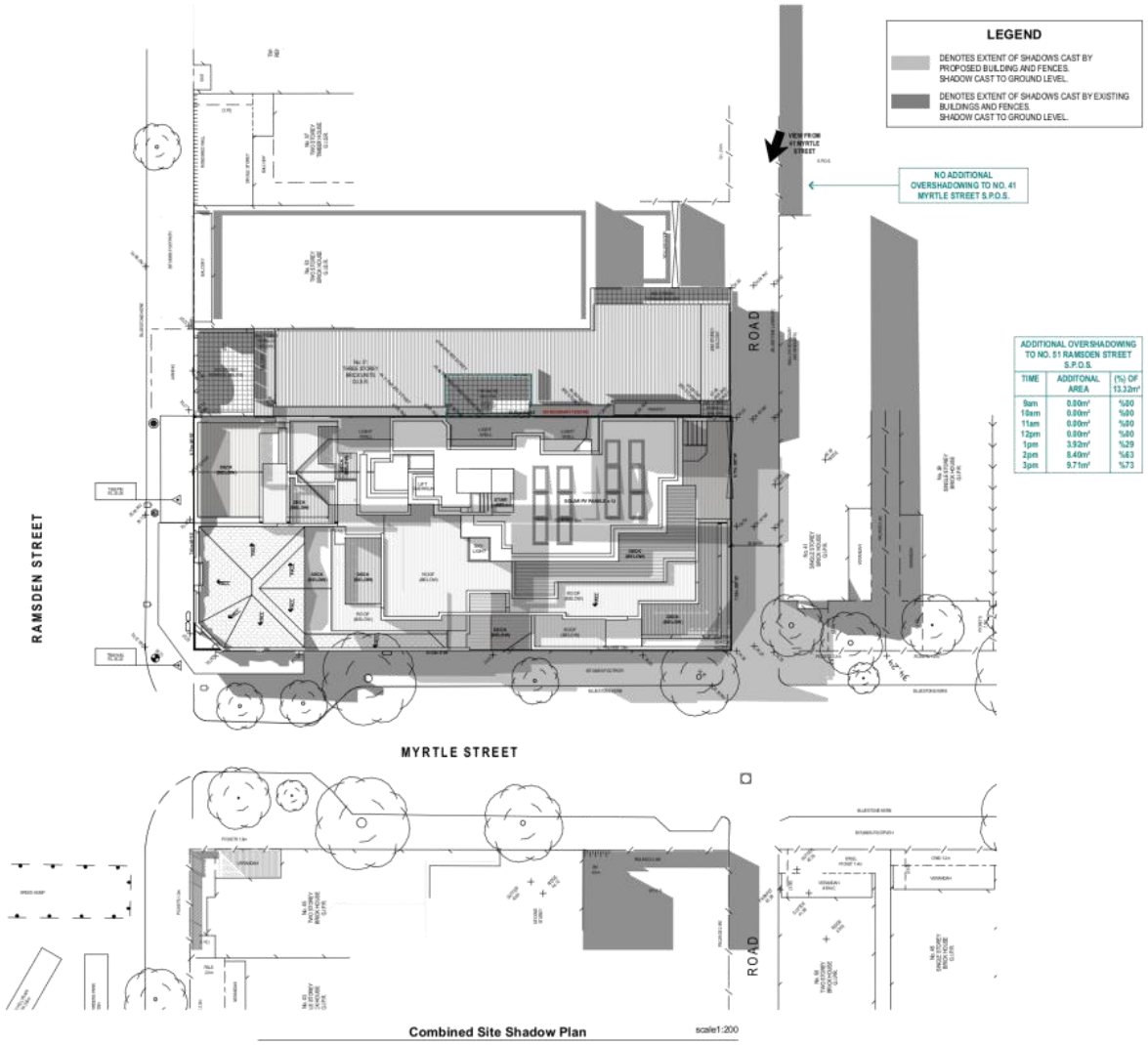




Attachment 2 - Plans







PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

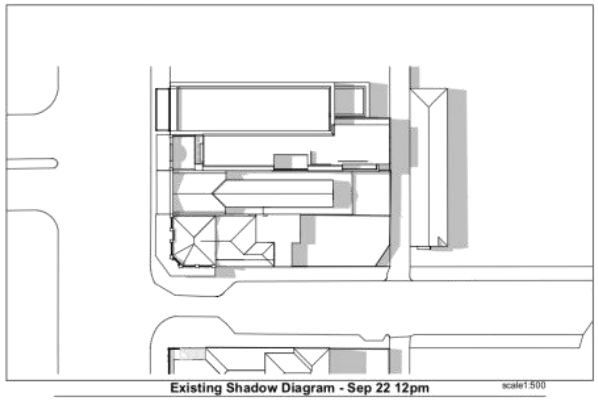
project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

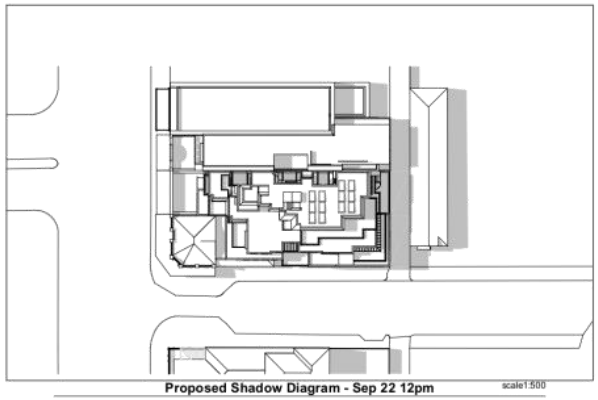
drawing: Shadow Diagram - Sept 22 11AM

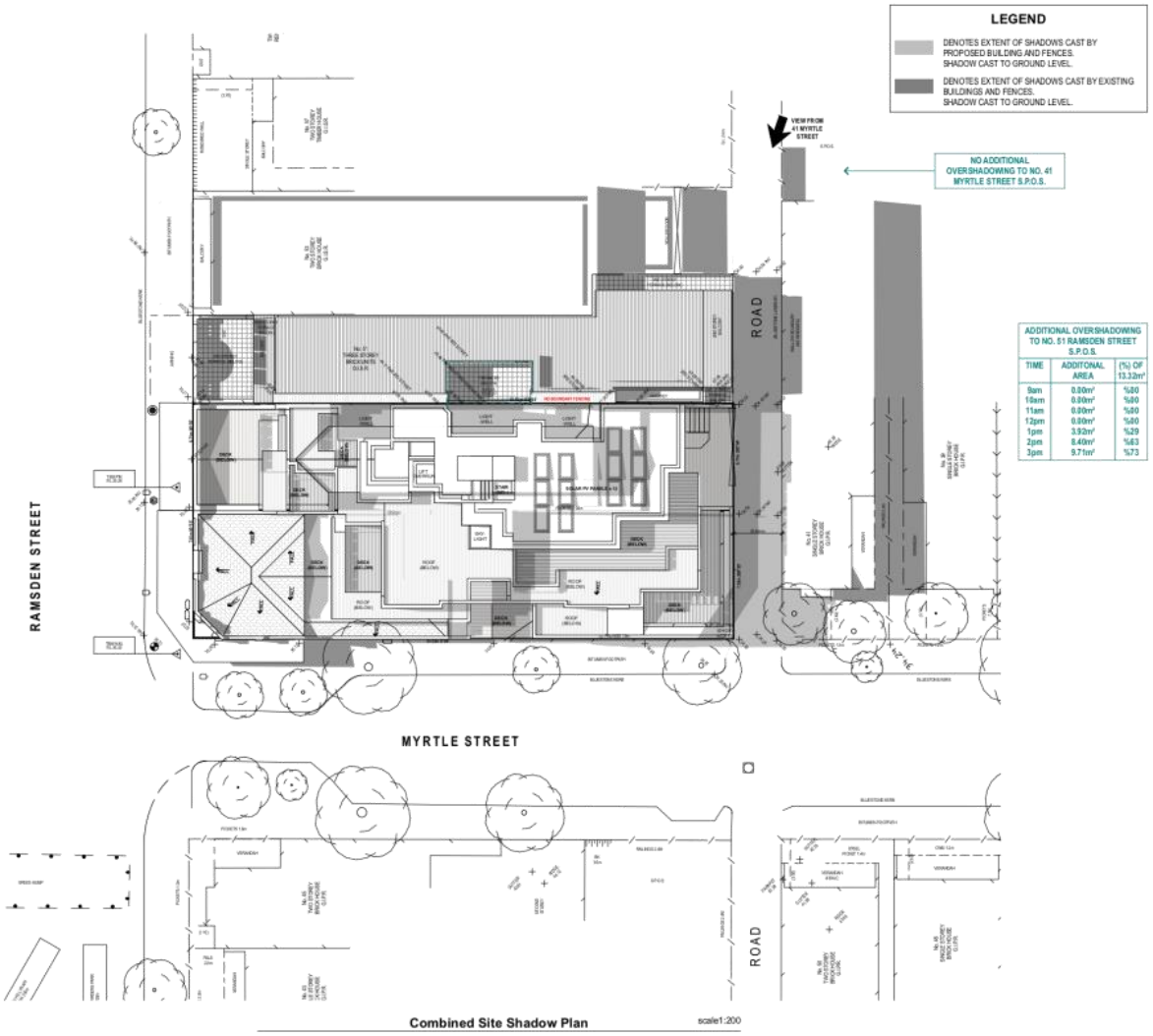
scale: @ 200, 1:500 at A2 | date: 22/3/21
architect: Peter Ginnivan
drawn: Ben Xie

project no: 191 | stage: TP | drawing no: A021 | rev: 05

Attachment 2 - Plans







REV	DESCRIPTION	CHANGES	DETAILS	DATE
01	RFI Issued 08.02.21			12/5/20
02	RFI Issued 10.02.21			22/5/20
03	RFI Issued 12.11.20			15/1/20
04	Council Amendments			19/11/20
05	Bin Area Change			22/5/21

PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

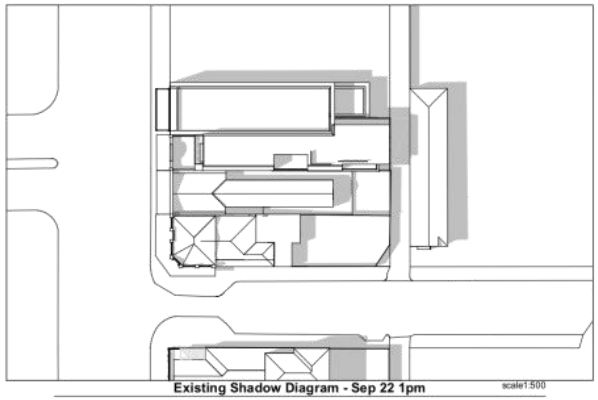
project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

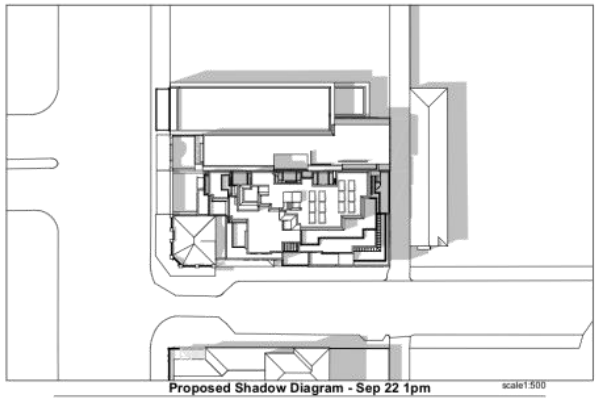
drawing: Shadow Diagram - Sept 22 12PM

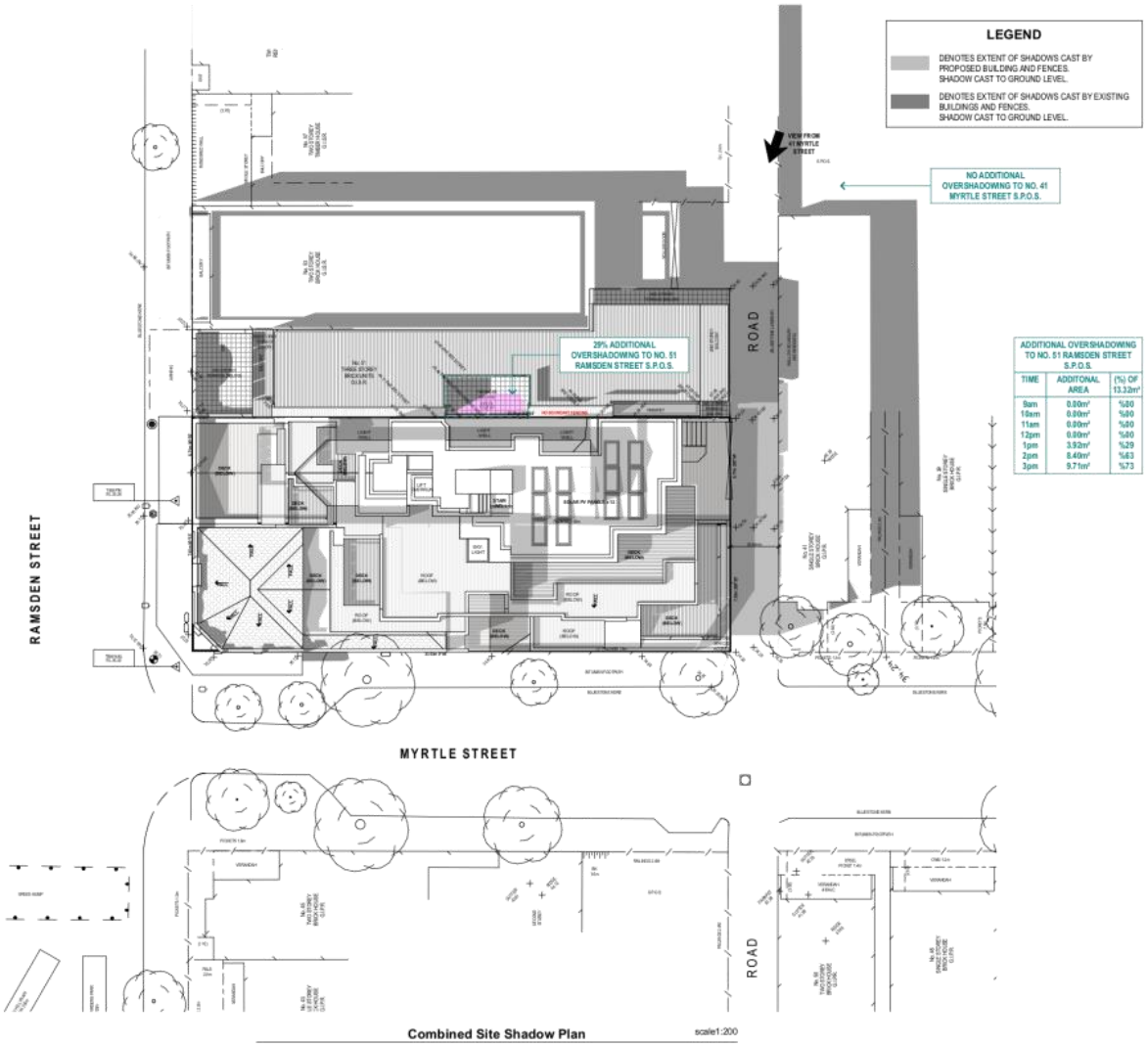
scale: 1:200, 1:500 at A2 | date: 22/3/21
architect: Peter Ginnivan
drawn: Ben Xie

project no: 191 | stage: TP | drawing no: A022 | rev: 05

Attachment 2 - Plans







PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

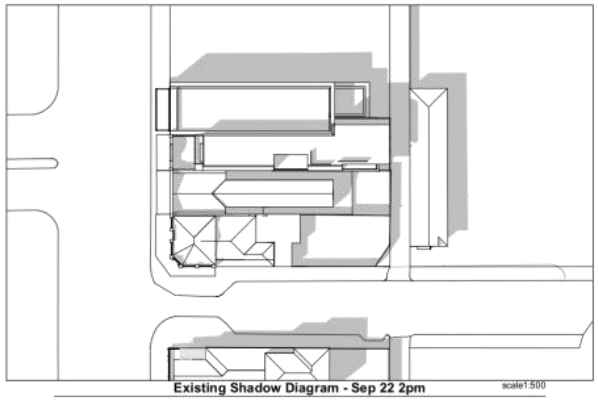
project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

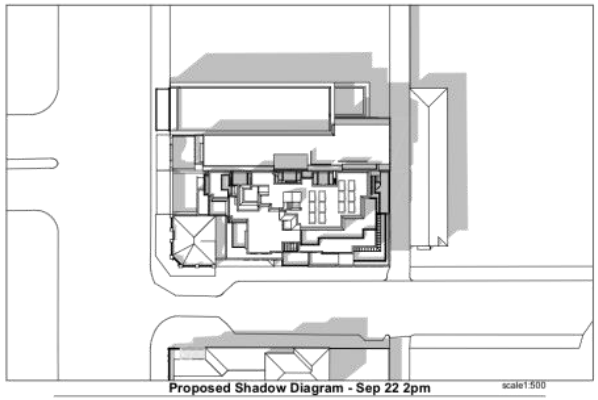
drawing: Shadow Diagram - Sept 22 1PM

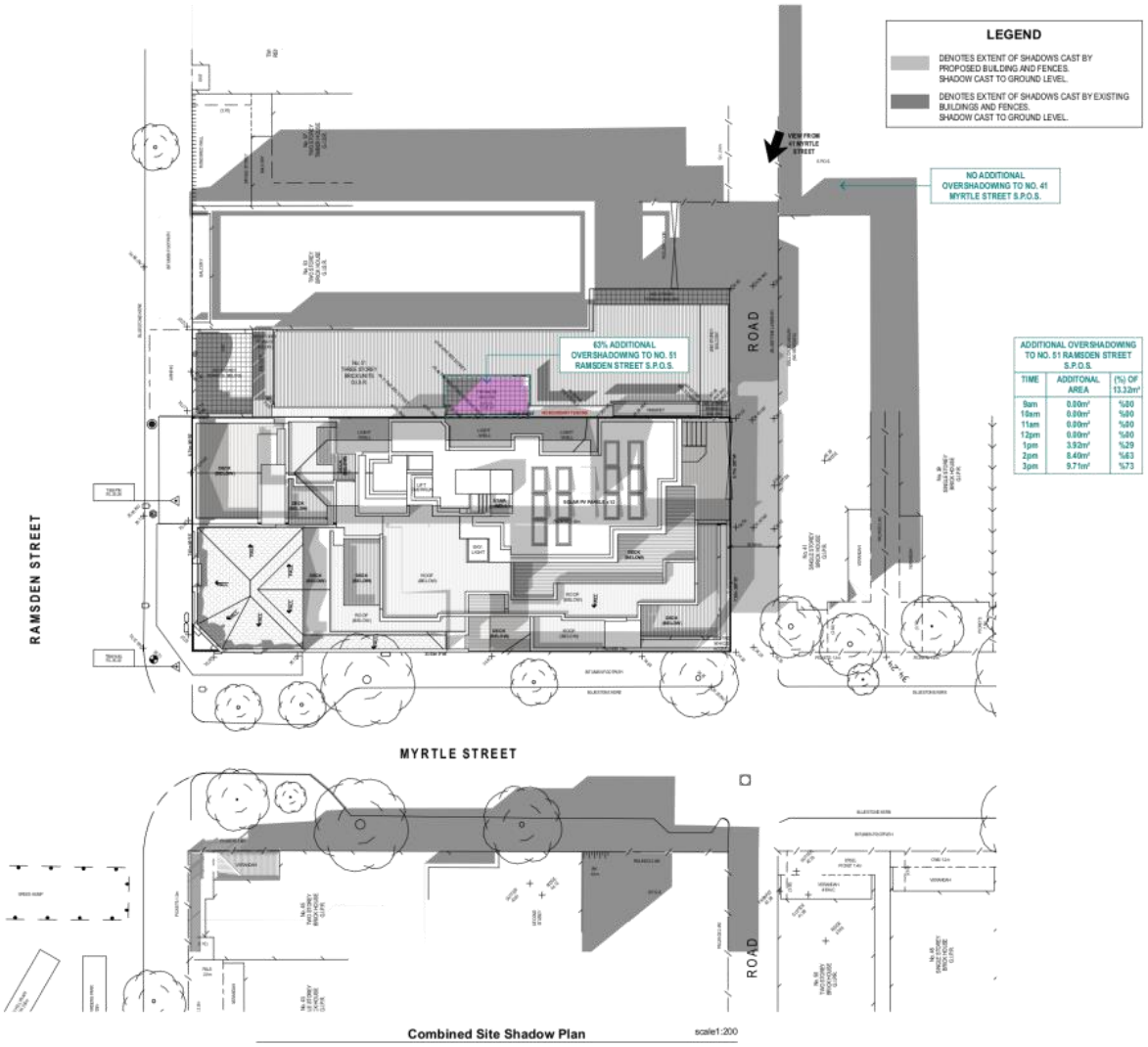
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architect: Peter Ginnivan
drawn: Ben Kin

project no: 191 | stage: TP | drawing no: A023 | rev: 05

Attachment 2 - Plans







PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

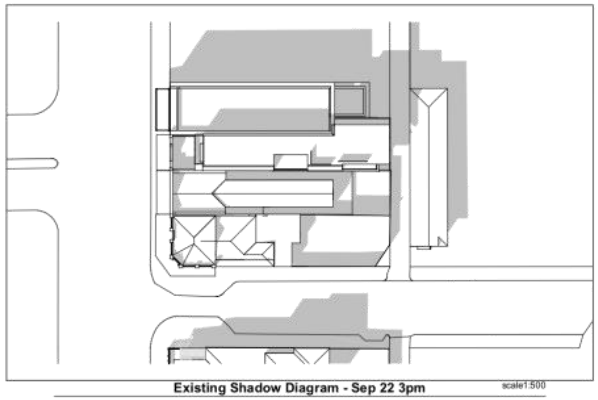
project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

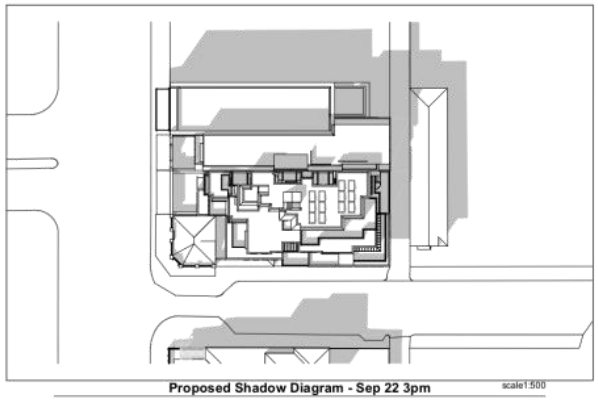
drawing: Shadow Diagram - Sept 22 2PM

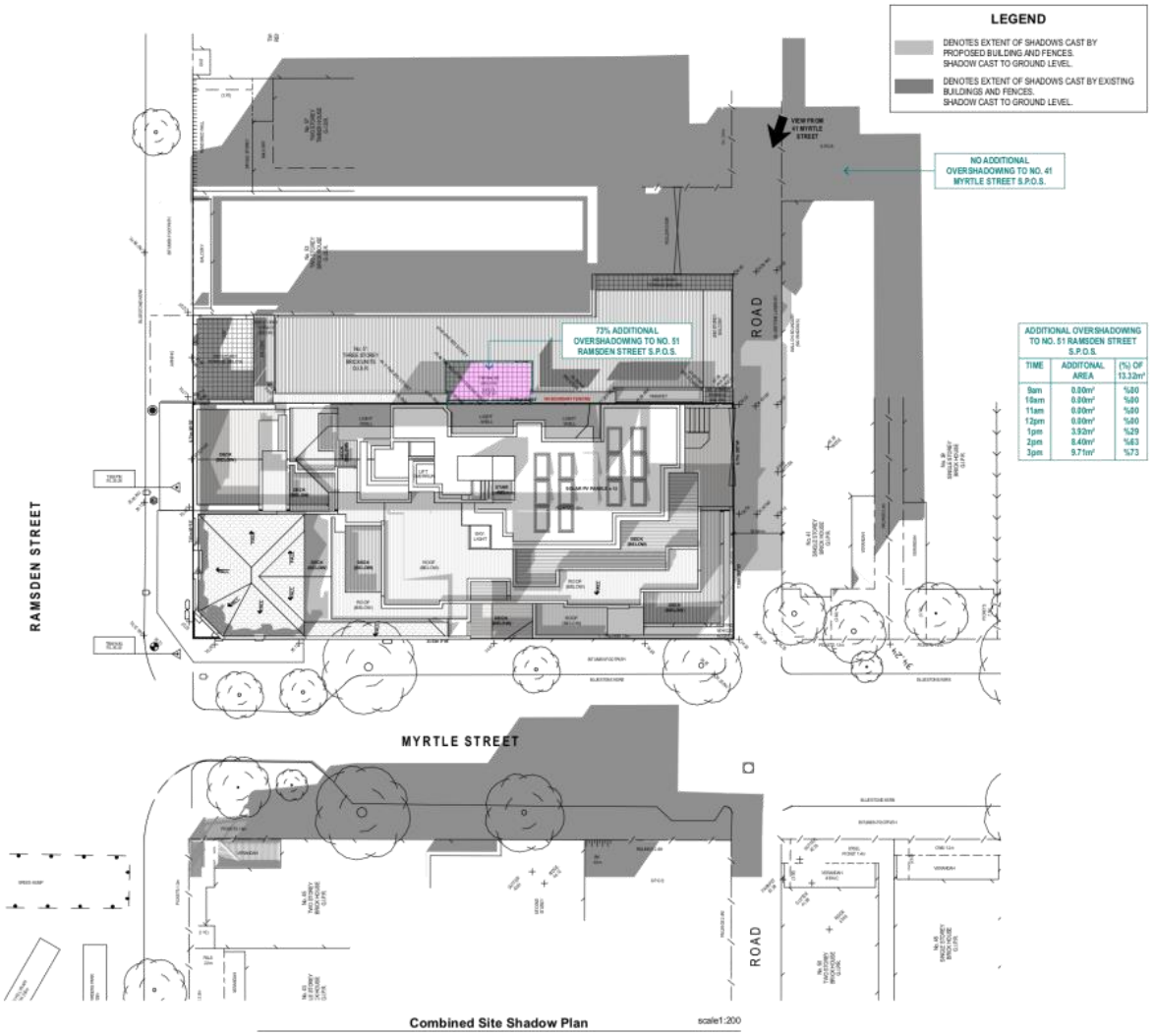
scale: 1:200, 1:500 at A2 | date: 22/3/21
architect: Peter Ginnivan
drawn: Ban Kiri

project no: 191 | stage: TP | drawing no: A024 | rev: 05

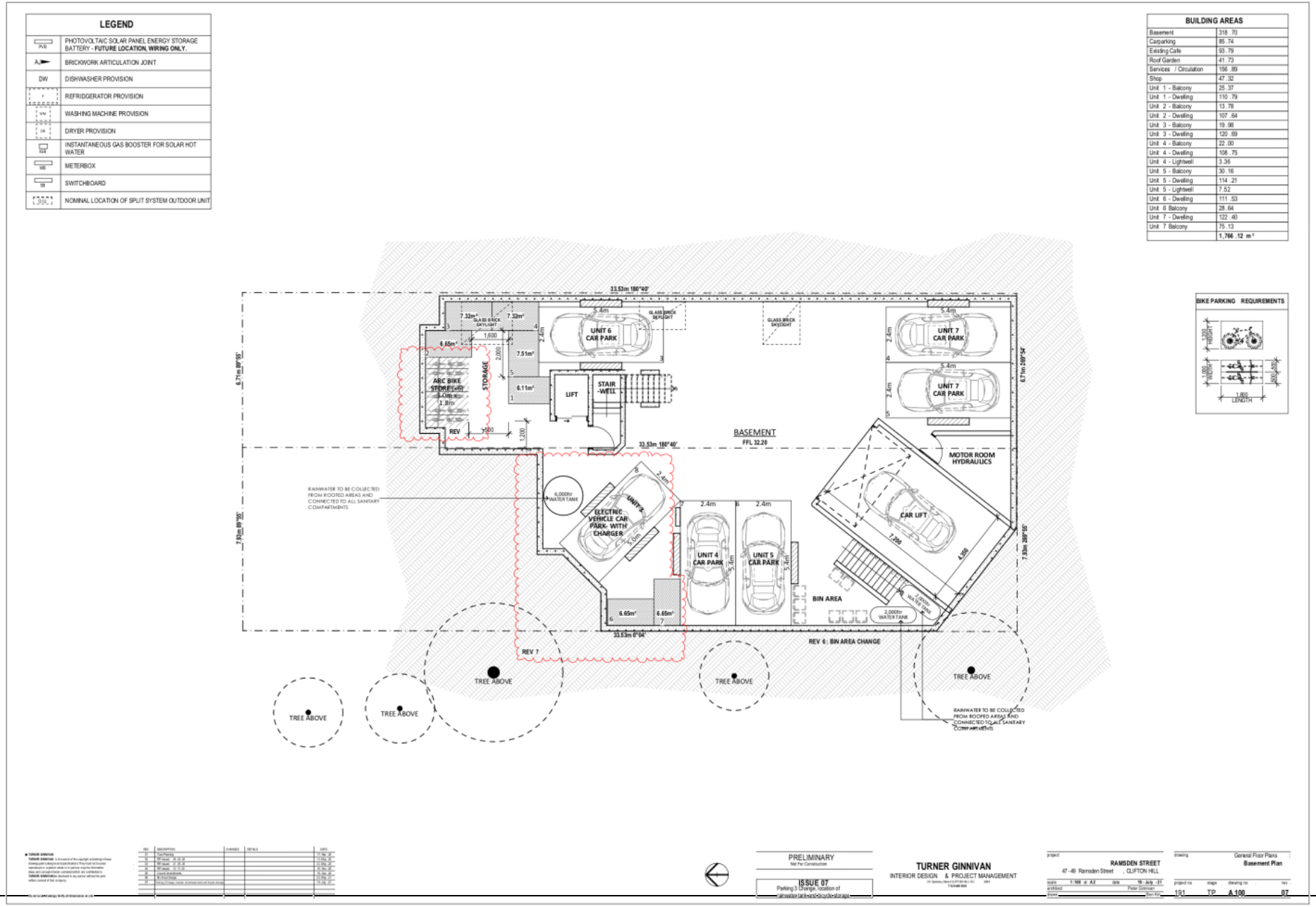
Attachment 2 - Plans



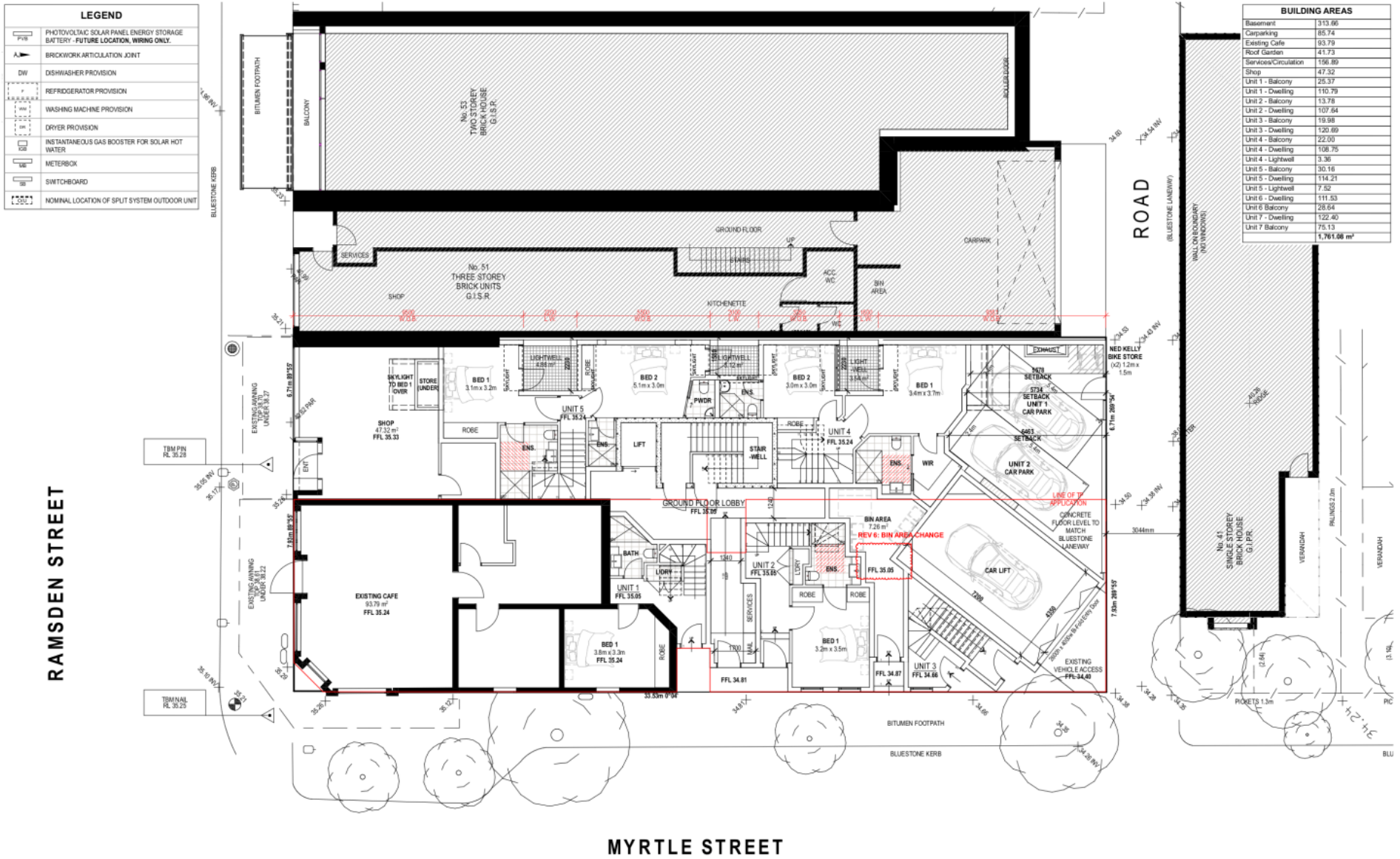




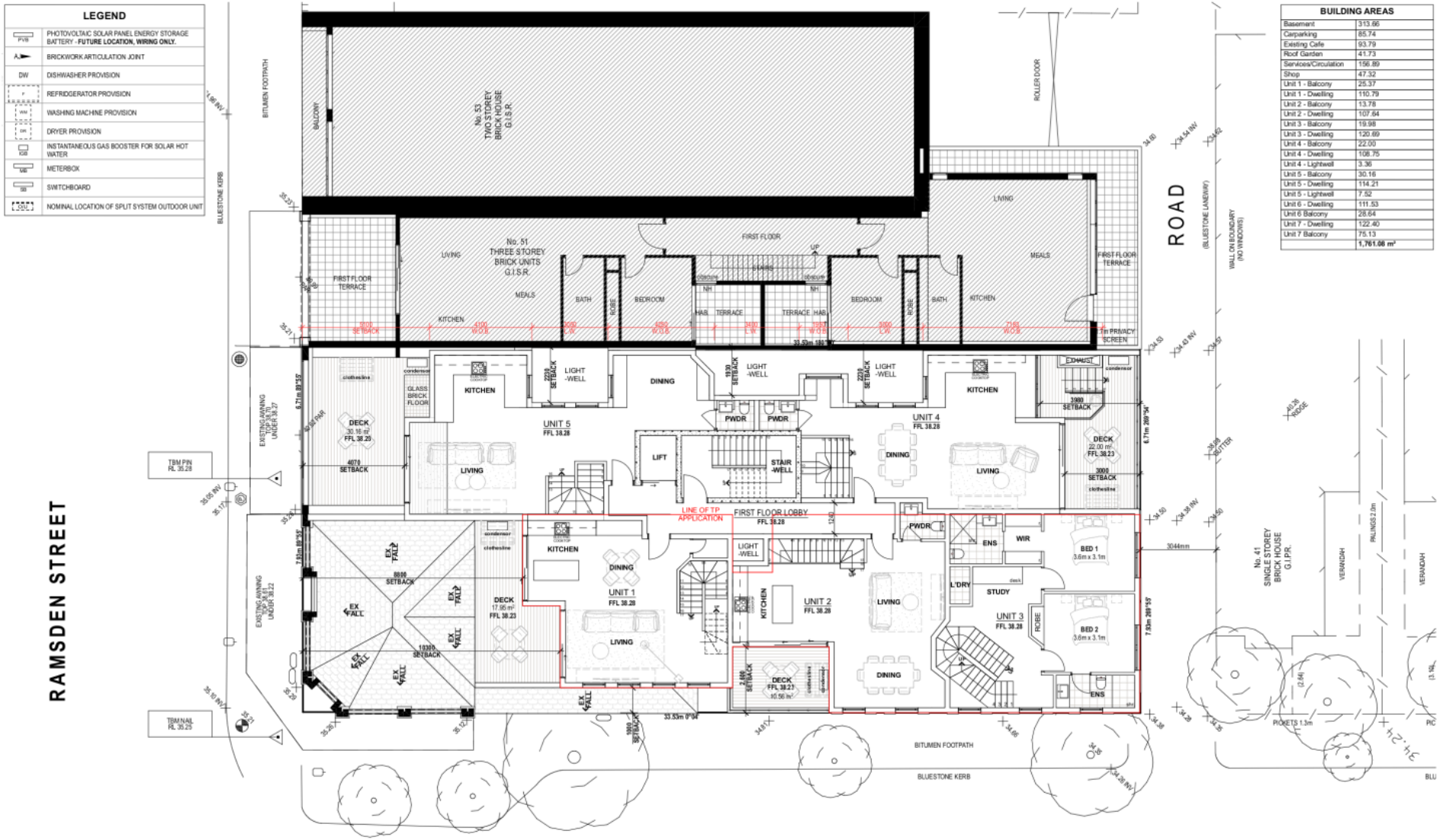
Attachment 2 - Plans



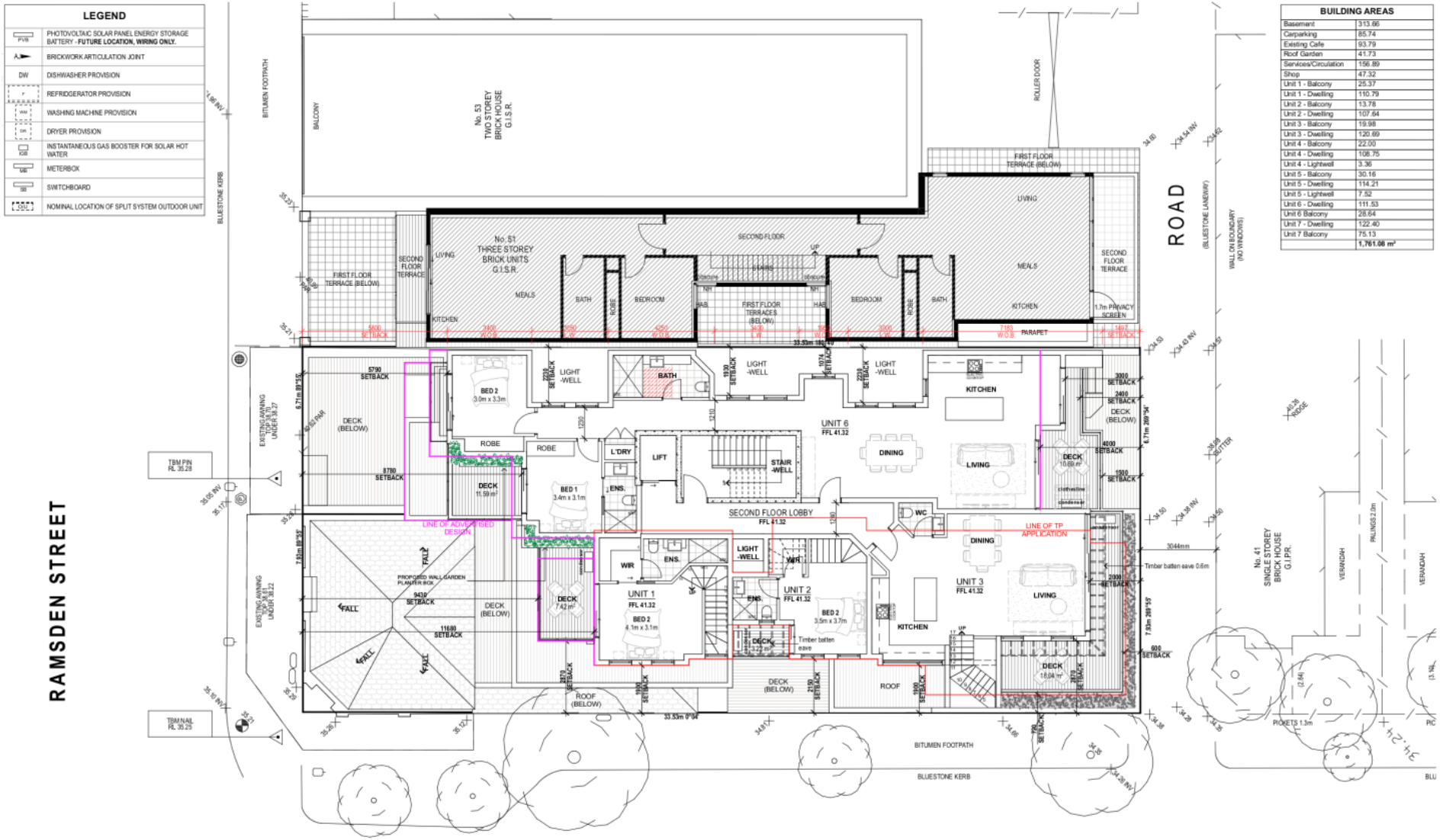
Attachment 2 - Plans



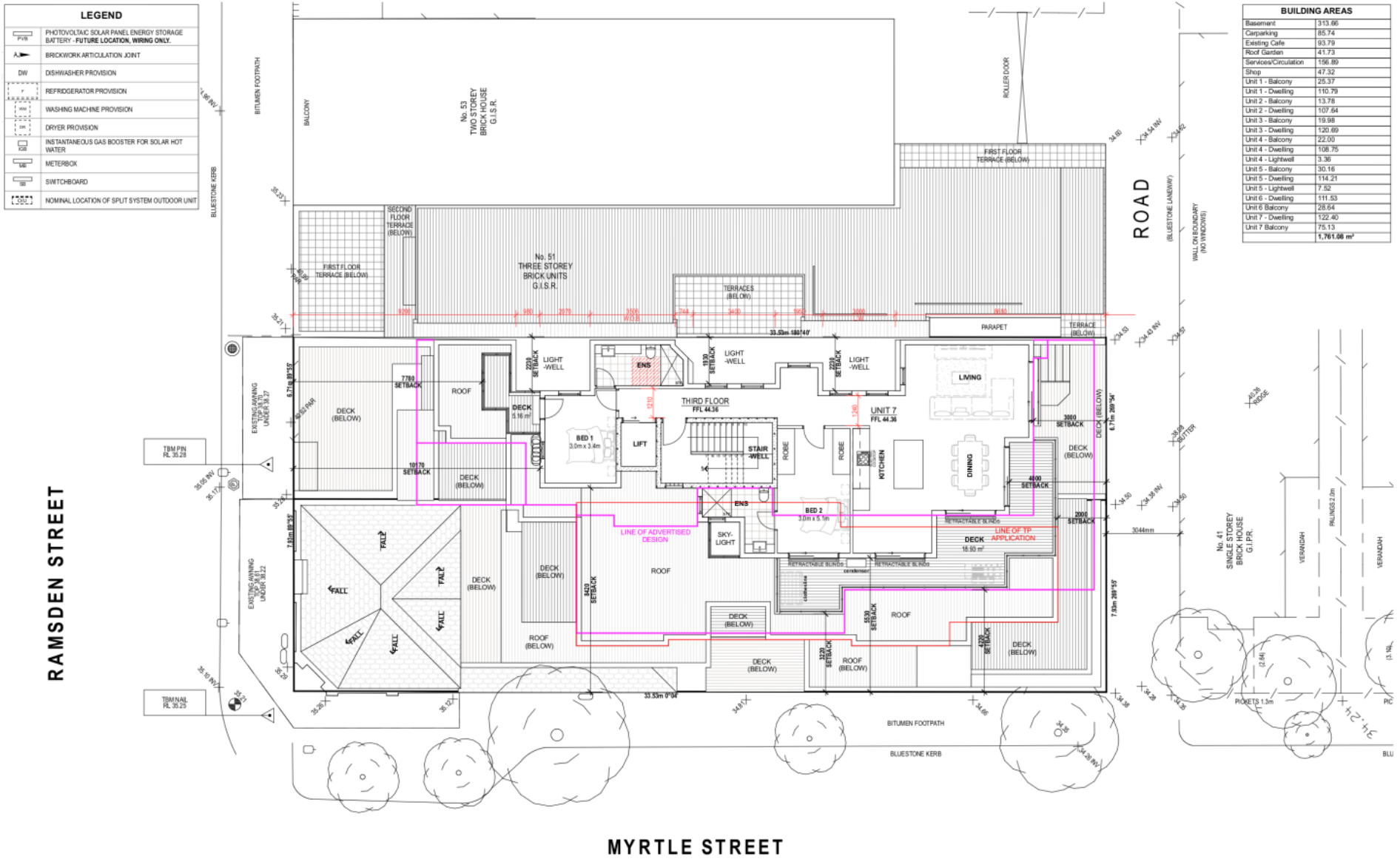
Attachment 2 - Plans



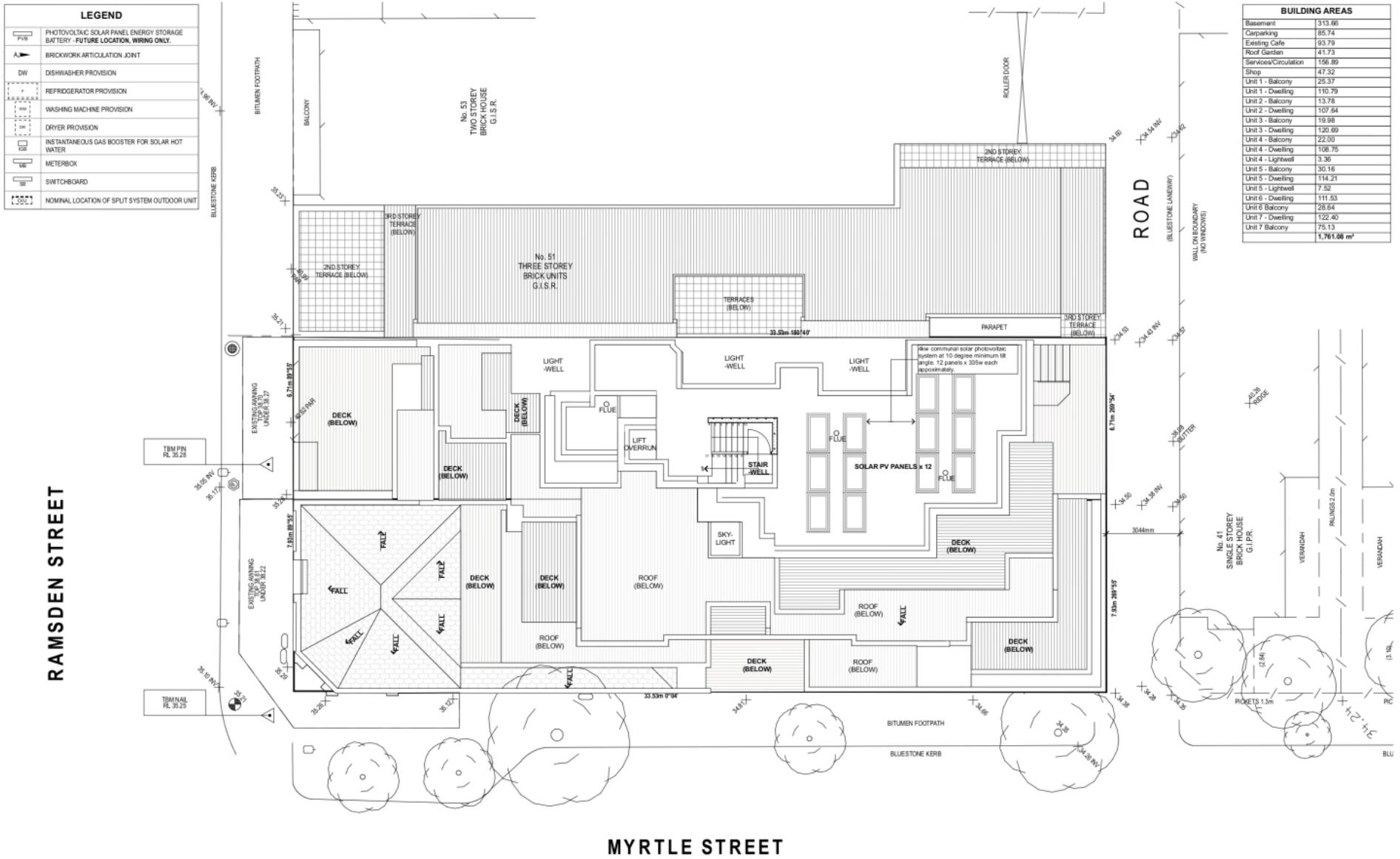
Attachment 2 - Plans



Attachment 2 - Plans



Attachment 2 - Plans



Attachment 2 - Plans



North Elevation scale1:100



East Elevation scale1:100

EXTERNAL FINISHES

CODE	ITEM	DESCRIPTION
C01	EXISTING FACE BRICKWORK	Product: N/A Colour: Red Finish: N/A
C02	GARAGE DOOR TIMBER-LOOK	Product: Unicote Lux Colour: Woodgrain Finish: Pre-painted steel
C03	HORIZONTAL CLADDING	Product: VM Zinc Colour: Quartz Finish: Natural Zinc
C04	GREY RENDER	Product: Acrylic Render Colour: Unpainted Grey Finish: TBC
C05	FACE BRICKWORK	Product: TBC Colour: Natural Finish: TBC
C06	FLAT DECK ROOFING	Product: Aluminium Colour: Black Finish: Powdercoat
C07	WINDOW FRAMES	Product: Aluminium Colour: Black Finish: Anodised
C07	DOOR FRAMES	Product: Aluminium Colour: Black Finish: Anodised
C07	EXISTING AWNING	Product: Metal Colour: Dulux Deep Ocean Finish: Powdercoat
C08	GREY RENDER	Product: Acrylic Render Colour: Dark Grey Finish: TBC

cl DENOTES CLEAR GLAZING
obsc DENOTES OBSCURE GLAZING

ALL GLAZING IS ASSUMED CLEAR UNLESS NOTED OTHERWISE

EXTERNAL SCREENS

EXTERNAL SCREENING / BLINDS THAT ARE REQUIRED FOR OVERLOOKING ARE TO PROVIDE A MAXIMUM TRANSPARENCY OF 25% TO A MINIMUM HEIGHT OF 1700mm ABOVE FINISHED FLOOR LEVEL AND MUST BE FIXED.

REV	DESCRIPTION	CHANGES	DETAILS	DATE
01	Town Planning			12/5/20
02	RFI Issued 28.10.20			29/10/20
03	RFI Issued 23.11.20			23/11/20
04	RFI Issued 10.12.20			10/12/20
05	Council Amendments			18/12/20
06	Bin Area Change			22/3/21

PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

scale: 1:100 at A2 | date: 22/3/21
architect: Peter Ginnivan
drawn: Ben Kin

drawing: Elevations: North + East Elevations

project no	stage	drawing no.	rev.
191	TP	A201	06

Attachment 2 - Plans



South Elevation scale1:100

EXTERNAL FINISHES

CODE	ITEM	DESCRIPTION
C01	EXISTING FACE BRICKWORK	Product: N/A Colour: Red Finish: N/A
C02	GARAGE DOOR TIMBER-LOOK	Product: Unicote Lux Colour: Woodgrain Finish: Pre-painted steel
C03	HORIZONTAL CLADDING	Product: VM Zinc Colour: Quartz Finish: Natural Zinc
C04	GREY RENDER	Product: Acrylic Render Colour: Unpainted Grey Finish: TBC
C05	FACE BRICKWORK	Product: TBC Colour: Natural Finish: TBC
C06	FLAT DECK ROOFING	Product: Aluminium Colour: Black Finish: Powdercoat
C07	WINDOW FRAMES	Product: Aluminium Colour: Black Finish: Anodised
C07	DOOR FRAMES	Product: Aluminium Colour: Black Finish: Anodised
C07	EXISTING AWNING	Product: Metal Colour: Dulux Deep Ocean Finish: Powdercoat
C08	GREY RENDER	Product: Acrylic Render Colour: Dark Grey Finish: TBC

cl DENOTES CLEAR GLAZING
obsc DENOTES OBSCURE GLAZING

ALL GLAZING IS ASSUMED CLEAR UNLESS NOTED OTHERWISE

EXTERNAL SCREENS

EXTERNAL SCREENING / BLINDS THAT ARE REQUIRED FOR OVERLOOKING ARE TO PROVIDE A MAXIMUM TRANSPARENCY OF 25% TO A MINIMUM HEIGHT OF 1700mm ABOVE FINISHED FLOOR LEVEL AND MUST BE FIXED.



West Elevation scale1:100

PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

project RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

drawing Elevations:
East + South Elevations

scale 1:100 at A2 | date 22/3/21
architect Peter Ginnivan
drawn Ben Kin

project no 191 | stage TP | drawing no. A202 | rev. 06

Attachment 2 - Plans



E-7 Streetscape



E-6 East Elevation Sightline



E-5 West Elevation Sightline

REV	DESCRIPTION	CHANGES	DETAILS	DATE
01	Town Planning			17/1/20
02	RFI Issued 28.02.20			13/5/20
03	RFI Issued 21.05.20			22/5/20
04	RFI Issued 12.11.20			19/11/20
05	Council Amendments			19/12/20
06	Bin Area Change			22/3/21

PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

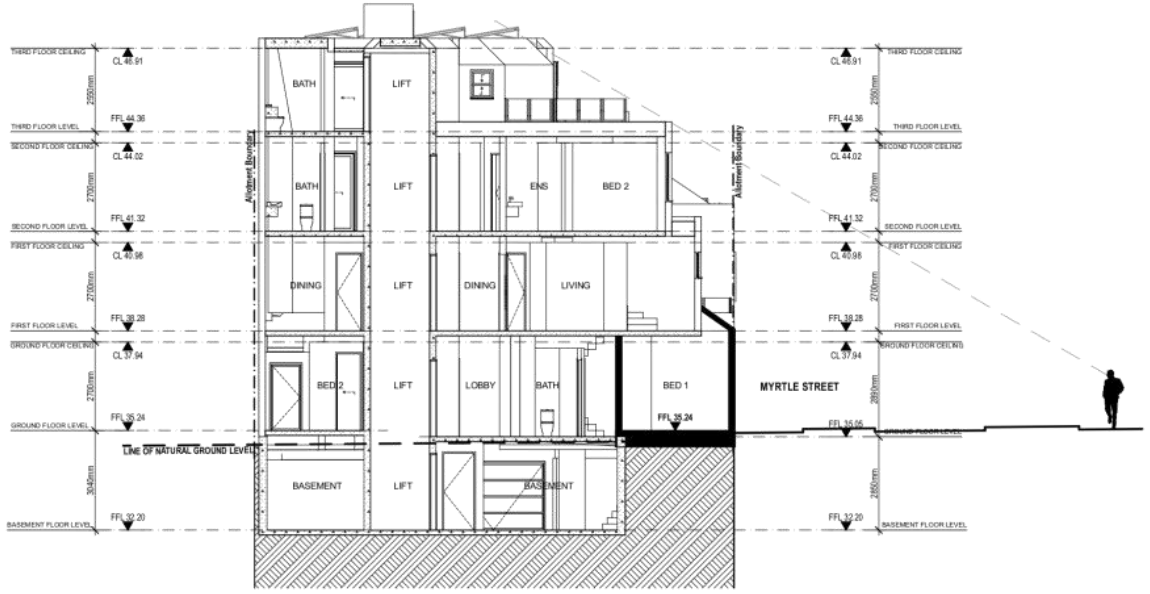
project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

scale: 200, 1:100 at A2 | date: 22/3/21
architect: Peter Ginnivan
drawn: Ben Kin

drawing: Elevations:
Streetscape, East + West Sightlines

project no	stage	drawing no.	rev.
191	TP	A203	06

Attachment 2 - Plans



A SECTION A-A

PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

drawing: Sections:
Section A

scale: 1:100 at A2 date: 22/3/21
architect: Peter Ginnivan
drawn: Ban Kei

project no: 191 stage: TP drawing no: A301 rev: 06

Attachment 2 - Plans



PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

drawing: Sections:
Section B

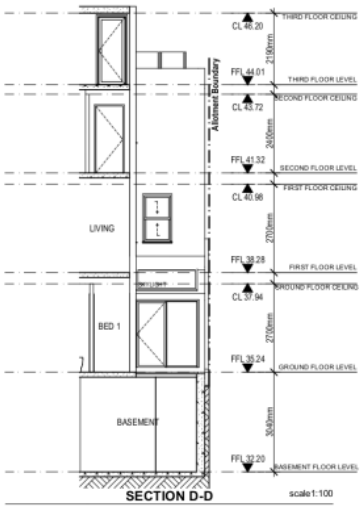
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architect: Peter Ginnivan
drawn: Ben Kin

project no: 191 | stage: TP | drawing no.: A302 | rev: 06

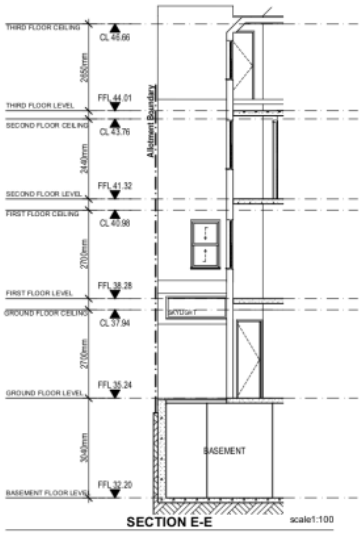
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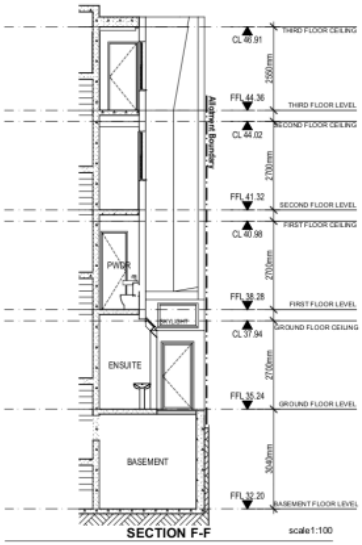
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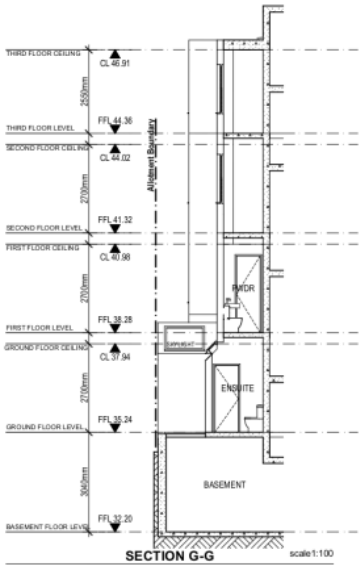
SECTION D-D scale1:100



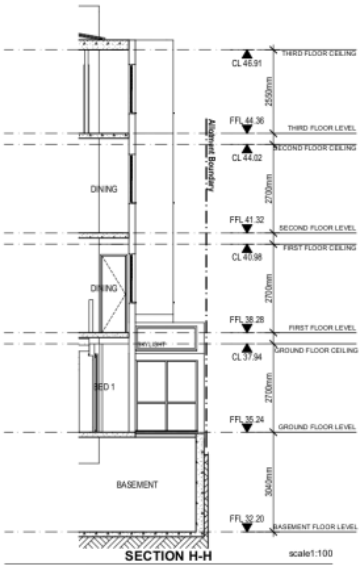
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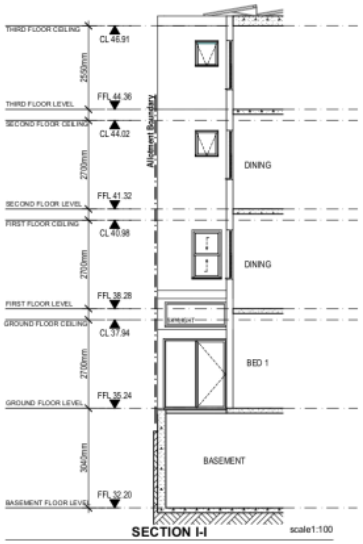
SECTION F-F scale1:100



SECTION G-G scale1:100



SECTION H-H scale1:100



SECTION I-I scale1:100

REV	DESCRIPTION	CHANGES	DETAILS	DATE
01	RFI Issued 28.02.20			13/5/20
02	RFI Issued 31.05.20			22/5/20
03	RFI Issued 10.11.20			16/12/20
04	Council Amendments			19/1/21
05	Bin Area Change			22/3/21

PRELIMINARY
Not For Construction

ISSUE 06
Bin Area Change

TURNER GINNIVAN
INTERIOR DESIGN & PROJECT MANAGEMENT

project: RAMSDEN STREET
47-49 Ramsden Street, CLIFTON HILL

drawing: Sections:
Section D - I

scale: 1:100 at A2 | date: 22/3/21
architect: Peter Ginnivan
drawn: Ben Kin

project no: 191 | stage: TP | drawing no.: A304 | rev: 05

Attachment 3 - 3D Montages



Attachment 3 - 3D Montages



Attachment 3 - 3D Montages



Attachment 3 - 3D Montages



Attachment 4 - Sustainable Design Assesment



Sustainable Design Assessment

47-49 Ramsden Street, Clifton Hill

Prepared for:
Turner Ginnivan

02 May 2021

Prepared by:
EcoHarmony

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

Revision	Date	Prepared by	Reviewed	Status
A	15/01/2020	LF	-	Draft
B	19/02/2020	LF	-	TP
C	02/04/2020	LF	-	TP
D	02/05/2021	LF	-	Amended plans

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Attachment 4 - Sustainable Design Assesment

Contents

1. Summary 1
1.1. Framework 2
1.2. Drawings Indications 2
2. Water Efficiency 3
2.1. Rainwater Harvesting 3
2.2. Water Fixtures 3
2.3. Sprinkler Testing Water 3
3. Energy Efficiency 4
3.1. Energy Ratings 4
3.2. Heating and Cooling 4
3.3. Energy Recovery Ventilation 4
3.4. Hot Water 4
3.5. Gas Free development 4
3.6. Lighting 5
3.7. Appliances 5
3.8. Carpark Ventilation 5
3.9. Renewable Energy 5
4. Stormwater management 5
4.1. Water Sensitive Urban Design 5
5. Internal Environment Quality 6
5.1. Daylight 6
5.2. Thermal Comfort 6
5.3. Ventilation 6
5.4. Artificial Lighting 6
5.5. Volatile Organic Compounds 6
6. Transport 7
6.1. Location 7
6.2. Cycling 8
6.3. Public Transport 8
6.4. Electric Vehicle Infrastructure 8
6.5. Car Sharing 8
7. Building Materials 9

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Attachment 4 - Sustainable Design Assesment

7.1. Timber 9
7.2. Supplementary Cementitious Materials 10
7.3. Carpet underlay 10
8. Waste Management 10
8.1. Construction and Demolition Waste 10
8.2. Building Reuse 10
8.3. Composting 10
9. Urban Ecology 11
9.1. Green Infrastructure 11
10. Building Management 11
10.1. Building User Guide 11
References 12
Appendix A: Preliminary Energy Ratings 13
Appendix B: Stormwater Management 15
Appendix C: Rainwater Harvesting and Reuse 17
System Components 18
Maintenance 20
Appendix D: BESS Report 22

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Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

1. Summary

This Sustainable Design Assessment (SDA) was completed for the residential development located at 47-49 Ramsden Street, Clifton Hill to address City of Yarra local planning policy 22.17. The SDA is to inform the planning authority on how sustainability will be addressed within the subject development.

The apartment building consists of 7 dwellings with basement car park, the apartments are classified as class 2 under the Building Code of Australia. Town planning drawings used to complete this assessment were provided by Turner Ginnivan on 28 April 2021

The Built Environment Sustainability Scorecard (BESS) tool was used to assess the environmental outcome of the development which has achieved 58% score.

Further to the above, a separate daylighting report has been prepared by EcoHarmony which details the results of the computer modelling and the changes proposed to achieve the BESS requirement for daylight.

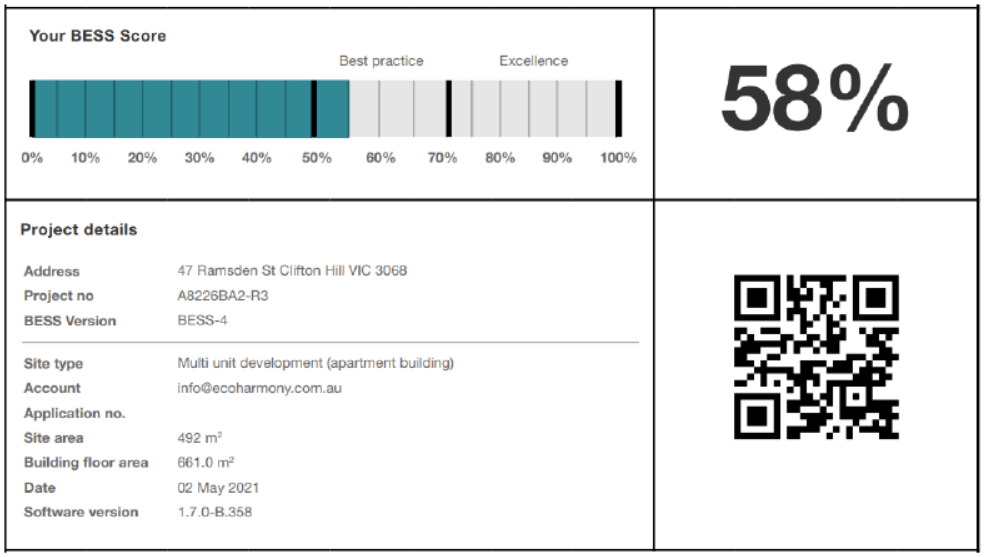


Figure 1: BESS results (source: Casbe)

The main Ecological Sustainable Design (ESD) initiatives are as following:

- 6.5 Star average energy rating
- Double glazing throughout
- Gas free development
- Energy recovery ventilation units
- Energy efficient services
- Renewable energy
- 10000 L communal underground rainwater tank to serve toilets
- Water efficient fixtures

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- Sustainable materials
- Sustainable transport
- Central location

1.1. Framework

Sustainable Design Assessment in the Planning Process (SDAPP) program, also incorporated in the City of Yarra planning clause 22.17, forms the basis of this Sustainable Design Assessment (SDA). The report details the environmental sustainability features of the development within the below 10 categories:

- Indoor environment quality
- Energy efficiency
- Water efficiency
- Stormwater management
- Building materials
- Transport
- Waste Management
- Urban Ecology
- Innovation
- Construction and building management

The Objectives as stated for each category in the report have been incorporated from the environmentally sustainable development local planning clauses of Victorian councils

To assess the environmental outcome of the development, the below sustainability tools were used:

- BESS
- Melbourne Water STORM tool
- FirstRate 5 software

The Green Building Council of Australia's (GBCA) Green Star tool guidelines have also been used as a reference for some of the sustainability initiatives.

1.2. Drawings Indications

The ESD initiatives stated in this report in agreement with project team and other stakeholders, should be clearly indicated and/or annotated on the architectural drawings. This includes but not limited to: water tank(s), windows operability, air-conditioners condensers, clotheslines, bicycle racks, external materials, solar panels, hot water system type, CO sensor, EV charging station and other relevant readily shown items.

Moreover, the architectural specifications should indicate that this report forms a part of building documentation and it is to be read in conjunction and applied accordingly.

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Attachment 4 - Sustainable Design Assesment

2. Water Efficiency

Objectives

- To improve water efficiency.
- To reduce total operating potable water use.
- To encourage the collection and reuse of stormwater.
- To encourage the appropriate use of alternative water sources

2.1. Rainwater Harvesting

Rainwater runoff from roofed and terrace areas will be collected in a communal 10000L minimum capacity tanks. The tanks which will service all the toilets in the development. Landscaping is limited and so would be the water usage, connection to planters is not recommended

2.2. Water Fixtures

The water fixtures in the development will have WELS rating as per the below table

Table 1: fixtures water efficiency

Water fixture & appliances	WELS rating	Flow
Kitchen taps	5-star	4.5-6 L/min
Basin taps	5-star	4.5-6 L/min
Showers	3-star	6-7.5 L/min
Toilets	4-star	3.5 L/flush (avg.)
Dishwasher	5-star	12 L/cycle (avg.)

2.3. Sprinkler Testing Water

To reduce water wastage during sprinkler system pump testing, one of the following will be completed:

- Include a return test line to the rainwater tanks and capture the water
- Use a variable speed pump
- If a break tank is required, have a return line to the break tank

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3. Energy Efficiency

Objectives

- To improve the efficient use of energy, by ensuring development demonstrates design potential for ESD initiatives at the planning stage.
- To reduce total operating greenhouse gas emissions.
- To reduce energy peak demand through particular design measures

3.1. Energy Ratings

Preliminary energy ratings, which are primarily completed to inform project team of expected outcome, have shown that the apartments can achieve 6.5-star average rating.

The preliminary ratings were completed using FirstRate5 software with inputs and assumption as described in appendix A.

3.2. Heating and Cooling

Both heating and cooling will be provided by reverse cycle air conditioners. The air conditioner should be a multi-split inverter type allowing for single room conditioning while only consuming proportionate energy.

The reverse cycle air conditioner to be selected, will be within one star of the most efficient available of its size and type.

3.3. Energy Recovery Ventilation

An energy recovery ventilation unit will be installed to each apartment in order to provide ventilation, reduce the risk of condensation while at the same time saving energy by recovering the heat from the exhausted air.

The ventilator will be Passive House certified which ensures a good effectiveness and minimum internal leakage.

3.4. Hot Water

The hot water for the development will be provided by individual **or communal** heat pump water heaters (HPWH). These hot water units are at least twice as efficient as an electric resistance hot water units.

3.5. Gas Free development

The development will be gas-free, which reduces local pollution in urbanized areas and facilitates a net-zero ready building that does not rely on fossil fuel. Hot water, heating and stoves will be electric.

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3.6. Lighting

At least 20% reduction in lighting power density for all internal artificial lighting will be achieved. This means that for a class 2 building, the maximum lighting power allowance will be reduced from 5 to 4 W/m^2 in single occupancy units and from 8 to 6 W/m^2 in corridors.

All external lightings, including lights on balconies will be controlled by daylight and motion detectors.

3.7. Appliances

The dishwasher will be minimum 5 star energy rated and no washing machines or dryers will be provided by the developer.

3.8. Carpark Ventilation

Carbon monoxide sensors will be incorporated in the basement carpark to control a variable speed exhaust fan drive, saving on energy where demand for fresh air is low.

3.9. Renewable Energy

A **4kW** solar photovoltaic system will be installed on the roof to provide renewable power for the communal areas. The panels will be facing north and have at least 10 degrees tilt angle.

4. Stormwater management

Objectives

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

4.1. Water Sensitive Urban Design

The water sensitive urban design objectives will be met by the means of water harvesting and reuse as detailed in appendix B.

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5. Internal Environment Quality

Objectives

- To achieve a healthy indoor environment quality for the wellbeing of building occupants, including the provision of fresh air intake, cross ventilation, and natural daylight.
- To achieve thermal comfort levels with minimized need for mechanical heating, ventilation and cooling.
- To reduce indoor air pollutants by encouraging use of materials with low toxic chemicals.

5.1. Daylight

All habitable rooms within the development have external windows with areas exceeding the National Construction Code requirements. The daylight modelling completed for the development indicates that 85% of habitable rooms satisfy the daylight requirements as stated in the BESS tool.

5.2. Thermal Comfort

In order to enhance the mean radiant temperature, double glazed windows will be installed for all living spaces and bedrooms as a minimum.

5.3. Ventilation

Ventilation opening areas will exceed the minimum regulatory requirement. Except for the internal bathrooms which will have exhaust fans, ventilation for the dwellings will be provided through natural means.

To encourage natural ventilation and reduce reliance on mechanical cooling, all rooms will have operable windows, while magnetic door latches will be provided for bedroom doors facilitating cross ventilation.

5 out of 7 apartments meet the BESS effective cross ventilation criteria, sashless double hung windows can also help in single sided ventilation.

5.4. Artificial Lighting

All the internal lighting in the development will be flicker-free and have a minimum color rendering index (CRI) of 80 (GBCA 2017). Task lighting will be provided for kitchen benchtops and bathroom vanities.

5.5. Volatile Organic Compounds

Many construction materials used internally have high levels of volatile organic compounds (VOC) posing health risks to building occupants and workers. Risks will be mitigated by committing to the following:

- Engineered wood products including particleboard, plywood, MDF...will meet the Australian Standards for formaldehyde emission limits E0 or E1 as a maximum or equivalent.
- Carpets will have a total VOC emission limits as specified in Green Star guidelines section 13.1.2, i.e. not exceeding 0.5 mg/m^2 per hour.
- Paints, adhesives and sealants will meet the total VOC limits of Green Star as specified in the table below

Table 2: Maximum total VOC limits for paints, adhesives and sealants (Source: GBCA 2017)

Product category	Maximum VOC content (g/L)
General purpose adhesives and sealants	50
Interior wall and ceiling paint, all sheen levels	16
Trim, varnishes and wood stains	75
Primers, sealers and prep coats	65
One and two pack performance coatings for floors	140
Acoustic sealants, architectural sealant, waterproofing membrane and sealant, fire retardant sealant and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesive and sealants	100

6. Transport

Objectives

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

6.1. Location

The development location is considered a Very Walkable and have Excellent Transit being situated within close proximity to major services, hubs and connections

Attachment 4 - Sustainable Design Assesment

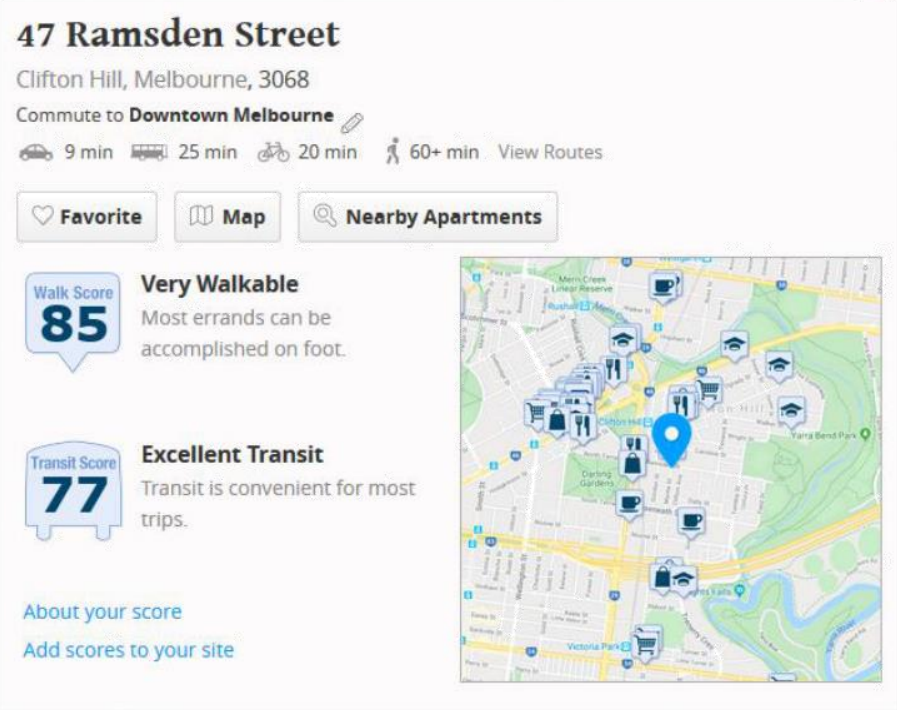


Figure 2: Proximity to amenities (source: Walk Score)

6.2. Cycling

The development will provide 8 bicycle parking for the residents in order to encourage and facilitate cycling. Main Yarra Trail can be caught from the end of Ramsden Street and Melbourne CBD is less than 20 minutes ride which make cycling a valid means of transport

6.3. Public Transport

The development is situated within 200 meters from Clifton Hill Train Station

6.4. Electric Vehicle Infrastructure

The development will include one car parking space designated for electric vehicles. The parking will be complete with a charger and signage.

6.5. Car Sharing

At least 4 car sharing spots are within a walking distance from the development. Car Sharing reduces the need to own a car and it was proven that consequently reduces car trips in general.

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Attachment 4 - Sustainable Design Assesment

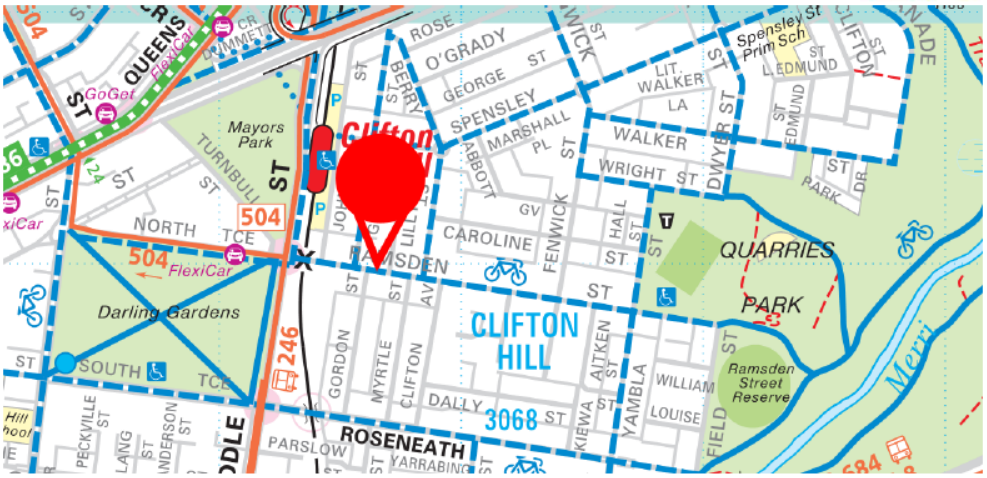


Figure 3: Travel Smart map (source: Council Website)

7. Building Materials

Objectives

- To minimize the environmental impacts of buildings by encouraging the use materials with a favorable lifecycle assessment

7.1. Timber

All the timber used in the construction for structural and non- structural purposes will be responsibly and sustainably sourced.

New timber will be certified by one of three forest management independent certification bodies:

- Forest Stewardship Council (FSC)
- Program for the Endorsement of Forest Certification (PEFC)
- Responsible Wood Certification Scheme

The use of recycled timber or bamboo for flooring is also a sustainable option.

Figure 4: Certification logos for sustainable timber (source: PentArch)

7.2. Supplementary Cementitious Materials

All the concrete in used for the development will have at least 30% cement substitutes.

The production of cement, which is the binding agent in concrete, is responsible for around 8% of global emissions (BZE 2017). Supplementary cementitious materials (SMC) can partially replace Portland cement, mainly coal fly ash and ground granulated blast-furnace slag (GGBS). These materials are abundant and would reduce emissions by 6% for every 10% replacement. Concrete with more than 60% replacement materials are commercially available such as Boral Envisia or equivalent.

7.3. Carpet underlay

Carpet underlay used for cushioning will be made from at least 90% recycled materials and shall be 100% recyclable at end of life.

8. Waste Management

Objectives

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

8.1. Construction and Demolition Waste

As a minimum, 80% of all demolition and construction waste by mass will be recycled or reused on site.

Materials to be separated and recycled are to be identified by the builder/contractor and confirmed by writing before construction activities start. Most of the construction materials are recyclable provided a proper separation on site occurs. Amongst the recyclable materials; steel, aluminum, glass, plaster, concrete, timber, bricks, plastics...

8.2. Building Reuse

The front section of the building will be maintained and integrated with the new parts. Although this strategy is to preserve heritage buildings, it also reduces construction and demolition waste and reduces the required resources for new building materials.

8.3. Composting

A communal composting facility will be provided in the shared roof space. The facility will serve to process food and garden waste from the raised beds and from apartments.

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To avoid contamination the rainwater, a floor waste of an overhanging canopy will be provided at the location of the composting bin(s)

9. Urban Ecology

Objectives

- To protect and enhance biodiversity
- To provide environmentally sustainable landscapes and natural habitats, and minimize the urban heat island effect
- To encourage the retention of significant trees
- To encourage the plantation of indigenous vegetation
- To encourage the provision of space for productive gardens, particularly in large residential developments

9.1. Green Infrastructure

Due to the site spatial constraints, deep planting could not be achieved, however, spaces for planter boxes, green walls, climbers or other readily achievable green infrastructures will be further investigated.

10. Building Management

Objectives

- To Encourage a holistic and integrated design and construction process and ongoing high performance

10.1. Building User Guide

A building user guide will be developed and made available to future building occupants.

The guide should inform the occupants of the sustainability features of the building and how to minimize environmental impacts through proper use of the services provided. This may include information on the following:

- Rainwater harvesting and reuse
- Waste reduction and opportunities for recycling and diversion
- How to make use of natural ventilation
- Efficient use of appliances
- Green transport options
- Composting guide
- Contact details of key personnel

Attachment 4 - Sustainable Design Assesment

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Attachment 4 - Sustainable Design Assesment

Appendix A: Preliminary Energy Ratings

Preliminary energy ratings were conducted using NatHERS accredited software FirstRate5 v.5.10.2a. A class 2 building needs to achieve 6 star average energy rating with each dwelling being at least 5.5 star. Dwellings need also to comply with clause 55.07-1 of the Victorian planning provisions by not exceeding the maximum cooling load specified in table B4. The maximum allowable cooling load for climate zone 21 Melbourne, is 30 MJ/m^2.

All dwellings were modelled, results are summarized in the below table

Table 3: preliminary energy modelling results

Sample Dwelling	Thermally similar	Quantity	Heating Energy (MJ/m^2)	Cooling Energy (MJ/m^2)	Star Rating
Unit 1	-	1	57.4	22.3	7.1
Unit 2	-	1	81.6	10.8	6.7
Unit 3	-	1	88.5	12.4	6.4
Unit 4	-	1	70.5	18.2	6.8
Unit 5	-	1	79.3	11.6	6.7
Unit 6	-	1	92.1	18.3	6.1
Unit 7	-	1	79.9	28.5	6.2
Average star rating					**6.5**

The ratings were based on the assumptions listed in the below table;

Table 4: construction detail assumptions used in the preliminary energy modelling

Element details	Insulation/specifications
Floors	
GF suspended slab over basement carpark and exposed floor over open corridors	150mm concrete slab with R2.5 rigid board insulation added
Roof / ceiling	
Exposed metal roofs	R4.0 glass fiber on ceiling level and R1.3 foil faced blanket under the metal cladding
Exposed concrete slab roof	R3.2 added under the concrete
Walls	
External walls	Precast panels with R1.8 added insulation
Windows and glazed doors	

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All windows	Aluminum double glazed, air fill, high solar heat gain low-e U-value = 4.3 SHGC = 0.53
Ceiling Penetrations	
• All Downlights under exposed roofs are IC rated or have a cover allowing to be directly abutted by insulation • 300 x 300 mm clearance has been allowed for the exhaust fans	
Changes to drawings	
To achieve the stated results, the following have been added/modified to original plans: • Retractable external blind added to Unit 7 west facing glazed door of the living area.	

Note: the commitment in this document is to achieve a 6.5 star average energy rating while also not exceeding the cooling load threshold as specified in table B4 of the Victorian Planning Provision 55.07. Insulation values and windows specifications are not binding, the expected outcome can still be achieved by incorporating different design and specifications elements.

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Appendix B: Stormwater Management

Victoria best practice stormwater performance targets as set out in the Urban Stormwater Best practice Environmental Management Guidelines (BPEMG), require that stormwater leaving the site have the following reductions:

- 80% of suspended solids
- 45% of total nitrogen
- 45% of total phosphorus
- 70% of litter

WSUD requirements will be met by rainwater harvesting and reuse and demonstrated by achieving a STORM score of 100% or greater.

The following will be done to meet the above objectives:

- Rainwater runoff from 385m^2 roof and terrace areas will be collected in a communal 10000L minimum capacity tanks.
- The rainwater will be filtered through a series of water purification filters to reduce the risk of contamination, odor or discoloration
- Rainwater collection, storage and distribution will be designed and installed in accordance with plumbing regulations and relevant Australian Standards including AS/NZS 3500 series and HB230-2008

Moreover, during construction, the builder will implement best practice stormwater protection by following Melbourne Water guidelines for keeping stormwater clean, which can be downloaded via: https://www.melbournewater.com.au/sites/default/files/Keeping-our-stormwater-clean-uilders-guidelines.pdf

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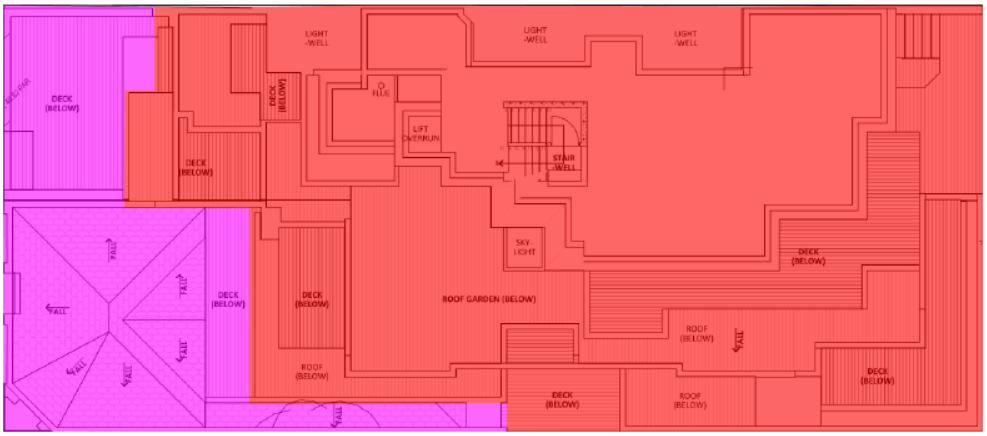
Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

Melbourne Water STORM Rating Report

TransactionID:	1146763
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	47-49 Ramsdan Street
	Clifton Hill
	VIC
Assessor:	EcoHarmony
Development Type:	Residential - Multiunit
Allotment Site (m2):	490.00
STORM Rating %:	117

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Impervious	105.00	None	0.00	0	0.00	0.00
Roof and Terraces	385.00	Rainwater Tank	10,000.00	15	149.00	85.00

Figure 5: Melbourne Water STORM calculator results



WSUD Legend		
	Description	Area
	Impervious area - no treatment	105
	Roofed area_Treated to tank	385

Figure 6: site layout plan for stormwater catchment areas

Attachment 4 - Sustainable Design Assesment

Appendix C: Rainwater Harvesting and Reuse

Rainwater in this report is limited to low risk usage including: toilet flushing, washing machine connection, garden watering, outdoor uses…should the water be used in higher risk areas, further consultation and risk assessment would be required. Rainwater collection, storage and distribution must be designed and installed in accordance with plumbing regulations and relevant Australian Standards including AS/NZS 3500 series and HB230-2008.

Rainwater collected from roof areas is considered a valuable resource, collection and reuse is key for sustainable developments. Incorporating rainwater tanks does not only help in reducing stormwater runoffs, but also reducing potable water usage and meeting regulatory requirements for Class 1 dwellings.

There are two methods of rainwater tank connection; wet and dry

A wet system uses underground pipes to connect all downpipes and then up again to feed to tank, it is also known as charged system. This configuration allows for long runs while maintaining aesthetics. Care should be taken to avoid mosquito breeding in the charged pipe as detailed in the succeeding sections. Charged pipe drain should also be considered especially for areas with prolonged dry season.

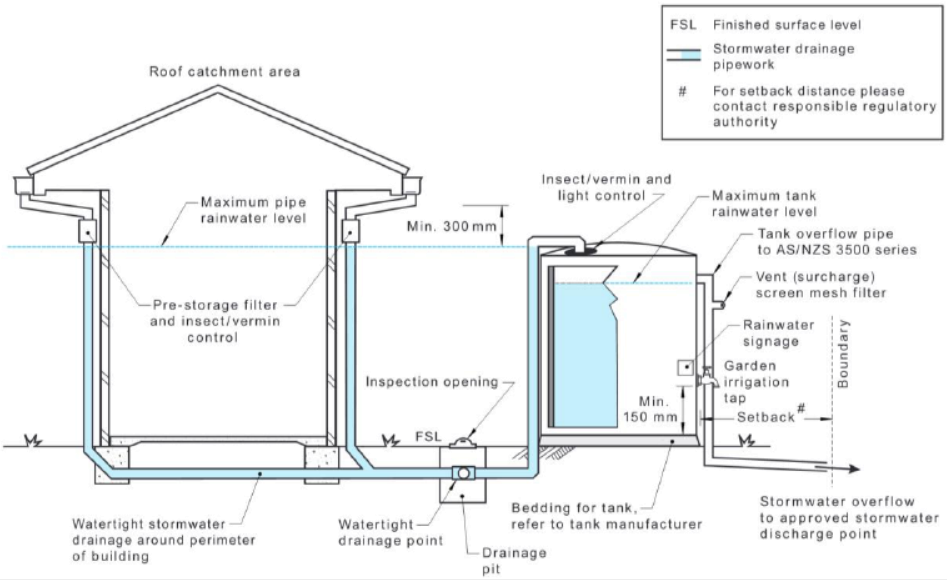


Figure 7: Charged (wet) above ground installation (source: Australian Standards 2008)

A dry system is more suitable for shorter runs or when roof sections are connected to separate tanks. Where underground connection lead to a lower installed underground tank, or when above ground tanks are placed on the lower end of a sloping site, these would also be considered as dry.

Attachment 4 - Sustainable Design Assesment

System Components

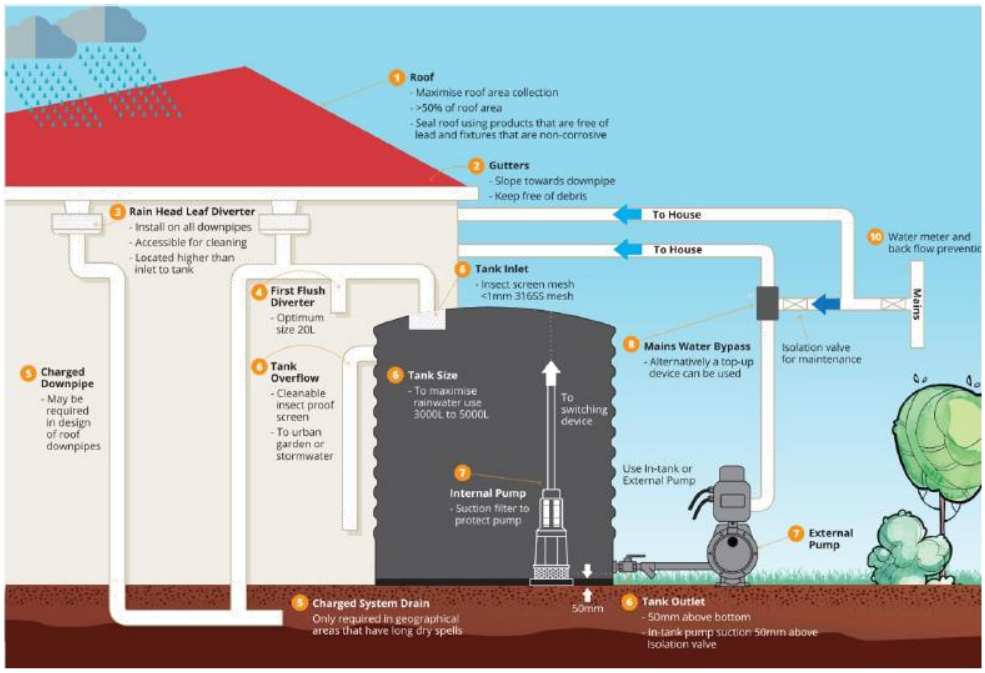


Figure 8: Different components of an above ground rainwater tank (source: RHAA & UWCS)

Roof

According to the department of health (2013), for low risk of ingestion, the below guidelines for roof catchment can be followed

- Prune overhanging vegetation or use gutter guard
- In order to prevent water stagnation, gutters should be installed with a slope of 1:100. Stationary water allows debris catchment, algae growth and mosquito breeding
- Discharge from roof mounted appliances, such as coolers and hot water, should be directed outside the catchment area
- Avoid the use of chemicals for roof cleaning or choose carefully
- Exclude sections affected by emissions from industrial processes

Moreover, the following are good practice but most important where risk of ingestion is higher

- Seal or avoid collection from roof areas containing hazardous chemicals such as lead, bitumen and treated timber.
- Restrict roof access and remove or relocate any structure where birds can perch.
- Slow combustion heaters flues should be installed in accordance with relevant Australian Standards

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Rain head leaf diverters

Known also as Leaf Eaters, should be installed at each downpipe at an elevation higher than the inlet of the tank but low enough to provide easy maintenance access.

The mesh should be less than 1mm to prevent mosquito breeding access and preferably made from stainless steel for longevity.

First flush diverters

First flush normally contains more contaminants, the diverter insures that it doesn't reach the tank. First flush diverters can be wall mounted or in-ground allowing for complex installations.

Sizing is based on 20L per 100 m^2 of roof catchment

Tanks

- All tank access points should be sealed and an inlet strainer should be installed. A 1mm hole diameter mesh with should also be installed at the inlet and overflow pipes in order to prevent mosquitoes and other vermin accessing the tank.
- Tanks should be light proof in order to avoid algae growth.
- In-ground tanks need to be sealed against surface run-off and should not be installed in contaminated ground or near septic tanks.
- Outlet should be at least 150mm from tank bottom, while calmed inlets insure sediments are not disrupted.

Pumps

Pump can either be submerged or external, in both cases, correct quality sourcing, sizing and installation, is key to uninterrupted supply.

- Being the weakest link in the rainwater system, investing in good quality pump is preferable.
- A variable speed pump is a more efficient and environmentally friendly option than fixed speed.
- Pumps should be installed and maintained to manufacturers' specifications.

Mains water bypass

When rainwater is not available (empty tank), a mains water bypass, known also as switching device or diverter, insures uninterrupted supply to fixtures and appliances.

- Unless integrated within the water bypass, Australian Standard compliant backflow prevention devices, which is check valve allowing one directional flow, should be installed between pump and mains, so that rainwater does not infiltrate into potable water pipes. These devices can either be mechanically or electronically activated.
- Stop valves before and after equipment allow for easy maintenance or replacement

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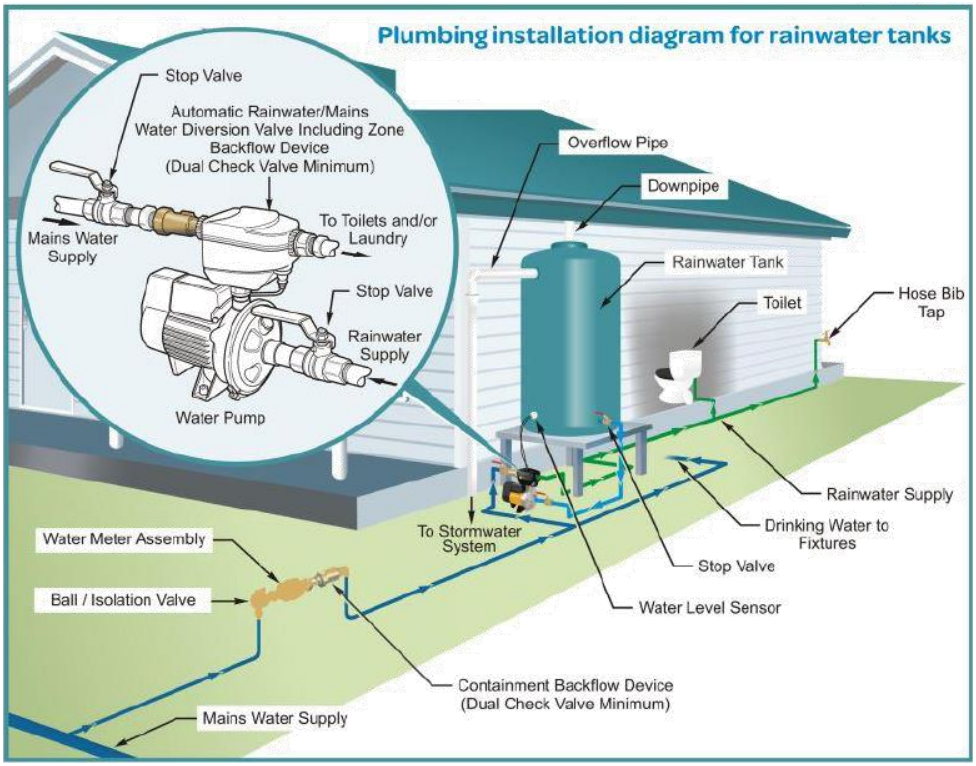


Figure 9: Mains water bypass (source: Southeast Water)

Treatment

- Rainwater quality is a function of a whole system approach, correct design, installation and maintenance. When collected from restricted access roofs and used solely for low risk uses including irrigation, toilet flushing and washing machine, rainwater should not require additional downstream filtration
- Water discoloration is mainly due to settling and decomposing leafs which should be managed before reaching the tank or by an activated carbon post filter which also removes odors
- Suspended solids are removed via sediment filtration averaging 20 microns while finer filters down to 0.01 microns are also available for the removal of finer contaminants
- Chlorine an UV treatment is the final stage, usually only used for installations with high risk of ingestion
- Correct sizing and cartridges change are essential to prevent supply pressure drop

Maintenance

Maintaining the rainwater harvesting system is the most important part to insure acceptable water quality for the designated usage. The below inspection and maintenance checklist is provided by Australian Standard AS HB 230-2008.

Attachment 4 - Sustainable Design Assesment

Indicative frequency	Inspection and criteria	Maintenance activities (where required)
Annual	Check whether any tree branches overhang the roof or are likely to grow to overhang the roof	If safe and where permitted, consider pruning back any overhanging branches
	Check that access covers to storage tanks are closed	Secure any open access covers to prevent risk of entry
	Check that screens on inlets, overflows and other openings do not have holes and are securely fastened	Repair any defective screens to keep out mosquitoes
	Inspect tank water for presence of rats, birds, frogs, lizards or other vermin or insects	Remove any infestations, identify point of entry and close vermin and insect-proof mesh
	Inspect tank water for presence of mosquito larvae (inspect more frequently in sub-tropical and tropical northern Australia, based on local requirements)	Identify point of entry and close with insect-proof mesh with holes no greater than 1.6 mm in diameter
	Inspect gutters for leaf accumulation and ponding	Clean leaves from gutters—remove more regularly if required. If water is ponding, repair gutter to ensure water flows to downpipe
	Check signage at external roofwater taps and that any removable handle taps are being properly used	Replace or repair the missing or damaged signage and fittings
	Check for cross-connections and inappropriate tapings by checking visible plumbing fittings and alternately turning off supplies	Remove any cross-connections and inappropriate tapings identified
	Check plumbing and pump connections are watertight/without leakage	Repair any leaks as necessary
	Check suction strainers, in-line strainers and pump location for debris	Clean suction strainers, in-line strainers or debris from pump location
	Check pump installation is adequate for reliable ongoing operation	Modify and repair as required
	Check first flush diverter, if present	Clean first flush diverter, repair and replace if necessary
	Check health of irrigation area and irrigated grass or plants	Investigate any adverse impacts observed that might be due to irrigation
	Check condition of roof and coatings	Investigate and resolve any apparent changes to roof condition, such as loss of material coatings
Triennial	Drain, clean out and check the condition of the tank walls and roof to ensure no holes have arisen due to tank deterioration	Repair any tank defects
	Check sediment levels in the tank	Organise a suitable contractor to remove accumulated sediment if levels are approaching those that may block tank outlets
	Undertake a systematic review of operational control of risks to the system	Identify the reason for any problems during inspections and take actions to prevent failures occurring in future
After 20 years and then every 5 years	Monitor the effectiveness of the irrigation equipment to assess for any clogging due to algal growth	Clean or replace clogged equipment
Ongoing	Inspect and follow up on any complaints or concerns raised that could indicate problems with the system	Repair or replace any problems that are notified

Figure 10: Rainwater harvesting inspection and maintenance activities (source: AS HB 230-2008)

Attachment 4 - Sustainable Design Assesment

Appendix D: BESS Report

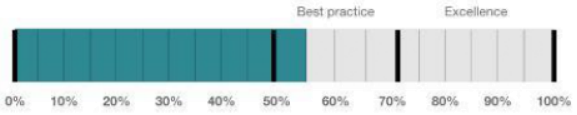
BESS Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 47 Ramsden St Clifton Hill VIC 3068. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Yarra City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

Your BESS Score



58%

Project details

Address	47 Ramsden St Clifton Hill VIC 3068
Project no	A8226BA2-R3
BESS Version	BESS-4
Site type	Multi unit development (apartment building)
Account	info@ecoharmony.com.au
Application no.	
Site area	492 m²
Building floor area	661.0 m²
Date	02 May 2021
Software version	1.7.0-B.358

Performance by category Your development Maximum available

Category	Weight	Score	Pass
Management	5%	50%	-
Water	9%	57%	✓
Energy	28%	63%	✓
Stormwater	14%	100%	✓
IEQ	17%	64%	✓
Transport	9%	44%	-
Waste	6%	100%	-
Urban Ecology	6%	0%	-
Innovation	9%	0%	-

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

Page 1 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

Dwellings & Non Res Spaces

Dwellings

Name	Quantity	Area	% of total area
Apartment			
U7	1	101 m²	15%
U6	1	102 m²	15%
U3	1	100 m²	15%
U5	1	99.0 m²	14%
U4	1	87.0 m²	13%
U2	1	87.0 m²	13%
U1	1	85.0 m²	12%
Total	**7**	**661 m²**	**100%**

Supporting information

Floorplans & elevation notes

Credit	Requirement	Response	Status
Management 3.1	Individual utility meters annotated		-
Water 3.1	Water efficient garden annotated		-
Energy 3.1	Carpark with natural ventilation or CO monitoring system		-
Energy 3.4	Clothes line annotated (if proposed)		-
Energy 4.2	Floor plans showing location of photovoltaic panels as described.		-
Stormwater 1.1	Location of any stormwater management systems used in STORM or MUSIC modelling (e.g. Rainwater tanks, raingarden, buffer strips)		-
IEQ 1.1	If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.		-
IEQ 1.2	If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.		-
IEQ 1.5	Floor plans with compliant bedrooms marked		-
IEQ 2.1	Dwellings meeting the requirements for being 'naturally ventilated'		-
Transport 1.1	All nominated residential bicycle parking spaces		-
Transport 2.1	Location of electric vehicle charging infrastructure		-
Waste 2.1	Location of food and garden waste facilities		-
Waste 2.2	Location of recycling facilities		-

Supporting evidence

Credit	Requirement	Response	Status
Management 2.2	Preliminary NatHERS assessments		-
Energy 3.1	Provide a written explanation of either the fully natural carpark ventilation or carbon monxide monitoring, describing how these systems will work, what systems are required for them to be fully integrated and who will be responsible for their implementation throughout the design, procurement and operational phases of the building life.		-
Energy 3.6	Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used.		-
Energy 4.2	Specifications of the solar photovoltaic system(s).		-
Stormwater 1.1	STORM report or MUSIC model		-

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Page 2 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

Credit	Requirement	Response	Status
IEQ 1.1	If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved.		-
IEQ 1.2	If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved.		-
IEQ 1.5	A list of compliant bedrooms		-
IEQ 2.1	A list of naturally ventilated dwellings		-
Waste 1.1	Report detailing how the existing building is being reused on-site		-

Credit summary

Management Overall contribution 4.5%

50%

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

Water Overall contribution 9.0%

Minimum required 50% 57% ✓ Pass

1.1 Potable water use reduction	40%
3.1 Water Efficient Landscaping	100%
4.1 Building Systems Water Use Reduction	100%

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Page 3 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

Energy Overall contribution 27.5%

	Minimum required 50%	63%	Pass
1.2 Thermal Performance Rating - Residential		17%	
2.1 Greenhouse Gas Emissions		100%	
2.2 Peak Demand		0%	
2.3 Electricity Consumption		100%	
2.4 Gas Consumption		N/A	Scoped Out
			No gas supply in use.
3.1 Carpark Ventilation		100%	
3.2 Hot Water		100%	
3.4 Clothes Drying		100%	
3.6 Internal Lighting - Residential Multiple Dwellings		100%	
4.2 Renewable Energy Systems - Solar		100%	
4.4 Renewable Energy Systems - Other		N/A	Disabled
			No other (non-solar PV) renewable energy is in use.

Stormwater Overall contribution 13.5%

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

IEQ Overall contribution 16.5%

	Minimum required 50%	64%	Pass
1.1 Daylight Access - Living Areas		67%	
1.2 Daylight Access - Bedrooms		67%	
1.3 Winter Sunlight		0%	
1.5 Daylight Access - Minimal Internal Bedrooms		100%	
2.1 Effective Natural Ventilation		67%	

Transport Overall contribution 9.0%

	44%
1.1 Bicycle Parking - Residential	100%
1.2 Bicycle Parking - Residential Visitor	0%
1.3 Bicycle Parking - Convenience Residential	0%
2.1 Electric Vehicle Infrastructure	100%
2.2 Car Share Scheme	0%
2.3 Motorbikes / Mopeds	0%

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Page 4 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

Waste Overall contribution 5.5%

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

Urban Ecology Overall contribution 5.5%

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

Innovation Overall contribution 9.0%

	0%
1.1 Innovation	N/A ⊘ Disabled
	None

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Page 5 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

Credit breakdown

Management Overall contribution 2%

1.1 Pre-Application Meeting		0%
Score Contribution	This credit contributes 37.5% towards the category score.	
Criteria	Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council?	
Question	Criteria Achieved ?	
Project	No	
2.2 Thermal Performance Modelling - Multi-Dwelling Residential		100%
Score Contribution	This credit contributes 25.0% towards the category score.	
Criteria	Have preliminary NatHERS ratings been undertaken for all thermally unique dwellings?	
Question	Criteria Achieved ?	
Apartment	Yes	
3.1 Metering		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Have utility meters been provided for all individual dwellings?	
Question	Criteria Achieved ?	
Apartment	Yes	
3.3 Metering		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Have all major common area services been separately submetered?	
Question	Criteria Achieved ?	
Apartment	No	
4.1 Building Users Guide		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Will a building users guide be produced and issued to occupants?	
Question	Criteria Achieved ?	
Project	Yes	

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Page 6 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

Water Overall contribution 5% Minimum required 50%

Water Approach		
What approach do you want to use Water?		Use the built in calculation tools
Project Water Profile Question		
Do you have a reticulated third pipe or an on-site water recycling system?		No
Are you installing a swimming pool?		No
Are you installing a rainwater tank?		Yes
Water fixtures, fittings and connections		
Showerhead	All	3 Star WELS (>= 6.0 but <= 7.5)
Bath	All	Scope out
Kitchen Taps	All	>= 5 Star WELS rating
Bathroom Taps	All	>= 5 Star WELS rating
Dishwashers	All	>= 5 Star WELS rating
WC	All	>= 4 Star WELS rating
Urinals	All	Scope out
Washing Machine Water Efficiency	All	Default or unrated
Which non-potable water source is the dwelling/space connected to?	All	RWT
Non-potable water source connected to Toilets	All	Yes
Non-potable water source connected to Laundry (washing machine)	All	No
Non-potable water source connected to Hot Water System	All	No
Rainwater Tank		
What is the total roof area connected to the rainwater tank?	RWT	385 m²
Tank Size	RWT	10,000 Litres
Irrigation area connected to tank	RWT	0.0 m²
Other external water demand connected to tank?	RWT	-

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Page 7 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

EH

BESS, 47 Ramsden St Clifton Hill 3068

1.1 Potable water use reduction		40%
Score Contribution	This credit contributes 71.4% towards the category score.	
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.	
Output	Reference	
Project	973 kL	
Output	Proposed (excluding rainwater and recycled water use)	
Project	779 kL	
Output	Proposed (including rainwater and recycled water use)	
Project	681 kL	
Output	% Reduction in Potable Water Consumption	
Project	29 %	
Output	% of connected demand met by rainwater	
Project	100 %	
Output	How often does the tank overflow?	
Project	Very Often	
Output	Opportunity for additional rainwater connection	
Project	369 kL	
3.1 Water Efficient Landscaping		100%
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	Will water efficient landscaping be installed?	
Question	Criteria Achieved ?	
Project	Yes	
4.1 Building Systems Water Use Reduction		100%
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems?	
Question	Criteria Achieved ?	
Project	Yes	

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Page 8 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

Energy Overall contribution 17% Minimum required 50%

Dwellings Energy Approach		
What approach do you want to use for Energy?		Use the built in calculation tools
Project Energy Profile Question		
Are you installing a solar photovoltaic (PV) system?		Yes
Are you installing any other renewable energy system(s)?		No
Gas supplied into building		No gas connection
Dwelling Energy Profiles		
Below the floor is	All	Ground or Carpark
Above the ceiling is	All	Another Occupancy
Exposed sides	U1 - U5	2
	U2	1
	U6	3
	U7	4
NatHERS Annual Energy Loads - Heat	U1 - U5	57.4 MJ/sqm
	U2	81.6 MJ/sqm
	U3	88.5 MJ/sqm
	U4	70.5 MJ/sqm
	U5	79.3 MJ/sqm
	U6	92.1 MJ/sqm
	U7	79.9 MJ/sqm
NatHERS Annual Energy Loads - Cool	U1 - U5	22.3 MJ/sqm
	U2	10.5 MJ/sqm
	U3	12.4 MJ/sqm
	U4	18.2 MJ/sqm
	U5	11.6 MJ/sqm
	U6	18.3 MJ/sqm
	U7	28.5 MJ/sqm
NatHERS star rating	U1 - U5	7.1
	U2 - U5	6.7
	U3	6.4
	U4	6.8
	U6	6.1
	U7	6.2
Heating System Efficiency	All	4 Star
Type of Cooling System	All	Refrigerative space
Is the hot water system shared by multiple dwellings?	All	Yes
% Contribution from solar hot water system	All	-
Clothes Line	All	D Private outdoor clothesline
Solar Photovoltaic system		
System Size (lesser of inverter and panel capacity)	PV	4.0 kW peak
Orientation (which way is the system facing)?	PV	North
Inclination (angle from horizontal)	PV	10.0 Angle (degrees)

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Page 9 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

1.2 Thermal Performance Rating - Residential		17%	
Score Contribution	This credit contributes 31.6% towards the category score.		
Criteria	What is the average NatHERS rating?		
Output	Average NATHERS Rating (Weighted)		
Apartment	6.7 Stars		
2.1 Greenhouse Gas Emissions		100%	
Score Contribution	This credit contributes 10.5% towards the category score.		
Criteria	Are greenhouse gas emissions >10% below the benchmark?		
Output	Reference Building with Reference Services (BCA only)		
Apartment	54,833 kg CO2		
Output	Proposed Building with Proposed Services (Actual Building)		
Apartment	17,307 kg CO2		
Output	% Reduction in GHG Emissions		
Apartment	68 %		
2.2 Peak Demand		0%	
Score Contribution	This credit contributes 5.3% towards the category score.		
Criteria	Has the instantaneous (peak-hour) demand been reduced by >25%?		
Output	Peak Thermal Cooling Load - Baseline		
Apartment	82.7 kW		
Output	Peak Thermal Cooling Load - Proposed		
Apartment	80.5 kW		
Output	Peak Thermal Cooling Load - % Reduction		
Apartment	2 %		
2.3 Electricity Consumption		100%	
Score Contribution	This credit contributes 10.5% towards the category score.		
Criteria	Is the annual electricity consumption >10% below the benchmark?		
Output	Reference		
Apartment	51,246 kWh		
Output	Proposed		
Apartment	16,174 kWh		
Output	Improvement		
Apartment	68 %		
2.4 Gas Consumption		N/A	Scoped Out
This credit was scoped out	No gas supply in use.		

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Page 10 of 17

Attachment 4 - Sustainable Design Assesment

3.1 Carpark Ventilation		100%
Score Contribution	This credit contributes 10.5% towards the category score.	
Criteria	If you have a basement carpark, is it either: (a) fully naturally ventilated (no mechanical ventilation system), or (b) use Carbon Monoxide monitoring to control the operation and speed of the ventilation fans?	
Question	Criteria Achieved ?	
Project	Yes	
3.2 Hot Water		100%
Score Contribution	This credit contributes 5.3% towards the category score.	
Criteria	Does the hot water system use >10% less energy (gas and electricity) than the reference case?	
Output	Reference	
Apartment	21,079 kWh	
Output	Proposed	
Apartment	8,529 kWh	
Output	Improvement	
Apartment	59 %	
3.4 Clothes Drying		100%
Score Contribution	This credit contributes 5.3% towards the category score.	
Criteria	Does the combination of clothes lines and efficient dryers reduce energy (gas+electricity) consumption by more than 10%?	
Output	Reference	
Apartment	3,763 kWh	
Output	Proposed	
Apartment	753 kWh	
Output	Improvement	
Apartment	80 %	
3.6 Internal Lighting - Residential Multiple Dwellings		100%
Score Contribution	This credit contributes 10.5% towards the category score.	
Criteria	Is the maximum illumination power density (W/m2) in at least 90% of the relevant Building Class at least 20% lower than required by Table J6.2a of the NCC BCA (2019) Volume 1 Section J (Class 2 to 9) and clause 3.12.5.5 NCC BCA (2019) Volume 2 (Class 1 and 10)?	
Question	Criteria Achieved ?	
Apartment	Yes	

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

EH

BESS, 47 Ramsden St Clifton Hill 3068

4.2 Renewable Energy Systems - Solar		100%	
Score Contribution	This credit contributes 5.3% towards the category score.		
Criteria	Does the solar power system provide 5% of the estimated energy consumption of the building class it supplies?		
Output	Solar Power - Energy Generation per year		
Apartment	4,847 kWh		
Output	% of Building's Energy		
Apartment	29 %		
4.4 Renewable Energy Systems - Other		N/A	⊘ Disabled
This credit is disabled	No other (non-solar PV) renewable energy is in use.		

Stormwater Overall contribution 14% Minimum required 100%

Which stormwater modelling are you using?		Melbourne Water STORM tool
1.1 Stormwater Treatment		100%
Score Contribution	This credit contributes 100.0% towards the category score.	
Criteria	Has best practice stormwater management been demonstrated?	
Question	STORM score achieved	
Project	135	
Output	Min STORM Score	
Project	100	

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Page 12 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

IEQ Overall contribution 11% Minimum required 50%

IEQ DTS		
Use the BESS Deemed to Satisfy (DtS) method for IEQ?		No
Dwellings IEQ Approach		
What approach do you want to use for IEQ?		Provide our own calculations
1.1 Daylight Access - Living Areas		67%
Score Contribution	This credit contributes 27.3% towards the category score.	
Criteria	What % of living areas achieve a daylight factor greater than 1%	
1.2 Daylight Access - Bedrooms		67%
Score Contribution	This credit contributes 27.3% towards the category score.	
Criteria	What % of bedrooms achieve a daylight factor greater than 0.5%	
1.3 Winter Sunlight		0%
Score Contribution	This credit contributes 9.1% towards the category score.	
Criteria	Do 70% of dwellings receive at least 3 hours of direct sunlight in all Living areas between 9am and 3pm in mid-winter?	
Question	Criteria Achieved ?	
Apartment	No	
1.5 Daylight Access - Minimal Internal Bedrooms		100%
Score Contribution	This credit contributes 9.1% towards the category score.	
Criteria	Do at least 90% of dwellings have an external window in all bedrooms?	
Question	Criteria Achieved ?	
Apartment	Yes	
2.1 Effective Natural Ventilation		67%
Score Contribution	This credit contributes 27.3% towards the category score.	
Criteria	What % of dwellings are effectively naturally ventilated?	
Question	Percentage Achieved?	
Apartment	71 %	

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Page 13 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

EH

BESS, 47 Ramsden St Clifton Hill 3068

Transport Overall contribution 4%

1.1 Bicycle Parking - Residential		100%
Score Contribution	This credit contributes 22.2% towards the category score.	
Criteria	Is there at least one secure bicycle space per dwelling?	
Question	Bicycle Spaces Provided ?	
Apartment	7	
Output	Min Bicycle Spaces Required	
Apartment	7	
1.2 Bicycle Parking - Residential Visitor		0%
Score Contribution	This credit contributes 22.2% towards the category score.	
Criteria	Is there at least one visitor bicycle space per 5 dwellings?	
Question	Visitor Bicycle Spaces Provided ?	
Apartment	0	
1.3 Bicycle Parking - Convenience Residential		0%
Score Contribution	This credit contributes 11.1% towards the category score.	
Criteria	Are bike parking facilities for residents located at ground level?	
Question	Criteria Achieved ?	
Apartment	No	
2.1 Electric Vehicle Infrastructure		100%
Score Contribution	This credit contributes 22.2% towards the category score.	
Criteria	Are facilities provided for the charging of electric vehicles?	
Question	Criteria Achieved ?	
Project	Yes	
2.2 Car Share Scheme		0%
Score Contribution	This credit contributes 11.1% towards the category score.	
Criteria	Has a formal car sharing scheme been integrated into the development?	
Question	Criteria Achieved ?	
Project	No	
2.3 Motorbikes / Mopeds		0%
Score Contribution	This credit contributes 11.1% towards the category score.	
Criteria	Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)?	
Question	Criteria Achieved ?	
Project	No	

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Page 14 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

EH

BESS, 47 Ramsden St Clifton Hill 3068

Waste Overall contribution 6%

1.1 - Construction Waste - Building Re-Use		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	If the development is on a site that has been previously developed, has at least 30% of the existing building been re-used?	
Question	Criteria Achieved ?	
Project	Yes	
2.1 - Operational Waste - Food & Garden Waste		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are facilities provided for on-site management of food and garden waste?	
Question	Criteria Achieved ?	
Project	Yes	
2.2 - Operational Waste - Convenience of Recycling		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are the recycling facilities at least as convenient for occupants as facilities for general waste?	
Question	Criteria Achieved ?	
Project	Yes	

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Page 15 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

Urban Ecology Overall contribution 0%

1.1 Communal Spaces		0%
Score Contribution	This credit contributes 11.1% towards the category score.	
Criteria	Is there at least the following amount of common space measured in square meters : * 1m² for each of the first 50 occupants * Additional 0.5m² for each occupant between 51 and 250 * Additional 0.25m² for each occupant above 251?	
Question	Common space provided	
Apartment	0.0 m²	
Output	Minimum Common Space Required	
Apartment	16 m²	
2.1 Vegetation		0%
Score Contribution	This credit contributes 44.4% towards the category score.	
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?	
Question	Percentage Achieved ?	
Project	0 %	
2.2 Green Roofs		0%
Score Contribution	This credit contributes 11.1% towards the category score.	
Criteria	Does the development incorporate a green roof?	
Question	Criteria Achieved ?	
Project	No	
2.3 Green Walls and Facades		0%
Score Contribution	This credit contributes 11.1% towards the category score.	
Criteria	Does the development incorporate a green wall or facade?	
Question	Criteria Achieved ?	
Project	No	
2.4 Private Open Space - Balcony / Courtyard Ecology		0%
Score Contribution	This credit contributes 11.1% towards the category score.	
Criteria	Is there a tap and floor waste on every balcony / in every courtyard?	
Question	Criteria Achieved ?	
Apartment	No	
3.1 Food Production - Residential		0%
Score Contribution	This credit contributes 11.1% towards the category score.	
Criteria	Is there at least 0.25m² of space per resident dedicated to food production?	
Question	Food Production Area	
Apartment	0.0 m²	
Output	Min Food Production Area	
Apartment	5 m²	

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Page 16 of 17

Attachment 4 - Sustainable Design Assesment

Sustainable Design Assessment
47-49 Ramsden Street, Clifton Hill

BESS, 47 Ramsden St Clifton Hill 3068

Innovation Overall contribution 0%

1.1 Innovation		N/A	⊘ Disabled
This credit is disabled	None		

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Page 17 of 17

Attachment 5 - Traffic Report

onemilegrid
TRAFFIC ENGINEERING
ABN: 79 168 115 679
56 Down Street
COLLINGWOOD, VIC 3066
www.onemilegrid.com.au

4 March 2020

Turner Ginnivan

Via email: office@turnerginnivan.com.au

Attention: Peter Ginnivan

47-49 Ramsden Street, Clifton Hill

Transport Impact Assessment

Dear Peter,

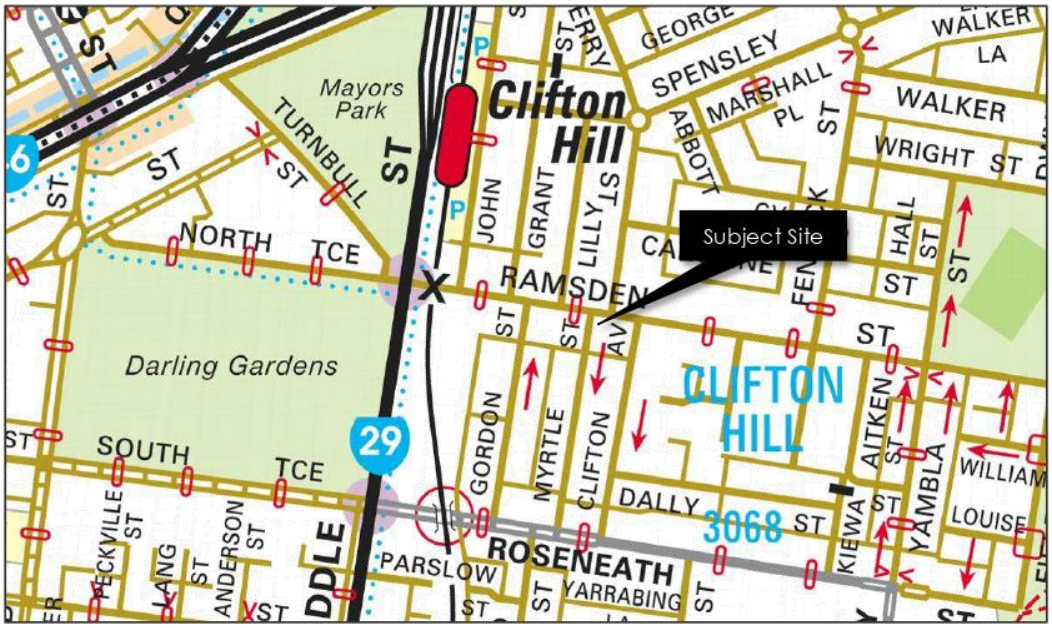
Introduction

onemile**grid** has been requested by Turner Ginnivan to undertake a Transport Impact Assessment of the proposed mixed-use development at 47-49 Ramsden Street, Clifton Hill.

Existing Conditions

The subject site is located at the southeast corner of the intersection of Ramsden Street and Myrtle Street, as shown in Figure 1.

Figure 1 Site Location



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The site addressed as 47 Ramsden Street is currently occupied by a single storey brick café, while the site at 49 Ramsden Street is occupied by a single storey brick dwelling. The rear of 47 Ramsden Street provides on-site car parking, accessed via the rear laneway. While 49 Ramsden Street features a roller door from the rear laneway, no on-site car parking is currently provided.

Land use in the immediate vicinity of the site is generally comprised of medium-high density residential developments, and also includes Darling Gardens to the west, Yarra Bend Park to the east, and Clifton Hill Station to the northwest.

The site is located within a Commercial 1 Zone (C1Z), for which permitted uses are listed in Clause 34.01 of the Yarra Planning Scheme. Furthermore, it is noted that the subject site is located within the Principal Public Transport Network (PPTN).

Road Network

Ramsden Street is a local road generally aligned east-west, running between Field Street in the east, and Hoddle Street in the west. Ramsden Street facilitates traffic movements in both directions adjacent the site, with marked bike lanes provided in each direction. Kerbside parking is provided on both sides of the road, generally restricted to 2-hour parking between 7:00am and 7:00pm, Monday to Friday. A 40km/h speed limit applies to Ramsden Street in the vicinity of the site.

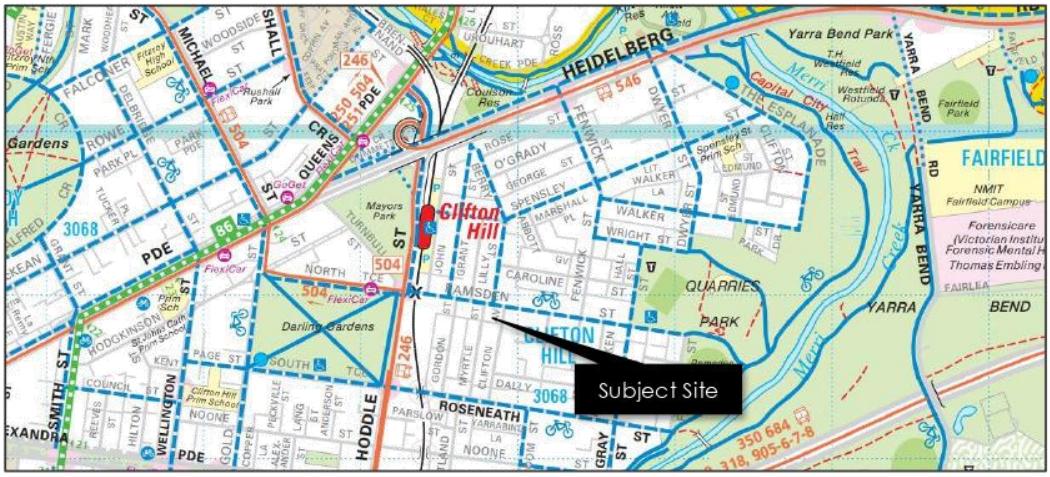
Myrtle Street is a local road generally aligned north-south, running between Ramsden Street in the north, and Roseneath Street in the south. Myrtle Street provides a single traffic lane allowing traffic to move in one direction, from north-to-south, adjacent to the site. Kerbside parking is provided on both sides of the road.

An **unnamed laneway** generally aligned east-west, runs along the southern boundary of the site between Clifton Avenue in the east, and Myrtle Street in the west. The laneway allows for traffic movements in either direction adjacent to the site.

Sustainable Transport

An extract of the TravelSmart Map for the City of Yarra is shown in Figure 2, highlighting the public transport, bicycle and pedestrian facilities in the area.

Figure 2 TravelSmart Map



It is shown that the site has excellent public transport accessibility, with a wide variety of transport modes and routes servicing the immediate vicinity of the site.

Clifton Hill Station and associated bus stops are located approximately 320 meters walk from the site and provide connections to the broader public transport network.

On-road bicycle lanes are currently provided along Ramsden Street, Alexandra Parade and Gray Street, with an off-road shared path through Yarra Bend Park and Darling Gardens. These provide further connection to a wider bicycle network, providing excellent bicycle access for the subject site.

Approved Development

A current planning permit was granted for 47 Ramsden Street, allowing for:

- An 84 m² café; and
- 3 two-bedroom dwellings.

Car parking is to be provided on-site in the form of a stacker system accommodating 3 vehicles.

Development Proposal

It is proposed to develop 47 & 49 Ramsden Street for the purposes of a mixed-use development comprising:

- An 84 m² café;
- A 45 m² shop; and
- 7 two-bedroom dwellings.

It is proposed to provide a total of 8 car parking spaces on-site, comprising 6 spaces within a basement level car park and 2 spaces at ground level. The basement level car park will be accessed via a car lift from Myrtle Street / the unnamed laneway. The ground level spaces will be accessed from the unnamed laneway at the rear of the site.

Bicycle parking is provided within the basement level car park, with 3 in-ground hoops providing parking for 6 bikes.

Design Considerations

Car Parking

Car spaces have been designed with a length of 5.4 metres a minimum width of 2.4 metres and are accessed from aisles of no less than 5.8 metres in accordance with the Australian Standard for Off-Street Car Parking AS/NZS 2890.1:2004. Spaces adjacent to walls have been suitably widened to allow for door opening.

It is noted that Design Standard 2 recommends the use of the Planning Scheme dimensions in preference to the Australian Standard however the Australian Standard dimensions still provides for safe and efficient access to car spaces and is considered acceptable.

Swept path diagrams demonstrating access to car parking spaces have been prepared, and are enclosed. Whilst it is acknowledged that a corrective manoeuvre is required for some spaces, this is considered appropriate for long-term resident facilities, and is supported under AS/NZS 2890.1:2004.

In addition, swept path diagrams are attached demonstrating access to and from the laneway with a 99th percentile passenger vehicle (B99), as well as the ingress and egress movements for all car spaces using an 85th percentile vehicle (B85).

Car Lift

It is proposed to use a car lift to and from the basement level. The proposed car lift will be a LevantaPark Total Rex or equivalent which allows for passengers to remain on board while the lift is in service.

The gates to the lift will open when called, and permit access onto the car platform for transportation to the basement level. When accessing the ground level, the system will operate in the same manner, albeit in reverse.

Specifications for the car lift is also enclosed.

Bicycle Parking

It is proposed to provide six bicycle parking spaces on-site. The bicycle parking spaces will be provided in the form of horizontal bicycle hoops.

Bicycles measuring 0.7 m in width at the handlebars, 1.7 m in length and 1.2 m in height can be accommodated in accordance with the requirements of Clause 52.34 of the Yarra Planning Scheme.

Bicycle Parking Considerations

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Yarra Planning Scheme.

As the use of 'café' or 'food and drink premises' is not specifically included within Clause 52.34, the café use has been assessed under the broader term use of 'retail premises'. As such, the bicycle parking requirements for the proposed development are outlined in Table 1.

Table 1 Clause 52.34 – Bicycle Parking Requirements

Component	*No/Area*	*Requirement*	*Total*
Retail premises (café)	84 m²	1 space per 300 m² of leasable floor area for staff 1 space per 500 m² of leasable floor area for visitors	0 0
Shop	45 m²	1 space to each 600 m² of leasable floor area if the leasable floor area exceeds 1,000 m² for staff 1 space to each 500 m² of leasable floor area if the leasable floor area exceeds 1,000 m² for visitors	0 0
Dwelling	7 dwellings	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors	1 1
Total			**2**

The development triggers a requirement for two bicycle parking spaces, comprising 1 resident space and 1 visitor space.

It is proposed to provide six spaces within the basement car park. These spaces will be available for use by residents, with residents granting visitor access as needed.

The proposed bicycle parking provision therefore exceeds the minimum statutory requirement.

Car Parking Considerations

Statutory Requirements

Clause 52.06 of the Yarra Planning Scheme outlines the statutory car parking requirements for developments within the municipality. Table 2 outlines the requirements for the proposed development.

It is noted that because the site is located within the PPTN area, the 'Column B' rates under Clause 52.06 apply. Because a 'café' is not listed under Clause 52.06, this tenancy has been assessed under the broader 'food and drink premises' use.

Table 2 Clause 52.06 – Car Parking Requirements

Use	No/Area	Rate	Car Parking Measure	Total
Food & Drink Premises (café)	84 m²	3.5 spaces	to each 100 m² of leasable floor area	2 spaces
Shop	45 m²	3.5 spaces	to each 100 m² of leasable floor area	1 space
Dwelling	7 two-bedroom dwellings	1 space	to space each one or two bedroom dwelling	7 spaces
Total				**10 spaces**

The proposed development generates a statutory requirement to provide a total of 10 car parking spaces. The proposed development includes a total of 8 car parking spaces. It should be recognised that it is proposed to allocate all on-site car parking to the dwellings, and as such a waiver of the food and drink premises and shop parking (3 spaces in total) is sought.

Clause 52.06 allows for a reduction in a statutory car parking requirement on the basis of a Car Parking Demand Assessment. The on-site car parking provision can be reduced below the level of demand identified in the car parking demand assessment on the basis of relevant considerations such as the availability of public car parking in the vicinity of the site, and the availability of alternative transport modes.

Car Parking Demand Assessment

Café / Food & Drink Premises

It should be recognised that car parking demands for food and drink premises uses are split into short-term customer demands, and longer-term staff demands. Furthermore, in an area such as this where public transport and cycling are viable alternatives to car travel, there is an opportunity to use the on-site car parking provision as a means to encourage uptake of more sustainable travel modes amongst staff and customers. It is also likely that many customers of the café will be in the area for another purposes (such as local residents or staff of nearby businesses) and as such any car parking demand generated by these customers is already accounted for elsewhere.

Nevertheless, for the purposes of this assessment, the statutory rate of 3.5 spaces to each 100 m² of floor area will be adopted, amounting to 2 spaces.

It is considered appropriate for any customer demands to be accommodated off-site. An assessment of off-site car parking availability is provided in a subsequent section of this report.

It is considered appropriate not to provide a staff parking space on-site to promote use of more sustainable travel modes.

Shop

As with the café, parking demands generated by shop uses are split into short-term customer demands and longer-term staff demands.

Given the small size of the shop, and the location with regard to alternative travel modes, it is considered appropriate to adopt the statutory requirement of 1 car parking space for customers. It is considered appropriate not to provide a staff parking space on-site to promote use of more sustainable travel modes.

Dwellings

For the purposes of this assessment, the statutory rate of 1 space to each two-bedroom dwelling will be adopted, amounting to 7 spaces.

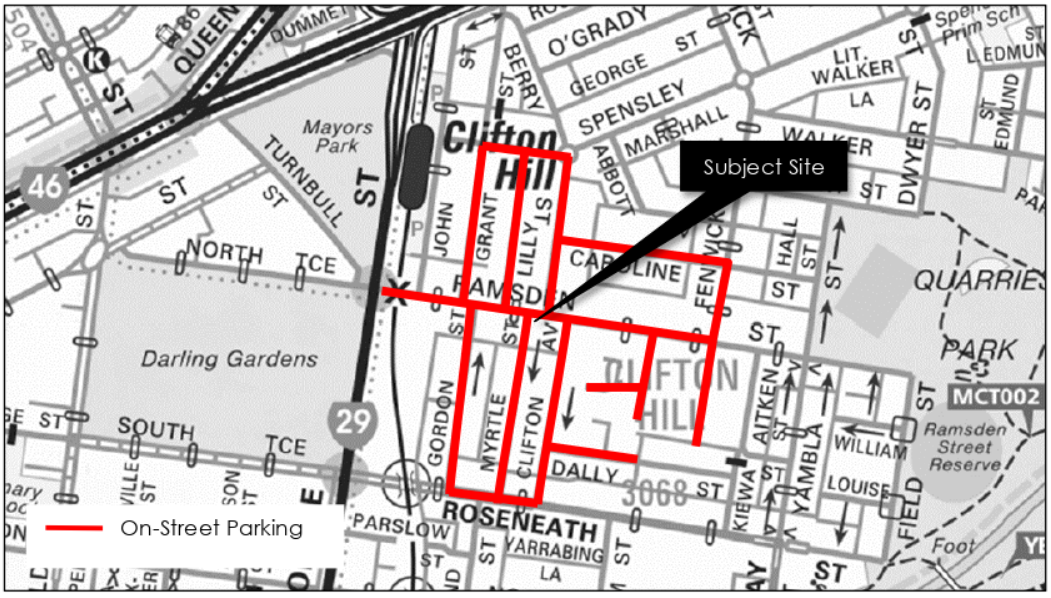
Availability of Public Car Parking

To ascertain the availability of public car parking in the local vicinity, on-street car parking surveys were undertaken by Trans Traffic Survey on behalf of **one**mile**grid** during the following periods:

- Thursday 14th November 2019, between 11:00am and 7:00pm; and
- Saturday 16th November 2019, between 11:00am and 5:00pm.

The survey area is shown below in Figure 4.

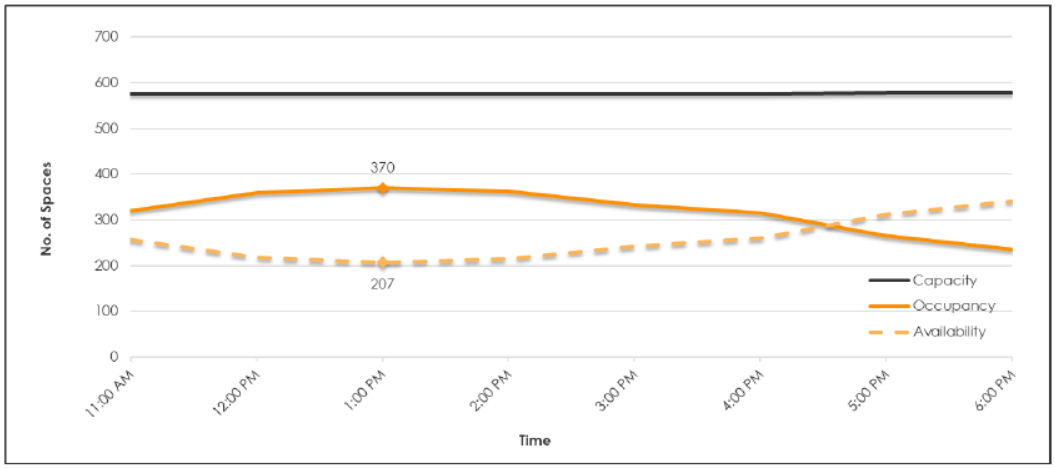
Figure 3 Survey Area



A summary of the survey results for each of the periods follows, noting that parking affected by restrictions that do not allow for public parking (no stopping zones, permit zones etc), or any parking allowing less than a 2-hour stay were not included within the results.

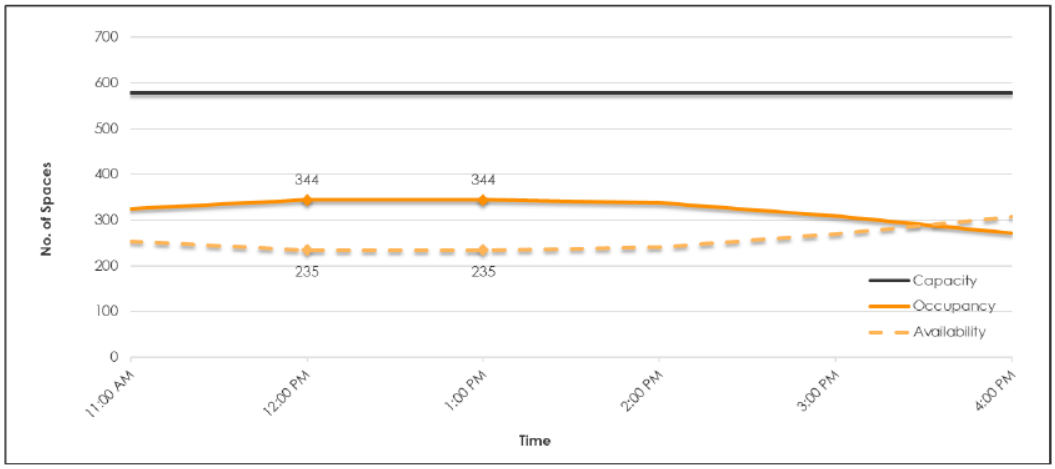
On the Thursday, the surveys identified a supply of between 577 and 578 parking spaces, with the variation attributable to changing parking restrictions throughout the survey period. Peak occupancy occurred at 1:00 PM when 370 spaces were occupied, leaving no fewer than 207 spaces available for use. Parking utilisation varied between 64% and 41% of capacity.

Figure 4 Car Parking Supply (Thursday 14th November 2019)



On the Saturday, the surveys identified a constant supply of 579 parking spaces throughout the survey period. Peak occupancy occurred at 12:00 PM when 344 spaces were occupied, leaving no fewer than 235 spaces available for use. Parking utilisation varied between 59% and 47% of capacity.

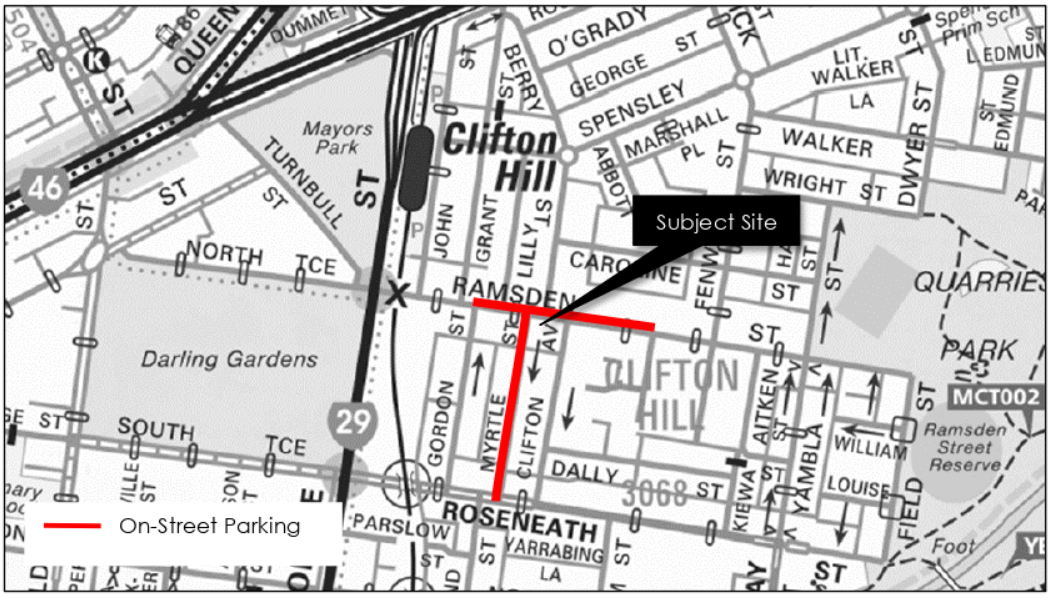
Figure 5 Car Parking Supply (Saturday 16th of November 2019)



In order to further assess the on-street parking provision, the survey area was pared back to determine the occupancy within the spaces on Ramsden Street and Myrtle Street only, with all spaces within 200 metres walk from the site. A map of the refined survey area is included below in Figure 6.

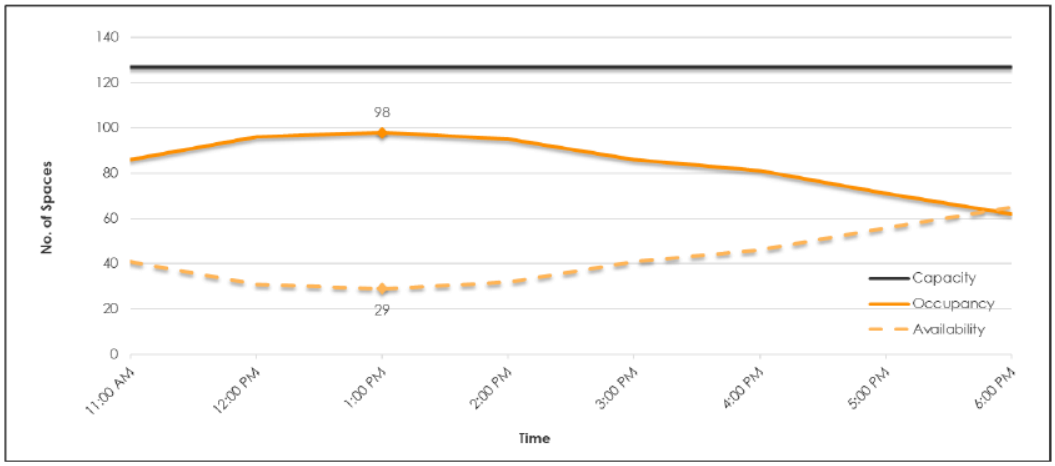
Attachment 5 - Traffic Report

Figure 6 Refined Survey Area



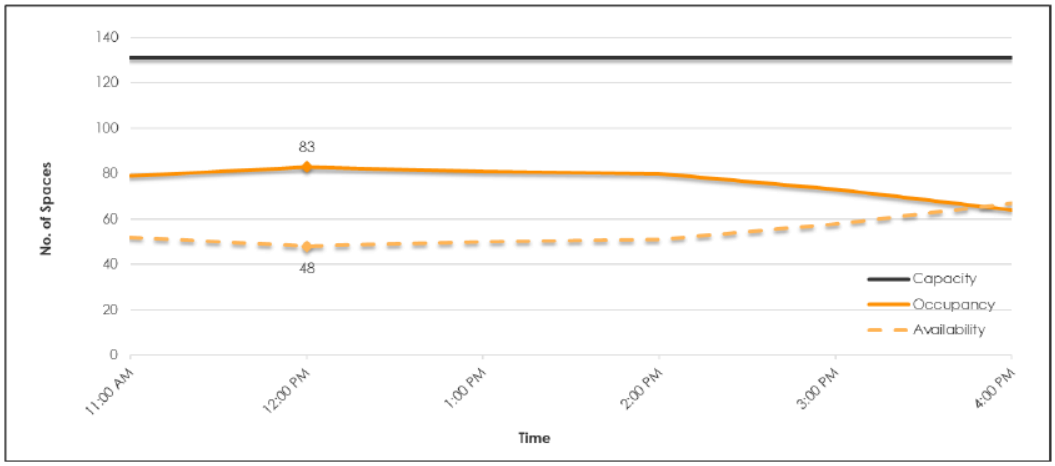
On the Thursday, the surveys identified a constant supply of 127 parking spaces throughout the survey period. Peak occupancy occurred at 1:00 PM when 98 spaces were occupied, leaving no fewer than 29 spaces available for use. Parking utilisation varied between 77% and 49% of capacity.

Figure 7 Refined Car Parking Supply (Thursday 14th November 2019)



On the Saturday, the surveys identified a constant supply of 131 parking spaces throughout the survey period. Peak occupancy occurred at 12:00 PM when 83 spaces were occupied, leaving no fewer than 48 spaces available for use. Parking utilisation varied between 63% and 49% of capacity.

Figure 8 Refined Car Parking Supply (Saturday 16th November 2019)



Adequacy of Proposed Car Parking Provision

The foregoing assessment identified the proposed development is anticipated to generate a demand for up to 10 car parking spaces. It is proposed to provide a total of 8 car parking spaces on-site with all spaces allocated for use by residents. As such, a waiver in regard to the 3 spaces which are generated by the shop and café spaces is sought. The Car Parking Demand Assessment identified that the reduction will be mostly short-term demands associated with customers of the proposed café and shop.

Car parking occupancy surveys identified ample public car parking in the vicinity of the site to accommodate this demand for 3 short-term car parking spaces and one staff space. It is therefore considered that the proposed car parking provision is appropriate.

Conclusions

It is proposed to develop the site for the purposes of a mixed-use development comprising of a café, a shop, and 7 x two-bedroom dwellings. It is proposed to provide eight on-site car spaces, with six of those accessed via a car lift. it is proposed to provide 6 bicycle parking spaces on-site.

Based on the foregoing analysis it is concluded that:

- The design of the on-site car parking is considered to be appropriate, with swept path diagrams enclosed demonstrating vehicle ingress and egress manoeuvres;
- The design of the bicycle parking spaces is considered appropriate;
- Bicycle parking has been supplied at a rate which exceeds the requirements of the Planning Scheme;
- The statutory car parking requirement amounts to 10 car parking spaces, as a result of the allocation, a 3 space reduction is sought. Car parking surveys identified ample availability of public parking convenient to the site to justify this 3 space reduction.
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

Attachment 5 - Traffic Report

Please do not hesitate to contact Stuart Valentine on 0421 410 677 or at stuart.valentine@onemilegrid.com.au should you wish to discuss the above.

Yours sincerely,

Stuart Valentine

Associate

onemilegrid

m: 0421 410 677
d: (03) 9982 9765
e: stuart.valentine@onemilegrid.com.au

att: Swept Path Assessment
Car Lift Specifications

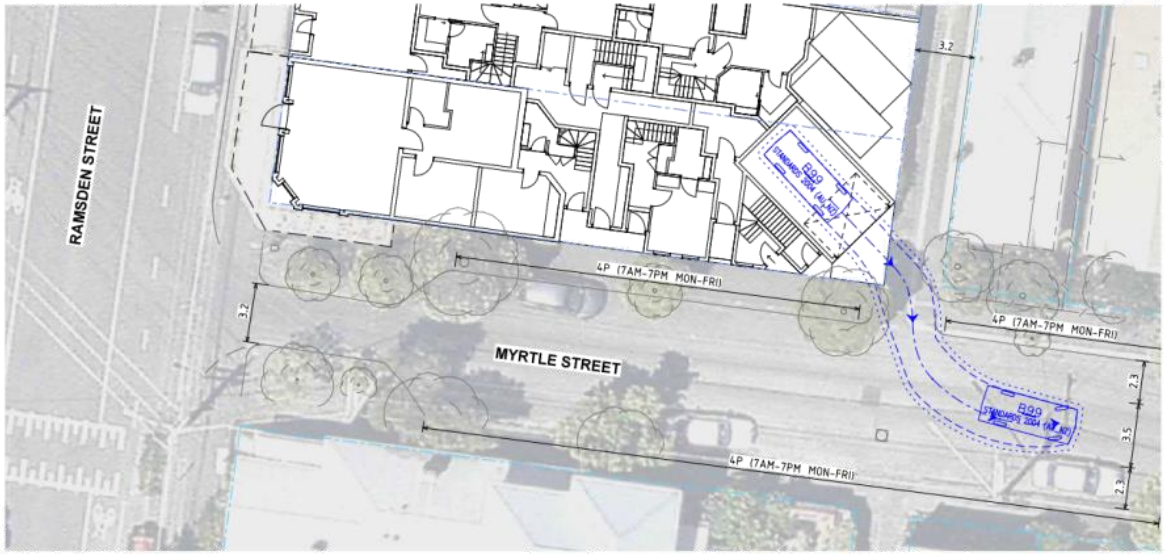
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ENTRY MANOEUVRES

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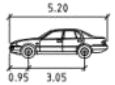
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EXIT MANOEUVRES

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300mm CLEARANCE ENVELOPE SHOWN DOTTED



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Lock-to-Lock-Time	: 6.5
Steering Angle	: 33.9

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TRAFFIC ENGINEERING

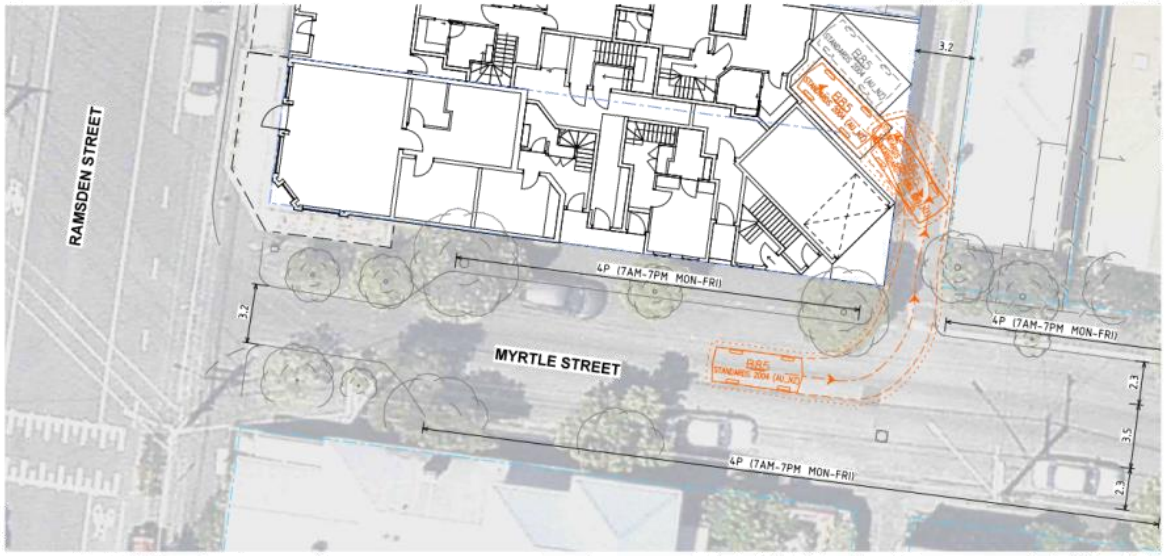
Drawing Title
47-49 RAMSDEN STREET, CLIFTON HILL
CAR LIFT ACCESS (GROUND FLOOR)
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DK	SV	44 E2

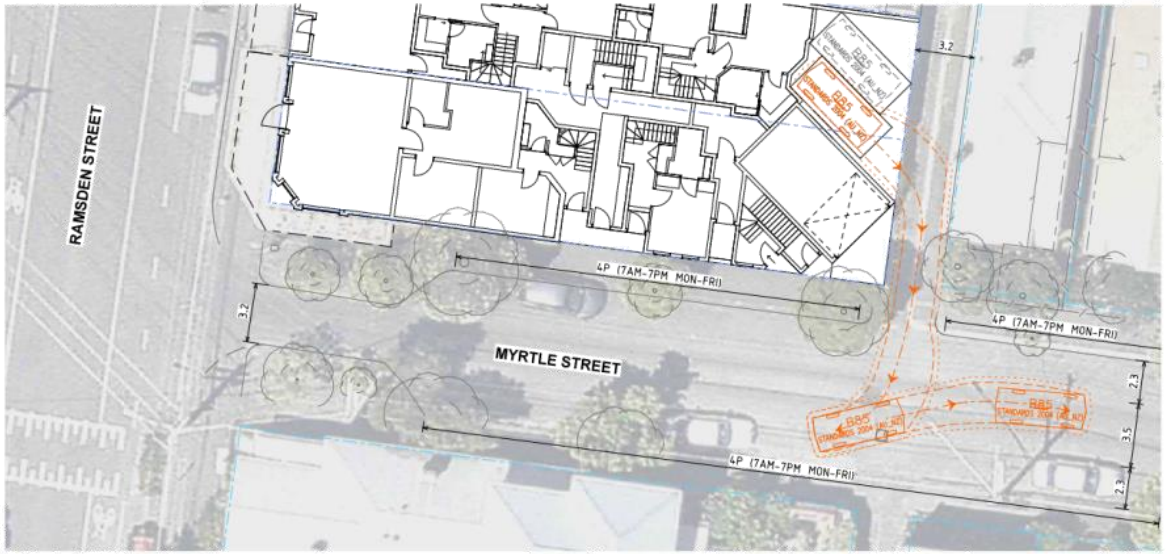
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ENTRY MANOEUVRES
B85 CAR SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES
B85 CAR SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED

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TRAFFIC ENGINEERING

Drawing Title
47-49 RAMSDEN STREET, CLIFTON HILL
GROUND FLOOR PARKING SPACE ACCESS
SWEPT PATH ANALYSIS (1 of 2)

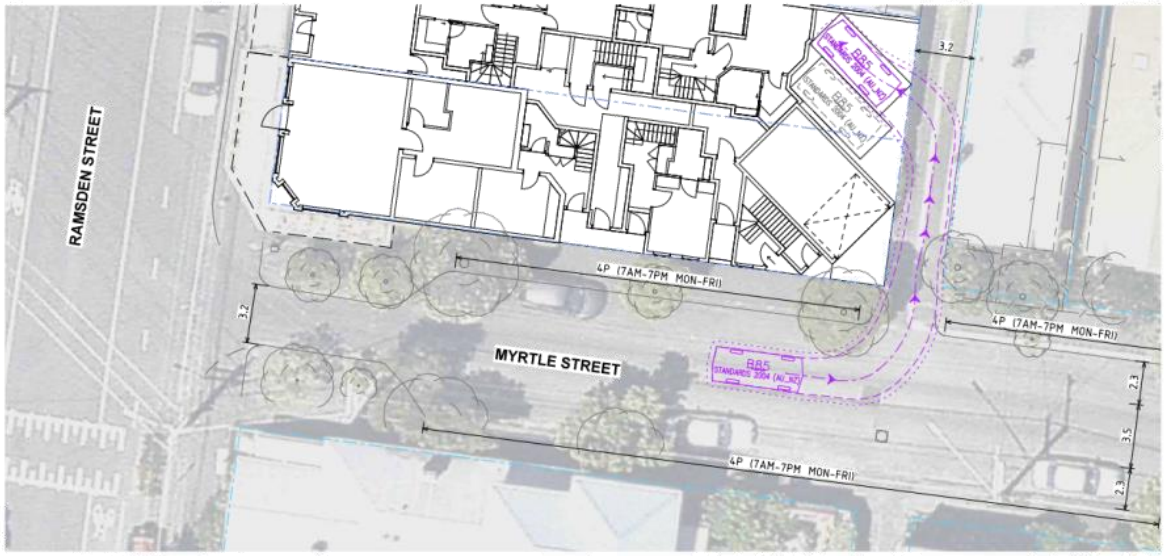
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DK	SV	44 E2

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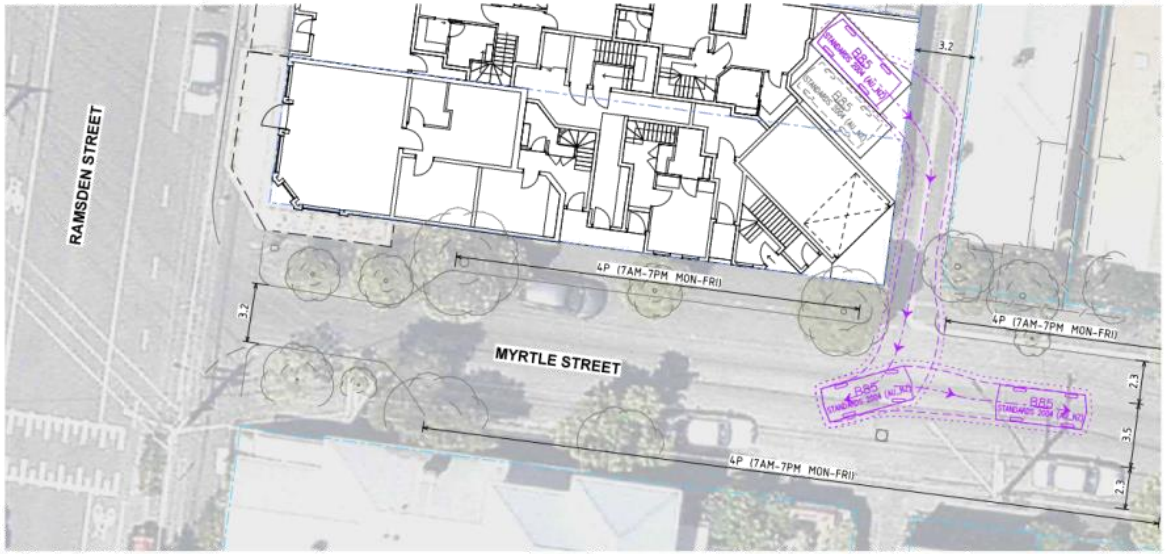
Attachment 5 - Traffic Report



ENTRY MANOEUVRES

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300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

B85 CAR SWEPT PATHS SHOWN DASHED

300mm CLEARANCE ENVELOPE SHOWN DOTTED

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Drawing Title
47-49 RAMSDEN STREET, CLIFTON HILL
GROUND FLOOR PARKING SPACE ACCESS
SWEPT PATH ANALYSIS (2 of 2)

Designed	Approved	Melway Ref
DK	SV	44 E2

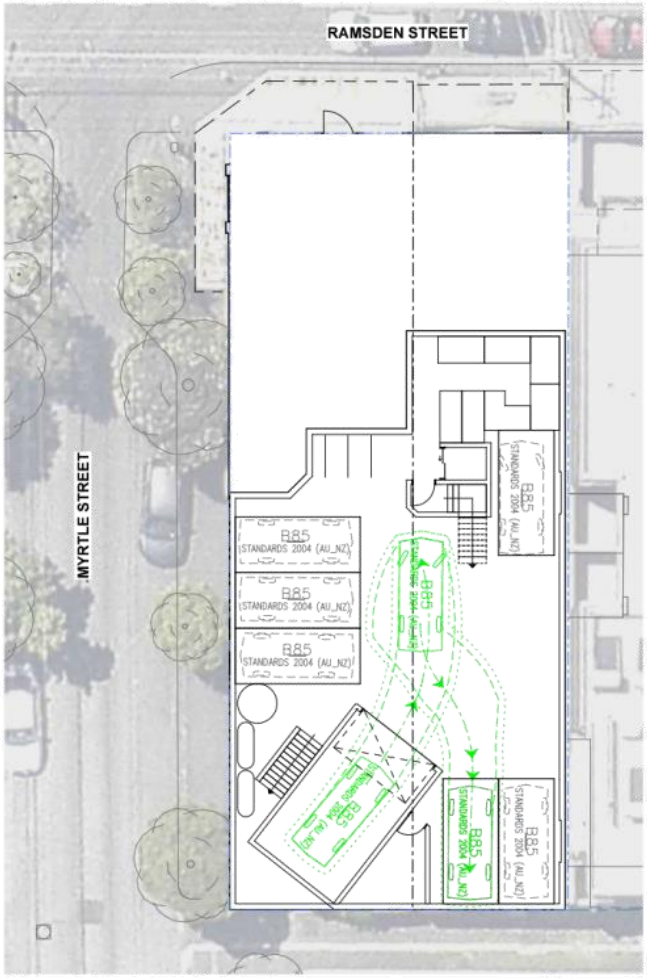
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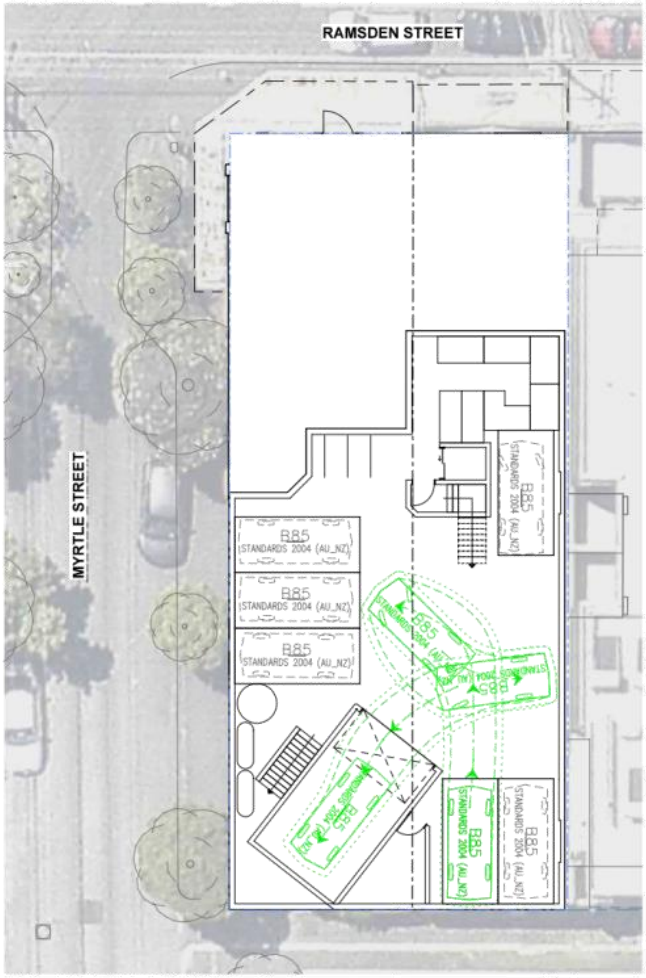
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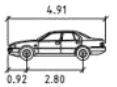
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EXIT MANOEUVRES

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300mm CLEARANCE ENVELOPE SHOWN DOTTED



B85	meters
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Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.5

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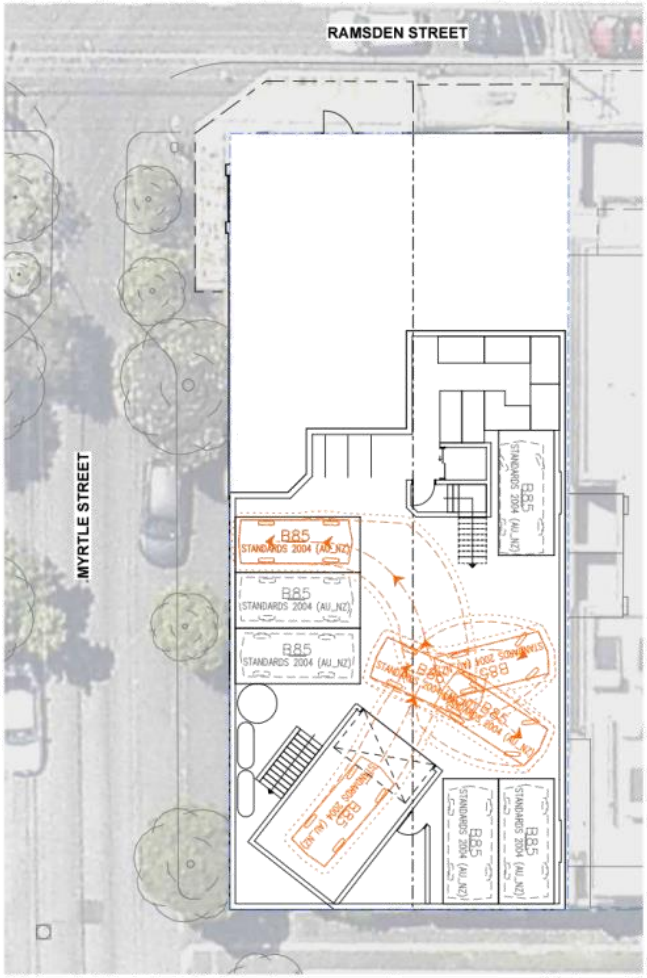
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Phone 1300 9939 8050

Drawing Title
47-49 RAMSDEN STREET, CLIFTON HILL
BASEMENT PARKING ACCESS
SWEPT PATH ANALYSIS (1 of 6)

Designed	Approved	Melway Ref
DK	SV	44 E2

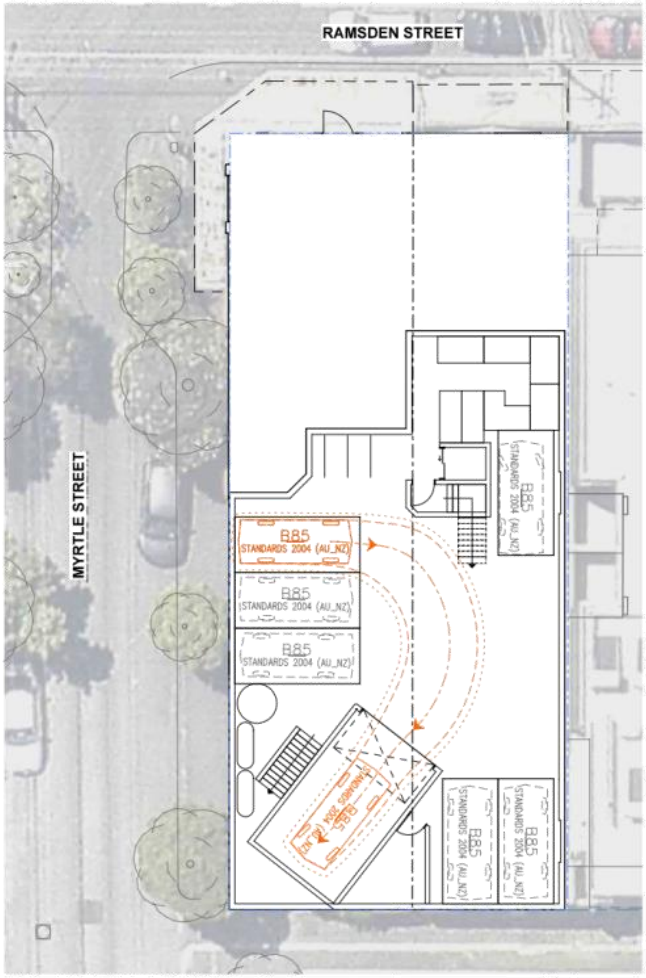
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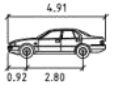
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300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

B85 CAR SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED



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Lock to Lock Time	: 6.0
Steering Angle	: 34.4

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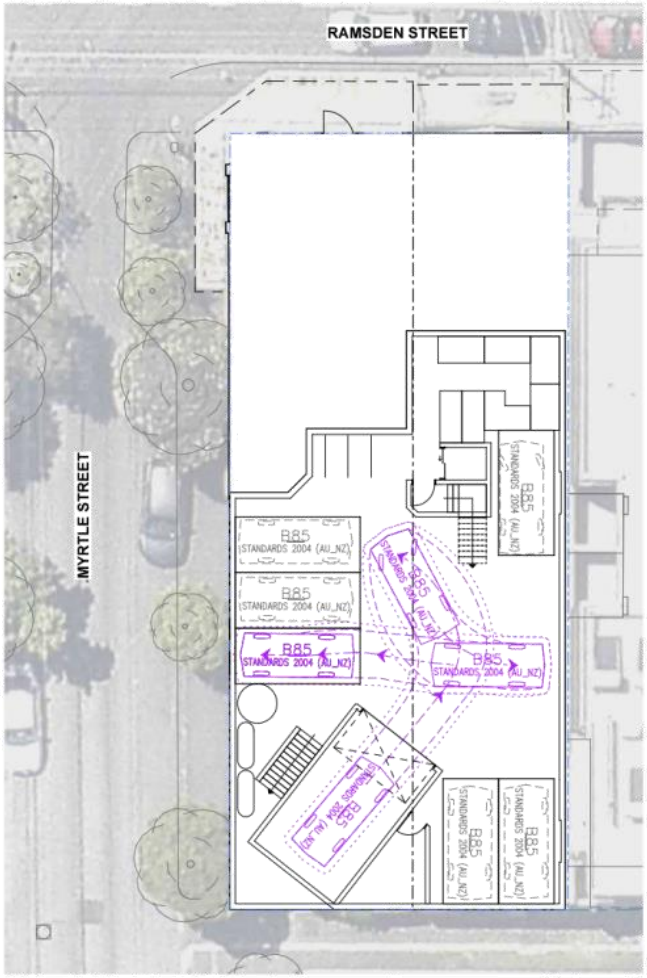
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BASEMENT PARKING ACCESS
SWEPT PATH ANALYSIS (2 of 6)

Designed	Approved	Melway Ref
DK	SV	44 E2

Scale	Project Number	Drawing Number	Revision
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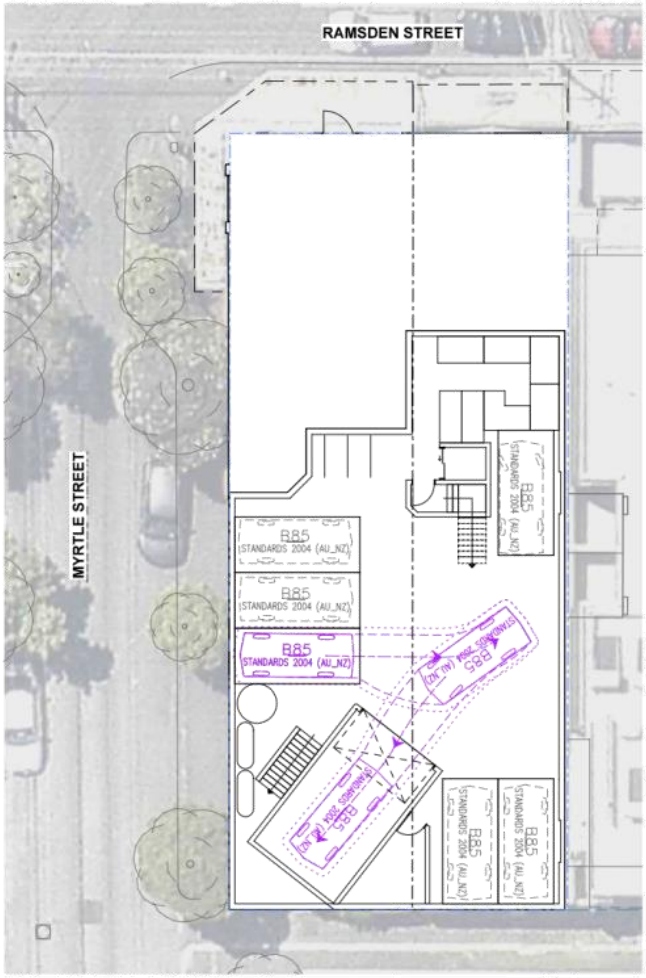
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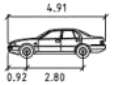
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300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

B85 CAR SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED



B85	meters
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Steering Angle	: 34.5

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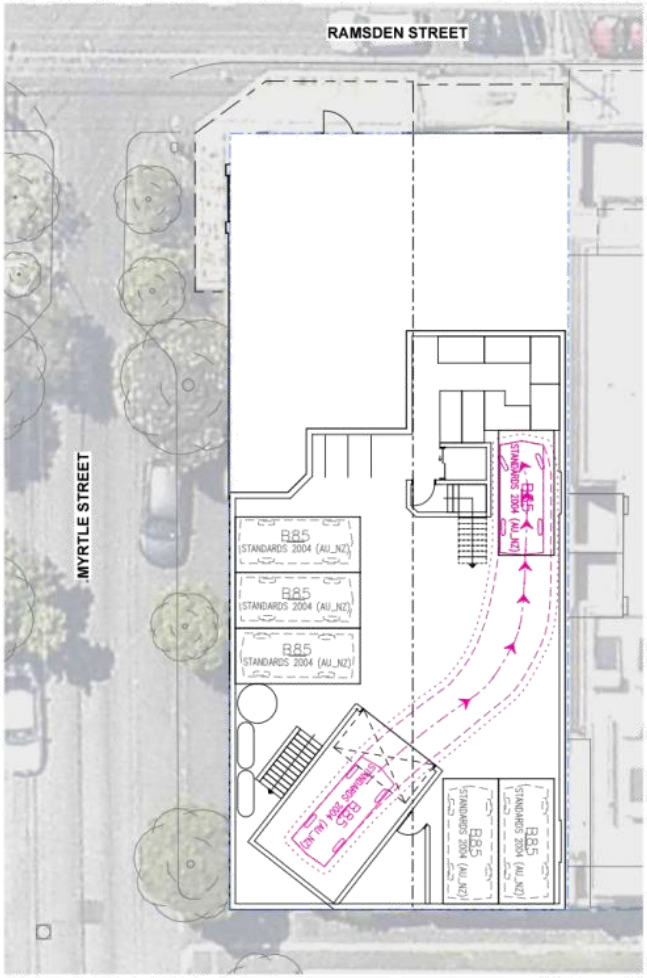
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47-49 RAMSDEN STREET, CLIFTON HILL
BASEMENT PARKING ACCESS
SWEPT PATH ANALYSIS (3 of 6)

Designed	Approved	Melway Ref
DK	SV	44 E2

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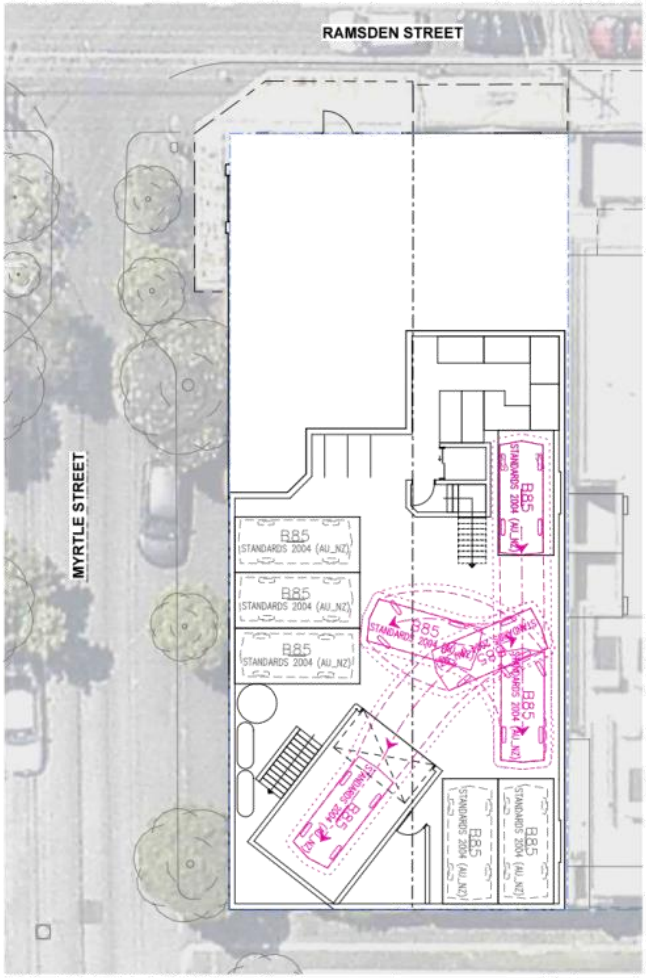
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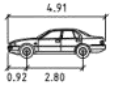
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300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

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300mm CLEARANCE ENVELOPE SHOWN DOTTED



B85	meters
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Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.5

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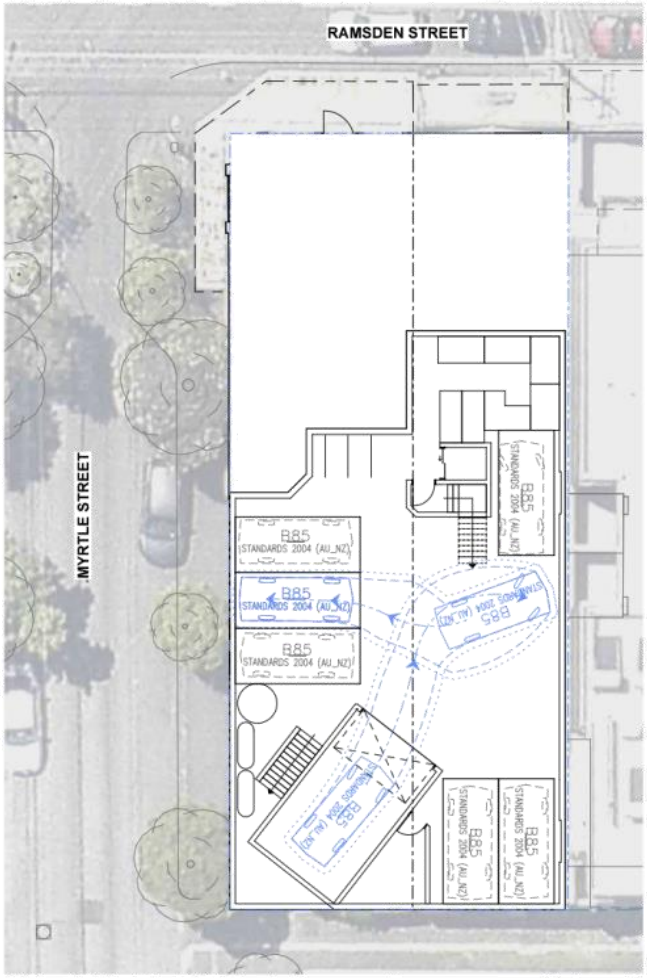
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Drawing Title
47-49 RAMSDEN STREET, CLIFTON HILL
BASEMENT PARKING ACCESS
SWEPT PATH ANALYSIS (4 of 6)

Designed	Approved	Melway Ref
DK	SV	44 E2

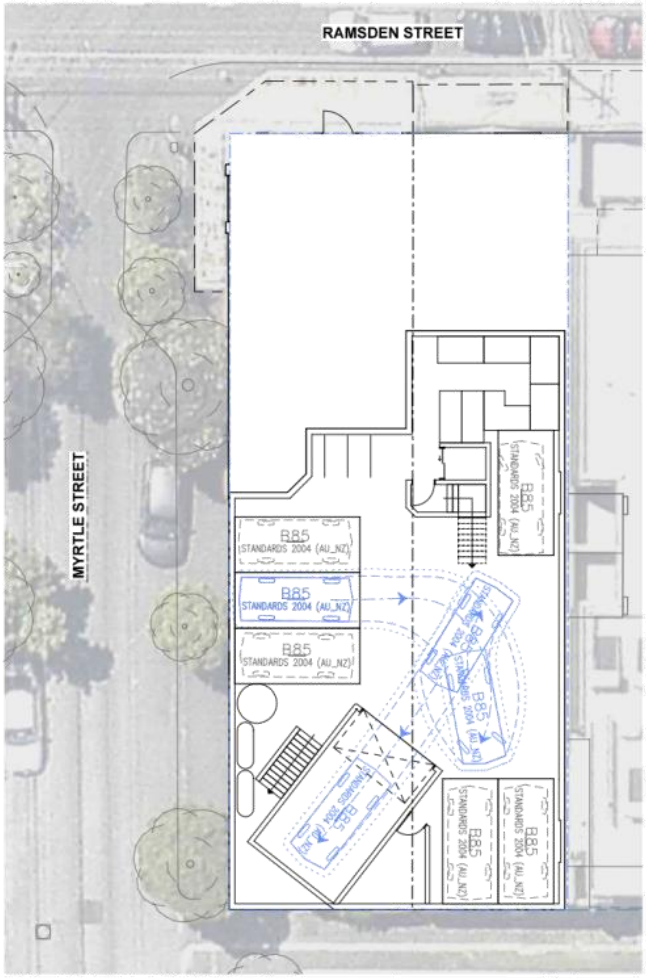
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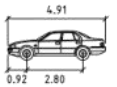
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EXIT MANOEUVRES

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300mm CLEARANCE ENVELOPE SHOWN DOTTED



B85	meters
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Lock to Lock Time	: 6.0
Steering Angle	: 34.5

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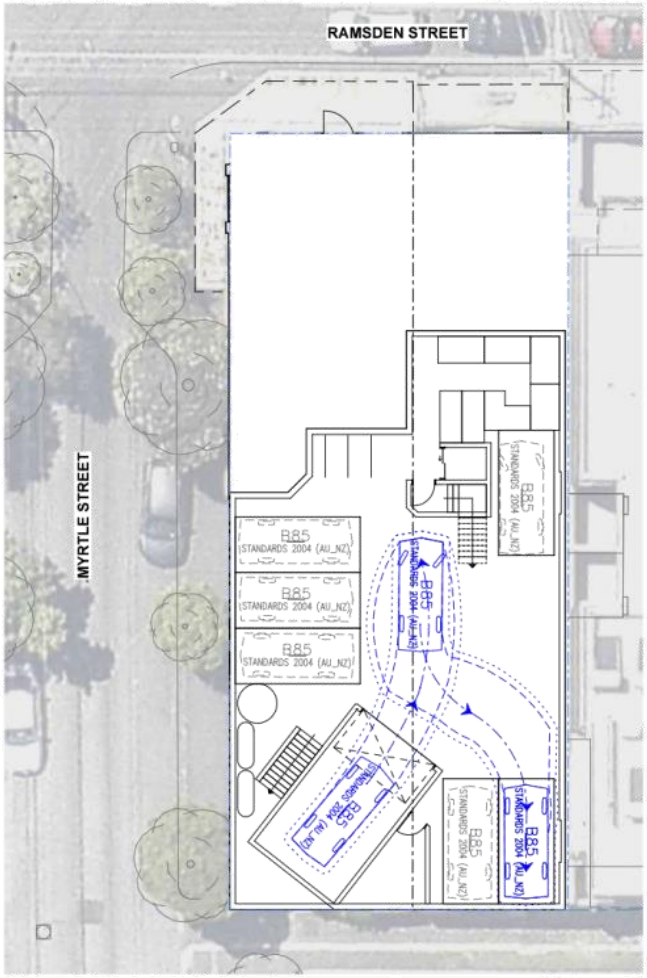
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Phone 1300 9939 8050

Drawing Title
47-49 RAMSDEN STREET, CLIFTON HILL
BASEMENT PARKING ACCESS
SWEPT PATH ANALYSIS (5 of 6)

Designed	Approved	Melway Ref
DK	SV	44 E2

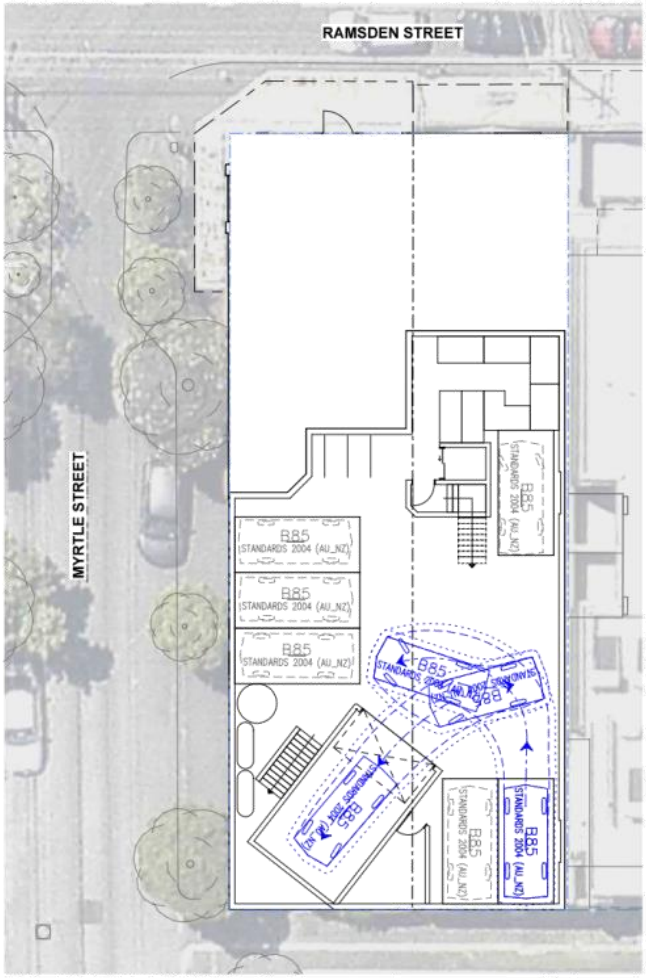
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Attachment 5 - Traffic Report



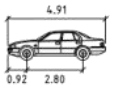
ENTRY MANOEUVRES

B85 CAR SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

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300mm CLEARANCE ENVELOPE SHOWN DOTTED



B85	meters
Width	: 1.87
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Lock to Lock Time	: 6.0
Steering Angle	: 34.5

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Drawing Title
47-49 RAMSDEN STREET, CLIFTON HILL
BASEMENT PARKING ACCESS
SWEPT PATH ANALYSIS (6 of 6)

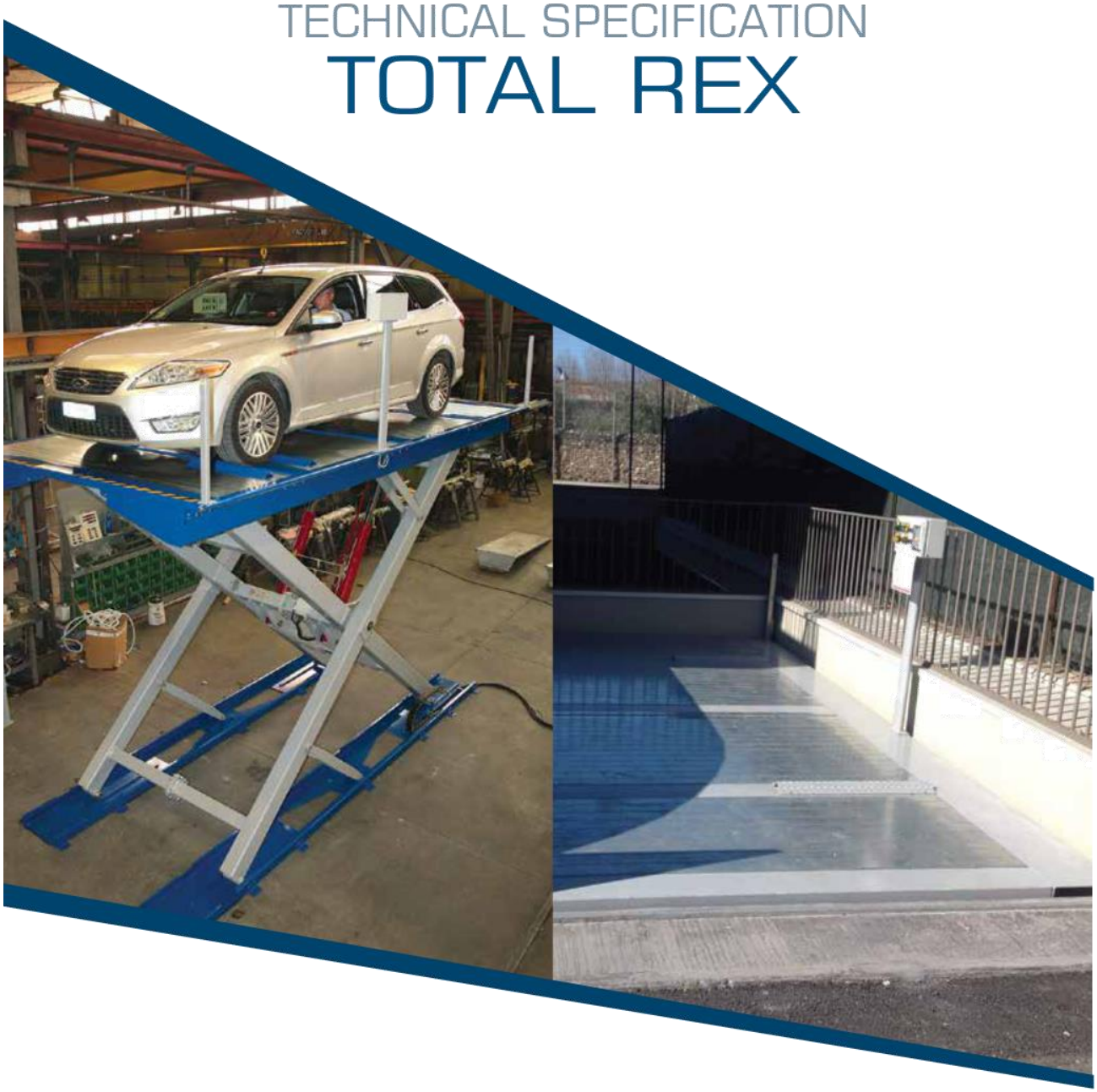
Designed	Approved	Melway Ref
DK	SV	44 E2

Scale	Project Number	Drawing Number	Revision
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Attachment 5 - Traffic Report

LevantaPARK

TECHNICAL SPECIFICATION
TOTAL REX



SMART SOLUTIONS FOR VEHICLE PARKING AND CAR STORAGE

Attachment 5 - Traffic Report

TECHNICAL SPECIFICATION TOTAL REX

The Rex line of products ends at the top with the Total Rex Series which allows persons to remain on board while the lift is in operation. This options is suitable where the distance is equal or less than 4000mm or where wall anchoring is not possible.

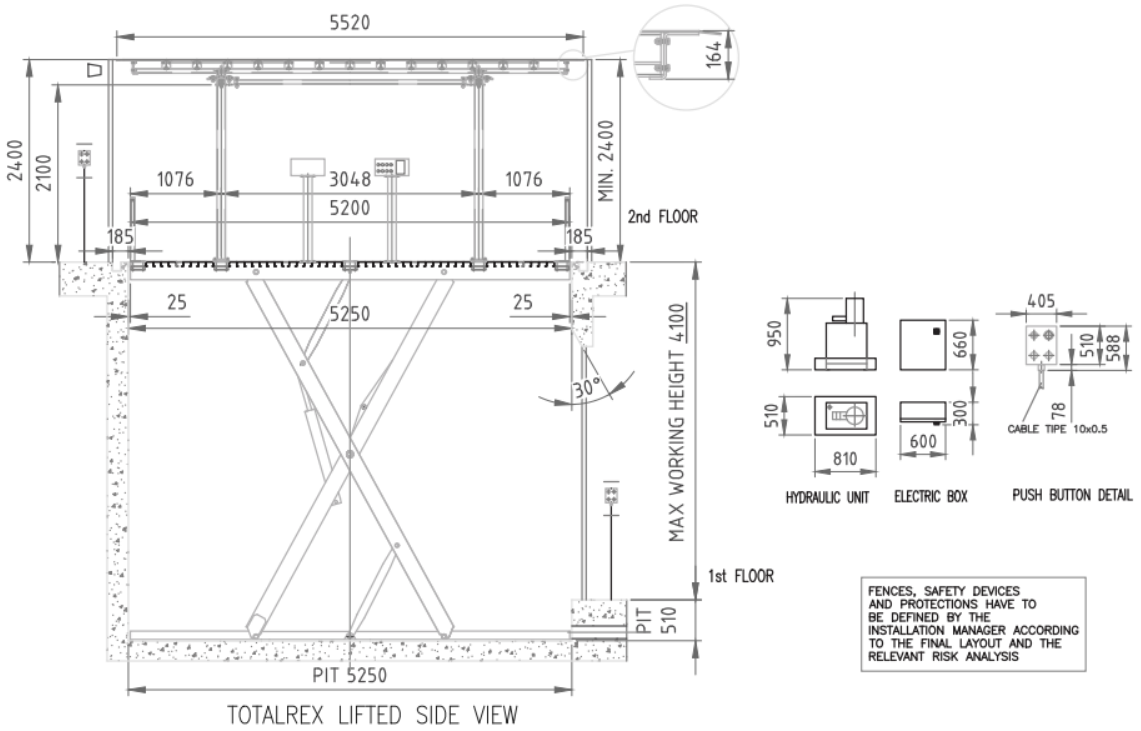
Operating the lift while remaining in the car is possible by Platform operating panels (POP) located at a point suited to the specific project. Multiple POP's possible where dual entry and exit points are required. Total Rex can also be incorporated with sectional doors that are either manually operated or remotely controlled. These doors can be supplied with up to 120 minutes of fire rating and more if required.

The hydraulic design of the lifting mechanism make it possible to lift the platform while keeping it perfectly parallel to the ground without any torsion or bending of the platform.

SPECIFICATION TABLE

	Capacity	Standard Lifting Height	Max Lifting Height	Minimum Platform	Standard Platform	Max Platform	Net height	Pit	Power	Speed	Power supply	Standard Weight	Notes
TOTALREX LP-TRR2541	2.500 kg.	4.100 mm	4.100 mm	2.450X5.200 mm	2.850x5.200 mm	3.000x6.000 mm	2.100 mm	516 mm	5,5 kw	0,06 m/s	400 v / 50 hz	5.600 kg.	T= roof

TOTALREX LP-TRR2441

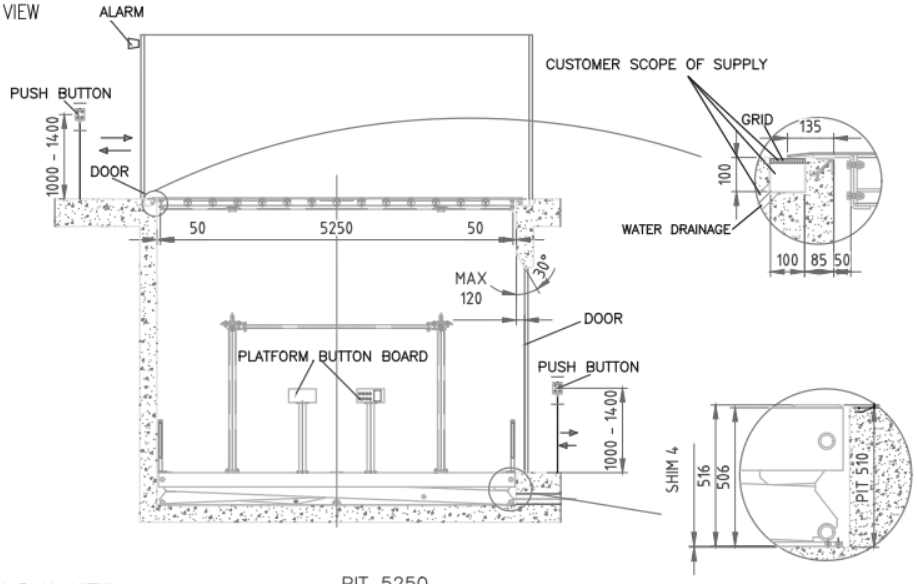


Attachment 5 - Traffic Report

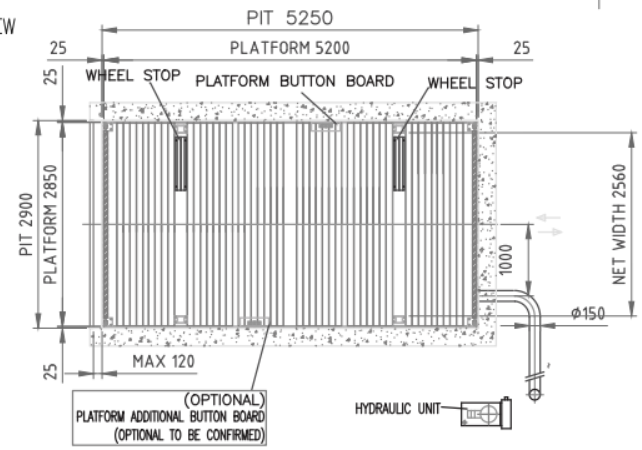
LevantaPARK

TOTALREX LP-TRR2441

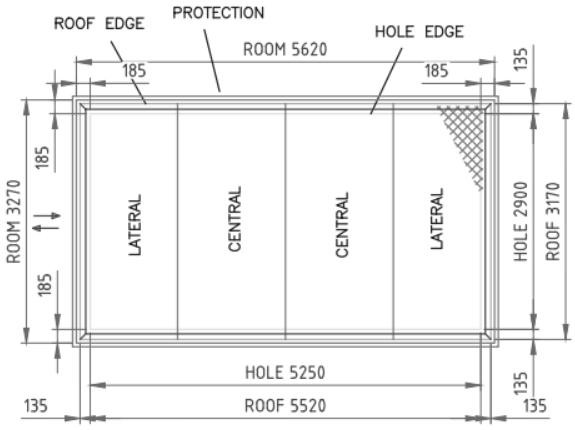
TOTALREX COLLAPSED SIDE VIEW



PLATFORM PLAN VIEW



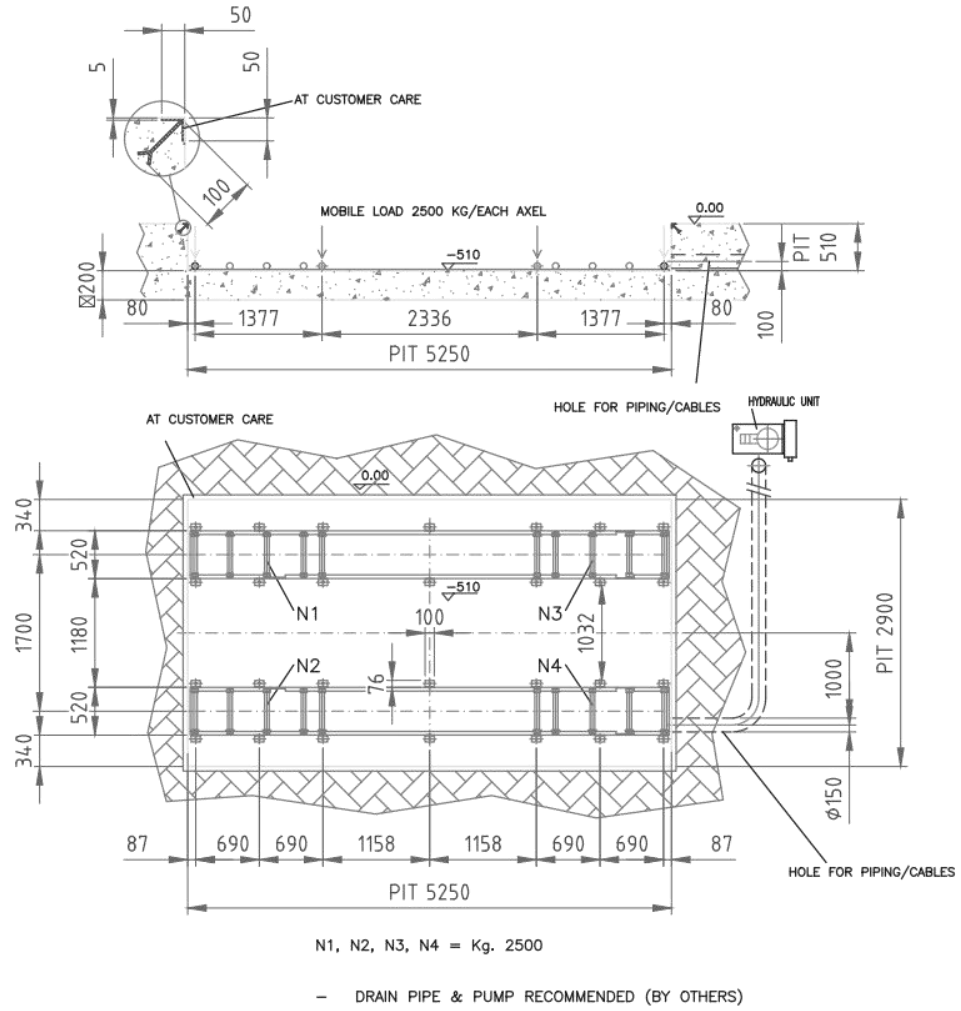
ROOF PLAN VIFW



(*) PLEASE TAKE INTO ACCOUNT THAT A CLEARANCE <25 mm IS MANDATORY

Attachment 5 - Traffic Report

TECHNICAL SPECIFICATION TOTAL REX



N1, N2, N3, N4 = Kg. 2500

– DRAIN PIPE & PUMP RECOMMENDED (BY OTHERS)



The push button control panel has all necessary options as well as emergency buttons with communications capacity.



The platform is built with a series of galvanised panels which are both extremely sturdy and also light.

P:1300 993 548 **W:** levantapark.com.au **E:** enquiries@levantapark.com.au

Attachment 5 - Traffic Report

TECHNICAL SPECIFICATION TOTAL REX

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ACCESSORIES

■ STANDARD □ OPTIONAL

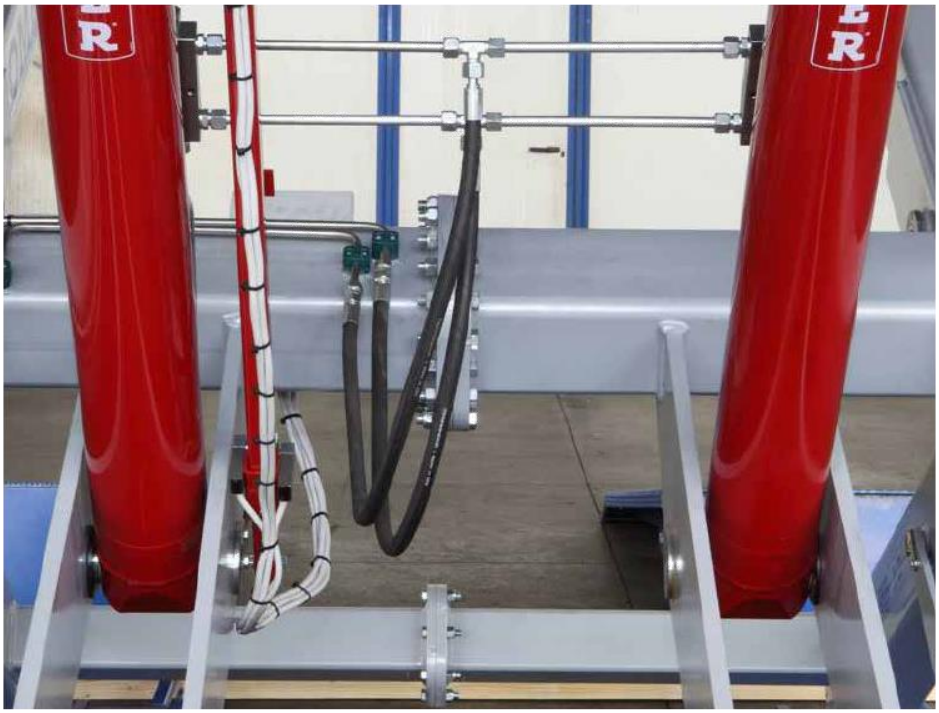
DESCRIPTION	TOTAL REX 25 GOLD +T	NOTES
Standard colours: BLUE RAL 5005 and SILVER RAL 9006	■	
1 x 1 platform composed by hot galvanised slats	■	
Max. Travel 4.100 mm	■	
Max. Travel 3.500 mm		
Scissor coupling flange		
2 x 2 pit bases plate	■	
2 x 2 lifting cylinder	■	
2 x 2 "dead man" push-button board	■	
Security control module for sensors and safety locks	■	
1 x 1 hydraulic control unit with motor	■	
Power Supply: 415V/3Ph/50Hz	■	
2 x 2 stops wheels bars L=745 mm	■	
2 x 2 stops	■	
Mechanical and electrical safety devices	■	
Roof transiting capacity: 3000 kg. (Not suitable to lift a vehicle)	■	
Roof supplied with diamond plate	■	
Roof for tiles application includes 3 cm. height perimeter frame		tiles weight up to 70 Kg. square mt. Max - minimum travel 3000 mm - the pit dimensions are modified in order to take into account the tiles depth
Nylon Package	■	
Screws anchor	■	
Undersized / oversized non standard platform	□	
Capacity until 4000 kgs.	□	
Additional Stop	□	
Additional push button board	□	
Safety lock for concertina and standard doors	□	
Additional electro - magnetic sensor	□	
Outside Pulse Recall for each Push Button Board	□	suitable only for closed shaft
Pulse Command Return to Home Position Button	□	suitable only for closed shaft
Outside Infra-red Remote Control - Each Receiver	□	max. 5 mt. distance
Outside Infra-red Remote Control - Each Transmitter	□	max. 5 mt. distance
Flashing light	□	
Audible warning kit	□	
Two-colours tower light (Red / Green)	□	
Waterproof galvanised cover for control unit for outdoor installation	□	
Waterproof push-button board IP 65	□	
Lifting speed increase from 0,05 to 0,10 m/s	□	
Energy Saving Soft Start	□	
1 x 1 fixed handrail protection without grid H=1.200 mm. (each meter)	□	
1 x 1 removable handrail protection without grid H=1.200 mm.(each meter)*	□	
Light Barriers	□	
Roof Car Presence Sensor (x2)	□	
Non standard colour*	□	
Push button board people lift design*	□	
Hot Galvanisation	□	
Roof Hot Galvanisation	□	

Attachment 5 - Traffic Report

LevantaPARK

TECHNICAL SPECIFICATION TOTAL REX

ACCESSORIES



Heavy duty hydraulics allow maximum load lift. Built in valves for reading pressure differential and ensures safety which is a prime consideration.

ELECTRICAL DATA

TOTAL REX SYSTEMS CONFORM TO

- AS 3000 - All electrical wiring is installed to conform to Australian standards.
- AS Part 1601 - The design of all controls, interlocks and guards conform to AS Part 1601.
- ISO 9001 - Manufacturing procedures of all platforms, lifts and parking systems are certified to ISO 9001
- AS 60204 - All electrical equipment on product supplied by LevantaPARK conform to AS60204.
- AS1217.1 - Acoustic requirement on products supplied by LevantaPARK conform to AS1217-1.
- EN14010 - All LevantaPARK products conform to the European standards of equipment for power driven parking of motor vehicles. This also covers the design, manufacturing and installation procedures.

Designed for Australian site conditions

Engineered & Manufactured in Europe

LevantaPARK

Smart Solutions for Vehicle Parking and Car Storage

QLD	- 17 Canberra Street	Hemmant	QLD	4174
NSW	- 89 Gascoigne Street	Kingswood	NSW	2747
WA	- 67 Tacoma Circuit	Canning Vale	WA	6155
VIC	- 51 Assembly Drive	Tullamarine	VIC	3043
SA	- 6 Sheffield Street	Woodville North	SA	5012

All technical information provided is subject to change without notice.
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Attachment 6 - Waste Managment Plan

Leigh Design

waste management plans for all urban developments

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Waste Management Plan



Proposed Development:

47-49 Ramsden Street, Clifton Hill, Victoria

Prepared for:

Turner Ginnivan

Document Control

Report Date: 11 May 2020 (supersedes report dated 07-05-20)

Prepared By: Andrew McIntosh, Associate

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Attachment 6 - Waste Managment Plan

TABLE OF CONTENTS

SECTION		PAGE No.
Waste Management Summary		2
Glossary		2
1	Space and System for Waste Management	3
2	Access for Users, Collectors and Collection Vehicles	6
3	Amenity, Local Environment and Facility Design	8
4	Management and Sustainability	10
5	Supplementary Information	12
6	Contact Information	13
7	Limitations	13

WASTE MANAGEMENT SUMMARY

- The Operator, as defined below, shall be responsible for managing the waste system, and for developing and implementing adequate safe operating procedures.
- Waste shall be stored within the development (hidden from external view).
- Users shall sort their waste, and dispose garbage and recyclables into shared collection bins.
- Waste shall be collected on Myrtle Street. The collection contractor shall transfer bins between the waste areas and the truck.
- A private contractor shall provide waste collection services.

GLOSSARY

Operator: refers to the Owners Corporation, who shall manage site operations (via staff and contractors, if required).

User: refers to residents and commercial tenants, who shall utilise the waste system.

Attachment 6 - Waste Managment Plan

1 SPACE AND SYSTEM FOR WASTE MANAGEMENT

1.1 Development Description and Use

This 4-storey development shall consist of residential apartments and commercial tenancies (refer to Table 1).

1.2 Estimated Garbage and Recycling Generation

The following table summarises the waste estimate (m^3/week):

Table 1: Waste Estimate

Waste Source	Base Qty (est.)		Garbage	Commingled Recycling
Apartments (2 bed)	No. of units =	7	0.28	0.42
Retail (café/restaurant)	area (m^2) =	35	0.70	0.24
Retail (shop)	area (m^2) =	35	0.12	0.12
TOTAL (m^3/wk)			**1.10**	**0.78**

Notes:
- Residential waste figures are based on Council's volumetric requirements.
- Commercial waste figures are based on adjusted Sustainability Victoria Guidelines.

1.3 Collection Services

In order to minimise space for onsite bin storage, a private contractor shall be engaged to collect waste utilising communal bulk bins. The Operator shall choose a waste collection provider, negotiate a service agreement and pay for these services.

Note: Every rateable tenement is liable to pay for municipal charges irrespective of the level of collection services provided by Council.

1.4 Location, Equipment, and System Used for Managing Waste

The waste management system is summarised as follows:

- Apartment receptacles for garbage, recycling and organics.
- Tenancy receptacles at internal areas.
- Residential Bin Store located at Basement Level.
- Commercial Bin Store located at Ground Level.
- Collection bins (kept within the Bin Stores - refer to Table 2).

The various collection waste-streams are summarised as follows:

Garbage: General waste shall be placed in tied plastic bags and stored within bins.

Recycling: Residential recyclables shall be sorted onsite into the following collection bins: 1) Mixed Containers (loose paper and cardboard, aluminium, steel and plastics), and 2) glass. Commercial recyclables shall be placed in a fully-comingled bin.

Green Waste: Based on minor landscaping, minimal garden waste generation is anticipated (however, the Operator shall engage a contractor, if required).

Attachment 6 - Waste Managment Plan

Food Waste: Users shall place selected compostable waste into Organics bins (acceptable materials generally include: food scraps, raw vegetables, coffee grinds, tea bags, paper towels/serviettes and flowers), subject to service availability. Approved compostable liners are recommended for these bins.

Other Waste Streams: The disposal of hard/electronic/liquid and other wastes (polystyrene, batteries, paint, chemicals and detox items, etc) shall be organised with the assistance of the Operator.

The café/restaurant tenant shall arrange the storage of used cooking oil and its collection by a recycler. The Operator shall organise Grease Interceptor Trap servicing.

The following table summarises bin quantity/capacity, collection frequency and area requirements (based on Table 1):

Table 2: Bin Schedule and Collection Frequency

Waste Source	Waste Stream	Bin Qty	Bin Litres	Collections per Week	Net Area m^2
Residential (shared private bins)	Garbage	1	240	1	0.5
	Recycling	2	240	1	1.0
	Glass	1	240	1	0.5
	Organics	2	240	1	1.0
	Hard/E-Waste	-	-	At Call	1.0
Retail (café/restaurant) (dedicated private bins)	Garbage	1	660	1	1.2
	Recycling	1	240	1	0.5
	Organics	1	240	At Call	0.5
	Hard/E-Waste/Other	-	-	At Call	1.0
Retail (shop) (dedicated private bins)	Garbage	1	240	1	0.5
	Recycling	1	240	1	0.5
	Organics	1	120	At Call	0.5
	Hard/E-Waste/Other	-	-	At Call	1.0
Net Waste Storage Area (excludes circulation), m^2:					**9.7**

Notes:

- Private bins shall be sourced by the Operator (either purchased from a supplier or leased from the collection contractor).
- Subject to stakeholders' preference/capability (and as built constraints), bin sizes and quantities can be changed. Also, recyclables can be either commingled or split into bins for separate recycling streams.

Attachment 6 - Waste Managment Plan

1.5 Planning Drawings, Waste Areas and Management of the Waste System

The plans illustrate sufficient space for onsite bin storage, as required by the above schedule:

Residential Bin Store: approx. 7sqm

Commercial Bin Store: approx. 5.5sqm

Notwithstanding the above, collection days shall be staged appropriately and the Operator shall stipulate procedures for effective management of the available space.

1.6 Collection Bin Information

The following bins shall be utilised (see Sect. 4.4 for signage requirements):

Table 3: Bin Details

Capacity (litres)	Height (mm)	Width (across front, mm)	Depth (side on, mm)	Empty Weight (kg)	Average* Gross Weight (kg)
120	930	480	545	10	26
240	1060	585	730	13	45
660	1250	1240	780	43	130

Notes:

- * = Average Gross Weight is based on domestic waste studies (which vary subject to locality and waste-type). Expect greater weight for wet or compacted waste.
- Use the above details as a guide only – variations will occur. The above is based on Sulo plastic (HDPE) flat-lid bins.

Table 4: Yarra Colour Coding

Bin	Garbage	Commingled Recycling	Glass
Lid	Green	Yellow	Purple
Body	Green	Green	Green

Note: For private bins, AS4123.7 bin colours can be adopted. Private bins shall be labelled to identify the waste generator and site address. For Food Waste / organics bins, AS 4123.7 bins have a Burgundy lid and a Dark Green or Black body.

Attachment 6 - Waste Managment Plan

2 ACCESS FOR USERS, COLLECTORS AND COLLECTION VEHICLES

2.1 User Access to Waste Facilities

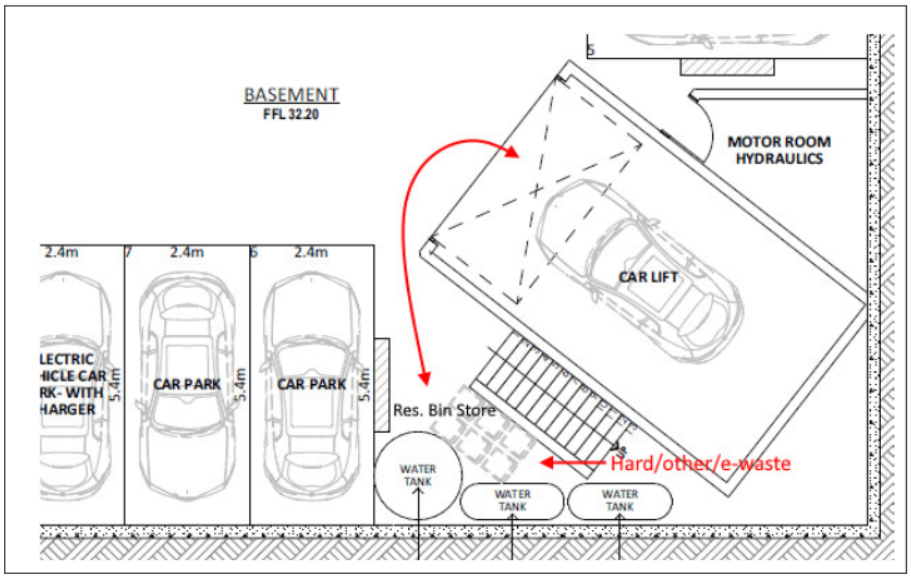
Users shall transfer waste from the internal receptacles to the bins located within their respective Bin Stores (if required, using a suitable trolley and the lift).

Note: The Operator shall ensure the orderly-filling of bins to avoid a higher number of partially-filled ones, rotating the bins so that users are able to reach them. Also, the Operator shall ensure that bins are not overloaded.

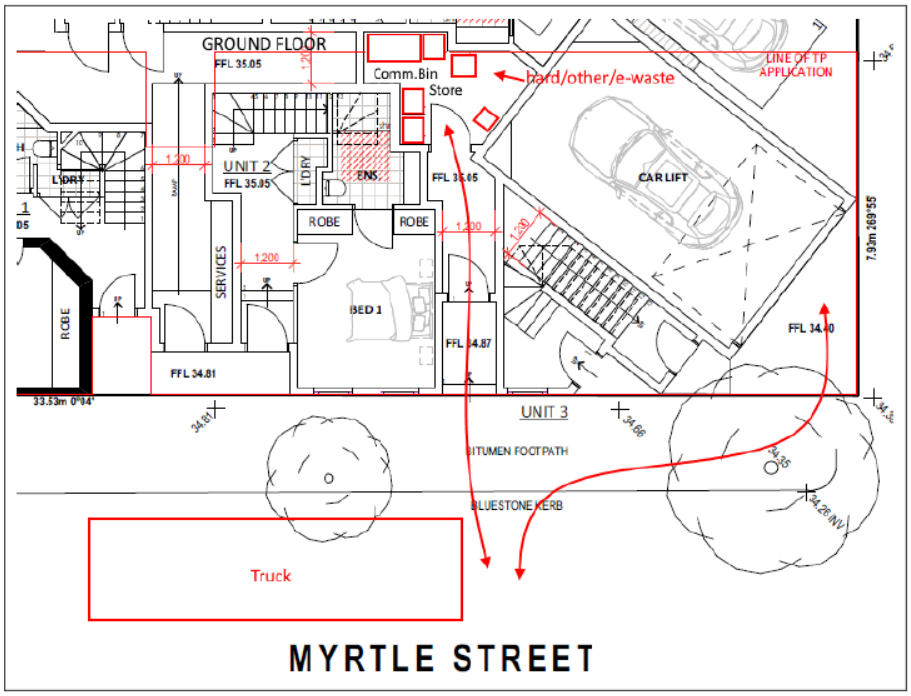
2.2 Collection Arrangements and Access to Waste Facilities

- A private contractor shall collect waste on Myrtle Street (site's frontage).
- Collection staff shall have access to the Bin Stores, and transfer bins to the truck and back to the stores. The Operator may assist the driver with bin transfers.
- The waste collection shall be carried-out by rear-lift vehicles (nom. 8.8m long and 4m operational height).

The bin storage areas and collection point are illustrated as follows:



Attachment 6 - Waste Managment Plan



Notes:

- The collection contractor and the Operator, shall transfer bins to the truck and back (in a coordinated manner to reduce the truck's collection time).
- The carlift shall be used for vertical bin transfers between Basement and Ground Level.
- For improved safety, waste collections and bin transfers shall be carried-out during off-peak traffic periods.

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Attachment 6 - Waste Managment Plan

3 AMENITY, LOCAL ENVIRONMENT AND FACILITY DESIGN

3.1 Noise Minimisation Initiatives

- Collection bins shall feature rubber wheels for quiet rolling during transfers.
- Waste areas shall meet BCA and AS2107 acoustic requirements.
- Local laws shall be observed for all operations in public and private areas. In particular, note the requirements of Yarra's Environmental Local Law Part B, Sect. 10, and Part C, Sect. 17-29, which can be found at: www.yarracity.vic.gov.au.
- As specified in Council's Local Law No. 3, waste shall not be collected between: 8pm Sunday and 7am the following Monday; 8pm on any day between Monday and Friday inclusive and 7am on the following day; or 8pm any Saturday and 9am the following Sunday. Also, the waste collector shall protect the acoustic amenity by minimising noise during the collection.

3.2 Litter Reduction and Prevention of Stormwater Pollution

The Operator shall be responsible for:

- Promoting adequate waste disposal into the bins (to avoid waste-dumping).
- Securing the waste areas (whilst affording access to users/staff/contractors).
- Preventing overfilled bins and keeping lids closed.
- Abating any site litter, and taking action to prevent dumping and/or unauthorised use of waste areas.
- Requiring the collection contractor to clean-up any spillage that might occur when clearing bins.

The above will minimise the dispersion of site litter and prevent stormwater pollution (thus avoiding impact to the local amenity and environment).

3.3 Ventilation, Washing and Vermin-Prevention Arrangements

Waste areas shall feature:

- Ventilation in accordance with Australian Standard AS1668.
- Tight-fitting doors (all other openings shall have vermin-proof mesh or similar).
- Impervious flooring (also, smooth, slip-resistant and appropriately drained).
- A graded bin wash area, hot/cold mixing hosecock, hose and a suitable floor-waste connected in accordance with relevant authority requirements (alternatively, the Operator shall engage a suitable contractor to wash bins in a mobile bin-wash vehicle). The bin and wash areas may overlap, as stored bins can be moved so that a bin can be washed.

The Operator shall regularly clean waste areas/equipment. Also, access doors and bin-lids shall be kept closed.

Attachment 6 - Waste Managment Plan

3.4 Design and Aesthetics of Waste Storage Areas and Equipment

Waste shall be placed within collection bins and stored in designated onsite areas (hidden from external view). Following waste collection activities, bins shall be returned to the storage areas as soon as practicable.

Waste facilities shall be constructed of durable materials and finishes, and maintained to ensure that the aesthetics of the development are not compromised. These facilities and associated passages shall be suitably illuminated (this provides comfort, safety and security, to users, staff and contractors). Access doors shall feature keyless opening from within.

The design and construction, of waste facilities and equipment, shall conform to the Building Code of Australia, Australian Standards and local laws.

Attachment 6 - Waste Managment Plan

4 MANAGEMENT AND SUSTAINABILITY

4.1 Waste Sorting, Transfer and Collection Responsibilities

Garbage shall be placed within tied plastic bags prior to transferring into the collection bins. Cardboard shall be flattened, and recycling containers un-capped, drained and rinsed prior to disposal into the appropriate bin. Bagged recycling is not permitted.

Refer to Section 2 for waste transfer requirements and collection arrangements.

4.2 Facility Management Provisions to Maintain & Improve the Waste System

The Operator shall manage site operations (refer to the glossary in page 2).

It shall be the responsibility of the Operator to maintain all waste areas and components, to the satisfaction of users, staff and the relevant authority (users shall maintain their internal waste receptacles).

The Operator shall ensure that maintenance and upgrades are carried-out, on the facility and components of the waste system. When required, the Operator shall engage an appropriate contractor to conduct services, replacements or upgrades.

4.3 Arrangements for Protecting Waste Equipment from Theft and Vandalism

It shall be the responsibility of the Operator to protect the equipment from theft and vandalism. This shall include the following initiatives:

- Secure the waste areas.
- Label the bins according to property address.
- The private collection contractor shall transfer bins between the site and the truck (bins shall not be placed on the street).

4.4 Arrangements for Bins/Equipment Labelling, and Ensuring Users and Staff are Aware of How to Use the Waste System Correctly

- The Operator shall provide appropriate signage for the bins. Signage is available at the following internet address: www.sustainability.vic.gov.au.
- The Operator shall publish/distribute “house rules” and educational material to:
  - Inform users/staff about the waste management system and the use/location of the associated equipment (provide the summary in page 2 of this report).
  - Improve facility management results (lessen equipment damage, reduce littering and achieve cleanliness).
  - Advise users/staff to sort and recycle waste with care to reduce contamination of recyclables.

Attachment 6 - Waste Managment Plan

4.5 Sustainability and Waste Avoidance/Reuse/Reduction Initiatives

The *Environment Protection Act 1970* includes principles of environment protection and guidance for waste management decision making. Also, the *Sustainability Victoria Act 2005* established Sustainability Victoria as the statutory authority for delivering programs on integrated waste management and resource efficiency.

From a design perspective, the development shall support the acts by providing an adequate waste system with ability to sort waste.

The Operator shall promote the observance of the acts (where relevant and practicable), and encourage users and staff to participate in minimising the impact of waste on the environment. For improved sustainability, the Operator shall consider the following:

- Observe the waste hierarchy in the *Environment Protection Act 1970* (in order of preference): a) waste avoidance, b) reuse, c) recycle, d) recovery of energy, e) treatment, f) containment and g) disposal.
- Peruse the Sustainability Victoria website: www.sustainability.vic.gov.au.
- Participate in Council and in-house programs for waste minimisation.
- Establish waste reduction and recycling targets; including periodic waste audits, keeping records, and monitoring of the quantity of recyclables found in landfill-bound bins (sharing results with users/staff).

4.6 Waste Management Plan Revisions

For any future appropriate Council request, changes in legal requirements, changes in the development's needs and/or waste patterns (waste composition, volume or distribution), or to address unforeseen operational issues, the Operator shall be responsible for coordinating the necessary Waste Management Plan revisions, including (if required):

- A waste audit and new waste strategy.
- Revision of the waste system (bin size/quantity/streams/collection frequency).
- Re-education of users/staff.
- Revision of the services provided by the waste collector(s).
- Any necessary statutory approval(s).

Attachment 6 - Waste Managment Plan

5 SUPPLEMENTARY INFORMATION

- The Operator shall observe local laws and ensure that bins aren't overfilled or overloaded.
- Waste incineration devices are not permitted, and offsite waste treatment and disposal shall be carried-out in accordance with regulatory requirements.
- For bin traffic areas, either level surfaces (smooth and without steps) or gentle ramps are recommended, including a roll-over kerb or ramp. Should ramp gradients, bin weight, and/or distance affect the ease/safety of bin transfers, the Operator shall consider the use of a suitable tug.
- The Operator and waste collector, shall observe all relevant OH&S legislation, regulations and guidelines. The relevant entity shall define their tasks and:
  - Comply with Worksafe Victoria's Occupational Health and Safety Guidelines for the Collection, Transport and Unloading of Non-hazardous Waste and Recyclable Materials (June 2003).
  - Assess the Manual Handling Risk, and prepare a Manual Handling Control Plan for waste and bin transfers (as per regulatory requirements and Victorian COP for Manual Handling).
  - Obtain and provide to staff/contractors; equipment manuals, training, health and safety procedures, risk assessments and adequate personal protective equipment (PPE) to control/minimise risks/hazards associated with all waste management activities. As a starting point, these documents and procedures shall address the following:

Task (to be confirmed)	Hazard (TBC)	Control Measures (TBC)
Sorting waste and cleaning the waste system	Bodily puncture. Biological & electrical hazards	Personal protective equipment (PPE). Develop a waste-sorting procedure
Bin manual handling	Sprain, strain, crush	PPE, staff training. Maintain bin wheel-hubs. Limit bin weight. Provide mechanical assistance to transfer bins
Bin transfers and emptying into truck	Vehicular strike, run-over	PPE. Develop a Hazard Control Plan for transfers and collections. Maintain visibility. Use a mechanical bin-tipper
Truck access	Vehicular incident, strike, run-over	PPE. Use a trained spotter. Develop a truck-manoeuvring and traffic-control procedure

Note: The above shall be confirmed by a qualified OH&S professional who shall also prepare site-specific assessments, procedures and controls (refer to Section 6).

Attachment 6 - Waste Managment Plan

6 CONTACT INFORMATION

City of Yarra (local Council), ph 03 9205 5555

iDump (private waste collector), ph 1300 443 867

Kartaway (private waste collector), ph 1300 362 362

Waste Wise Environmental (private waste collector), ph 1300 550 408

Eco-Safe Technologies (odour control equipment supplier), ph 03 9706 4149

FJP Safety Advisors Pty Ltd (OH&S consultant), ph 03 9255 3660

Electrodrive Pty Ltd (tug & trailer supplier – for bin transfers), ph 1800 033 002

Warequip (tug supplier – for bin transfers), ph 1800 337 711

Sabco Commercial (supplier of cleaner's trolleys), ph 1800 066 522

Sulo MGB Australia (bin supplier), ph 1300 364 388

One Stop Garbage Shop (bin supplier), ph 03 9338 1411

Note: The above includes a complimentary listing of contractors and equipment suppliers. The stakeholders shall not be obligated to procure goods/services from these companies. Leigh Design does not warrant (or make representations for) the goods/services provided by these suppliers.

7 LIMITATIONS

The purpose of this report is to document a Waste Management Plan, as part of a Planning Permit Application.

This report is based on the following conditions:

- Operational use of the development (excludes demolition/construction stages).
- Drawings and information supplied by the project architect.
- The figures presented in this report are estimates only. The actual amount of waste will depend on the development's occupancy rate and waste generation intensity, the user's disposition toward waste and recycling, and the Operator's approach to waste management. The Operator shall make adjustments, as required, based on actual waste volumes (if the actual waste volume is greater than estimated, then the number of bins and/or the number of collections per week shall be increased, STCA).
- This report shall not be used to determine/forecast operational costs, or to prepare feasibility studies or to document operational/safety procedures.

Attachment 7 - Daylight Modelling Report

Daylight Modelling Report

47-49 Ramsden Street, Clifton Hill

Prepared for:
Turner Ginnivan

31 March 2020

Prepared by:
EcoHarmony

Attachment 7 - Daylight Modelling Report

Daylight Modelling Report
47-49 Ramsden Street, Clifton Hill

Revision	Date	Prepared by	Reviewed	Status
A	11/12/2019	LF	-	TP
B	31/03/2020	LF	-	TP

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Attachment 7 - Daylight Modelling Report

Daylight Modelling Report
47-49 Ramsden Street, Clifton Hill

Contents

1. Summary 1
2. Introduction 1
    2.1. Scope 1
    2.2. Daylight Factor 1
    2.3. Framework 2
    2.4. Software 2
3. Inputs 2
    3.1. Built form 2
    3.2. Parameters 3
4. Results 3
5. Conclusion 4
Appendix A: Daylight Maps 5

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Attachment 7 - Daylight Modelling Report

Daylight Modelling Report
47-49 Ramsden Street, Clifton Hill

1. Summary

EcoHarmony was engaged by Turner Ginnivan to undertake the daylight modelling for the apartment building at 47-49 Ramsden Street, Clifton Hill. Modelling proved that the development is compliant with Best Practice daylight performance as required by the City of Yarra ESD planning scheme 22.17. The results of the computer modelling presented in the table below are based on the architectural drawings by Turner Ginnivan Issue 01.

The modelling was based on the architectural drawings by Turner Ginnivan dated 26.02.20 and received by Ecoharmony on 30/03/2020.

Table 1: Summary of daylight modelling results

Space use	Compliance percentage
Living areas	85.7%
Bedrooms	85.7%

2. Introduction

2.1. Scope

Daylight modelling was used as a performance solution to show compliance with the requirements of the planning policy and the Built Environment Sustainability Scorecard (BESS). The development did not comply with the elemental provisions specified as separation tales. The separation tables were initially developed Moreland Apartment Design Code and later incorporated in BESS.

2.2. Daylight Factor

Daylight is the visible part of the solar spectrum as perceived by humans. While the sun is the only source of daylight, daylight is admitted into buildings in several ways – including as direct sunlight, diffuse sky light, or reflections of either of these sources off obstructions or surfaces in the physical environment.

Daylight factor (DF) is a ratio of indoor to outdoor light, it provides an assessment of the building's ability to deliver daylight indoors, given a specific design and adjacency. It is stipulated as a minimum value that should be achieved under a worst-case scenario for overcast sky, considering its geometry, openings, the visual light transmittance of windows, and the reflectance of internal and external building elements. DF also relies on an assumption that the 'overcast sky' model on which the ratio is based is a 'worst case' scenario.

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Attachment 7 - Daylight Modelling Report

2.3. Framework

For a zone to achieve compliance under the Built Environment Sustainability Scorecard (BESS) 'Best Practice' for daylighting, 90% of the floor area of bedrooms and living areas must achieve daylight factors of 0.5% and 1.0% respectively. The tool allows partial compliance through the reduction of total number of compliant bedrooms and living rooms to 80%.

2.4. Software

Design Builder version 6.1.2.009 was used to complete the modelling for the subject development. Design Builder uses 'Radiance' as the simulation engine for daylight ingress estimation. Radiance is the benchmark tool in the area of daylight modelling.

3. Inputs

3.1. Built form

All aspects of the building form including external walls, partitions, glazing, shading devices, screens and neighboring buildings, have all been modelled per the architectural drawings cited and have been assessed consistently across all modelling scenarios; except where adjusted as part of a design amendment.

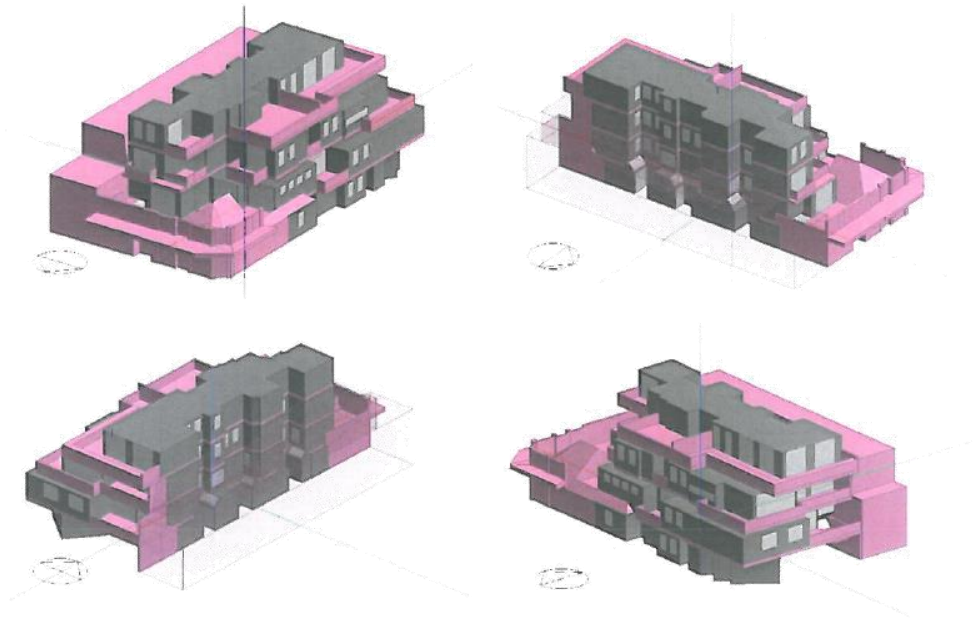


Figure 1: 3D views of the computer model

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Attachment 7 - Daylight Modelling Report

3.2. Parameters

Table 2: Main assumptions

Element	Description
Windows	All windows have a 0.64 visual light transmittance (VLT) based on clear double glazing
Windows to ground floor bedrooms facing lightwell	Visual light transmittance of 0.7 or more will be used (e.g. AWS Residential series 704 flush or the like)
Internal walls	White painted smooth finish having a 0.8 light reflectance as per AS/NZS 1680.1:2006
Ceilings	White painted smooth finish having a 0.8 light reflectance as per AS/NZS 1680.1:2006
Floors	0.25 reflectance based on medium color finishes
External walls	0.3 reflectance based on common building materials such as brick
Adjacent buildings	0.3 reflectance based on common building materials such as brick
Sky Model	10000 lux standard CIE overcast day

4. Results

The daylight modelling results indicate that the development achieves compliance with the Best Practice framework for living areas and bedrooms. The results indicate 85.7% of living areas and bedrooms achieving a daylight factor of 1% for at least 90% of the floor area. A summary of results is shown in the tables below. Daylight maps are included in appendix A

Table 3: Daylight results for living areas

Block	Zone	Floor Area above Threshold (%)
2. First	Unit 5 Living	81.94
2. First	Unit 4 Living	91.59
2. First	Unit 1 Living	100
2. First	Unit 2 Living	100
4. Third	Unit 7 Living	100
3. Second	Unit 3 Living	100
3. Second	Unit 6 Living	100

Table 4: Daylight results for bedrooms

Block	Zone	Floor Area above Threshold (%)
1. Ground	Unit 5 Bed 1	73.58
1. Ground	Unit 5 Bed 2	71.08

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Attachment 7 - Daylight Modelling Report

1. Ground	Unit 4 Bed 2	92.69
1. Ground	Unit 4 Bed 1	92.41
1. Ground	Unit 2 Bed 1	100
1. Ground	Unit 1 Bed 1	100
2. First	Unit 3 Bed 1	100
2. First	Unit 3 Bed 2	100
4. Third	Unit 7 Bed 2	100
4. Third	Unit 7 Bed 1	100
3. Second	Unit 1 Bed 2	100
3. Second	Unit 2 Bed 2	100
3. Second	Unit 6 Bed 2	100
3. Second	Unit 6 Bed 1	100

5. Conclusion

The provided results indicate that the proposed building at 47-49 Ramsden Street, Clifton hill is compliant with the requirement and achieves Best Practice daylight performance for both living areas and bedrooms.

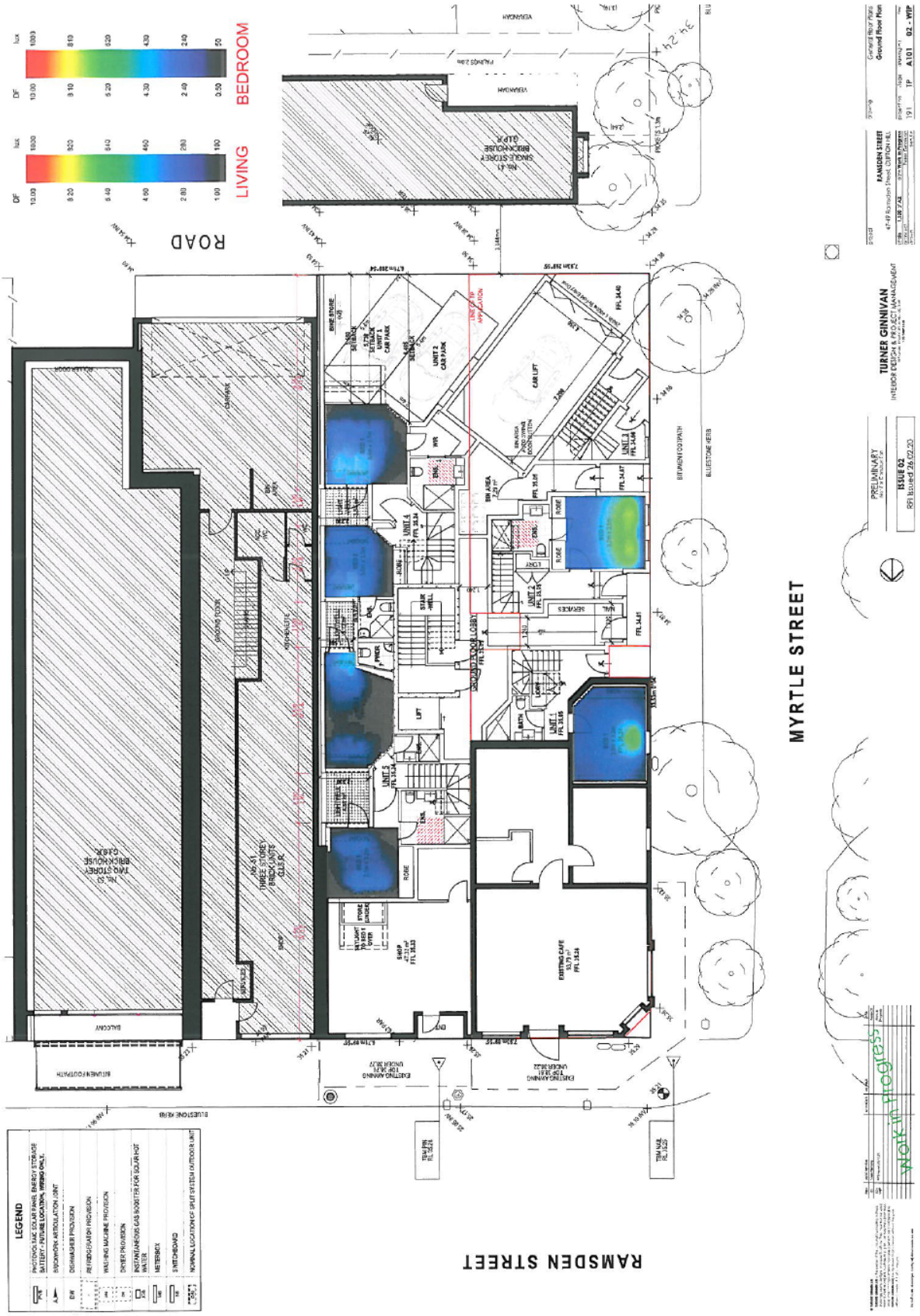
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Attachment 7 - Daylight Modelling Report

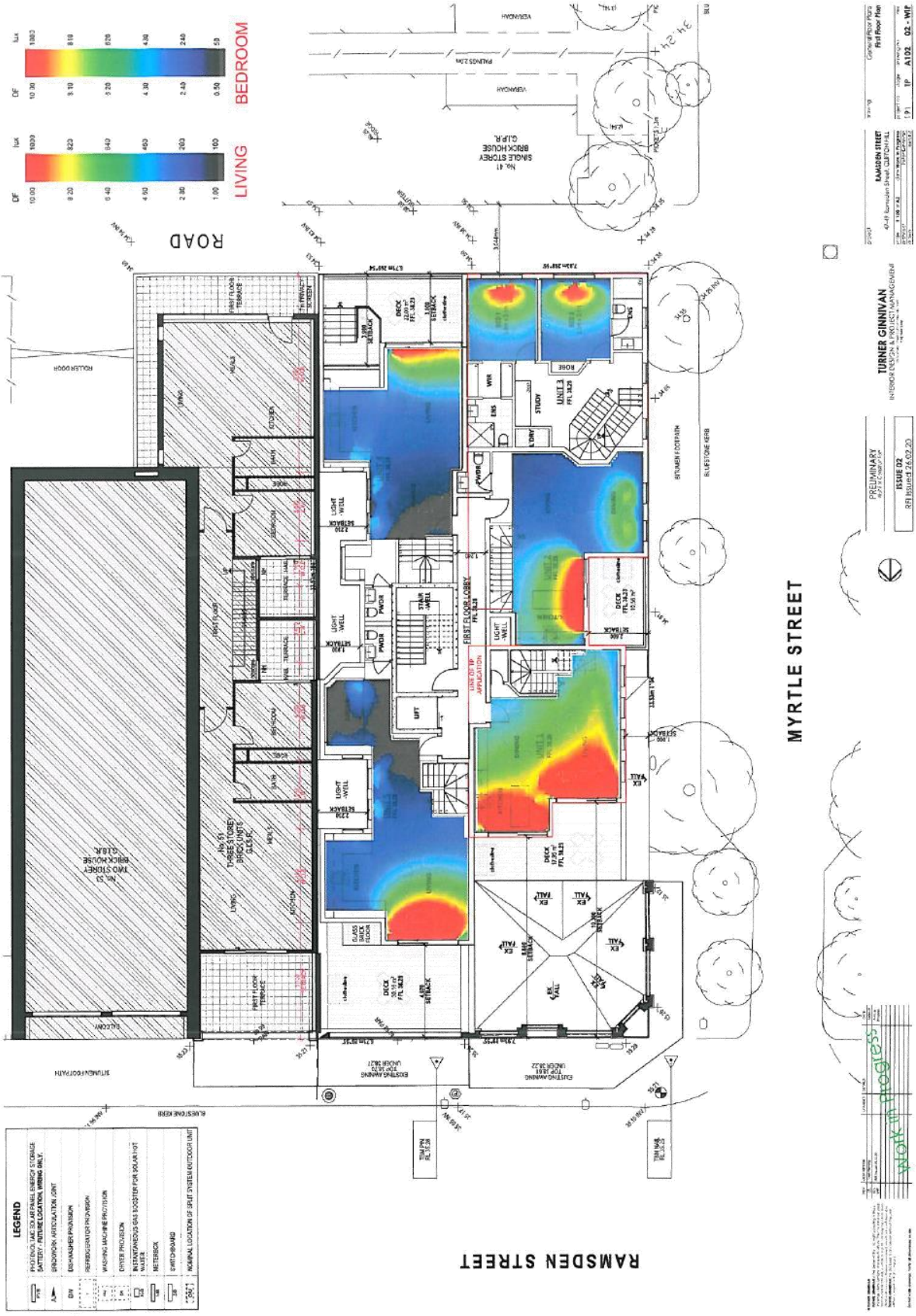
Appendix A: Daylight Maps

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Attachment 7 - Daylight Modelling Report



Attachment 7 - Daylight Modelling Report



Attachment 7 - Daylight Modelling Report



Attachment 7 - Daylight Modelling Report



Attachment 8 - Daylight Modeling Addendum

03 May 2021

Planning and Development
Yarra City Council
333 Bridge Road,
Richmond VIC 3121

Dear Sir/Madam,

RE: Application No. PLN16/0168.xx

Daylight modelling was undertaken for the subject development located at 47-49 Ramsden Street, Clifton Hill, and compliant report was submitted to Council and advertised under PLN16/0168.02. The report was based on plans prepared by Turner Ginnivan and dated 26/02/2020.

The amended plans (issue 5), received by EcoHarmony on 28/04/2021 propose increased setbacks to level 3 and level 4. The daylight modelling report by EcoHarmony dated 31 March 2020 and advertised by council, shows the two levels had 100% habitable rooms daylight area compliance (minimum 90%).

Based on the proposed changes, it can be reasonably assumed that the daylight for levels 3 and 4 will remain compliant, and the changes will not have any impacts on the daylight outcome of the development.

Therefore, we confirm that the data obtained from the initial report are still valid.

Should you have any questions or comments, please feel free to address them to Ecoharmony or Turner Ginnivan

Yours Sincerely,



Lebon Ferri

For and on Behalf of EcoHarmony

EcoHarmony - ABN 48600051572 - PO Box 283 Reservoir, VIC 3073 - Tel: (03) 9939 3604
Email: info@ecoharmony.com.au

Attachment 9 - Heritage Advice (57A Amended Plans)

City of Yarra
Heritage Advice on Further Amendment (section 57A)

Application No.:	*PLN16/0168.02*
Address of Property:	***47& 49 RAMSDEN STREET, CLIFTON HILL***
Planner:	*Robert Galpin*
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:	*HO316 - Clifton Hill, Eastern Precinct*
Level of significance:	*No. 47 Shop & residence, Contributory, constructed 1900-1915* *No. 49 Shop & residence, not contributory, constructed 1915-1925* *Source: Database of Heritage Significant Areas (as updated from time to time)*
General description:	*Partial demolition at the rear and development of seven apartments, and construction of a basement car park.*
Drawing Nos.:	*Set of 27 drawings, entitled "47-49 Ramsden Street, Clifton Hill ", prepared by Turner Ginnivan, received by Council and received 22 Oct 2021*

CONTEXT:

The context of the subject development site has not changed since the previous heritage advice was prepared.

ASSESSMENT OF CURRENT AMENDED WORKS:

The amended plans generally seek to make the following changes to a previously issued planning permit affecting no.47 Ramsden Street.

Comments regarding proposed demolition:

The extent of demolition proposed is unchanged from the previous proposal. It continues to remain acceptable.

Attachment 9 - Heritage Advice (57A Amended Plans)

Comments regarding amended new development, alterations, and additions:

Modifications to approved proposal for no. 47 Ramsden Street:

Second floor level:

- Increased front setback – supported, as it will go some way towards creating a transition between the existing addition at no.51 and the greater front setback of the addition at no.47. A deeper front setback of about 7m would however be considered more appropriate.
- Deleted deck to Bed 2, Unit 6 – supported, as it removes the appearance of a projecting balustrade forward of the front wall to Bed 2.
- Two wall gardens – no heritage concerns
- Reduced setback to Kitchen, Unit 6 – ***not supported***, as the setback from the adjoining heritage property was already minimal and the new development will overwhelm the scale of the properties along Myrtle Street. More consideration must be given to the transition between the single-storey domestic scale of no. 41 Myrtle Street and the proposed development.
- Fenestration eave to Living, Unit 3 – no heritage concerns
- Increase deck to Unit 1 – no heritage concern

Third floor level:

NOTE: Previous issued heritage advice recommended the deletion of this entire floor level. The following comments are based on assessment against the previous proposal but should not be interpreted as support for this floor level

- Increased front setback: Supported,
- Redesign of Unit 7: **Not supported**, as the setback of Bed 2 and its ensuite, Unit 7 from Myrtle Street has reduced from about 7.3 to only 5.5m. This is not supported as it increases the bulk of the development's impact on Myrtle Street. The previous setback of about 7.3m should be maintained
- Deleted roof garden: Supported, as the proposed deck to Unit 7 (which extends across to no. 47) has been slightly setback from the side and rear boundaries and reduced in size from 63.6m2 to 18.93m2 which is supported
- Increased setback to Dining, Unit 7: Supported

Roof:

- Revised layout with reduced solar panels: Supported

Deletion of roof garden:

- The current proposal to delete the roof garden is supported.

Attachment 9 - Heritage Advice (57A Amended Plans)

Revised basement and ground floor level layouts:

The amended internal reconfiguration of the basement and ground floor levels for bin storage is of no heritage concern.

Reduction in overall height

- Reduced floor to floor heights: It is unclear how the reduction in height has impacted the proposal as it still appears that the proposed addition to no. 47 remains about 350-400mm higher than the previously approved proposal.

  It is unclear why the proposed floor-to-ceiling heights of the addition to no.47 do not match and are higher than the proposed floor to ceiling heights at no. 49

- Removed lift overrun: Supported
- Increased setbacks and varied finished with horizontal cladding: Supported
- Roller door to rear lane: Supported

Proposed shopfront, no. 49

As previously stated, it is considered that the façade of the remaining building should be modified to look characteristic of an inter-war style shopfront and hence make a better visual contribution to this small strip of shops.

There is a note on drawing no.A201 stating that the proposed windows and door will be of Interwar style. Full details of the proposed new window and door must be submitted and approved by Council.

RECOMMENDATIONS:

Many of the following recommendations for this development proposal remain the same as those previously given 25 July 2020.

The following changes are recommended:

	Suggested condition	***Explanation***
1.	That the remaining façade of no. 49 must be modified to be characteristic of an inter-war style shopfront. Full details must be submitted and approved.	*The existing façade is a poor example of a modification to a former heritage shopfront. Restoring the use of the ground floor front room to a shop is an opportunity to reconstruct the heritage character of this small strip of inter-war shops*
2.	That the first floor of no. 49 must be setback to provide a transition between the setbacks of the adjoining properties.	*In accordance with Clause 22.02-5.7.1, it is policy to encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*

Attachment 9 - Heritage Advice (57A Amended Plans)

3.	That the second floor of no. 49 must be setback to provide a transition between the setbacks of the adjoining properties.	*In accordance with Clause 22.02-5.7.1, it is policy to encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*
4.	That the third floor of no. 49 must be deleted	*This is the maintain the prominence of the existing scale of this part of Ramsden Street*
5.	That the proposed floor-to-ceiling heights of the additions to both nos.47 and 49 must be minimised to about 2.55m	*This is to reduce the overall finished height of the new development rising above the street wall heights.*

SIGNED:



Diahnn McIntosh

DATED: 1 December 2021

Attachment 10 - Heritage Advice (Originally Advertised)

City of Yarra
Heritage Advice on Amendment

Application No.:	*PLN16/0168.02*
Address of Property:	***47& 49 RAMSDEN STREET, CLIFTON HILL***
Planner:	*Robert Galpin*
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:	*HO316 - Clifton Hill, Eastern Precinct*
Level of significance:	*No. 47 Shop & residence, Contributory, constructed 1900-1915* *Shop & residence, not contributory, constructed 1915-1925* *(City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)*
General description:	*Partial demolition at the rear and development of seven apartments, and construction of a basement car park.*
Drawing Nos.:	*Set of 27 drawings, entitled "47-49 Ramsden Street, Clifton Hill ", prepared by Turner Ginnivan, received by Council*

CONTEXT IMAGES:



Above: View of nos. 47 and 49 Ramsden Street

Attachment 10 - Heritage Advice (Originally Advertised)



Above: Façade of no. 49 Ramsden Street



Above: Photo showing a previous shopfront to no. 49 Ramsden

ASSESSMENT OF AMENDED WORKS:

Comments regarding proposed demolition:

No. 47 Ramsden Street:

The extent of demolition proposed for allotment no. 47 is unchanged from what was previously approved.

No. 49 Ramsden Street:

The extent of demolition proposed for allotment no. 49 is essentially all the building expect the façade. Given that this property has been identified as non-contributory, the extent of building fabric being removed is of no heritage concern.

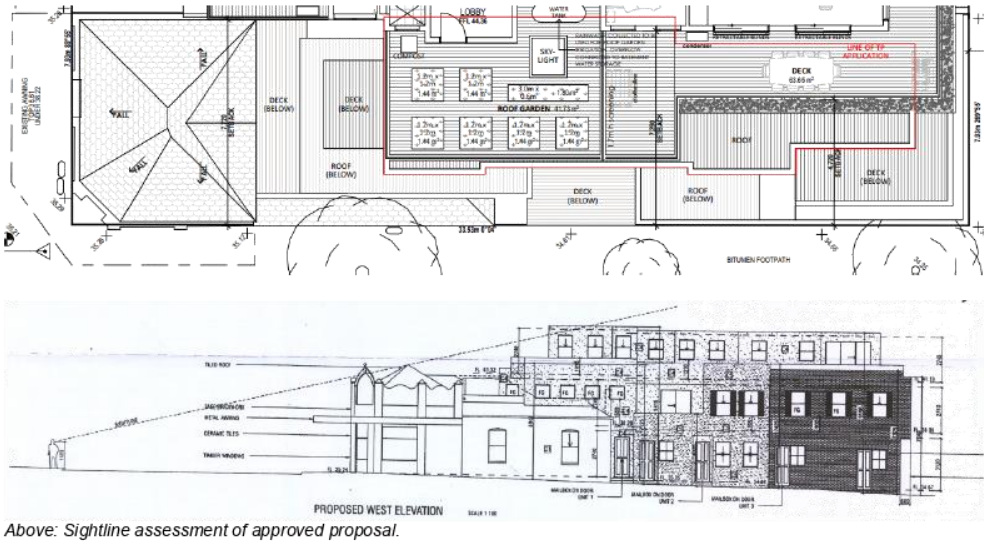
Comments regarding new development, alterations, and additions:

Modifications to approved proposal for no. 47 Ramsden Street:

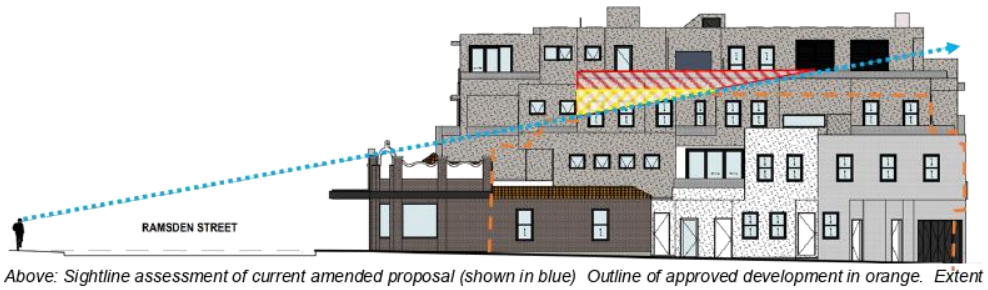
Most of the proposed amendments to the existing approved plans for no. 47 are to the interior of the proposed building layout which raise no heritage concerns.

The main change to the approved plans is the addition of a roof garden and a deck to the roof of the approved development.

Attachment 10 - Heritage Advice (Originally Advertised)



Above: Sightline assessment of approved proposal.



Above: Sightline assessment of current amended proposal (shown in blue) Outline of approved development in orange. Extent of approved building outside of sightline hatched in yellow. Extent of currently proposed additional building outside of sightline hatched in red.

A quick comparison of the approved heights and the amended heights shows that the currently proposed ground floor level is 0.38m higher than the approved drawings. The amended building is therefore slightly higher than the approved building, even without the addition of the roof garden, etc.

It is considered that the extent of building form already approved outside the 'envelope' created by projecting a sight line from 1.6 metres above ground level is already excessive. The further built form created by the additional roof garden and its associated balustrading will be generally equivalent to an entire floor level visible from the opposite side of the street. This extent of visibility is not acceptable. It is however considered that the proposed decking to the side of the living areas of Unit 7 may be retained.

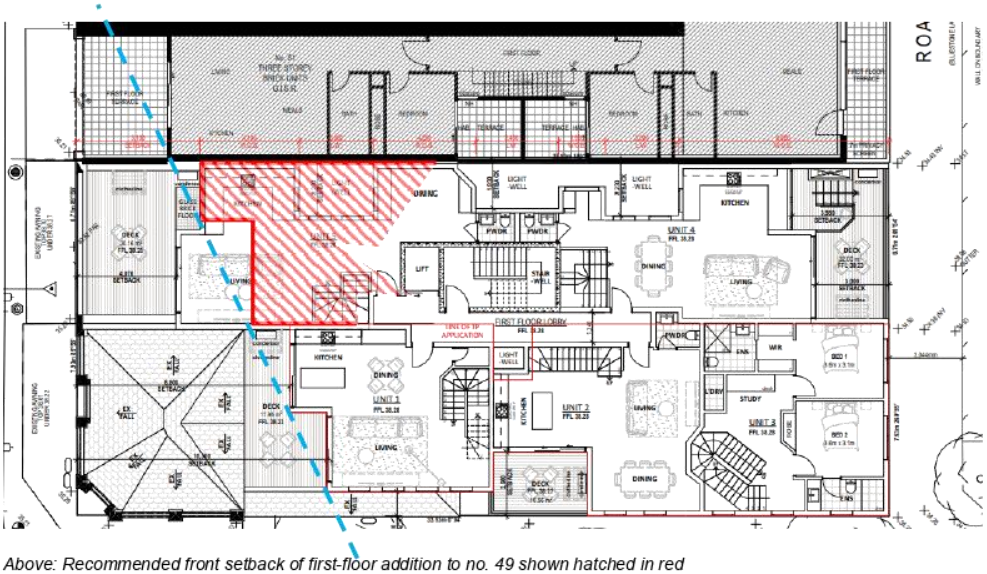
Proposed development to no. 49 Ramsden Street:

The ground level development is generally of no concern although it is considered that the façade of the remaining building should be modified to look characteristic of an inter-war style shopfront and hence make a better visual contribution to this small strip of shops.

The first-floor development will be setback to match the upper level addition of the adjoining property at no. 51. Given that the setback approved for the first floor at no. 47 is substantially greater, in accordance with Clause 22.02-5.7.1, it is policy to:

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

In accordance with this policy the front setback of the first-floor level should be about 9 metres. Alternatively, the front setback could be staggered like the first floor of no. 47 (as shown in the annotated image below).



Above: Recommended front setback of first-floor addition to no. 49 shown hatched in red

In regard to the proposed second floor addition, it is considered that the front setback should be established to ensure that it is substantially sited within the 'envelope' created by projecting a sight line from 1.6 metres above ground level from the footpath on the opposite side of the street.

This portion of Ramsden Street is currently characterised by a strong two-storey scale.



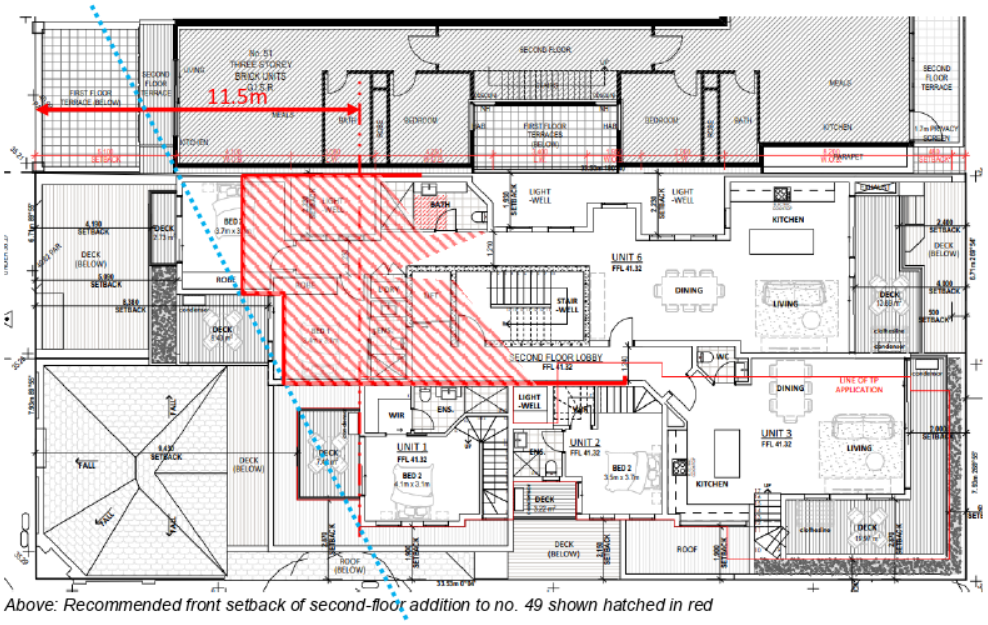
Above: Existing scale of Ramsden Street in the vicinity of the subject site

Although a three storey addition has been approved at no. 47, it is setback so that only half of the second-floor façade is visible from the opposite side of the street.

In accordance with Clause 22.02-5.7.1, the front setback of the second-floor level should be about 11.5 metres. Alternatively, the front setback could be staggered to provide a transition from the differing setbacks of nos. 47 and 81 (as shown in the annotated image below).

In regard to the proposed third storey, this floor level must be deleted. There is no precedent for built form of this scale so it must be well setback. Based on the how far the third storey will need to be setback to achieve this outcome, it is considered that this floor level should be deleted.

Attachment 10 - Heritage Advice (Originally Advertised)



Above: Recommended front setback of second-floor addition to no. 49 shown hatched in red

Appearance:

As currently proposed, the bulk and scale of the proposed works will overwhelm the remaining portions of the existing buildings.

To break down the visual bulk of the proposed development, it is strongly considered that the visible parts of the proposed addition on allotment no.49 must be differentiated from the approved additions to no. 47. The variation does not need to be dramatic, however the pattern of the historic subdivision should be clear. The differences may be in the external colour and finishes and/or the colour and style of window frames or balustrades. The two parts of the new development should relate to each other, but not match.



Above: The line of differentiation between the development behind the two remaining facades shown in red

Attachment 10 - Heritage Advice (Originally Advertised)

RECOMMENDATIONS:

On heritage grounds the works proposed in this application may be approved subject to the following conditions:

	Suggested condition	***Explanation***
1.	That the proposed roof garden at level 3 (on no. 47) must be deleted.	*The balustrading associated with the roof garden will result in additional building height that will be well outside the 'envelope' created by projecting a sight line from 1.6 metres above ground level on the opposite side of the street.*
2.	That the remaining façade of no. 49 must be modified to be characteristic of an inter-war style shopfront.	*The existing façade is a poor example of a modification to a former heritage shopfront. Restoring the use of the ground floor front room to a shop is an opportunity to reconstruct the heritage character of this small strip of inter-war shops*
3.	That the first floor of no. 49 must be setback to provide a transition between the setbacks of the adjoining properties.	*In accordance with Clause 22.02-5.7.1, it is policy to encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*
4.	That the second floor of no. 49 must be setback to provide a transition between the setbacks of the adjoining properties.	*In accordance with Clause 22.02-5.7.1, it is policy to encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*
5.	That the third floor of no. 49 must be deleted	*This is the maintain the prominence of the existing scale of this part of Ramsden Street*
6.	That the articulation and appearance of the new works behind the façade of no.49 must relate to but be visually different to the approved additions to the rear of no.47.	*This is to minimise the overall bulk of the proposed development and maintain the pattern of subdivision in the street.*

SIGNED:



Diahnn McIntosh

DATED: 25 July 2020

Attachment 11 - Urban Design Advice (57A Amended Plans)

MEMO

To:	Robert Galpin
From:	David Pryor
Date:	25 October 2021
Site Address:	47-49 Ramsden St Clifton Hill
Application No:	PLN16/0168.02
Description:	Section 72 Amendment to Planning Permit PLN16/0168 issued at No. 47 Ramsden Street (for Part demolition, use and development of the land for the construction of three dwellings and a shop), including construction of a 4-storey apartment building behind the retained shopfront at No. 49 Ramsden Street

COMMENTS SOUGHT

Further to the advice provided in July 2020, Urban Design comments have been sought on the amended proposal, which includes the following changes:

- Revised upper level setbacks
- Internal reconfiguration
- Reduction in overall height
- Deletion of the roof garden

These comments are provided on Revision 06 plans (Turner Ginnivan, 22/5/21)

COMMENTS SUMMARY

Despite some improvements in comparison to the May 2020 design, 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.

- Delete the top storey from the 4-storey component of the development. Failing this, significant additional upper level setbacks would be needed so that the perceived bulk would be equivalent to that of a 3-storey building;
- Revise the massing of the upper levels to achieve a more coherent 3D composition;
- Improve the design by squaring off the top of the Third-Floor walls (if retained) and improving the proportions of the awnings above north-facing windows;
- Replace the ground level carparking fronting the laneway with habitable space and/or a landscaped area open to the sky; and
- Show all ground floor finishes on the south elevation and clarify the colour of new brickwork.

Attachment 11 - Urban Design Advice (57A Amended Plans)

URBAN DESIGN COMMENTS

Built Form and Massing

Compared to the May 2020 proposal, the minimum front wall setback has been increased from about 5.1m at Second Floor Level and has been significantly increased from about 5.1m to about 10.2m at the top storey (Third Floor Level). This, together with the slight height reduction (now about 11.9m to roof level) results in an acceptable presentation when viewed from the northeast, but not from the northwest or southwest.

To the south, the Third Floor deck has been set back as recommended, and the wing wall at the southeast corner is now less extensive. Part of the south wall has been set back by an additional metre, but the effect of this is nullified by a corresponding decrease in setback at Second Floor level.

To the west, although the setback to the Third Floor balustrade has been increased as recommended, the main wall setback has been reduced from about 7.3m to about 5.5m. This increases the prominence of the top floor when viewed from the northwest and southwest, and is not supported.

Overall, the impact of the proposed 4 storey form is still considered excessive, dominating over the historic single-storey shopfronts. This can be seen in the montage from the northwest. As previously noted, other upper-level extensions in the vicinity are generally limited to a total of 3 storeys and, when viewed from the street, present as adding a single additional level to the original building. (The adjacent development at 51 Ramsden St is a relatively substantial example of this.)

It is recommended that the top storey be deleted. Failing this, significant additional upper level setbacks would be needed so that the perceived bulk would be equivalent to that of a 3-storey building. (This might involve, for example, replacing Unit 7 with a modest communal space with associated roof deck/ garden.)

Public Realm Interface

The ground floor carparking is now proposed to be walled in. While this is preferable to the undercroft previously proposed, it remains preferable to locate habitable space or landscaping here to create a positive interface with the lane. Public realm interfaces are otherwise supported, noting that the recess at the bins entry has been reduced in depth as recommended.

Façade Design & Materials

Compared to the May 2020 proposal, the design has been improved by the introduction of “wall gardens”, the reinstatement of shutters to five west-facing windows, woodgrain finish to the car-lift door and, most significantly, replacing render with zinc cladding at Third Floor Level and part of the Second Floor Level. Windows appear to be more deeply recessed.

However, sunshades above north-facing windows have been made stumpier, making them ineffective aesthetically as well as for shading, and an awkward mansard-like treatment has been introduced where Third Floor walls meet the roof.

The upper levels still present awkwardly, with multiple steps in both plan and section. Deletion of the top storey (as recommended above) would address this.

The finish to the roller-door and surrounding cladding should be shown on the south elevation. New bricks are scheduled as “natural” colour; it is recommended that these be red, as illustrated on the External Finishes legend, rather than the greyish colour shown on the render, as the latter is considered too similar to the grey render adjacent and above.

Attachment 12 - Urban Design Advice (Originally Advertised)

CITY OF YARRA

MeMO

TO:	Robert Galpin
FROM	David Pryor
DATE:	31 July 2020
SUBJECT:	47-49 Ramsden Street, Clifton Hill
APPLICATION NO:	PLN16/0168.02
DESCRIPTION:	Section 72 Amendment to Planning Permit PLN16/0168 issued at No. 47 Ramsden Street (for Part demolition, use and development of the land for the construction of three dwellings and a shop), including construction of a 4 storey apartment building behind the retained shopfront at No. 49 Ramsden Street.

COMMENTS SOUGHT

Urban Design comments have been sought on:

- Whether the height and setbacks/massing are acceptable with the policy and physical context.
- Whether the materials and finishes are acceptable with the policy and physical context.
- Any other matters that are considered relevant.

These comments are provided on Architectural Plans by Turner Ginnivan (Revision 3, 22 May 20).

COMMENTS SUMMARY

The placement of residential development above a retail strip contributes to the mix and walkability of the neighbourhood, and is supported in principle. However, 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.

- Delete the top storey from the 4-storey component of the development. Failing this, increase the upper level setbacks from the north and south so that the perceived bulk is equivalent to that of a 3-storey building;
- Increase the setback of the Unit 7 deck (if retained) from the south boundary so that it does not project beyond the alignment of the Second Floor south wall below;
- Delete the section of the roof garden which bridges over the Unit 2 deck, and correspondingly increase the setback of the adjacent privacy screen from the west boundary (an additional 1.3m approximately);
- Revise the massing of the upper levels to achieve a more coherent 3D composition;
- Improve the design through more high quality, characterful materials, deep-set windows and/or secondary elements such as sunshading;
- Reduce the depth of the recess at the bin store entrance;

- Replace the deep undercroft fronting the laneway with habitable space and/or a landscaped area open to the sky; and
- Clarify aspects of the proposal, including the 3D form atop the Unit 3 stair well, whether a planter is proposed around the roof garden, the deletion of shutters from the west and south elevations; and external finishes C07 and C08 (black-anodised aluminium, awning and privacy screens).

DEVELOPMENT PROPOSAL

The amended proposal seeks:

- Inclusion of 49 Ramsden Street as part of the subject site;
- Part demolition of the existing building at No. 49 Ramsden Street;
- Construction of a 4-storey apartment building behind the retained shopfront;
- 4 additional dwellings (total of 7 dwellings);
- Modifications to the endorsed plans for No. 47 Ramsden Street including internal changes, setbacks, materials and windows;
- A common roof garden and a private roof deck added to the roof of No. 47 Ramsden Street, and deletion of solar panels from this location;
- Construction of a basement level across both sites;
- Provision of a car lift to access the basement level; and
- 5 additional car spaces (total of 8 car spaces).

SITE AND CONTEXT

The site is within a small block zoned C1Z which is surrounded by residential land (zoned Neighbourhood Residential Zone 1). Figure 11 of Clause 21.08-4 designates this block a Neighbourhood Activity Centre. The whole block was previously developed as a row of shops, some of which have been converted to residential usage. This row of buildings terminates the view down Berry Street.

HO316 applies to the neighbourhood activity centre and to an extensive area around it. Accordingly, Clause 21.08 designates the character area as Heritage Overlay, where one should "ensure that development does not adversely affect the significance of the heritage place".

The site currently contains a shop and a café. Alterations and additions have been undertaken to the shops and former shops to the east, providing residences including a 3 level apartment development at 51 Ramsden St immediately east of the subject site. Development in the vicinity is predominantly 1- to 2-storey.

URBAN DESIGN FEEDBACK

Built Form and Massing

The proposal modifies the 3-storey town houses previously approved at 47 Ramsden St and adds a 4-storey apartment development at 49 Ramsden St, linking the two internally.

Modifications to 47 Ramsden Street

Changes to No.47 include adding a roof garden and deck, which increase the overall height by about 1.1 to 1.8m. The private deck which cantilevers out to the south is a heavy, cumbersome form. This can be seen in the montage from the southwest. As this terrace partially overlaps Unit 3 below, it undermines the differentiation of the development's main components; it generates a building height of about 10.5m with only a minimal (500mm) setback from the lane, increasing to

about 11.5m at the wing wall. This is not supported, and it is recommended that this roof deck not project beyond the alignment of the south wall of the Second Floor below.

The communal roof garden is supported to the extent that it is set back from the wall line of the approved proposal. However, the section which bridges over the Unit 2 deck adds bulk and detracts from the articulation of the building, and should be deleted. The adjacent 1.7m high privacy screen should be set back accordingly (an additional 1.3m approximately). Section A and the elevations show a planter between the roof terrace balustrade and the west wall of the storey below, whereas the Third Floor Plan shows roof decking here; this should be clarified.

The Second Floor Plan now shows the top flight of the Unit 3 stair projecting out toward the street, with an adjacent wing wall projecting further again, but it is not clear how this change would affect the massing of the building; this should be clarified.

49 Ramsden Street and Overall Built Form

At No.49, the impact of the proposed 4 storey form is considered excessive, dominating over the historic single-storey shopfronts. This can be seen in the montage from the northwest. Other upper-level extensions in the vicinity are generally limited to a total of 3 storeys and when viewed from the street present as adding a single additional level to the original building. (51 Ramsden St is a relatively substantial example of this.)

It is recommended that the bulk of the proposal be decreased so that its impact is consistent with that of 51 Ramsden St when viewed from Ramsden St – either by increasing the front setback or by deleting the top storey. The latter would be preferable, as it would also improve views from Berry St, Myrtle St and the rear lane.

Guidelines under Clause 22.10 include "*New development which abuts a laneway should be no higher than 2 storeys* …" The proposal is 4 storeys high, with a setback of about 3m from the lane to the wall line but only 0.5m to a solid balustrade and blade wall. The balcony, which extends for more than half the width of the site, reaches a height of about 10.5m (plus a set-back balustrade); the blade wall at the southeast corner of the site extends to a height of about 11m (East Elevation) or 11.5m (South Elevation). (The Third Floor Plan seems to show the blade wall extending all the way to the south boundary; this should be clarified.) The effective height is thus about 3.5 storeys abutting the laneway – more than three times the width of the lane. The resultant impact on the laneway would be overbearing, particularly considering the cumulative impact together with 51 Ramsden St. It is therefore recommended that setbacks to the walls and deck of the top level be additionally set back from the south boundary so as not to be visible from the south side of the lane. Alternatively, the top storey should be deleted, as suggested above.

Building Design

The upper levels present awkwardly, with multiple steps in both plan and section. While some stepping is desirable to reinforce the grain of subdivision and to break down the bulk of the building, the currently proposed massing is not effective. As shown on the montages from the northwest and southwest, the proposed extensions seem somewhat ad-hoc. There is no differentiation of finishes to reinforce the upper level forms or to give order to the composition. The proposal presents a large area of grey acrylic render, and this uniformity of finish reinforces the bulk of the building. The massing and finishes of the upper levels should be reviewed.

The proposed finishes are broadly consistent with the current permit, but are now heavily dominated by grey acrylic render. Given the greater bulk and prominence of the amended

proposal, further consideration is warranted with a view to adding higher quality, more characterful finishes and better integrating finishes with the form of the building.

The red brick is supported, as is the composition of the lower levels along Myrtle St, conveying the sense of a series of three 1- to 2-storey buildings with different finishes.

The black anodised window frames are supported; however, most of the windows appear to be flush with the external wall face; it would be preferable for them to be deeply recessed. Consideration should also be given to incorporating secondary elements such as sunshading to enhance the design.

There is some inconsistency between the elevations and the External Finishes legend in relation to C07 (black-anodised aluminium or awning) and C08 (awning or privacy screens).

At 47 Ramsden St, elements resembling shutters have been deleted from beside first floor windows on the west and south elevations; this should be clarified.

The soffits at the ground floor cut-backs at the southwest corner of the building will be highly visible and the proposed finish should be shown.

The bright blue colour of the car lift doors seems to draw undue attention to this element and is at odds with the rest of the design.

Public Realm Interface

The proposal retains the two shopfronts to Ramsden St, which is commended. The frontage to Myrtle St now includes a communal entrance in addition to the three town house entries, contributing to a well activated frontage.

The recessed entries are supported in principle – contributing depth to the façade as well as sheltering doorways. However, the recess at the bin store is deeper than it is wide; it is recommended that the depth of this recess be reduced to avoid a potential entrapment spot. Consideration should be given to developing a design rationale which differentiates the three types of entrance (main entry, townhouse entries and service entries).

Two bedrooms front Myrtle St at ground floor level with no buffer between the footpath and the windows, which have sill heights in the order of 1.2m above footpath level. There is a tendency for blinds to be permanently closed in such situations. Options should be explored for achieving a positive interface between the private and public realms here, such as using these spaces as home offices, incorporating window boxes and/or using blinds which open from the bottom.

The rear lane is a short through-block link with scope to become a safer and more attractive space. However, the proposal has a negative impact on the rear lane. At ground floor level, this entire interface is allocated to carparking, including a deep undercroft which is not conducive to crime prevention. (Although not an urban design issue, this undercroft also results in poor amenity for Bed 1 of Unit 4.) It is recommended that the two undercroft car spaces be replaced with habitable space and/or a landscaped area open to the sky.

The above advice is limited to urban design issues, and does not address ESD, amenity or heritage, for example.

Attachment 13 - ESD Advice

CITY OF YaRRA

MeMO

TO:	**Robert Galpin**
cc:	
FROM:	**Gavin Ashley, ESD Advisor**
DATE:	**25.11.2021**
SUBJECT:	**47049 Ramsden Street, Clifton Hill VIC 3068**

Dear Robert,

I have reviewed the amended SDA prepred by EcoHarmony (02.05.21) and plans prepared by Turner Ginnivan (22.05.21) in relation to the s52 amendments and list of changes, and previous ESD advice provided by the City of Yarra (17.10.19) for the above property, with an assessment below (in **bold**):

In relation to the proposed changes, the following is relevant from an ESD perspective:

- Basement – Improved bike store, bin area and parking layout
  - **Pending** – The changes allow easier access to the bins, however there remains only 6 secure bicycle spaces in the basement (despite there being 7 units).
  - **Action** – Consider increasing this to 7, and retaining the two *ned kelly* spaces at ground level for café and retail staff.

- Ground – Improved bin area
  - **Satisfactory** – The removal of the access door improves accessibility to bin store on the ground level, however the width of the corridor at the narrowest point should be identified on the plans.

- Second – Added 2 wall gardens
  - **Satisfactory** – This addition is welcoime and increases both the ecology and urban heat mitigation qualities of the building. As per comments below, a Landscape Plan should be provided to articulate planting schedule, adequate soil depths, maintenance, and irrigation.

- Second – Added fenestration eave to living U3
  - **Satisfactory** – The addition of the eave to the west façade is welcome. Consider removal of the eave on the south façade and providing a solid eave to the west to provide additional shading during afternoon hours.

- Third – Deleted roof garden and lobby
  - **Unsatisfactory** – The removal of the rooftop garden (which had approx. 9m² of garden beds and compost) and the planter box for unit 7 is a detrimental change that significantly deminishes the amenity of the residents and the environmental outcomes of the building. In addition, the configuration of the amended Unit 7 balcony reduces usability.
  - **Action** – Reinstate the rooftop garden as previously specified (or re-locate on the level 4 roof area), and consider amending the design of the Unit 7 balcony to increase depth and usability.

- Roof – Revised layout with reduced solar panels
  - **Unsatisfactory** – Given the ample space for solar it is concerning that the provision has been reduced.

Attachment 13 - ESD Advice

- **Action** – Reinstate 5kW solar system as previous specified, or provide justification as to why the system is decreased in size.

In addition to the above, previous ESD advice (17.10.19) has identified the absence of a Landscape Plan as the primary concern.

- **Action** – Provide a Landscape Plan that details drought-tolerant plant species, includes cross-sections to illustrate adequate soil depth and volumes (in line with the Better Apartment Design Standards 2021), and outlines irrigation and maintenance considerations.

Having reviewed the above documentation, there remains a number of items which should be addressed before the proposal is deemed satisfactory from an ESD perspective.

Cheers,
Gavin

Gavin Ashley
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Attachment 14 - Engineering Comments

CITY OF YARRA

MEMO

To: **Robert Galpin**

From: **Artemis Bacani**

Date: **5 November 2021**

Subject: **Application No:** **PLN16/0168.02**
Description: **Amended Plans**
Site Address: **47-49 Ramsden Street, Clifton Hill**

I refer to the above Planning Application received on 21 October 2021 in relation to the proposed development at 47-49 Ramsden Street, Clifton Hill. Council's Engineering Referral team provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
One Mile Grid	*Transport Impact Assessment*		4 March 2020
Turner Ginnivan	A100 *Basement Plan* A101 Ground *Floor Plan* A302 *Section B*	07 06 06	19 July 2021 22 May 2021 22 May 2021

CAR PARKING PROVISION
Propsoed 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
Two-bedroom dwelling	7	1 space to each dwelling	7	8
Retail (Shop)	45 m^2	3.5 spaces to each 100 m^2 of leasable floor area	1	0
Food and drink premises (Café)	84 m^2	3.5 spaces to each 100 m^2 of leasable floor area	2	0
		Total	**10 Spaces**	**8 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.

The on-site car parking for the residential component satisfy *Table 1: Car parking requirement* of *Clause 52.06.*

A reduction of 3 car spaces in the car parking requirements of *Clause 52.06* is sought for the shop and café components of the development.

Attachment 14 - Engineering 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 for Shop (Retail) Use*.
  Typically, retail uses would generate a staff parking demand of 1.0 space per 100 square metres of floor area. All of the parking for the retail component would be accommodated off-site.

- *Parking Demand for Food and Drink (Cafe) Use*.
  Similarly with the retail use (above), a staff car parking rate of 1.0 space per 100 m2 of floor area could also be adopted for the food and drink use. This would equate to a staff parking demand of one space.

- *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:

  - Hoddle Street bus services – 190 metre walk
  - Clifton Hill railway station – 260 metre walk
  - Queens Parade tram services – 520 metre walk

- *Multi-Purpose Trips within the Area*.
  Visitors to the site might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access*.
  The site is easily accessible by pedestrians and bicycles.

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

- *Availability of Car Parking*.
  Due to the COVID-19 restrictions, car parking occupancy surveys cannot be undertaken at this time as it would not provide an accurate representation of the 'normal' car parking demands in the surrounding area.

  The on-street parking in this part of Clifton Hill is generally moderate to high during business hours. The area surrounding the subject site is blanketed in time-based parking restrictions which ensure that parking turns over frequently. Visitors and customers to the site during business hours should be able to find an on-street car space near the site.

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

Adequacy of Car Parking
From a traffic engineering perspective, the reduction of car spaces associated with this site is considered appropriate in the context of the development and the surrounding area.

The Engineering Referral team has no objection to the waiver in the car parking requirement for this site.
TRAFFIC IMPACT

Attachment 14 - Engineering Comments

Trip Generation
The trip generation for the site could be adopted as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (7 dwellings)	4 trips per day for each dwelling 10 % of daily traffic in each peak hour	28	3	3

All development traffic would be utilising the laneway along the southern boundary of the site. It is agreed that the traffic generated by the development should not have a detrimental impact on the traffic operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Amended Layout Design Assessment

Item	Assessment
Access Arrangements	
Car Lift Door Width	The car lift entry door is 4.0 metres in width. Vehicle access would be provided via the existing concrete apron off the laneway.
Headroom Clearance – Car Lift	A headroom clearance of 2.6 metres is provided at the car lift entry door to satisfy *AS/NZS 2890.1:2004*.
Headroom Clearance – Underside Car Spaces	A minimum headroom clearance of 2.1 metres is provided at the underside of the ground floor car spaces to satisfy *AS/NZS 2890.1:2004*.
Vehicle Turning Movements – Via Laneway	The swept path diagrams for the B85 and B99 design vehicle templates demonstrates satisfactory entry and exit movements into and out of the ground floor car spaces and car lift off the laneway.
Car Parking Modules	
Car Spaces	The dimension of the car spaces of 2.4 metres by 5.4 metres satisfy *AS/NZS 2890.1:2004*.
Vehicle Turning Movements – Car Spaces	With the exception of car space No.8, the swept path diagrams for the B85 design vehicle template demonstrates satisfactory entry and exit movements into and out of the individual car spaces. Using the Objective Trapeze software, the swept path for a B85 design vehicle demonstrates adequate turning movements into and out of car space No.8.

Layout Design Assessment

Attachment 14 - Engineering Comments

Item	Assessment
Other Items	
Car Lift	The internal dimension of the car lift of 4.35 metres by 7.20 metres can accommodate up to a B99 design vehicle.
Queuing Analysis	The PM peak hour would be the critical time for the operation of the car lift. The proposed car lift would be capable of servicing 51.4 vehicles per hour, based on a total service time of 70 seconds derived from our own calculation*. A peak hour arrival rate of 3 vehicles per PM peak hour assumed wishing to access the development, the utilisation ratio for the car lift (usage/capacity) would be 0.06 (3.0 vehicle trips per hour/51.4 vehicles per hour). To determine the storage queue of the car lift, guidance is sought from the Australian/New Zealand Standard AS/NZS 2890.1:2004. The mechanical device such as this car lift should have sufficient vehicle storage to accommodate the 98th percentile queue (the queue that will be exceeded on 2% of occasions). By knowing the utilisation ratio of the car lift (in this case, 0.05), the 98th percentile queue length can be calculated. Queue Length, $N = (\text{Log}_n \Pr(n>N) / \text{Log}_n \rho) - 1$ $\Pr(n>N) = \rho^{N+1}$ where ρ = r / s (utilisation factor) ρ = average arrival rate / average service rate = 3.0 / 51.4 = 0.06 $N = (\text{Log}_n 0.02 / \text{Log}_n 0.06) - 1$ = 0.39 car lengths, say 1 car The 98th percentile queue length for the car lift during the PM peak hour would be 1 car length. The operation of the car lift should not have a detrimental impact on traffic along the laneway and Myrtle Street. * Calculation of car park gate service time: - Time for vehicle to enter the lift – 20 seconds - Time for car lift to descend to basement – 30 seconds - Time for vehicle to exit the lift – 20 seconds **- Total time taken – 70 seconds**
Vehicle Access – Ground Clearance Assessment	The applicant is required to submit a ground clearance assessment to 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 – refer to *Engineering Advice for Design Items to be Addressed by the Applicant* for further information.

Engineering Advice for Design Items to be Addressed by the Applicant

Attachment 14 - Engineering Comments

Item	Details
Vehicle Access – Ground Clearance Assessment	To ensure the satisfactory access for vehicles off the laneway and to show the provision of the 40 millimetre lip/bullnose along the northern edge of the laneway, the applicant is required to submit a 1 in 20 scale ground clearance assessment with following spot levels in the laneway and inside the property: - reduced level 2.0 metres inside the property; - the north and south edge of the northern bluestone channel; - the north and south edge of the southern bluestone channel; - the centreline/central invert of the laneway; and - the 40 millimetre lip/bullnose along the southern edge of the internal concrete slab. These levels are to be shown on a 1 in 20 ground clearance assessment drawing, with dimensions, and along the centre of each ground level car space and car lift.. Providing the cross-sectional drawing 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.
Waste Collection Arrangements	According to the applicant, waste collection arrangements for the development will be performed on Myrtle Street. The Civil Engineering unit has no objection to this proposal.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for assessment.

ENGINEERING CONDITIONS
Civil Works

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

- The kerb and channel along the property's Myrtle Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Myrtle Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

Attachment 14 - Engineering Comments

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

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

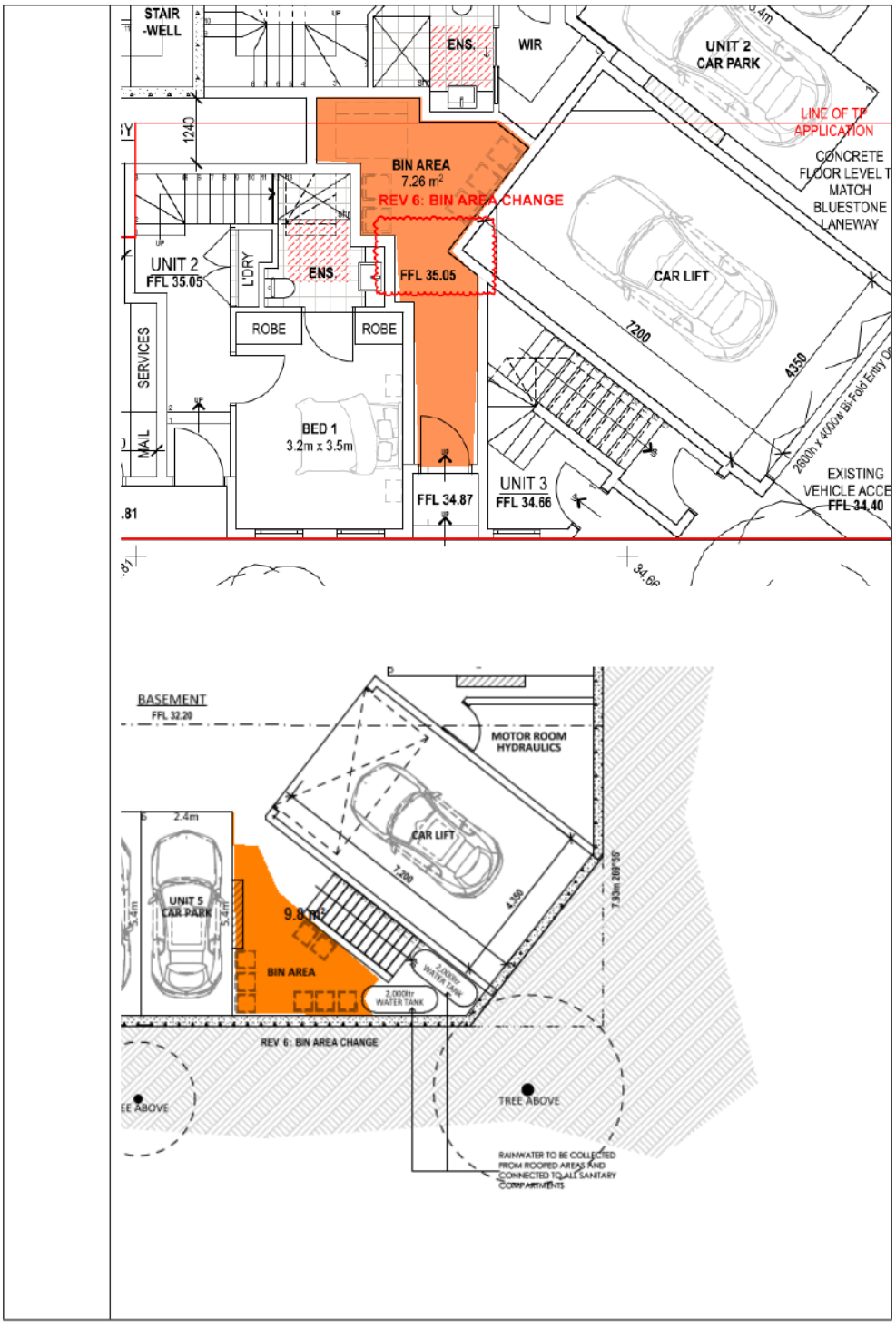
Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.
Tree Protection	The applicant is to liaise with Council's Open Space unit regarding the protection of the street trees along the property's Myrtle Street frontage.

Attachment 15 - City Works Comments

Informal referral advice

Type of advice:	City Works
Application Number:	PLN16/0168.02
Stage of application process:	Post-advertising
Subject Address:	47-49 Ramsden Street Clifton Hill
Date of informal meeting:	24 February 2022
Planner Name:	Robert Galpin
Attendees of this informal meeting:	Robert Galpin Atha Athanasi
Proposal (relevant to the referral):	Mixed Use Development
Advice:	The residential and commercial bin areas have been enlarged and are acceptable, should be ok to condition an updated WMP in line with changes in architectural plans.

Attachment 15 - City Works Comments



Attachment 15 - City Works Comments

Date: 24/2/2022

Attachment 16 - Open Space Comments

Galpin, Robert

From: Williames, Glen
Sent: Friday, 8 May 2020 11:09 AM
To: Galpin, Robert
Cc: Russell, Mark; Bates, Justin; Gledhill, Patricia
Subject: RE: Quick query 47-49 Ramsden Street Clifton Hill

Hi Robert,

Generally I don't have a problem with it provided the applicant pay the following:

- Amenity loss - $6,721.00
- Tree removal - $346.73
- Reinstatement of path - $500
- Tree replacement + 2 years establishment maintenance – $545.02

Total - **$8,112.75**

When is this looking to be removed? Ultimately we do not want to invoice for this until the new financial otherwise we will lose the money.

Mark, this money would be spent on planting a tree each on each red X and removal of bluestone (Yarra roads for free) and rejuvenation of the beds circled at the intersection.



Glen Williames
Coordinator - Open Space Services
City Works

PO BOX 168 Richmond VIC 3121
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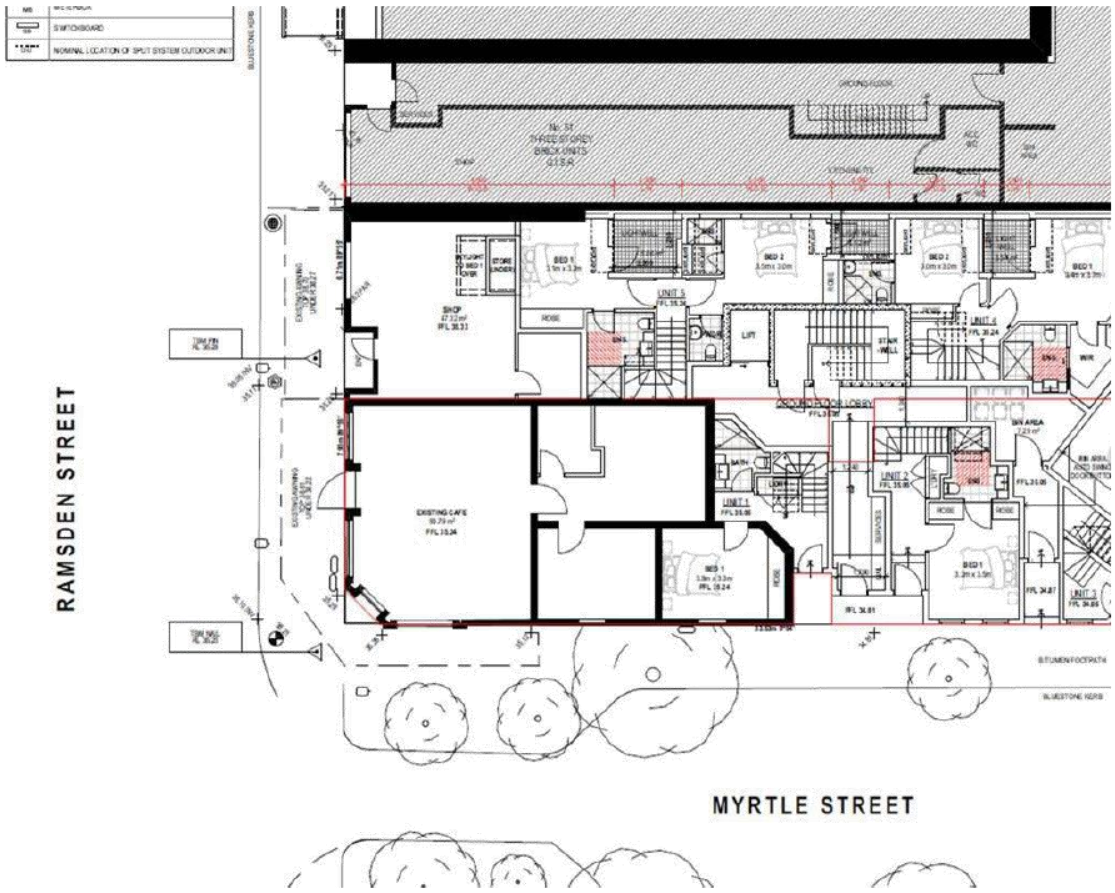
Attachment 16 - Open Space Comments

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From: Galpin, Robert
Sent: Friday, 8 May 2020 10:14 AM
To: Williames, Glen <Glen.Williames@yarracity.vic.gov.au>
Subject: Quick query 47-49 Ramsden Street Clifton Hill

Hi Glen,

I have an application at the above address, reviewing the plans there is a proposed cross over, car lift and basement proposed pretty close to the marked street tree. I suspect it may need to be removed as a result. Would we have any objection of the removal of this tree subject to an amenity value?



Attachment 16 - Open Space Comments

Kind regards

Robert Galpin
Senior Statutory Planner
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Attachment 17 - Sustainable Transport Comments

Informal referral advice

Type of advice:	Sustainable Transport
Application Number:	PLN16/0168.02
Stage of application process:	Post-advertising
Subject Address:	47-49 Ramsden Street Clifton Hill
Date of informal meeting:	24 February 2022
Planner Name:	Robert Galpin
Attendees of this informal meeting:	Robert Galpin Chloe Wright
Proposal (relevant to the referral):	Mixed Use Development
Advice:	The following is supported and complies with policy: The 6 basement spaces are easily accessible and the dimensions are satisfactory. The deletion of 1 apartment will ensure all dwellings have access to one of these spaces at a minimum. The Ned Kelly style spaces are also located in an accessible location and are appropriately dimensioned. These could be used by staff of the shop/café or by the occupiers of the dwellings (if access to the garage is restricted). Given the size and existing nature of the café/shopfront dedicated bicycle parking is not necessary. Employees and visitors to the shop/café could use the existing two hoops located on the corner of Ramsden Street and Myrtle Street.

Date: 24/2/2022

Planner Signature:



Attachment 17 - Sustainable Transport Comments

6.2 PLN21/0117 - 9-11 Bloomburg Street Abbotsford

Executive Summary

Purpose

1. This report provides an assessment of Planning Permit Application PLN21/0117 which seeks permission for buildings and works associated with the use of the land for a Take Away Food Premises including the construction and display of internally-illuminated business identification signage and reduction the car parking and bicycle facility requirements of the Yarra Planning Scheme.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 21.04 and 34.02 Land Use and Commercial 2 Zone;
   (b) Clause 22.05 – Interfaces Uses Policy
   (c) Clause 22.04 – Advertising signs policy;
   (d) Clause 22.10 – Built form and design policy;
   (e) Clause 52.06 – Car Parking; and
   (f) Clause 52.34 – Bicycle Facilities.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and strategic support / land use;
   (b) Built form and design;
   (c) Amenity impacts;
   (d) Signage;
   (e) Environmental sustainability;
   (f) Car parking / traffic / bicycle facilities; and
   (g) Objector concerns.

Submissions Received

4. Forty three (43) objections were received to the application, these can be summarised as:
   (a) Traffic impacts and impacts from car parking reduction;
   (b) Odour impacts;
   (c) Noise impacts;
   (d) Errors / discrepancies / poor justification within supporting documentation (Odour Assessment, Car Parking Assessment, Green Travel Plan, Sustainable Design Assessment, Waste Management Plan, etc)
   (e) Proposal will take away business from local businesses / negatively impact the local economy;
   (f) Advertising description of the proposal is incorrect / misleading;
   (g) Proposal will operate 24/7 / hours of operation are not appropriate;
   (h) Delivery scooters will take a shortcut through Bloomburg Street traffic median under the railway bridge;

(i) Workers will be poorly paid;

(j) Impacts from loitering delivery drivers;

(k) Proposal is inappropriately located;

(l) Waste management measures are not appropriate;

(m) Impacts from electrical substation within the proposal;

(n) Proposal will promote single-use packaging;

(o) Inappropriate signage;

(p) Lack of detail provided on architectural plans / surrounding land uses have not been correctly identified;

(q) Fire danger; and

(r) Impacts to proposed pedestrian/road works in Russell Street.

5. One letter of support was received to the application.

Conclusion

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

(a) An amended Acoustic Report to incorporate a detailed design report and noise management plan.

(b) An amended Odour Assessment, detailing odour mitigation measures including a discharge height of at least 1m above the roof ridge and a minimum discharge velocity of 10m/s.

(c) A Courier Travel Plan detailing how couriers will utilise the loading zone to Bloomburg Street and disallow usage of the railway underpass to the east.

CONTACT OFFICER: **Jacob Martin**
TITLE: **Statutory Planner**
TEL: **9205 5018**

6.2 PLN21/0117 - 9-11 Bloomburg Street Abbotsford

Reference	D22/39994
Author	Jacob Martin - Statutory Planner
Authoriser	Co-Ordinator Statutory Planning

Ward:	Langridge
Proposal:	Buildings and works associated with the use of the land for a Take Away Food Premises including the construction and display of internally-illuminated business identification signage and reduction the car parking and bicycle facility requirements of the Yarra Planning Scheme.
Existing use:	Vacant
Applicant:	Southeastern Infrastructure Management Pty Ltd C/- UPCo
Zoning / Overlays:	Commercial 2 Zone (C2Z) Development Contributions Plan Overlay (DCPO)
Date of Application:	25/2/2021
Application Number:	PLN21/0117

Planning History

1. The site has no planning permit history.

Background

Error in advertised material

2. Following advertising of the proposal under Section 52 of the Planning and Environment Act (1987) it was determined that an acoustic report in support of the application was omitted from the advertised documents on Council's website in error. The website was updated and all objectors to the application were provided the acoustic report via email on 2/7/2021 and given a further 14 days in which to lodge an objection.
3. Additionally, the title which makes up the western portion of the site (Lot 1 on TP 243605U) was not included with the applicant's submission. This was subsequently provided after advertising. The site was adverted as 9 – 11 Bloomburg Street, the additional title has no restrictive easements or covenants and the plans clearly show the proposal within the entire existing building. As this administrative error has no bearing on the proposal it was not re-advertised.

Memos and sketch plans

4. Following advertising of the proposal and the receipt of referral comments the applicant submitted a suite of sketch plans and memos to address referral and officer concerns. These include:
   (a) Traffic Memo prepared by One Mile Grid dated 28/9/21;
   (b) Odour Memo prepared by ARUP dated 23/9/21;
   (c) 'Sketch' Water Sensitive Urban Design Assessment prepared by lid Consulting dated 21/10/21;
   (d) 'Sketch' Sustainability Management Plan prepared by lid Consulting dated 11/11/21;
   (e) 'Sketch' Green Travel Plan prepared by lid Consulting dated 21/10/21;
   (f) Acoustic Memo prepared by Marshall Day dated 13/10/21;

5. The various memos were not formally included in the application but have been relied on to guide permit conditions and requirements. As such reference will be made to these memos as required below.

Lodgement of S57A plans

6. An amendment to the planning permit application under Section 57a of the Planning and Environment Act (1987) was received 14/2/22 which resulted in the following changes to the proposal:
   (a) Addition of a fabric awning to the outdoor pick-up area;
   (b) Existing crossover to outdoor pick-up area to be re-instated as footpath.
   (c) Internal alterations to motorcycle / bicycle parking arrangements, including the addition of an internal loading bay in response to referral comments from Council's Engineers.
   (d) Subsequent minor alterations to the Bloomburg Street façade.
   (e) A traffic memo (prepared by onemilegrid, dated 11/2/22) was provided in response to the referral comments of Council's Engineers.
7. The amended proposal was subsequently exempted from re-advertising at Council's Development Assessment Panel Meeting held 18/2/2022 on the basis that the changes would not result in material detriment to any person.

Definition of use

8. The permit application seeks planning approval for use of the land for a Take Away Food Premises. Take Away Food Premises is defined at Clause 73.03 of the Yarra Planning Scheme as:

   Land used to prepare and sell food and drink for immediate consumption off the premises. It may include up to 10 seats available for consumption on the premises'.

9. Relevantly, in a decision by the Victorian Civil and Administrative Tribunal (VCAT) (*Plompen v Moreland CC [2020] VCAT 33*) the issue of the classification of the land use of a similar proposal was debated. The member's findings in relation to the classification of the land use as a Take Away Food Premises are as follows (emphasis added):

   26. The purpose of the buildings on the site is to prepare food on an order by order basis for delivery to end customers as soon as it is ready to be eaten. Once cooked it is transported directly to the customer. This is very different to the 'commercial kitchen' described by Mr Livingstone.

   27. In this respect the use is little different to the long-established practice of takeaway food premises taking orders over the telephone with the order being delivered by drivers employed by that business.

   28. The outsourcing of the delivery to a logistics business is not a factor that changes in any substantive way the real purpose of the use. I am not persuaded that the outsourcing of the delivery function substantiates the assertion that the use conducts wholesale transactions. Similarly, there is nothing in the definition of takeaway food premises that calls for a consideration of how the prepared food is to be ordered, how it is to be delivered and by whom.

   *29. Additionally, **there is nothing in the definition of takeaway food premises that seeks to limit the scale at which the food and drink preparation is undertaken**.*

> *30. For these reasons the use falls comfortably within the definition of takeaway food premises. There is no significant point of difference between the planning scheme definition of takeaway food premises and the use conducted on the site. In these circumstances the desire of the applicants for review to characterise the use as an innominate use is not justified.*
>
> *31. **I acknowledge the submission that this is a use which departs from the traditional notion or the common understanding of a takeaway food premises. This is partly because there is virtually no provision for customers to attend the premises in person to order and collect the prepared food. For the reasons discussed above, this is not however a factor that persuades me that this is not a takeaway food premises**, because the planning scheme definition provides no requirement for a customer to attend the premises in person to place an order or to collect it.*

10. In the absence of a more well-defined land use term and in light of the recent decision of the tribunal above, the proposed use is to be assessed as a take away food premises, which is a nested use under food and drinks premises. It is not appropriate to consider the proposal as an industrial use.

Planning Scheme Amendments

Amendment C269

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

12. Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020. It was adopted by Council on 3 August 2021 and proceeded to a panel hearing in October 2021.

13. The Panel report was released on 18 January 2022. Of note, the Panel found Amendment C269 to be 'well founded and strategically justified'. In summary, the Panel said:

> *The Panel considers the Amendment is broadly consistent with the Planning and Environment Act 1987, and Plan Melbourne, is supported by and implements the relevant sections of the Planning Policy Framework and has generally been prepared in accordance with relevant Ministerial Directions and Practice Notes. The Amendment is consistent with the principles of net community benefit as it will provide streamlined and updated policy into the Planning Scheme, and will address many issues of concern and interest to the community.*
>
> *The Amendment has adequately taken into consideration the impacts of COVID-19, accepting that the impacts of the pandemic are still being understood and future adjustments may be required.*
>
> *The Panel concludes the Amendment is well founded and strategically justified, and should proceed subject to addressing the more specific issues raised in submissions as discussed in this Report.*

14. Council officers are currently reviewing the Panel report and are due to brief Councillors on the recommendations and process options in March 2022.

15. The proposed Clauses below are of relevance to this application:

    (a) Clause 13.07-1L – Interfaces and Amenity

    (b) Clause 15.01-1L – Signs

    (c) Clause 15.01-1L – Urban Design

    (d) Clause 15.01-2L – Building Design

    (e) Clause 15.02-1L – Environmentally Sustainable Development

(f) Clause 17.01-1L – Employment

(g) Clause 18.02-1L – Sustainable Transport

(h) Clause 18.02-4L – Car Parking

(i) Clause 19.03-5L – Waste

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

The Proposal

17. The proposal is for buildings and works associated with the use of the land for a "Take Away Food Premises" including the construction and display of internally-illuminated business identification signage and reduction the car parking and bicycle facility requirements of the Yarra Planning Scheme.

Land use

18. The use as a take away food premises will operate as a "dark" or "ghost" kitchen, from which meals will be prepared for delivery through online apps such as Deliveroo, Menulog or Uber Eats:

(a) Orders to be taken electronically and delivered by means of car, motorbike/scooters, or bicycle to customers. There are no pick-up facilities available to customers on-site.

(b) The use will operate between 7.00am and 12.00am (midnight), 7 days a week.

(c) A maximum of no more than 48 staff is proposed at any one time.

(d) A total gross floor area of 1109.5sqm is proposed.

(e) Anticipated absolute maximum of 17 delivery drivers on site (at the Friday dinner peak).

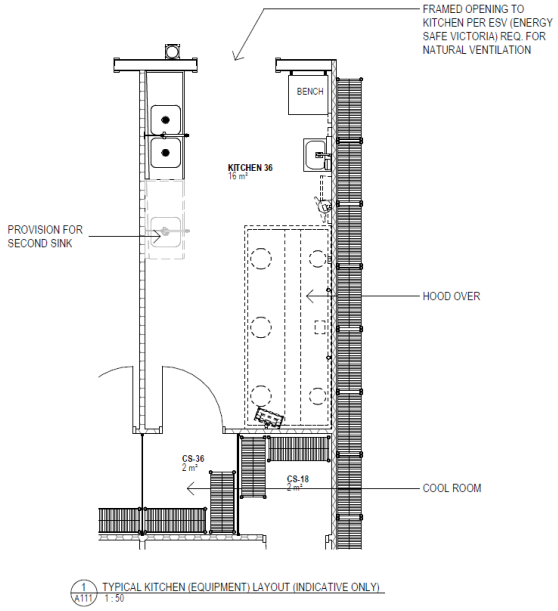
(f) The proposal will utilise 'batching' of orders (i.e. one delivery courier will collect two or more orders from the site) which will reduce the number of delivery personnel coming and going from the site.

Buildings and works

19. Buildings and works will include the demolition of internal areas, various external doors and windows and roofing (no permit required for demolition pursuant to Clause 62.05) to facilitate the proposed take away food premises:

(a) To be primarily constructed to the site's title boundaries save for a delivery collection area in the north-west corner;

(b) To contain a total of 36 kitchen pods some of which have a dedicated cold room, with further cold rooms throughout the building;



Typical kitchen layout (Decision Plans, 2022)

(c) Showers, WC's and utility/trash area to the western boundary.

(d) Processing and driver pick up area located towards the north-west corner of the site, with outdoor pick-up area including 8 bicycle parking spaces;

(e) Internal driver pick up, motorbike parking (6 spaces), loading zone and staff bicycle parking (36 spaces) towards the north of the site.

(f) Gas room and substation located at the north-eat corner of the site;

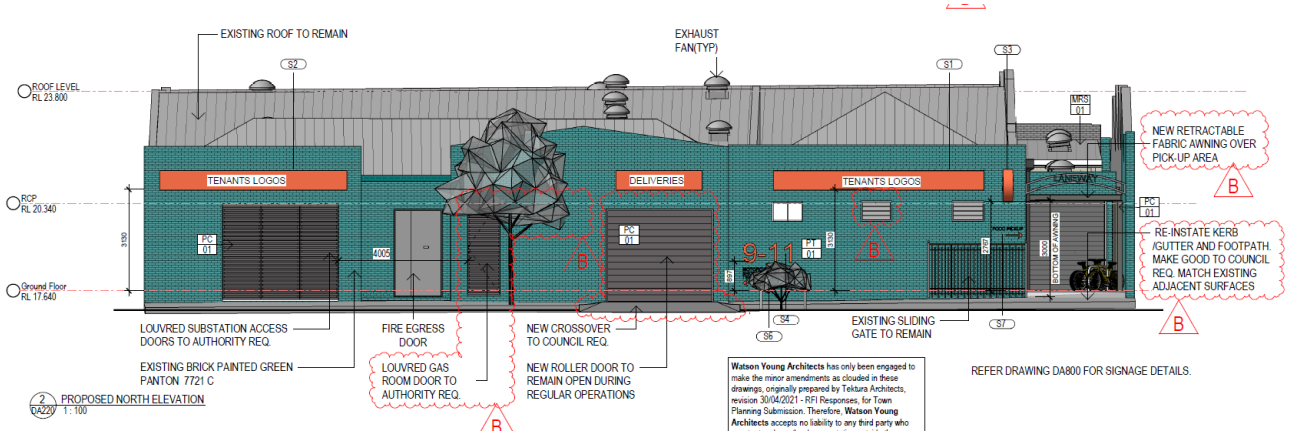
20. Buildings and works and addition of signage to the front façade to include:

(a) Various doors / louvred cabinets for services and emergency access;

(b) Roller door (and associated footpath crossover) for access to loading area, staff bicycle parking and motorbike parking;

(c) Works to create a roller shutter and pick up area at the north-west corner of the site (including retractable fabric awning):





North and west elevations (Decision Plans, 2022)

Advertising signage

21. A total of 8 internally-illuminated business identification and direction signs:

    (a) Signs S1, S2a and S2b to be 0.6m high, between 2.8m – 6.5m wide, orange rectangular lightboxes flush to north wall with tenant logos (unspecified);

    (b) Signs S4, S5, S6 and S7 to be backlit 3D lettering with directions to indicate parking, pick-up areas and building address;

    (c) Sign S3 to be a 1m diameter projecting circular lightbox with orange background and *food pickup* in white text.

Reduction of car and bicycle space statutory requirements

22. A reduction of 30 car parking spaces associated with use as a take away food premises (with approx. 882sqm of leasable floor area). It is noted that the applicant has sought a reduction of 38 car parking spaces (as it appears that a greater floor area was calculated than as outlined under the definition of "leasable floor area" at Clause 73.01 of the Planning Scheme – noting that the reduction sought appears to be based on the "gross floor area" of the building.

23. A reduction of 10 visitor bicycle parking spaces associated with use as a take away food premises. As above, the applicant has sought a reduction of 14 visitor bicycle parking spaces based on an incorrect calculation of floor area.

Existing Conditions

Subject Site

24. The subject site is located on the south side of Bloomburg Street in Abbotsford, adjacent the intersections of Bloomburg and Russell Street, with Hoddle Street approximately 60m to the west. The site is rectangular, with a Bloomburg Street frontage of ~30m and a maximum depth of ~40m for an overall area of approximately 1200sqm.

25. On the site is a single-storey brick warehouse which presents a brick and render frontage to Bloomburg Street. Whilst several high-level windows are provided to the street, these windows are consistently covered with metal bars / mesh and this façade is poorly activated. A central pedestrian doorway is provided to Bloomburg Street with an L-shaped driveway for vehicles located along the west and south boundaries. The building is currently vacant having previously operated as a recording studio / informal event space (and a warehouse more historically).



Subject site – yellow dashed (Officer Photo, 2022)

Surrounding Land

26. The land uses within the broader surrounds can largely be divided by the train line to the east of the site. East of the train line are largely single and double-storey dwellings located within the General Residential Zone. To the west of the train line are primarily commercial and light-industrial uses.

27. In terms of parking availability, Bloomburg Street and Russell Street (to the north) include untimed parking on both sides of the street. 2P parking is available at both sides of Langridge Street to the north as well as Hoddle Street to the west. To the west on the south side of Bloomburg Street is a substantial loading zone functioning between 9.00am and 5.00pm Monday – Friday. To the east, beyond the train line is 1P parking between 7.00am and 7.00pm is provided along Bloomburg Street, with untimed parking along Raphael Street and 2P and 4P parking along Park Street further east. A summary of site interfaces is provided below:

North

28. To the north of the site is Bloomburg Street, which is an approximately 12m wide two-way street which provides for unrestricted on-street parking along both sides. The northern side of Bloomburg Street, immediately opposite the Site, is the rear of single-storey commercial and light industrial buildings, including a warehouse associated with 'Allround Glass and Glazing' as well as a motorcycle garage / shop. A small café is located to further east, fronting Russell Street. Diagonally west of the Site is a two-storey building hosting an office use (in the form of a co-working space) and a three-storey motel (city east motel). Beyond at the corner of Hoddle Street and Langridge / Bloomburg Streets is the Yorkshire Stingo Hotel.

South

29. Abutting the site to the south is a single-storey warehouse associated with 'surelec electricians' at 8 Greenwood Street and a former single-storey warehouse at No. 14 Greenwood Street to the east. This former warehouse is an established dwelling with existing use rights as established under Certificate of Compliance PPE21/0058. Planning Permit Application PLN21/0957 has been lodged with Council at this site for an extension of the existing dwelling. At the time of this report the application is being advertised under Section 52 of the Planning and Environment Act (1987). Beyond the warehouse to the west are two single-storey buildings with the appearance of Victorian-era workers cottages (No. 2A and 6 Greenwood Street). Council records indicate that these buildings are rated as dwellings, however there does not appear to be any legal establishment of existing use rights or similar. The below assessment has considered impacts to these cottages as though they are dwellings.

East

30. To the east is an elevated railway reserve associated with the Mernda / Hurstbridge train lines, which has a minimum width of 18 metres. Bloomburg Street extends under the train line with pedestrian access only, as a permanent median / garden area is located within the roadway prevents vehicle access. Beyond the train line are primarily single and double storey dwellings, with the nearest dwelling within a residential zone being No. 21 Bloomburg Street and 22A Greenwood Street (approximately 20-22m from the subject site).

West

31. Abutting the site to the west is No. 1-3 Bloomburg Street which is a single storey, vacant former industrial / office building. The building has a continuous boundary wall shared with the Site. Beyond is a service station which addresses Hoddle Street and extends south to Greenwood Street.



View of subject site looking east – site circled yellow (Officer Photo, 2022)



View of subject site looking south – site circled yellow (Officer Photo, 2022)



View of subject site looking west (from far side of train line) – site circled yellow (Officer Photo, 2022)



Aerial image of site surrounds – Subject site blue (Nearmap, 2021)

Planning Scheme Provisions

Zoning

Commercial 2 Zone

32. Pursuant to Clause 34.02-1, a planning permit is required to use the land as a food and drinks premises (under which take away food premises is a 'nested' use) that exceeds 100square meters. The proposed food and drinks premises has a leasable floor area of ~1100sqm and as such requires a planning permit.

33. Pursuant to Clause 34.02-4, a planning permit is required to construct a building or construct or carry out works.

Overlays

Development Contributions Plan Overlay – Schedule 1

34. The requirements of the DCPO1 are applicable to the proposal as additional commercial gross floor area is proposed. A planning permit condition will reflect the requirement that the Development Contribution Levy be paid to Council.

Particular Provisions

Clause 52.05 – Advertising signs

35. Pursuant to Clause 52.05-11 (Category 1 – Commercial areas), business identification and internally illuminated signage requires a permit.

Clause 52.06 - Car parking

36. Pursuant to Clause 52.06-2, before a new use commences, the required car parking spaces must be provided on the land. The proposed reduction generated by the use is as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated

Food and drink premises	882 sqm	3.5 to each 100sqm of leasable floor area	30 spaces	0

37. As no on-site car parking spaces being proposed, a formal reduction of 30 spaces is required.

Clause 52.34 - Bicycle facilities

38. Pursuant to Clause 52.34-1, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage are provided on the land. The following table identifies the car parking requirement under Clause 52.34-3, the provision on site, and the subsequent reduction below the statutory requirement:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Take away food premises	882 sqm	1 employee space to each 100 sqm	9 employee spaces	
		1 visitor space each 50 sqm	18 visitor spaces	
Bicycle Parking Spaces Total			**9 employee spaces**	**36 employee spaces**
			18 visitor spaces	**8 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 showers / change rooms**	**4 showers / change rooms**

39. As such, the proposal provides for 27 more staff bicycle spaces than required by Clause 52.34, but 10 less visitor spaces. In terms of the gross number of spaces provided this is 17 more spaces than required by the Scheme. Additionally, 3 more showers / change rooms are provided than required.

Clause 53.10 – Uses with adverse amenity potential

40. As discussed in the background section above, as the classification of the proposed use falls within 'food and drinks premises' Clause 53.10 is not applicable to the proposal. Irrespectively, the proposal was referred to the Environmental Protection Agency for comment.

General Provisions

Clause 65 – Decision Guidelines

41. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

Clause 13.05-1S – Noise Abatement

42. The objective of this clause is:

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

Clause 13.06-1S – Air quality management

43. The objective of this clause is:

    (a) To assist the protection and improvement of air quality.

44. The relevant strategies set out to achieve this objective include:

    (a) Ensure that land use planning and transport infrastructure provision contribute to improved air quality by: Integrating transport and land use planning to improve transport accessibility and connections. Locating key developments that generate high volumes of trips in the Central City, Metropolitan Activity Centres and Major Activity Centres. Providing infrastructure for public transport, walking and cycling

    (b) Ensure, wherever possible, that there is suitable separation between land uses that reduce air amenity and sensitive land uses.

Clause 13.07-1S – Land use compatibility

45. The objective of this clause is:

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

46. Relevant strategies include;
    (a) Ensure that use or development of land is compatible with adjoining and nearby land uses.
    (b) Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.

Clause 15.01-1S – Urban design

47. The objective of this clause is;
    (a) To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Clause 15.01-2S – Building design

48. The objective of this clause is;
    (a) To achieve building design outcomes that contribute positively to the local context and enhance the public realm.
49. Relevant strategies include;
    (a) Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment;
    (b) Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm;
    (c) Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

Clause 15.01-5S – Neighbourhood character

50. The objective of this clause is;
    (a) To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 15.02-1S – Energy and resource efficiency

51. 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 17.01-1S – Diversified economy

52. The objective of this clause is:

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

53. The relevant strategies set out to achieve this objective include:

(a) *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.*

(b) *Improve access to jobs close to where people live.*

Clause 17.02-1S – Business

54. The objective of this clause is:

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

55. The relevant strategies set out to achieve this objective includes:

(a) *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*

Clause 17.02-2S – Out-of-centre development

56. The objective of this clause is:

(a) *To manage out-of-centre development.*

57. The relevant strategies set out to achieve this objective include:

(a) *Discourage proposals for expansion of single use retail, commercial and recreational facilities outside activity centres.*

(b) *Give preference to locations in or on the border of an activity centre for expansion of single use retail, commercial and recreational facilities.*

Clause 18.02-1S – Sustainable personal transport

58. The objective of this clause is;

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

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

59. Relevant strategies include;

(a) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*

Clause 18.02-2S – Public Transport

60. *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 18.02-4S – Car Parking

61. The objective of this clause is;

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

Local Planning Policy Framework (LPPF)

Clause 21.03 – Vision

62. Key visions for the city of Yarra include:

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

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

Clause 21.04 – Land Use

Clause 21.04-3 – Industry, office and commercial

63. The objective of this clause is:

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

Clause 21.08 – Neighbourhoods

Clause 21.08-1 – Abbotsford

64. The clause specifies the following:

(a) *Abbotsford is a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. The residential precincts are surrounded by industrial development located in the vicinity of Hoddle Street and the Yarra River.*

Clause 21.06 – Transport

Clause 21.06-2 – Public Transport

65. The objective of this clause is:

(a) *To facilitate public transport usage.*

Clause 21.06-3 – The road system and parking

66. The objective of this clause is:

(a) *To reduce the reliance on the private motor car*

Relevant Local Policies

Clause 22.04 – Advertising signs policy

67. This policy applies to all permit applications for advertising signs. The objective of the clause is to (relevantly) allow for the promotion of goods and services, and to ensure that signs do not detract from the visual amenity of the area.

Clause 22.05 – Interface uses policy

68. This policy applies to applications for use or development within a commercial zone. The relevant objectives of this clause are:

(a) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

Clause 22.10 – Built form and design policy

69. This policy applies to all new development not included in a heritage overlay. The relevant objectives of this policy are:

(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.*

70. The Clause includes various design objectives and guidelines that can be implemented to achieve the above objectives, including:

    (a) *Urban form and character.*
    (b) *Setbacks and building heights.*
    (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

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

71. 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

72. This policy applies to (as relevant) the development of a non-residential building with a gross floor area of more than 100sqm. 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

73. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 125 letters sent to surrounding owners and occupiers and by two signs displayed on site. Council received 43 objections and 1 letter of support, the grounds of which are summarised as follows:

    (a) Traffic impacts and impacts from car parking reduction;

    (b) Odour impacts;

    (c) Noise impacts;

    (d) Errors / discrepancies / poor justification within supporting documentation (Odour Assessment, Car Parking Assessment, Green Travel Plan, Sustainable Design Assessment, Waste Management Plan, etc)

    (e) Proposal will take away business from local businesses / negatively impact the local economy;

    (f) Advertising description of the proposal is incorrect / misleading;

    (g) Proposal will operate 24/7 / hours of operation are not appropriate;

    (h) Delivery scooters will take a shortcut through Bloomburg Street traffic median under the railway bridge;

    (i) Workers will be poorly paid;

    (j) Impacts from loitering delivery drivers;

    (k) Proposal is inappropriately located;

    (l) Waste management measures are not appropriate;

    (m) Impacts from electrical substation within the proposal;

    (n) Proposal will promote single-use packaging;

    (o) Inappropriate signage;

(p) Lack of detail provided on architectural plans / surrounding land uses have not been correctly identified;

(q) Fire danger; and

(r) Impacts to proposed pedestrian/road works in Russell Street.

74. The Section 57A amended plans incorporate alterations to street access in response to the requirements of Councils Development Engineers and various minor alterations. These plans have not been re-advertised as it is considered that they would not cause material detriment to any person. The plans however, have been sent to the objectors with the invitations to this IDAC meeting for their reference.

75. A planning consultation meeting was not held due to the ongoing Covid-19 pandemic.

Referrals

76. The referral comments are based primarily on the 'advertised plans' prepared by tektura, dated 20/4/2021, Rev. A, with follow-up comments provided where relevant based on the '57a plans' prepared by tektura, dated 11/2/2022 Rev. B.

External Referrals

77. The application was referred to the Environmental Protection Agency for comment.

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

Internal Referrals

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

(a) Development Engineering

(b) Environmentally Sustainable Design

(c) City Works

(d) Health

(e) Transport

(f) Strategic Transport

80. Council officers also sought third-party reviews of the Acoustic Report (by SLR Consulting Australia) and Odour Assessment (by Vipac Engineers & Scientists).

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

OFFICER ASSESSMENT

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

(a) Policy and strategic support / land use;

(b) Built form and design;

(c) Amenity impacts;

(d) Signage;

(e) Environmental sustainability;

(f) Car parking / traffic / bicycle facilities; and

(g) Objector concerns.

Policy and strategic support / land use

83. Clauses 11.06 and 17.01-1, the State and Local Planning Policy frameworks encourage the continued growth and diversification of commercial, leisure and cultural facilities in and around activity centres. Specifically, Clauses 13.04-1, 21.04-2 and 22.05 identify that noise and the interface between uses must be managed appropriately, particularly in a municipality such as Yarra where "*almost all residents are within 400m of an activity centre*... *Abutting uses along the length of the strips are generally residential, creating interface conflicts where some uses are not well managed or inappropriate uses are permitted*' (*Clause 21.04-2*).

84. The relevant permit triggers for the use in this instance are Clause 34.02-1, which together with the local policy at Clause 22.05 articulate decision guidelines relating to off-site amenity impacts, and land use conflict considerations (which will be discussed in detail below under 'amenity impacts').

85. The site has excellent access to the surrounding bus, tram and train networks in accordance with relevant objectives found at Clause 21.06 (Transport). Several tram routes operate to the south along Victoria Street and to the west along Smith Street and many bus routes operate along Hoddle Street to the west. The site is also approx. 250m from North Richmond Railway station to the south and 350m from Collingwood Railway station to the north.

86. The subject site is located within a Commercial 2 Zone (C2Z) and is in close proximity to the Victoria Street Major Activity Center. The purpose of the C2Z includes *to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.* It is considered that the proposal will provide an appropriate use within the zone, the subject site has appropriate zoning and is proximate an activity centre where these types of uses are common. As described above, the surrounds include several examples of industrial/ commercial uses including a motorcycle repair shop and various warehouses.

87. The proposal will provide a use within the precinct that responds to the needs of the community and to the local work force. The use will focus on the growing take-away food industry of the community/workforce, seen in such companies as Uber eats. The proposed takeway food premises will also not allow opportunity for customer interaction by retail order or pickup and therefore will not detract from the offerings of nearby activity centres, consistent with Clause 17.02-2S. A full assessment of the amenity impacts is contained later in the report. Overall, subject to conditions, the proposed use is considered appropriate for the area and is consistent with the purpose of the Commercial 2 Zone.

88. It is an objective of Clause 17.01 (Economic Development) to "*encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities*".

    To this end, the proposal will provide an emerging industry to the surrounding area and add/increase the precinct's diversity as well as to the surrounding activity centres. The use will also be providing a business that will create employment within the municipality.

89. The proposal is considered to meet the relevant requirements of Clause 22.05 (Interface Uses Policy). The proposed hours of operation, and overall operation of the proposed use is considered appropriate to the site location and subject to conditions will not cause unreasonable detriment to the amenity of nearby residential properties. However, this will be discussed in more detail below.

Built form and design:

86. Clause 22.10 seeks broadly to ensure that new development positively responds to the context of the development and makes a positive contribution to the public realm and streetscape. Relevantly, Clause 15.01-2S seeks to *ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*

87. The proposal seeks minor changes to the streetscape interface of the existing building. The existing building presents a largely inactivated brick façade, which is typical of the commercial / industrial context of the immediate surrounds. Whilst high-level windows are provided to the front façade, they are covered with bars and screens and do not allow for any visual permeability to the inside of the building.

88. The proposal will result in the removal of these windows, with the provision of louvred access doors for services, a fire egress door and a central roller door. As a result, the façade to Bloomburg Street will largely be consistent with the existing conditions in terms of street activation. However, the proposed colouring of this largely black interface (green with orange highlights – no permit required for external painting) will provide for a more visual interesting appearance within the streetscape.

89. The 'laneway' setback along the west boundary serves as vehicle access to the site under the existing conditions. Part of the 'laneway' setback to the west will be maintained by the proposal for an outdoor 'customer pick up' area, which will include 8 bicycle parking spaces, the primary entry to the building and a roller shutter providing access to the internal processing area.

90. It is anticipated that this outdoor pick-up area will provide for a level of activity as delivery drivers will regularly be utilising the pick-up window, parking bikes and waiting. This level of activity from the presence of delivery drivers is expected to provide for a level of safety, particularly after sunset when the surrounds would otherwise be devoid of any activity. This will meet the design objective at Clause 22.10-3.7 *to ensure that new development contributes to a sense of safety, comfort and community presence within the site and its immediate environs.*



Render of proposed frontage (S57a Decision Plans, 2022)

91. It is noted that the plans and elevations refer to the outdoor pick-up areas as 'customer pick up' despite this being used exclusively for delivery couriers. A permit condition is recommended to ensure that customers do not attend the site and the floor plans should be amended to refer to this site as 'courier pick up' or similar.

Amenity impacts

90. Clause 34.02-2 states that a *use must not detrimentally affect the amenity of the neighbourhood, including through the: Transport of materials, goods or commodities to or from the land. Appearance of any building, works or materials. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.* This is largely replicated in Clause 22.05-2 which seeks *to ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

91. The proposal will facilitate a total of 36 kitchen 'pods', with a maximum of 48 staff and 17 delivery drivers on site at any one time. The proposed use will also operate between the hours of 7.00am and 12.00am (midnight), 7 days a week.

92. The application was referred to Council's Health Protection Unit, who advised that they are not in a position to assess potential impacts at the development stage. Instead, they advised that measures to ensure that nuisance (odour, noise or discharges) will be taken after the proposed use is operational.

93. The application was further referred to the Environmental Protection Agency for review, who noted that they are not a referral authority in this instance and would not undertake a technical review of the proposal. Notwithstanding this, the following comments were provided:

> *EPA considers odour to be the primary risk to the amenity of the surrounding area from the proposed activity. The application material includes an odour assessment which acknowledges the high risk of odour impact from the proposed use. The report makes recommendations to reduce this impact on the surrounding area. EPA advises Council to ensure the recommendations of the odour assessments are implemented should Council determine to grant a planning permit. It is noted, due the relatively high risk of odour impact, the odour report recommends that odour abatement levels are reviewed once the tenant details are confirmed.*

94. With regard to amenity impacts from the use it is important to consider that (as discussed earlier) the proposal is located within the C2Z, where the type of use proposed is envisaged and encouraged by the Planning Scheme. It is well established in the decisions of the Victorian Civil and Administrative Tribunal (VCAT) that dwellings proximate commercial zones cannot expect the same level of amenity of those within a purely residential area. Relevantly, the tribunal in quoted in Leading Edge Construction Pty Ltd v Yarra CC & Ors [2011] VCAT 1466 (noting that this refers to the R1Z which is now the Neighbourhood Residential Zone and the B1Z which is now the Commercial 1 Zone):

> *41. Although the property to the south is within a Residential 1 Zone [R1Z], it is at an interface with a B1Z. It is commonly accepted that at such an interface there cannot be the same expectation of amenity as if the land was in the hinterland of a R1Z. Nevertheless, the decision guidelines for buildings and works in the B1Z include 'The interface with adjoining zones, especially the relationship with residential areas'.*

92. Thus, the consideration of impacts to surrounding residential uses must be tempered by the fact that the proposal is within a zone which is strategically supportive of the use. This is further reinforced by the fact that both food and drinks premises and industry (other than Materials recycling and Transfer station) are section 1 (permit not required) uses when conditions are met and accommodation (other than Caretaker's house and Residential hotel) are prohibited in the C2Z.

Noise

93. With regard to noise, Clause 22.05-4.2 seeks that new non-residential development *provide for a high level of acoustic protection to adjoining residential properties by: – Locating plant and other service infrastructure (including automatic garage doors) in discrete locations – Using masonry wall construction rather than, for example, curtain walling – Building in effective acoustic insulation.* The clause also seeks to ensure that developments *minimise noise transmission within the building, including from machinery and ventilation systems, between floors or separate units and to adjoining residential properties.*

94. Noise from the site will be produced both in the form of machinery / equipment / activity on the premises as well as deliveries to and from the premises. The nature of the use, being that food is ordered and delivered on-demand through meal delivery services is that there will be breakfast, lunch, and dinner peaks of activity with less intensive periods between typical meal times. As such, it is anticipated that both noise from the site itself and delivery drivers will be reduced towards earlier or later hours of the day – prior to the breakfast and after the dinner peak (as would be the case with a typical restaurant). The proposed hours of operation will limit the use and as such minimal noise would be produced between 12.00am (midnight) and 7.00am during which residents in the surrounds will typically be sleeping.

95. Clause 13.05-1S directs decision makers to *consider the noise requirements in accordance with the Environment Protection Regulations under the Environment Protection Act 2017.* The applicant provided an acoustic report prepared by Marshall Day Acoustics, dated 18/2/21 assessing the proposal against the relevant requirements of Clause 13.05-1S. The report concludes that the site can be suitably acoustically treated and recommended that a noise management plan be prepared for the use.

96. Council's acoustic engineers (SLR Consulting) have provided a review of the applicant's report and concurred that noise from the site can be suitably treated in accordance with the EPA requirements. However, in light of the presence of dwellings to Greenwood Street (south of the subject site) SLR has further recommended that a detailed noise assessment be conducted and submitted to Council, prior to the commencement of the use. Therefore, it is recommended that a permit condition require an amended acoustic report be provided which must include both a detailed noise assessment along with a noise management plan. Subject to the inclusion of this condition, the proposal will comply with the relevant EPA requirements and therefore the provisions of Clause 13.05-1, Clause 34.02 and Clause 22.05 with regard to noise.

97. It is noted that noise produced by the proposed use (or delivery drivers) is not expected to be substantially louder than the high level of ambient noise generated by the presence of the train line to the immediate east. As discussed above, the train line services both the Mernda and Hurstbridge railway lines, with these services operating well before and beyond the proposed operating times of the use (7.00am to 12.00am midnight) including all-night services on Fridays and Saturdays.

98. Several objections to the proposal, as well as Council's Development Engineering Unit and acoustic engineers have raised the possibility of motorbike delivery drivers illegally traversing the Bloomburg Street median below the railway bridge. This will further be addressed below in the assessment of car parking and traffic. However, it is noted that for vehicles to legally access the site from the east they must arrive via Langridge and Russell Streets, as such, delivery vehicles would be separated from dwellings to the east by the existing elevated railway. Regardless, Council's acoustic engineers have recommended that the noise management plan specifically include guidance to ensure that motorbikes do not cross the rail underpass adjacent the site.

Light

99. The proposed use will be contained within the existing warehouse building on the site, with openings in the building façade facing towards the north. As described in the site surrounds section above, the north side of Bloomburg street opposite the proposed use is comprised of the rear of commercial buildings/uses that front Langridge Street. No light from the use will be directed towards the dwellings in the surrounds, and any ambient light is expected to be screened from the dwellings located to the east by the elevated railway. Notwithstanding this, a standard condition regarding design of external lighting has been included in the recommendation to ensure potential amenity impacts are minimised.

100. An assessment of light produced by the proposed internally-illuminated signage to the façade is provided in the signage section below.

Odour

101. Clause 13.07-1S seeks *to ensure that use or development of land is compatible with adjoining and nearby land uses* and to *avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.*
Clause 13.06-1S seeks to *ensure, wherever possible, that there is suitable separation between land uses that reduce air amenity and sensitive land uses.*

102. The applicant has supplied an odour assessment, prepared by ARUP and dated 18/2/21 which concludes that the proposal has a high likelihood of odour emissions as a result of the variety of foods which may be prepared at the site. The report concludes that in order to suitably mitigate the potential for odour that the discharge point from the kitchens should be at least 1m above the roof ridge and utilise *either fine filtration or ESP followed by carbon filtration (carbon filters rated with a 0.2-0.4 second residence time), or Fine filtration or ESP followed by UV ozone system to achieve the same level of control.*

103. Council's odour consultants (Vipac engineers and scientists) have provided a review of the Arup report and concluded that the assessment of the odour impacts associated with the proposal is in accordance with relevant best practice guidelines and regulatory requirements. Vipac further recommended that the adjoining residence at No. 14 Greenwood Street be considered in the assessment and also recommended that the kitchens discharge a minimum height of 1m above the roof ridge. Furthermore, Vipac has recommended a minimum discharge velocity of 10m/s to allow adequate odour dispersion and dilution.

104. In response to Vipac's recommendations, a further memo was provided by Arup dated 23 September 2021 addressing the impact upon dwellings to Greenwood Street (No. 4, 6 and 14 Greenwood Street), providing a response to the general environmental duty as introduced in the amended *Environmental Protection Act (2017)* and concurring with the recommendations of Vipac. This memo was then re-referred to Vipac who have confirmed that their concerns have been suitably addressed.

105. As per the recommendations of the EPA, the report contains the recommendation that the level of odour abatement be reviewed when details of tenants are confirmed.

106. It is recommended that a permit condition require the plans show the discharge point of the kitchens at least 1m above the roof ridge, include a notation regarding the filtration system and discharge velocity and that an amended odour assessment be provided incorporating the details as included in the memo dated 23 September 2021. Subject to the inclusion of these condition requirements it is considered that the proposal will suitably mitigated any odour produced by the kitchens and is consistent with Clause 13.07-1S, Clause 13.06-1S and Clause 22.05.

Overlooking / Visual Bulk

107. Clause 22.05 seeks to *minimise the potential for unreasonable overlooking of private open space areas and into habitable room windows of adjoining residential properties, through the use of appropriate siting, setbacks, articulation and possibly screens.* The clause further seeks to ensure that *the location, length and height of any wall built to a boundary not adversely impact on the amenity of any adjoining residential properties in terms of unreasonable overshadowing of private open space, visual bulk or loss of day light to habitable room windows.*

108. The proposal seeks to construct on-boundary walls to the south, east and west title boundaries at ground floor level and below the retained existing roof form of the building. The site context includes existing single-storey boundary walls to the south and west adjoining sites and the railway reserve adjacent the east boundary. Given this context, there will be no impacts to any adjoining sites in terms of visual bulk from the proposed western and southern boundary walls.

109. As these existing interfaces are of blank boundary walls (or an elevated railway reserve to the east) there will be no overlooking of any secluded private open space or habitable room windows.

110. The immediate site context and nature of proposed works (limited to a single level) will also ensure no unreasonable overlooking impacts are experienced on adjoining land.

Signage

111. Policy at Clause 22.04 and 52.05 of the Scheme provides relevant guidance in relation to illuminated signs in commercial and residential areas. Principal objectives include insuring that signs contribute to and do not detract from the visual amenity of commercial precincts, activity centres and residential areas, ensuring that signs are not the dominant element in the streetscape and that the levels of illumination are appropriate to the residential context.

112. The proposal includes the construction and display of 8 signs, all of which will be internally-illuminated and all of which (with the exception of Sign 3) will be fixed flush with the building façades.

113. The proposed signs take up a total of are appropriately 11.7sqm and will remain proportional to the overall building and site. The signage is spread across the ~30m wide Bloomburg Street facade and as such does not overwhelm the host building. The signs will have an orange colour scheme which contrasts with the green coloured façade of the host building, details of the specific contents of signs S1 S2a and S2b have not been specified however will comprise the logos of tenants within the building.

114. Whilst dimensions are provided for the larger business identification signs (Sign 1, Sign 2a and Sign 2b) and the projecting 'food pickup' sign (Sign 3) the directional signs have not been dimensioned on the drawings. To ensure the requisite level of detail is provided and the signs remain the size shown on the elevations a permit condition will require that dimensions be provided.

115. The signs are well considered in terms of the appearance of the building façade and will provide for some visual interest, as compared to a blank façade. The directional signage will also ensure that delivery drivers are directed to the appropriate area of the site to collect orders and the internal illumination will allow the signage to be viewed at night without resulting in a high level of glare or direct lighting (as would be the case with floodlit signs).

116. With regard to illumination, the site is within a commercial context and well separated from the residential area to the east by the elevated railway line. Signage will largely be directed to the north towards the rear of commercial uses which front Langridge Street as they will be flush to the Bloomburg Street façade. The projecting circular Sign 3 will be located towards the north-west corner of the site far from any dwellings and as such, the proposed signage will not unreasonably impact these dwellings in terms of light spill.

117. Regarding potential impacts on road safety, the signs are generally perpendicular or parallel to the street and are not animated or reflective. The signage is reasonably simple in its design, will not move or involve any flashing lights or animation and could not be mistaken for road signs or instructions to motorists. Therefore, is not anticipated that the signage will have any impact on vehicles within the street or cause an unreasonable distraction to drivers. It is recommended that a standard planning permit condition ensure that the signage does not include any flashing or intermittent light and as such it is considered that the signage will not pose any risk to drivers and is acceptable.

118. Sign 3 is also a minimum of 2.7m high above the footpath, in accordance with Clause 22.04-3.4 to ensure adequate clearance is achieved.

Environmental sustainability

119. 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. The applicant has made several ESD commitments including:

    (a) A BESS report score of 52%
    (b) The proposed development will achieve improvements on the Deemed to Satisfy (DtS) requirements of NCC 2019 Section J
    (c) The hot water supply will be preheated using the heat waste biproduct from the proposed air- conditioning system.
    (d) Electricity and water will be individually metered for each tenancy ensuring energy saving behaviour is rewarded.
    (e) 5kWp rooftop solar photovoltaic system.
    (f) Water efficient fixtures and taps.
    (g) Two options for stormwater provided, STORM reports both achieve a 101% STORM score has been submitted that demonstrates best practice and relies on 1,074-1,205 m2 of roof connected to 8,500-12,000 litres of rainwater storage connected to all toilets within development.
    (h) 20-35% slag and/or flyash or similar geopolymer mixes will be incorporated in on-site on-ground poured structural and paving concrete mixes (SMP, p. 8).
    (i) A Green Travel Plan has been provided, with a total of 44 formal allocated bicycle parking spaces 36 for employees and 8 for visitors.
    (j) A minimum of 80% of materials will be recycled during construction, and the plastering contractor will be required to supply their own bin and recycle plasterboard off-cuts.

120. Council's ESD advisor identified several deficiencies (as per the attached referral comments), which were largely addressed by the applicant in an amended 'Sketch' SMP (dated 11/11/2021) , WSUD report (prepared by lid Consulting dated 21/20/2021) and GTP (prepared by lid Consulting dated 21/20/2021)

121. These documents were re-referred to Council's ESD advisor confirmed that the details outlined in these 'sketch' reports are acceptable subject to details of the following ESD measures being provided in an amended SMP and on the plans:

    (k) Clarify design and operability of windows on plans.
    (l) Please provide insulation specifications, preliminary façade calculation, and HWS details – or provide a preliminary JV3 report – to support approach to energy efficiency and claims within the BESS report.
    (m) clarify location and design of internal blinds on plans.
    (n) Amend plans to reference 12,000-L rainwater tank.
    (o) Confirm that post-development stormwater flows will not exceed pre-development levels and provide calculations to support.
    (p) Replace with a commitment to procure steel from an Environmentally Responsible Steel Maker (i.e. ISO 14001 / member of World Steel Associations Climate Action Program).
    (q) Permit Condition – Confirm whether the DDA toilet has a shower and (if so) update plans to illustrate.
    (r) Provide an operational Waste Management Plan detailing generation rates, management and maintenance considerations.
    (s) Include waste storage details or recycling and organic waste within requested WMP.
    (t) Provide a statement as to how the proposal minimises urban heat impacts. This may include high SRI roofing materials (indicate SRI values in materials palette) or increased vegetation.
    (u) Confirm that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

122. A waste management plan has been prepared and submitted by the applicant and as discussed below is acceptable. With the exception of the WMP provision, it is recommended that the above outstanding details are facilitated by permit condition.

Car parking / traffic

123. The proposal requires a reduction of the car parking requirements by 30 spaces. As discussed above, the applicant appears to have incorrectly calculated a reduction of 38 car parking spaces. To support the reduction of 38 car parking spaces , a Transport Impact Assessment was undertaken by One Mile Grid and dated 12/2/2021 and supplemented with three additional memos dated 29/4/2021, 28/8/2021 and 11/2/2022, with parking availability in the neighbourhood reviewed.

Parking Availability

124. A review of parking restrictions in the area surrounding the proposed development indicates that on-street parking is reasonably restricted, and there is limited opportunity for additional long-term staff parking in the area. These restrictions are therefore expected to ensure that staff of the use do not drive to the site, as they will not be able to conveniently park their vehicle long-term on-street in the vicinity of the site.

Parking Demand

125. 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.

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

> *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*
>
> *A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.*
>
> *However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.*
>
> *Policy tells us the future must be different.*
>
> *Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.*
>
> *One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.*
>
> *Based upon the findings within this recent decision, it would be inappropriate to merely adopt current car parking trends for the proposed development. Consideration needs to be given to the context and opportunities to encourage sustainable transport alternatives.*

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

128. Council's Traffic Engineers provided the following comments in support of the proposed car parking reduction sought:

(a) *Parking Demand for the Commercial Kitchen - The parking demand associated with the proposed commercial kitchen would be generated primarily by employees. According to the information provided by the applicant, the kitchen would accommodate up to 48 staff. Assuming every staff member commuted to the site by private motor vehicle, the parking generated by the site would be 48 spaces. It is acknowledged that on-street parking demand in the surrounding streets is high and operate with short-stay parking restrictions. Staff at the site would be fully aware of the parking demand and lack of long-stay on-street parking in the area and would instead choose to commute to and from the site by using alternative transportation modes which are within walking distance from the site.*

(b) *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: Hoddle Street bus services – 100 metre walk*

(i) Victoria Street tram services – 220 metre walk
(ii) North Richmond railway station – 290 metre walk
(iii) Collingwood railway station – 370 metre walk

(c) *Availability of Car Parking - Due to the COVID-19 restrictions, car parking occupancy surveys cannot be undertaken at this time as it would not provide an accurate representation of the 'normal' car parking demands in the surrounding area.*

(d) *The on-street parking in this part of Abbotsford is high during business hours. The majority of streets in Abbotsford contain short-stay parking restrictions which ensure that parking turns over frequently.*

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

(f) *From a traffic engineering perspective, the waiver of staff parking associated with the proposed commercial kitchens is considered appropriate in the context of the development and the surrounding area.*

129. Furthermore, as discussed above, the true reduction required for the proposal is 30 spaces (8 less than was supported by the applicant's Traffic Report and Council's Engineers). This further supports the proposed reduction.

130. The proposed reduction in car parking 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.

As discussed below, the applicant has also proposed an overprovision of bicycle parking spaces and included a Green Travel Plan in the proposal – this will further promote the incentive for staff to choose to travel by sustainable transport modes. Overall, the proposal is consistent with the intent of Clause 18.01-3S and 21.06, which seeks to reduce car dependency and is suitable with regard to the car parking reduction proposed.

Traffic

131. With regard to traffic, the assessment of One Mile Grid states in the Traffic Impact Assessment dated 12/2/21 that:

(a) The traffic generated by the development is expected to be driven by the arrival and departure of delivery vehicles during the peak hours of operation.
(b) The number of delivery personnel attending the site during the peak hours of operation is expected to be an extrapolation of the average personnel on-site for a given 5-minute period.
(c) The proposed development is expected to generate 288 vehicle movements during the lunch and dinner peaks, consisting of 72 car, 96 bicycle and 120 motorcycle movements.

(d) This level of traffic generation equates to five movements each minute with less than 1 car movement per two minutes, with an approximate 50/50 split between inbound and outbound movements. As this traffic is expected to be composed of a range of vehicle types and low volume in traffic engineering terms, the impact on the surrounding road network is expected to be minimal.

(e) In addition to the above, the peak delivery periods are anticipated to occur outside of the typical commuter peak periods further reducing the impact on the network.

(f) The overall impact of the development on the surrounding road network and users is expected to be minimal and is considered appropriate.

132. In response to the concerns of Council's Traffic Engineers and planning officers regarding the availability of parking in Bloomburg Street during the dinner peak period, as well as the likelihood of drivers (particularly those accessing the site using motorbikes) crossing the median to Bloomburg Street below the rail line, the applicant has also made the following commitments in a memo from One Mile Grid dated 11/2/22:

(a) *As part of the delivery partner agreement, delivery driver cars will be required to be suitably signed in accordance with the VicRoads 'Loading Zone' requirements. Vehicles that are suitably signed will be permitted to utilise the existing on-street 'Loading Zone' along Bloomburg Street.*

(b) *When delivery drivers are assigned an order to pick-up and deliver, the are assigned with a predetermined route to the delivery address by the service provider.*

(c) *Bicycles, scooters and motorbikes are required to travel within the carriageway of a road and are not permitted to ride along the footpaths. As a result, these vehicles will be provided with routes along the main roads in the vicinity of the site and will not be taken under the railway bridge.*

(d) *In addition to the above, signage will be located in the pick-up areas to advise drivers that they are required to use the road and to follow the provided routes.*

(e) *Where riders are required to traverse a footpath to access the pick-up area or complete the delivery, they will be required to dismount and walk their bicycle along the footpath to the parking location.*

133. Council's Traffic Engineers have confirmed and agree with the assessment of the Traffic Impact Assessment, in conjunction with the commitments outlined by the applicant in that any increase in the volume of traffic generated by the development could be accommodated within the local road network without adversely impacting on the traffic operation of nearby streets.

134. In order to ensure that the commitments of the applicant are implemented, Council's Traffic Engineers have recommended that they be confirmed in the form of a Courier Travel Plan. This plan is recommended to be facilitated by a permit condition and would be reviewed and endorsed prior to commencement of the development. Subject to this requirement of the permit the proposal is considered to be acceptable in terms of traffic.

Bicycle parking

135. Regarding bicycle parking, the proposal is seeking to provide for 27 more staff bicycle spaces than required by Clause 52.34, but 10 less visitor spaces. As well as three more showers / change rooms than required (a total of 36 spaces for kitchen staff, 8 for delivery drivers and 4 showers / change rooms).

136. Although the planning scheme requires 10 additional spaces for visitors, Council's Strategic Transport Unit has advised that this is suitable given the total number of spaces provided. It is noted that as per the applicants Transport Impact Assessment, an absolute peak of 6 bicycle delivery personnel are expected (with this peak being dinner orders on Friday nights) and as such there should be suitable provision of spaces.

137. The application was referred to Council's Strategic Transport Unit, who were broadly supportive of the extent and arrangement of bicycle parking. It was raised that the plans should include confirmation that the employee bicycle parking area is secure, however given that the parking is clearly provided within the building, in the motorcycle parking / loading bay area it is anticipated that this space will be well surveyed and therefore suitably secure. As such the location and extent of bicycle parking is suitable.

138. It is noted that while the specifications and details of the bicycle racks are provided as an appendix to the Transport Impact Assessment prepared by One Mile Grid, to ensure that a requisite level of detail is provided on any plans endorsed under the permit it is recommended that a permit condition require a notation with the bike rack specifications as per this report.

Loading

139. The proposal seeks to create an internal loading bay with an associated crossover, which is also to be utilised by delivery personnel on motorbikes to access the 6 internal spaces. In order to avoid conflict between the two loading activties it is proposed that the loading and unloading of goods (i.e. ingredients for the kitchens) at the site will occur prior to 8.30am when outgoing delivery orders will commence. Council's Traffic Engineers have provided comments in support of the dimensions and swept paths provided by the applicant and are supportive of this arrangement subject to following conditions:

    (a) *The applicant is to dimension on the drawings the width of the roller door.*
    (b) *It is recommended for the applicant to consider the installation of convex mirrors at the loading bay entrance to improve the visibility of pedestrian and courier drivers on the footpath.*
    (c) *The applicant is to dimension on the drawings the width and depth of the loading bay.*
    (d) *To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo.*
        (i) *The ground clearance assessment for the new vehicle crossing requires the applicant to obtain a number of spot levels which include:*
        (ii) *the reduced level 2.0 metres inside the property;*
        (iii) *the property boundary level;*
        (iv) *the bottom of kerb (invert) level;*
        (v) *the edge of the channel level; and*
        (vi) *a few levels on the road pavement – in this case, Bloomburg Street.*

        These levels are to be shown on a 1 in 20 scale cross-sectional drawing with dimensions and using the B99 ground clearance template. The assessment must be taken along the centre of the loading bay/car space.

140. Subject to these details being recommended by a permit condition, the proposal is suitable in terms of loading.

Green Travel Plan (GTP)

141. The permit applicant provided a Green Travel Plan (GTP) that was peer reviewed by Council's Strategic Transport Unit who determined that it was adequate, however should be modified to include:

    (a) *The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);*
    (b) *Security arrangements to access the employee bicycle storage spaces;*
    (c) *Provisions for the GTP to be updated not less than every five years.*

142. A condition will require the submission of an amended GTP that addresses the above items.

Waste management

143. A Waste Management Plan (WMP) prepared by One Mile Grid and dated 12/2/21 was submitted by the applicant and provides bins for general waste, co-mingled recycling, cardboard recycling, and food organics. The bin store is located at the north-west corner of the site and will be emptied by a private contractor through the outdoor delivery pick-up area.

144. The WMP was reviewed by Council's City Works Branch, who indicated that it was unsatisfactory and required this to be updated to include a clause regarding potential review into the service if operational requirements change. It is recommended that be facilitated by a condition of the permit. A condition should also require that this WMP be updated to reflect the most recent layout of the site (as per the S57A plans) and also allow for consequential changes as a result of the requirements of other permit conditions.

Objector concerns

145. 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) *Traffic impacts and impacts from car parking reduction;*

146. This is discussed within paragraphs 131 to 134.

(b) *Odour impacts;*

147. This is discussed within paragraphs 101 to 106.

(c) *Noise impacts;*

148. This is discussed within paragraphs 93 to 98.

(d) *Errors / discrepancies / poor justification within supporting documentation (Odour Assessment, Car Parking Assessment, Green Travel Plan, Sustainable Design Assessment, Waste Management Plan, etc)*

149. The supporting documentation for the planning permit application has been reviewed by planning officers, various departments within Council as well as independent 3rd party experts. These reports have gone through various alterations and been supplemented by memos where necessary. The recommendations of these reports are addressed in detail above and will be implemented and/or supplemented by planning permit conditions where necessary.

(e) *Proposal will take away business from local businesses / negatively impact the local economy;*

150. The strategic justification for the proposal is provided above in paragraphs 83 to 89. The proposal is expected to be a positive for the local economy.

(f) *Advertising description of the proposal is incorrect / misleading;*

151. The proposal was advertised in accordance with the requirements of Section 52 of the Planning and Environment Act (1987). Paragraphs 8 to 10 address the nature of the use categorisation for the proposal.

(g) *Proposal will operate 24/7 / hours of operation are not appropriate;*

152. Amenity impacts are discussed within paragraphs 90 to 110 above. The proposal seeks operating hours of 7.00AM and 12.00AM as outlined at paragraph 18.

(h) *Delivery scooters will take a shortcut through Bloomburg Street traffic median under the railway bridge;*

153. This is discussed within paragraphs 98 and 131 to 134. A permit condition will require Courier Travel Plan, which will (among other requirements) ensure that delivery drivers are not directed to traverse the median to Bloomburg Street and that appropriate signage is provided on the site to inform couriers of this requirement.

(i) *Workers will be poorly paid;*

154. The conditions or pay of staff are not within the scope of a planning permit application.

(j) *Impacts from loitering delivery drivers;*

155. This is discussed within paragraphs 89 to 90it is anticipated that the presence of couriers will provide a level of surveillance of an otherwise highly inactive streetscape.

(k) *Proposal is inappropriately located;*

156. The strategic merit of the proposal is discussed within paragraphs 83 to 89, amenity impacts are discussed at paragraphs 90 to 110.

(l) *Waste management measures are not appropriate;*

157. This is discussed within paragraph 143 to 144.

(m) *Impacts from electrical substation within the proposal;*

158. Noise impacts are discussed within paragraphs 93 to 98.

(n) *Proposal will promote single-use packaging;*

159. Details of the nature of packaging were not provided, however the nature of the use in providing for hot on-demand meals will likely necessitate the usage of single-use packaging. The environmental impacts of the usage of single-use packaging are not something that can be reasonably addressed at the planning permit stage.

(o) *Inappropriate signage;*

160. This is discussed within paragraphs 111 to 118.

(p) *Lack of detail provided on architectural plans / surrounding land uses have not been correctly identified; and*

161. An independent officer assessment of the surrounds has been undertaken and outlined at paragraphs 26 to 31.

(q) *Fire danger.*

162. Fire danger / prevention will be addressed by building permit requirements and not at the planning permit stage.

(r) *Impacts to proposed pedestrian/road works in Russell Street.*

163. Councils Traffic Engineers have confirmed that there are no planned permanent treatments to the road or pedestrian environment in Bloomburg Street or Russell Streets.

Conclusion

164. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Amenity impacts from the proposed use are suitably addressed by mitigation measures outlined by the applicant and reinforced by permit conditions.

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

RECOMMENDATION

That the Planning Decisions Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN21/0227 for buildings and works associated with the use of the land for a Take Away Food Premises including the construction and display of internally-illuminated business identification signage and a reduction the car parking and bicycle facility requirements of the Yarra Planning Scheme at 9 - 11 Bloomburg Street Abbotsford VIC 3067 generally in accordance with the plans and reports noted previously as the “decision plans” and subject to the following conditions:

1. Before the use or development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans prepared by Tekura (Watson Young Architects), Rev. B and dated 11/2/22 but modified to show:

    (a) The discharge point of kitchens at least 1m above the roof ridge, with a notation confirming minimum filtration and discharge velocity as per the Odour Assessment required by Condition 5 below;

    (b) All signage dimensioned on sheet DA800;

    (c) The design and operability of all windows;

    (d) The location and design of internal blinds;

    (e) A notation indicating the proposed rainwater tank has a capacity of at least 12000L;

    (f) A notation indicating the specifications of the bicycle racks consistent with the details at appendix A of the Transport Impact Assessment prepared by One Mile Grid, dated 12/2/21;

    (g) The width of the proposed roller door dimensioned;

    (h) The installation of convex mirrors at the loading bay entrance;

    (i) The width and depth of the loading bay dimensioned;

(j) A cross 1:20 scale cross sectional drawing, with dimensions, 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 together with the B99 design vehicle ground clearance template demonstrating access into and out of the development from Bloomburg Street as per Council's Vehicle Crossing Information Sheet;

(k) Notations to indicate that all utility service cabinet doors to swing at 180-degrees and be latched onto the building wall when in service;

(l) Notations which reference 'customer pick up area' amended to 'courier pick up area' or similar to reflect the requirement that customers not attend the site;

(m) Any changes required as a result of the amended Sustainability Management Plan at Condition 10;

(n) Any changes required as a result of the amended Acoustic Report at Condition 3;

(o) Any changes required as a result of the amended Waste Management Plan at Condition 7;

(p) Any changes required as a result of the Courier Travel Plan at Condition 14;

(q) Any changes required as a result of the amended Green Travel Plan at Condition 14; and

(r) Any changes required as a result of the amended Odour Assessment at Condition 5;

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.

Acoustic Report

3. Before the use or development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Marshall Day Acoustics and dated 18/2/21 but modified to include (or show, or address):

(a) Details as per the 'design advice' Memo prepared by Marshall Day Acoustics dated 13/8/21;

(b) A detailed acoustic design report, which demonstrates compliance with the relevant noise limits at all sensitive receiver locations and includes:

(i) If restricted operating conditions are required for compliance at night, advice as to what those conditions are and how they will be implemented, should be provided in the report;

(ii) Details of the measures proposed to address structure borne noise transfer;

(c) A noise management plan to address delivery vehicle routes which includes:

(i) guidance to ensure that motorbikes do not cross the rail underpass to access the eastern side of Bloomburg Street; and

(d) Any changes as a result of amended plans or reports required Condition 1.

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

Odour Assessment

5. Before the use or development commences, an amended Odour Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Odour Assessment will be endorsed and will form part of this permit. The amended Odour Assessment must be generally in accordance with the Odour Assessment prepared ARUP and dated 18/2/21 but modified to include:

   (a) Details and recommendations consistent with the memorandum prepared by ARUP dated 23/9/2021, including:
      (i) Acknowledgement and assessment of the impact to dwellings located at No. 4, 6 and 14 Greenwood Street;
      (ii) Additional mitigation measures, including the minimum height of the kitchen discharge point at 1m high above the roof and requirement that a minimum discharge velocity of 10m/s be maintained;
      (iii) Details of the General Environmental Duty as required by the Environmental Protection Act 2017; and
   (b) Any changes as a result of amended plans or reports required by Condition 1.

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

Waste Management

7. Before the use or development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by One Mile Grid and dated 12/2/21 but modified to include:

   (a) A clause included in the plan regarding potential review into the service if operational requirements change; and
   (b) Any changes as a result of amended plans or reports required by Condition 1;

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

Sustainability Management Plan

10. Before the use or development commences, an amended Sustainable Management Plan and Water Sensitive Urban Design Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan and Water Sensitive Urban Design Report will be endorsed and will form part of this permit.

The amended Sustainable Management Plan and Water Sensitive Urban Design Report must be generally in accordance with the 'Sketch' Sustainable Management Plan prepared by lid Consulting, dated 11/11/2021 and 'Sketch' Water Sensitive Urban Design Report prepared by lid Consulting, dated 21/20/2021 and but modified to include or show:

(a) Insulation specifications, preliminary façade calculation, and HWS details or a preliminary JV3 report to support the approach to energy efficiency and claims within the BESS report;

(b) Confirmation that post-development stormwater flows will not exceed pre-development levels with provide calculations to support;

(c) A commitment to procure steel from an Environmentally Responsible Steel Maker (i.e. ISO 14001 / member of World Steel Associations Climate Action Program);

(d) Confirmation as to whether the DDA toilet has a shower and (if so) update plans to illustrate;

(e) A statement as to how the proposal minimises urban heat impacts. This may include high SRI roofing materials (indicate SRI values in materials palette) or increased vegetation;

(f) Confirmation that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction; and

(g) Any changes as a result of amended plans or reports required by Condition 1.

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

Green Travel Plan

12. Before the use or development commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by lid Consulting and dated 17/2/21 but modified to include or show:

(a) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);

(b) Security arrangements to access the employee bicycle storage spaces; and

(c) Provisions for the GTP to be updated not less than every five years.

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

Courier Travel Plan

14. Before the use and/or development commences, a Courier Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the Courier Travel Plan will be endorsed and will form part of this permit. The Courier Travel Plan must assess / include the following:

(a) The requirement that delivery driver cars will be suitably signed in accordance with the VicRoads 'Loading Zone' requirements, with vehicles that are suitably signed to be permitted to utilise the existing on-street 'Loading Zone' along Bloomburg Street;
(b) The requirement that when delivery drivers are assigned an order to pick-up and deliver, they are assigned a predetermined route to the delivery address by the service provider;
(c) The requirement that bicycles, scooters and motorbikes travel within the carriageway of the road with details as to how these vehicles will be provided with routes along the main roads in the vicinity of the site and not under the railway bridge to Bloomburg Street;
(d) Details of signage located in the pick-up areas to advise drivers that they are required to use the road and to follow the provided routes;
(e) The requirement that where riders are required to traverse a footpath to access the pick-up area or complete the delivery, they will be required to dismount and walk their bicycle along the footpath to the parking location; and
(f) Any changes as a result of amended plans or reports required by other conditions of this permit.

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

Development Infrastructure Levy

16. Prior to the commencement of the development the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan; or the Owner must enter into an agreement with Yarra City Council to pay the Development Infrastructure Levy within a time specified in the agreement.

General

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

18. Before the building/s is/are occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the site frontage and courier pick up area 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.

19. No more than 48 staff are permitted on the land at any one time (excluding delivery couriers).

20. No customers are permitted on the land at any time.

21. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the hours of 7.00AM and 12.00AM (midnight), 7 days a week.

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

    (a) the transport of materials, goods or commodities to or from land;

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

to the satisfaction of the Responsible Authority.

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

(a) Monday to 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.

24. The use/development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.

Infrastructure

25. Within 2 months of the completion of the development, 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.

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

27. 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 (including by the re-sheeting of the entire Bloomburg Street footpath for the width of the property frontage if required by the Responsible Authority):

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

Construction Management

28. 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;

If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

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

Signage

29. The location and details of the signs, including the supporting structures, 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.

30. The signs must not include any flashing or intermittent light.

31. The signs must be constructed, displayed and maintained to the satisfaction of the Responsible Authority.

32. The signage component of this permit expires 15 years from the date of the permit.

33. On expiry of this permit, the approved signs and structures built specially to support and/or illuminate signage must be removed.

Expiry

34. This permit will expire if:
  (a) The signs are not erected within two years of the date of this permit;
  (b) The development is not commenced within two years of the date of this permit;
  (c) The development is not completed within four years of the date of this permit; or
  (d) The use is not commenced 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

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.

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

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

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

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

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.

Prior to the issue of a building permit the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan.

Attachments

1 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - PDC Site Map

2 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans

3 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Odour Assessment

4 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Transport Assessment Report

5 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Venue Management Plan

6 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Waste Management Plan

7 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Acoustic Report

8 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Green Travel Plan (Sketch Plans)

9 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

10 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - WSUD Report (Sketch Plans)

11 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Health Comments

12 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - EPA referral comments

13 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined Engineering referral comments

14 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - City Works (WMP) referral comments

15 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Strategic Transport referral comments (57a plans)

16 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

17 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined SLR (Acoustic) referral comments

18 PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined VIPAC (Odour) referral comments

Attachment 1 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - PDC Site Map

Subject site – 9-11 Bloomburg Street Abbotsford



North ↑ Subject site

Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans

TEKTURA

SouthEastern Infrastructure V PTY LTD
TAKE AWAY FOOD PREMISES

9-11 Bloomburg Street, Abbotsfrod VIC 3067
Planning Application No: PLN 21/0117
APRIL 2021



SHEET LIST - DEVELOPMENT APPLICATION			
SHEET NUMBER	SHEET NAME	STATUS	REV.
DA000	COVER PAGE	PLANNING APPLICATION	B
DA110	OVERALL SITE PLAN	PLANNING APPLICATION	A
DA120	PHOTOS OF SITE AND SURROUNDS	PLANNING APPLICATION	A
DA210	EXISTING / DEMO PLAN	PLANNING APPLICATION	B
DA211	EXISTING ROOF PLAN	PLANNING APPLICATION	A
DA220	PROPOSED FLOOR PLAN	PLANNING APPLICATION	B
DA221	PROPOSED ROOF PLAN	PLANNING APPLICATION	B
DA260	TYP. KITCHEN LAYOUT	PLANNING APPLICATION	A
DA300	EXISTING AND PROPOSED NORTH ELEVATION	PLANNING APPLICATION	B
DA301	EXISTING AND PROPOSED EAST ELEVATION	PLANNING APPLICATION	A
DA302	EXISTING AND PROPOSED SOUTH ELEVATION	PLANNING APPLICATION	A
DA303	EXISTING AND PROPOSED WEST ELEVATION	PLANNING APPLICATION	B
DA400	PROPOSED BUILDING SECTION	PLANNING APPLICATION	B
DA500	FINISHES SCHEDULE	PLANNING APPLICATION	A
DA800	SIGNAGE	PLANNING APPLICATION	A

Watson Young Architects has only been engaged to make the minor amendments as clouded in these drawings, originally prepared by Tektura Architects, revision 30/04/2021 - RFI Responses, for Town Planning Submission. Therefore, **Watson Young Architects** accepts no liability to any third party who may try to rely on the documentation outside these amendments.

Client: SouthEastern Infrastructure V PTY LTD
Project Address: 9-11 BLOOMBURG STREET ABBOTSFORD VIC 3067
Date generated: 11/02/2022 2:52:12 PM

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Notes & Legend
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Sheet number: DA000
Project number: AU_2102
Size check: 25mm
Checked: AL
Approved: AL
Sheet size: A3
Scale: Not-to-Scale

Recent revision history

#	Status	Description	Date
B		AMENDMENTS TO SUIT COUNCIL COMMENTS	11.02.2022

Sheet title: COVER PAGE
Revision: B
Status: PLANNING APPLICATION

Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans



Watson Young Architects has only been engaged to make the minor amendments as clouded in these drawings, originally prepared by Tektura Architects, revision 30/04/2021 - RFI Responses, for Town Planning Submission. Therefore, **Watson Young Architects** accepts no liability to any third party who may try to rely on the documentation outside these amendments.

Client
SouthEastern Infrastructure V PTY LTD
Project Address
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ABBOTSFORD VIC 3067
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Project number AU_2102
Size check 25mm
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Approved AL
Sheet size A3
Scale As indicated

Recent revision history

#	Status	Description	Date
A		RFI RESPONSES - ISSUED	30.04.2021

Sheet title
OVERALL SITE PLAN
Revision A
Status
PLANNING APPLICATION

Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans

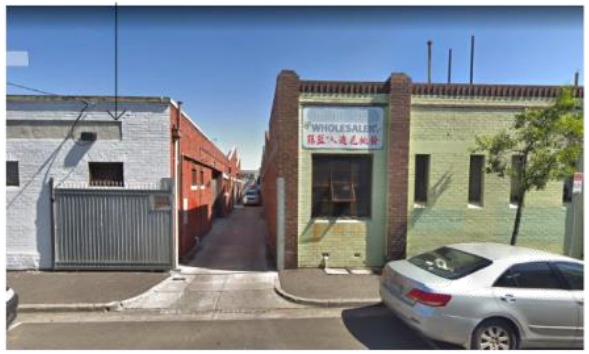
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BUILDING ALTERATION SUBJECT TO PLANING APPLICATION



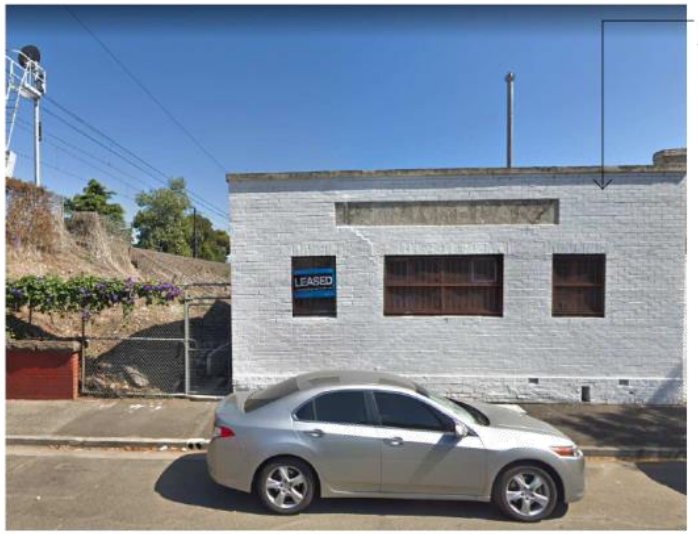
NORTH WEST STREET VIEW (1)

BUILDING ALTERATION SUBJECT TO PLANING APPLICATION



NORTH WEST STREET VIEW (2)

BUILDING ALTERATION SUBJECT TO PLANING APPLICATION



NORTH STREET VIEW

BUILDING ALTERATION SUBJECT TO PLANING APPLICATION



NORTH EAST STREET VIEW

Client: SouthEastern Infrastructure V PTY LTD Project Address: 9-11 BLOOMBURG STREET ABBOTSFORD VIC 3067 Date generated: 11/02/2022 2:52:20 PM	Issuer: TEKTURA ABN: 36 647 387 611 ADAM LINK 133 BUCKLAND STREET ALEXANDRIA NSW 2015 PH: +61 499 019 085 EMAIL: adam@tektura.com.au C:\Users\paul.c\Documents\21384_MODEL CENTRAL_ORIGINAL TP_V21_paul.cSWYPJ.rvt	Notes & Legend ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF THE BUILDING WORKS. WHEN SITED DRAWINGS ARE TO BE ISSUED TO THE ARCHITECT OR DESIGNER, THESE DIMENSIONS SHOULD REFLECT EXACT SITE DIMENSIONS. THIS DRAWING IS THE PROPERTY OF TEKTURA PTY. LTD. NO MUST NOT BE RETAINED, COPIED OR USED WITHOUT [illegible] AUTHORITY UNLESS OTHERWISE TATED IN A CONTRACT IT WILL REMAIN THE PROPERTY OF TEKTURA PTY. LTD. ARCHITECTS AND DESIGNERS WORKS HAVE COPYRIGHT AND ARE COVER BY THE COPYRIGHT ACT, 1968.	Sheet number: DA120	Project number: AU_2102 Checked: AL Approved: AL	Size check: 25mm Sheet size: A3 Scale: Not to Scale	Recent revision history # Status Description Date A RFI RESPONSES - ISSUED 30.04.2021	Sheet title: PHOTOS OF SITE AND SURROUNDS Status: PLANNING APPLICATION	Revision: A

Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans



Client: SouthEastern Infrastructure V PTY LTD
Project Address: 9-11 BLOOMBURG STREET ABBOTSFORD VIC 3067
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Sheet number: DA210
Project number: AU_2102
Size check: 25mm
Checked: AL
Approved: AL
Sheet size: A3
Scale: As indicated

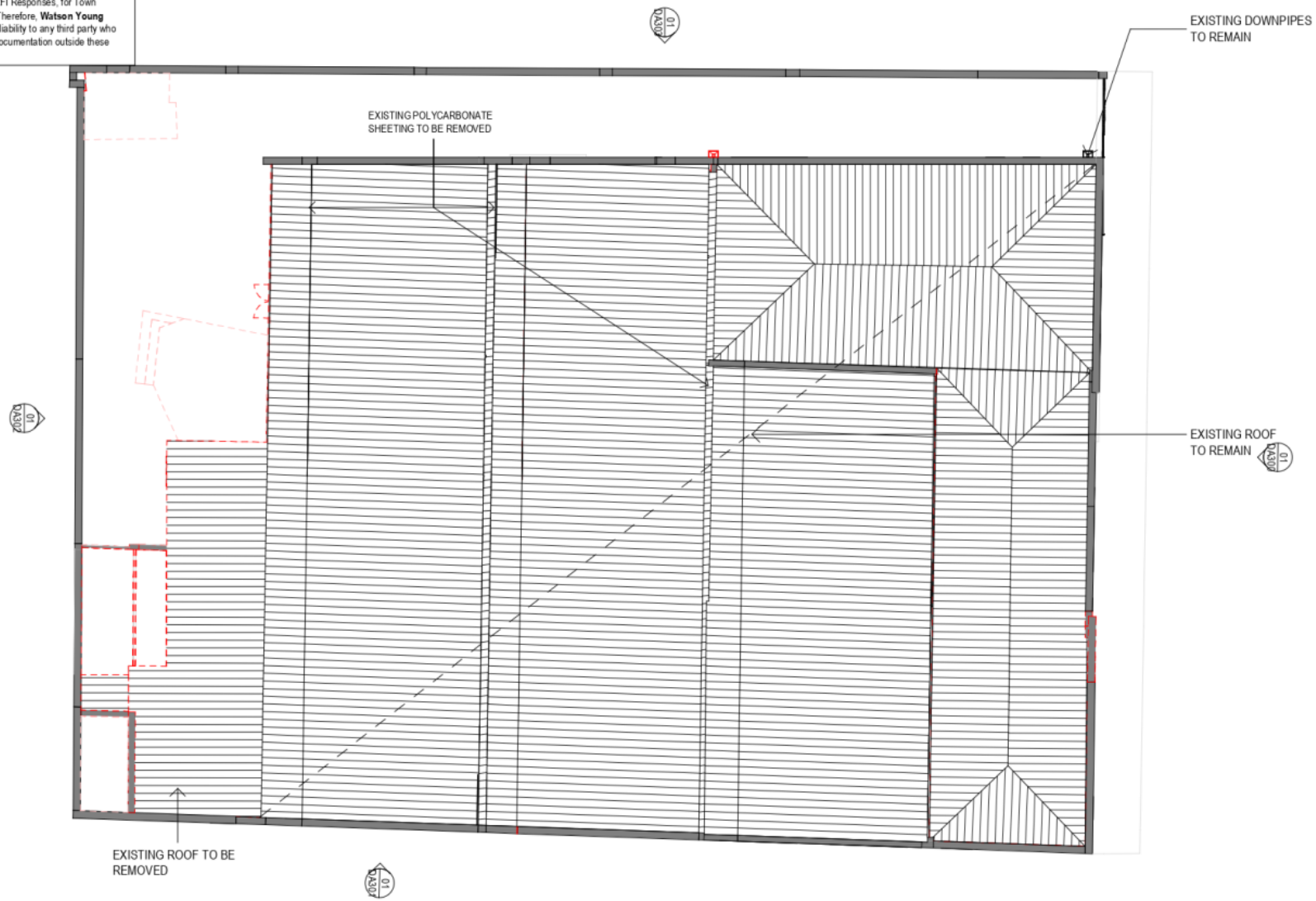
Recent revision history

#	Status	Description	Date
B		AMENDMENTS TO SUIT COUNCIL COMMENTS	11.02.2022

Sheet title: EXISTING / DEMO PLAN
Revision: B
Status: PLANNING APPLICATION

Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans

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SouthEastern Infrastructure V PTY LTD
Project Address
9-11 BLOOMBURG STREET
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Sheet number DA211
Project number AU_2102
Size check 25mm
Checked AL Approved AL
Sheet size A3 Scale As indicated

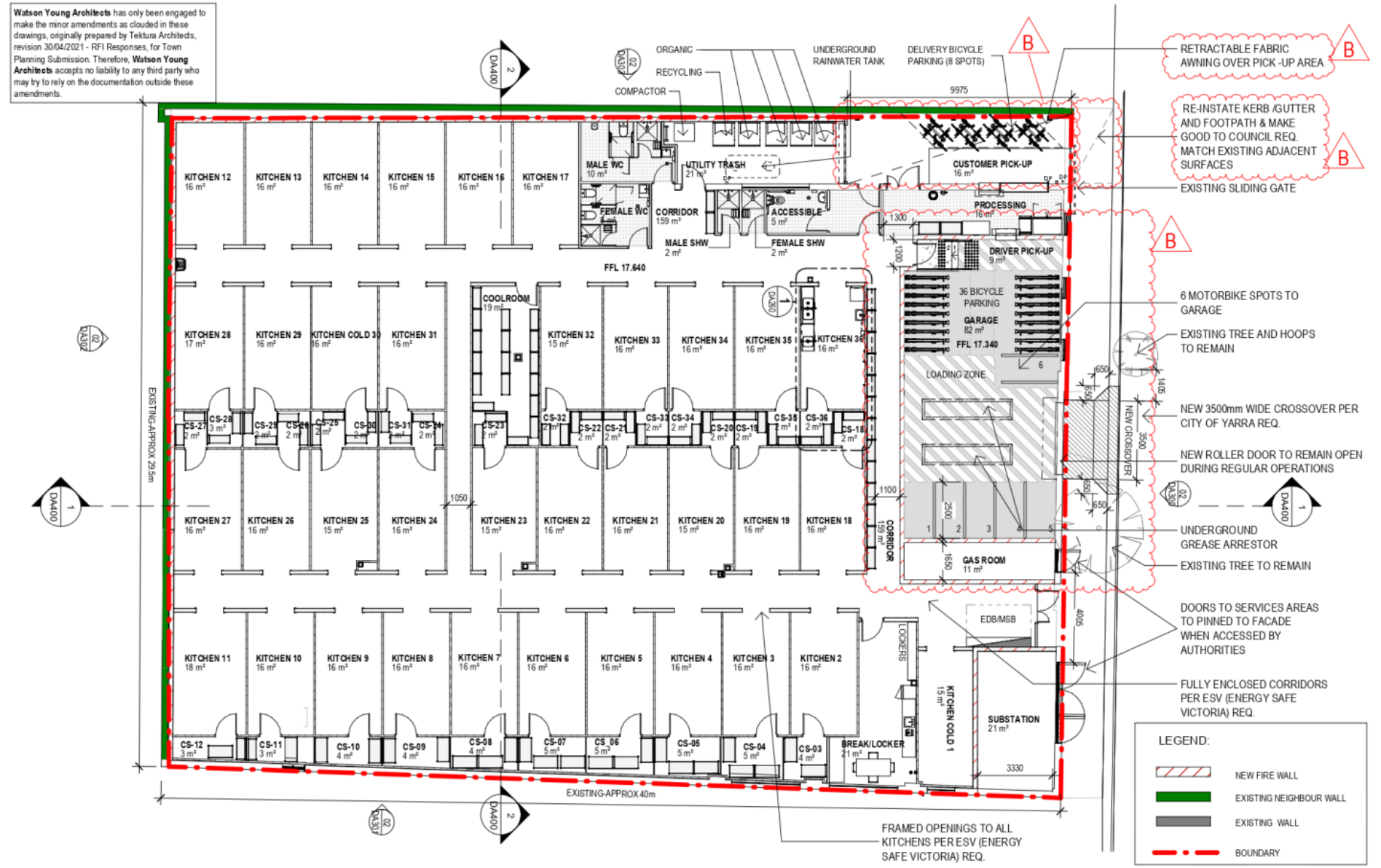
Recent revision history

#	Status	Description	Date
A		RFI RESPONSES - ISSUED	30.04.2021

Sheet title EXISTING ROOF PLAN
Revision A
Status PLANNING APPLICATION

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Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans



Client: SouthEastern Infrastructure V PTY LTD
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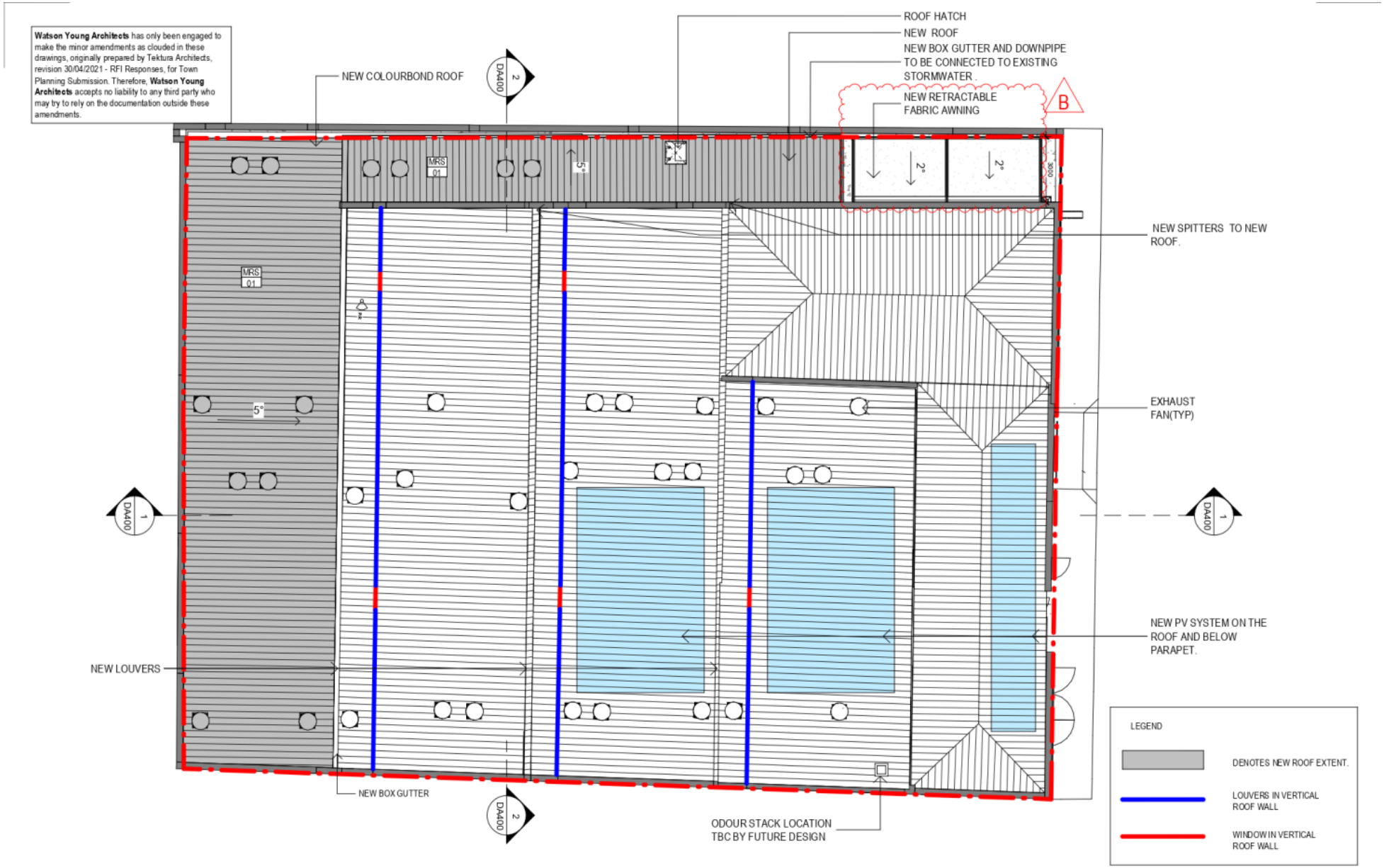
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Sheet number: DA220
Project number: AU_2102
Size check: 25mm
Checked: AL
Approved: AL
Sheet size: A3
Scale: As indicated

Recent revision history
| Status | Description | Date
B | | AMENDMENTS TO SUIT COUNCIL COMMENTS | 11.02.2022

Sheet title: PROPOSED FLOOR PLAN
Revision: B
Status: PLANNING APPLICATION

Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans



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Project Address
9-11 BLOOMBURG STREET
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Sheet number DA221
Project number AU_2102
Size check 25mm
Checked AL
Approved AL
Sheet size A3
Scale As indicated

Recent revision history

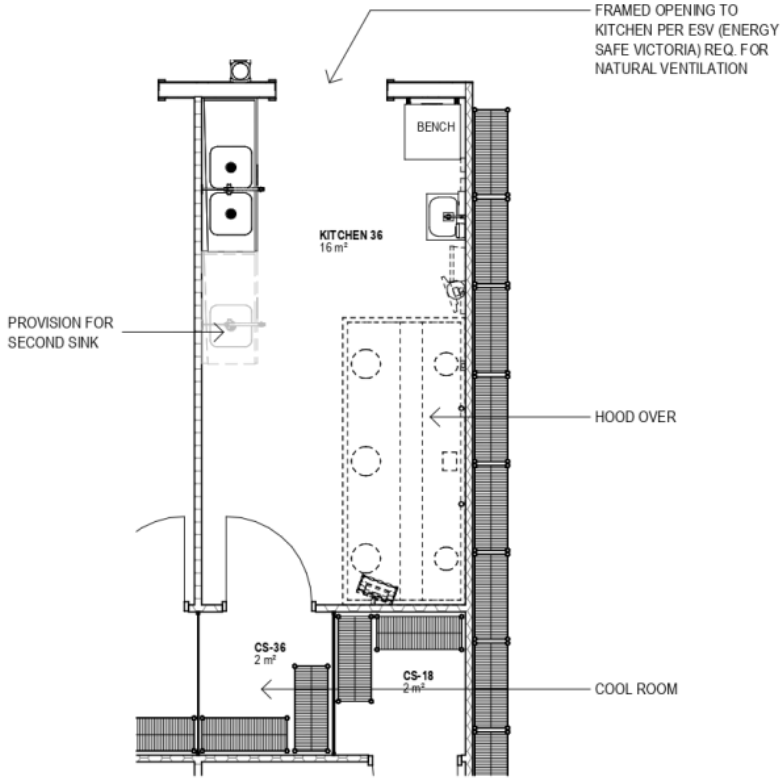
#	Status	Description	Date
B		AMENDMENTS TO SUIT COUNCIL COMMENTS	11.02.2022

Sheet title
PROPOSED ROOF PLAN
Revision B
Status
PLANNING APPLICATION

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1 A111 TYPICAL KITCHEN (EQUIPMENT) LAYOUT (INDICATIVE ONLY)
1 : 50

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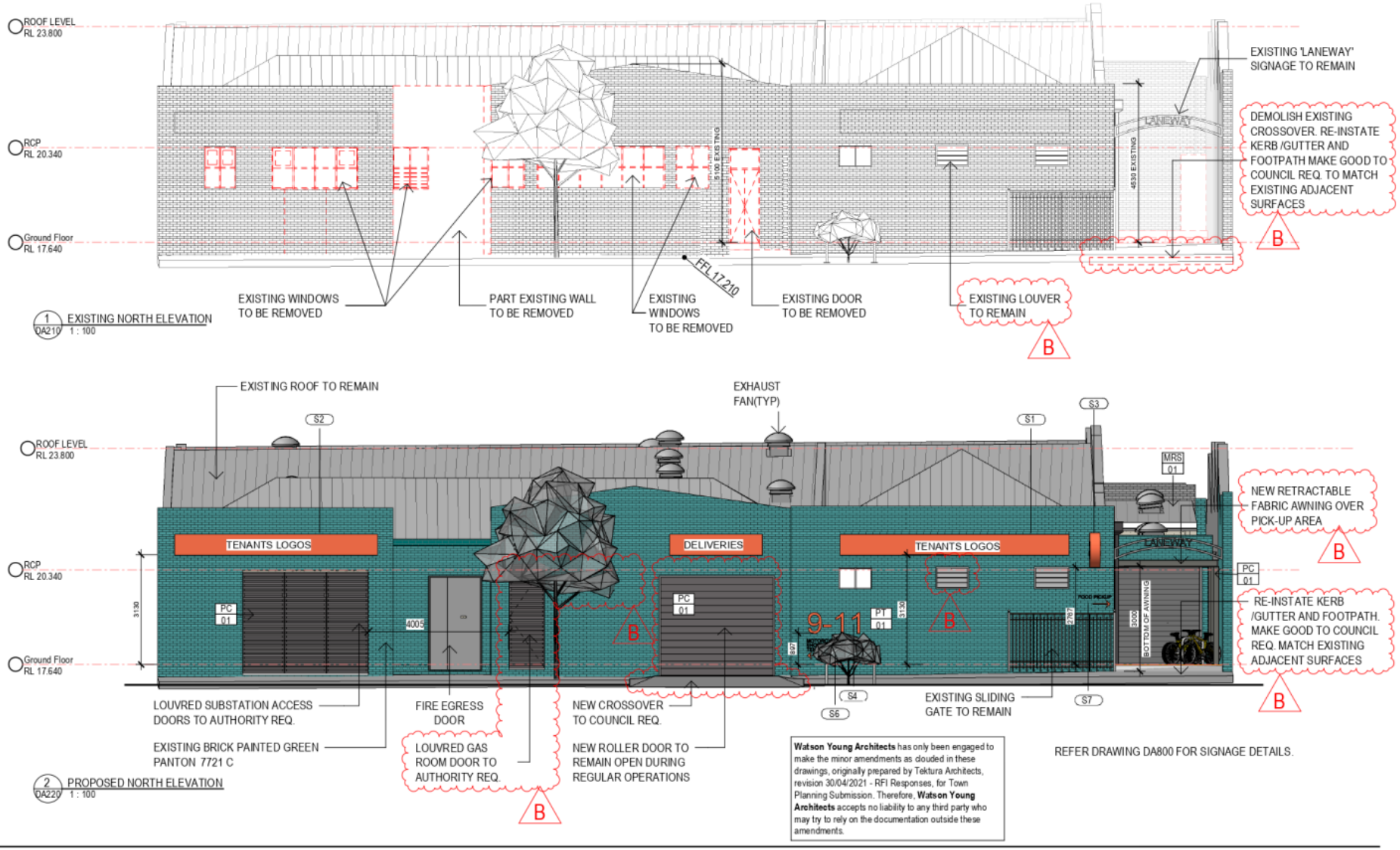
Sheet number: DA260
Project number: AU_2102
Checked: AL
Approved: AL
Size check: 25mm
Sheet size: A3
Scale: As indicated

Recent revision history

#	Status	Description	Date
A		RFI RESPONSES - ISSUED	30.04.2021

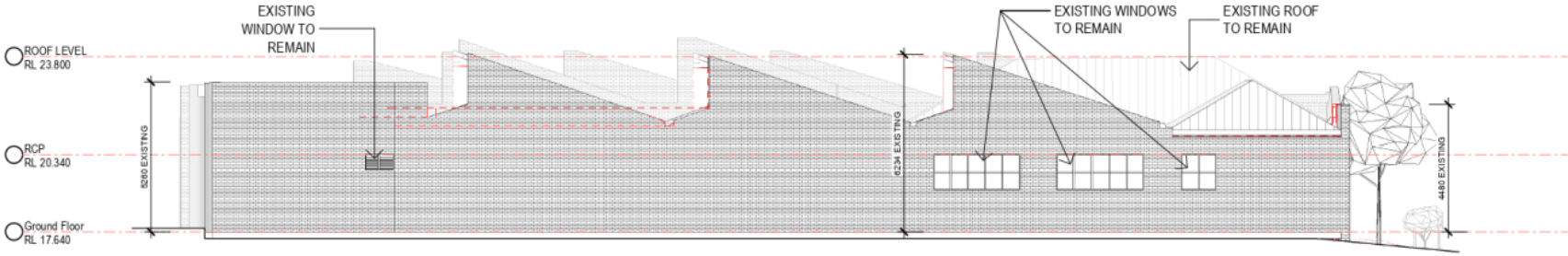
Sheet title: TYP. KITCHEN LAYOUT
Revision: A
Status: PLANNING APPLICATION

Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans

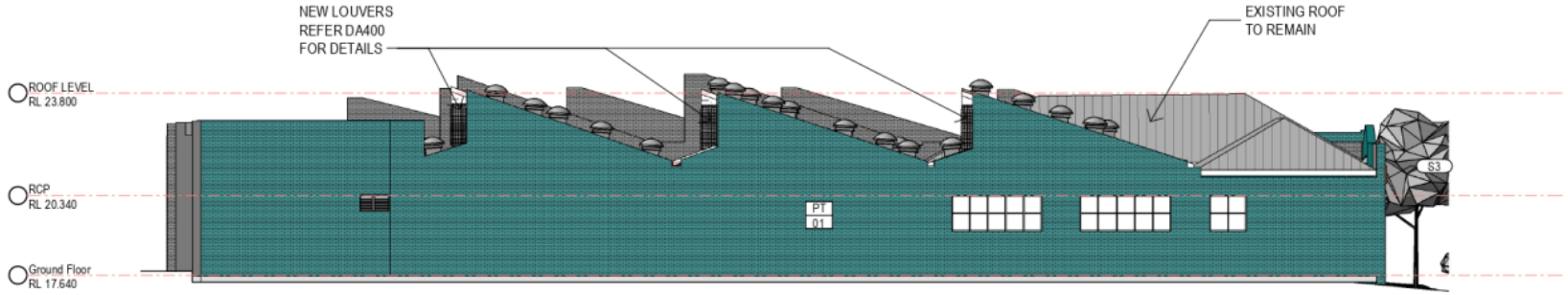


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1 EXISTING EAST ELEVATION
DA210 1 : 150



2 PROPOSED EAST ELEVATION
DA210 1 : 150

LEGEND
DENOTES NEIGHBOURS WALL

Client: SouthEastern Infrastructure V PTY LTD
Project Address: 9-11 BLOOMBURG STREET ABBOTSFORD VIC 3067
Date generated: 11/02/2022 2:52:54 PM

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Sheet number: DA301
Project number: AU_2102
Size check: 25mm
Checked: AL
Approved: AL
Sheet size: A3
Scale: As indicated

Recent revision history

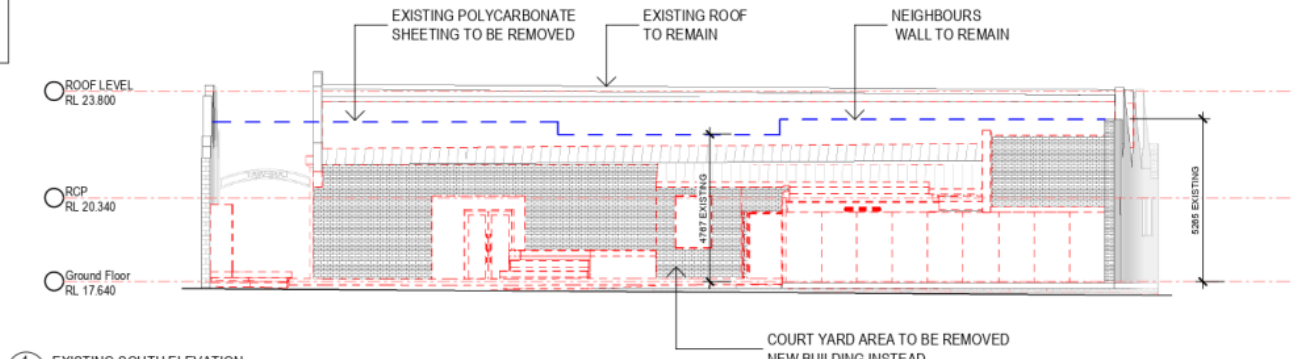
#	Status	Description	Date
A		RFI RESPONSES - ISSUED	30.04.2021

Sheet title: EXISTING AND PROPOSED EAST ELEVATION
Status: PLANNING APPLICATION
Revision: A

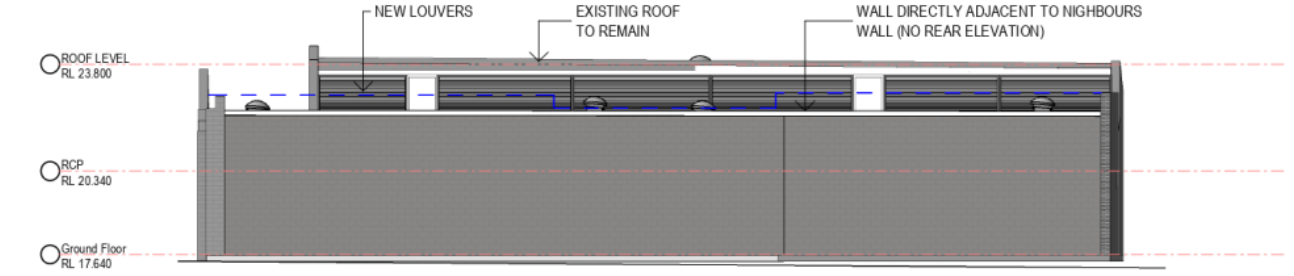
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Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans

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1 DA210 EXISTING SOUTH ELEVATION 1 : 150



2 DA210 PROPOSED SOUTH ELEVATION 1 : 150

LEGEND

DENOTES NEIGHBOURS WALL

Client: SouthEastern Infrastructure V PTY LTD
Project Address: 9-11 BLOOMBURG STREET ABBOTSFORD VIC 3067
Date generated: 11/02/2022 2:52:59 PM

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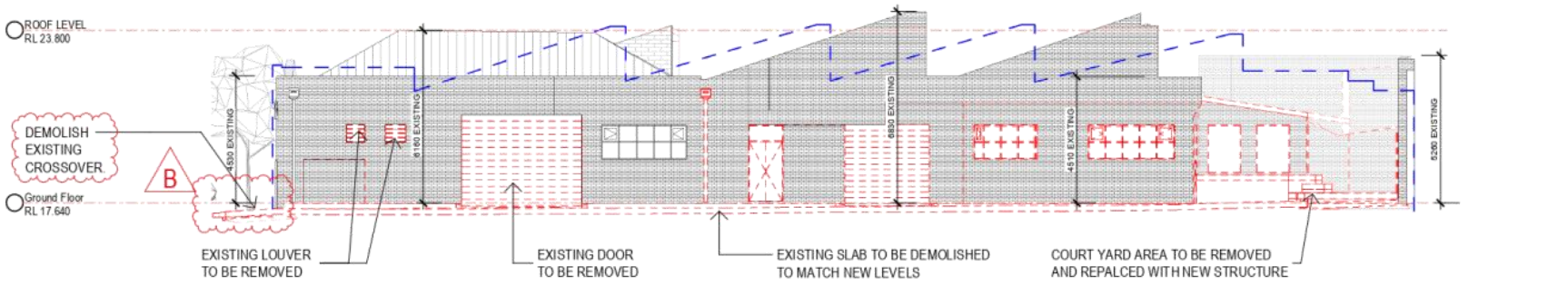
Sheet number: DA302
Project number: AU_2102
Size check: 25mm
Checked: AL
Approved: AL
Sheet size: A3
Scale: As indicated

Recent revision history

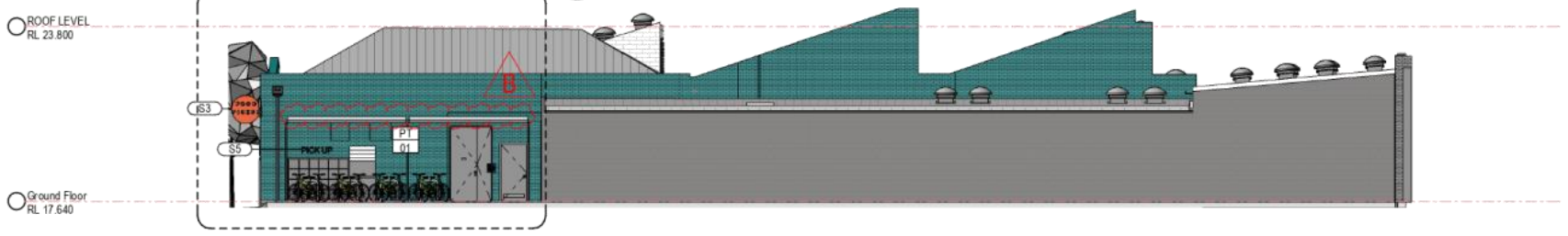
#	Status	Description	Date
A		RFI RESPONSES - ISSUED	30.04.2021

Sheet title: EXISTING AND PROPOSED SOUTH ELEVATION
Status: PLANNING APPLICATION
Revision: A

Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans



1 DA210 EXISTING WEST ELEVATION1 1 : 150



2 DA210 PROPOSED WEST ELEVATION 1 : 150



3 DA303 PROPOSED WEST PART ELEVATION 1 : 100

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REFER DRAWING DA800 FOR SIGNAGE DETAILS.

LEGEND

DENOTES NEIGHBOURS WALL

Client
SouthEastern Infrastructure V PTY LTD
Project Address
9-11 BLOOMBURG STREET
ABBOTSFORD VIC 3067
Date generated 11/02/2022 2:53:04 PM

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Project number AU_2102
Size check 25mm
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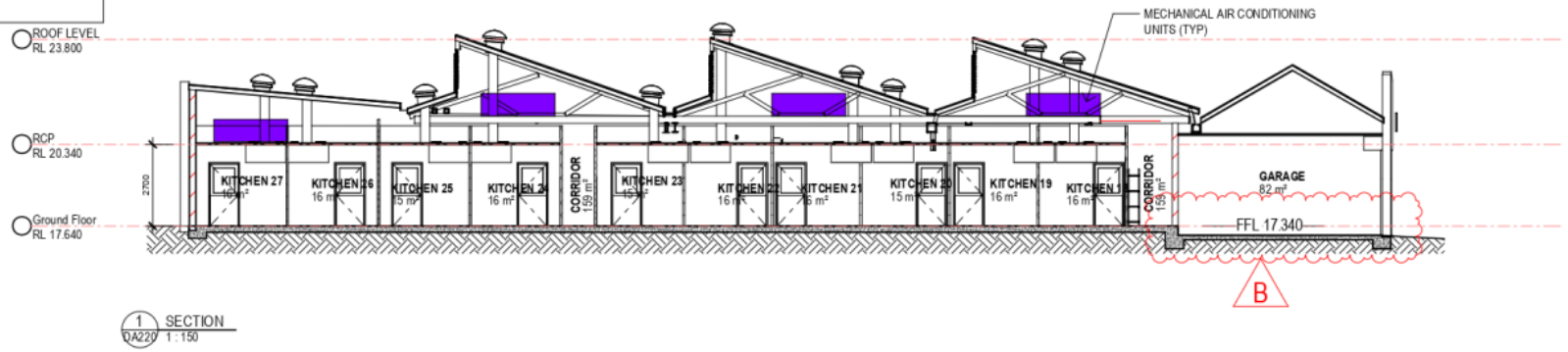
Recent revision history

#	Status	Description	Date
B		AMENDMENTS TO SUIT COUNCIL COMMENTS	11.02.2022

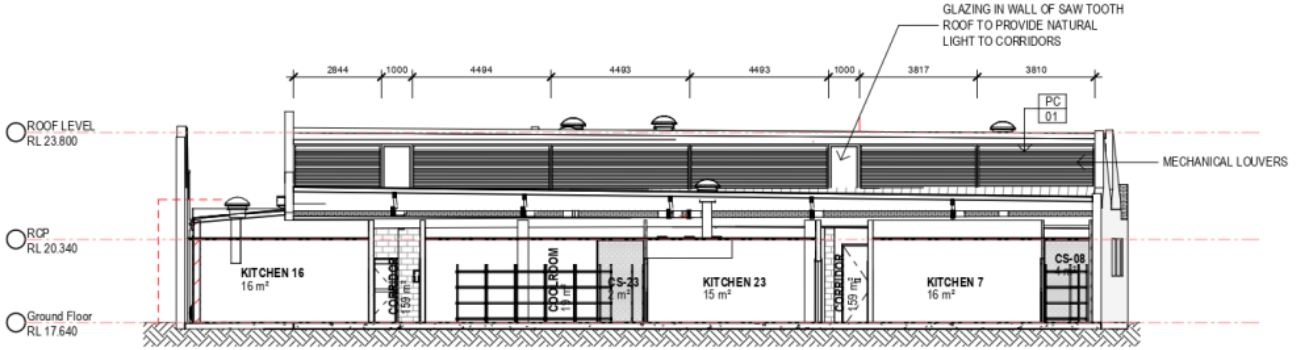
Sheet title
EXISTING AND PROPOSED WEST ELEVATION
Status
PLANNING APPLICATION
Revision B

Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans

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1 SECTION
DA220 1 : 150



2 SECTION
DA220 1 : 150

Client: SouthEastern Infrastructure V PTY LTD Project Address: 9-11 BLOOMBURG STREET ABBOTSFORD VIC 3067 Date generated: 11/02/2022 2:53:11 PM	Issuer: TEKTURA ABN: 36 647 387 611 ADAM LINK 133 BUCKLAND STREET ALEXANDRIA NSW 2015 PH: +61 499 019 085 EMAIL: adam@tektura.com.au C:\Users\paul.c\Documents\21384_MODEL CENTRAL_ORIGINAL TP_V21_paul.cSWYPJ.rvt	Notes & Legend ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCEMENT OF THE BUILDING WORKS. WHEN SITED DRAWINGS ARE TO BE ISSUED TO THE ARCHITECT OR DESIGNER, THESE DIMENSIONS SHOULD REFLECT EXACT SITE DIMENSIONS. THIS DRAWING IS THE PROPERTY OF TEKTURA PTY. LTD. NO MUST NOT BE RETAINED, COPIED OR USED WITHOUT WEN AUTHORITY UNLESS OTHERWISE TATED IN A CONTRACT IT WILL REMAIN THE PROPERTY OF TEKTURA PTY. LTD. - ARCHITECTS AND DESIGNERS WORKS HAVE COPYRIGHT AND ARE COVER BY THE COPYRIGHT ACT, 1968.	Sheet number: DA400	Project number: AU_2102 Checked: AL Approved: AL	Size check: 25mm Sheet size: A3 Scale: As indicated	Recent revision history # Status Description Date B AMENDMENTS TO SUIT COUNCIL COMMENTS 11.02.2022	Sheet title: PROPOSED BUILDING SECTION Status: PLANNING APPLICATION	Revision: B

Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans

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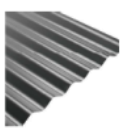
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TAG	AREA	DESCRIPTION	COLOUR
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MRS01	ROOF	KLIP-LOK 406 0.48mm BMT STEEL ROOF SHEETING	SHALE GREY
PT01	MAIN BUILDING WALLS	PAINT FINISH	GREEN PANTON 7721 C
PC01	LOUVRES	POWDER COAT PAINT FINISH	WAYWARD GREY
PC01	ALUMINIUM WINDOWS AND DOOR FRAMES	PREFABRICATED ALUMINIUM DOOR/WINDOW FRAMING	WAYWARD GREY
MC01	PARAPET CAPPING	PREFINISHED METAL CAPPINING/ FRAMING	WAYWARD GREY



MR01 ROOF



PT01 AWNING MAIN BUILDING WALLS



PT02 AWNING



PC01 LOUVERS . ALUMINIUM WINDOWS AND DOOR FRAMES
MC01 PARAPET CAPPING



SIGNAGE
PANTONE 16-1260 TPG

Client
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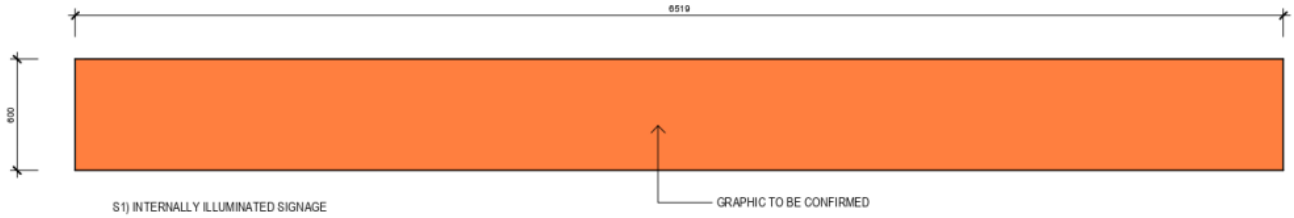
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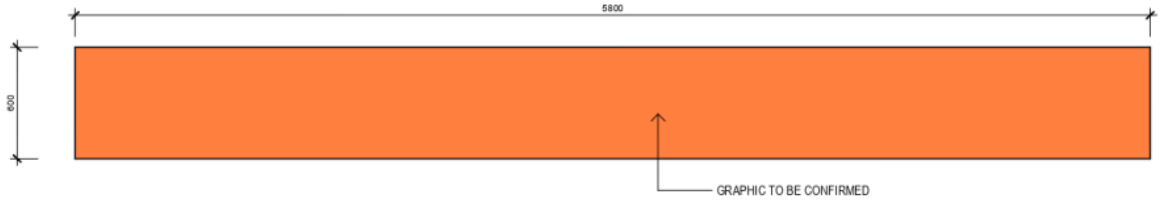
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Attachment 2 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Plans

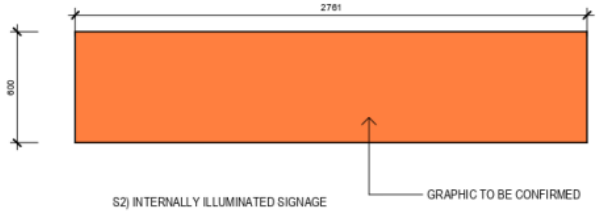
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Memorandum

ARUP

To	Tonia Chatterjee Planner SJB Planning Level 1, 80 Dorcas Street Southbank VIC 3006 www.sjb.com.au T: +613 8648 3500	Date	23 September 2021
Copies	Lesley-Anne Stone	Reference number	280131
From	Stanley Gunawan	File reference	LET/280131/OD03
Subject	9-11 Bloomburg Street, Abbotsford Commercial Kitchen - Odour Response to Yarra City Council Health and External Referral Comments		

1 Introduction

This memorandum outlines Arup Australia Pty Ltd (Arup) response to Yarra City Council's Environment and Health Department (EHD) and external (ViPAC) referral comments, in relation to the odour assessment report entitled: *9-11 Bloomburg Street, Abbotsford, Melbourne – Odour Assessment*, ref: REP/280131/OD03, prepared by Arup on 18 February 2021 (herein referred to as "Arup Odour Report").

The Council's EHD and ViPAC comments relate to the following matters, which are discussed in the subsequent sections of this memorandum:

- Additional nearby residences along Greenwood Street that should be included in the assessment to determine potential odour impact from the proposed Abbotsford commercial kitchen (the Proposal).
- Recommendation for additional odour mitigation measures.
- A brief overview of general environmental duty (GED) under the new *Environment Protection Act 2017* (EP Act) (as amended 2018), and its implication to the Proposal.

Memorandum

2 Additional nearby Residences

The Arup Odour Report acknowledged that residential receivers are located on Bloomburg Street, at approximately 20m from the Proposal physically separated by an above grade rail corridor. Following review of the Arup Odour Report by Council and ViPAC, additional residential receivers have been identified located at 4, 6 and 14 Greenwood Street. These residences are the nearest sensitive receivers to the Proposal site, directly abutting the Proposal site's southern boundary (refer to Figure 1).



Figure 1: Location of the identified Greenwood Street residential receivers

Due to the newly identified receivers being closer than those receivers included in the Arup Odour Report, a review of the Defra Odour Risk Assessment and Institute of Air Quality Management (IAQM) Source-Pathway-Receiver assessment presented in the Arup Odour Report has been undertaken.

All aspects of the Defra Odour Risk Assessment remain the same with the exception of the score associated with the 'proximity of receivers' criterion. Previously this was identified as being 'medium' with a score of 5, this now changes to 'Close' with a score of 10 as the newly identified receivers are less than 20m from the Proposal. This change means the total significance score increases from 25 to 30, however this remains within the 'high' impact risk range, outlined in Table 2 of the Arup Odour Report.

Memorandum

Similarly for the IAQM Source-Pathway-Receiver (SPR) assessment described in Section 3.3 of the Arup Odour Report, all of the aspects remain the same with the exception of the pathway effectiveness. As the receivers at 4, 6 and 14 Greenwood Street are directly adjacent to the Proposal site and there are predominant northerly wind conditions under which potential odour impacts would be directed towards the receivers, the pathway effectiveness would be upgraded from '*moderately effective*' as noted in the Arup Odour Report to a '*highly effective odour pathway'*. However, the risk of odour exposure is already at a 'high' level, which would require a 'high' odour control.

While the pathway effectiveness has been upgraded, the risk of odour exposure was already identified to *high* based on the proximity and sensitivity of receivers therefore, there is no change to the risk of odour exposure or the scale of adverse impacts.

Following the review of the above risk assessments, the outcome and recommendations stated within the Arup Odour Report remain valid and do not change as a result of the inclusion of the identified residential receivers at 4, 6 and 14 Greenwood Street.

3 Additional Mitigation Measures

Section 4 of the Arup Odour Report provided mitigation measures for the Proposal as a result of the assessment undertaken, including odour abatement equipment and recommendation for the kitchen discharge point to be a minimum of 1m high above the roof.

In response to the ViPAC response, further mitigation measures have been considered.

In-principle, the higher the discharge point from the roof the lower the ground level odour concentration/exposure would be, this is due to lesser influence from nearby building wakes and extending the source-to-receiver distance. Therefore, an optimum height for the kitchen discharge point should be investigated during the next stage of design to increase the height as far as reasonably practicable. In addition, the velocity of the exhaust is also an important factor. A minimum discharge velocity of 10m/s should be maintained to aid dispersion.

4 General Environmental Duty

On July 1, 2021 the new environmental protection (EP) legislation, the *Environment Protection Act 2017* (the Act) as amended by the *Environment Protection Amendment Act 2018,* came into force. This new Act supersedes the previous *Environment Protection Act 1970.*

The centrepiece of the new EP legislation is GED. The GED requires Victorians to understand and minimise their risks of harm to human health and the environment from pollution and waste (including air pollution and odour). Duty holders (in this instance, the Owner) need to comply with the general environmental duty (GED) under Section 25 of the *Environment Protection Act 2017* (the Act).

Memorandum

Environment Reference Standard

The EP Act's environment protection framework includes the Environment Reference Standard (ERS) (2021), which comprises a set of reference standards covering different aspects of Victoria's environment. The ERS sets the ambient air quality and odour reference standard to support desirable environmental values, such as air quality that sustains life, health and well-being of humans as well as other forms of life including the protection of ecosystems and biodiversity.

While the ERS is not a compliance standard, EPA and local councils will take it into account in relevant decisions. The ERS replaces the *State Environment Protection Policy (Air Quality Management* (SEPP AQM) and generally adopts the standards in the NEPM AAQ with some modifications and reference to other international standards such as US EPA, WHO and many others.

The ERS odour objectives for the ambient air environment is *"to establish an air environment that is free from offensive odours from commercial. Industrial, trade and domestic activities."*

Applicability to the Proposal

The Arup Odour Report, along with additional information presented in this memorandum, were prepared to identify the potential odour hazards that may cause harm to the health of nearby receivers, and the associated level or severity of risks. This was determined through a qualitative risk assessment approach. In-principle odour mitigation measures were recommended to minimise potential odour impacts as far as reasonably practicable.

The Proponent of the Proposal will need to demonstrate their general environmental duty throughout the design, construction and operational stages of Proposal to make sure that mitigation measures are implemented and there is a continuous improvement process to consider additional applicable and reasonable control measures should these become available in the future. During the operational phase, the implemented controls would need to be reviewed regularly to ensure that performance efficiency is maintained, and to eliminate unnecessary risks of harm.

Southeastern Infrastructure V Pty Ltd

9-11 Bloomburg Street, Abbotsford, Melbourne

Odour Assessment

REP/280131/OD03

Issue 3 | 18 February 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 280131

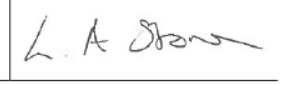
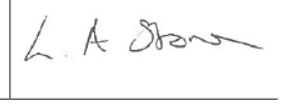
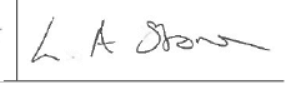
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ARUP

Document verification

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Job title		9-11 Bloomburg Street, Abbotsford, Melbourne		Job number 280131
Document title		Odour Assessment		File reference
Document ref		REP/280131/OD03		
Revision	Date	Filename	9-11 Bloomburg St_Kitchen Odour Report_rev1.docx	
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			Prepared by	Checked by	Approved by
		Name	Yameng Wu	Stanley Gunawan	Lesley-Anne Stone
		Signature			
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		Description	SJB Planning comments addressed		
			Prepared by	Checked by	Approved by
		Name	Yameng Wu	Stanley Gunawan	Lesley-Anne Stone
		Signature			
Issue 3	18 Feb 2021	Filename	9-11 Bloomburg St_Kitchen Odour Report_rev3.docx		
		Description	SJB Planning comments addressed		
			Prepared by	Checked by	Approved by
		Name	Yameng Wu	Stanley Gunawan	Lesley-Anne Stone
		Signature			

Issue Document verification with document ✓

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Contents

			Page
1	**Introduction**		**1**
2	**Odour Guidance and Regulation**		**2**
	2.1	State Policy	2
	2.2	Local Policy	4
	2.3	State Level Guidance	4
	2.4	Relevant International Guidance	6
3	**Assessment**		**11**
	3.1	Site Location and Surroundings	11
	3.2	Defra Odour Risk Assessment	13
	3.3	IAQM Source-Pathway-Receiver Assessment	14
	3.4	Assessment Recommendations	17
4	**Mitigation**		**18**
5	**Conclusions**		**19**

Tables

Table 1: Defra Risk Assessment Framework
Table 2: Risk Assessment Framework Significance
Table 3: IAQM Source Pathway Receiver Approach
Table 4: Defra odour risk assessment results
Table 5: IAQM SPR assessment results

Figures

Figure 1: Location of the proposal
Figure 2: Wind rose for Melbourne Airport, Victoria from 1970 to 2019 for 9am
Figure 3: Wind rose for Melbourne Airport, Victoria from 1970 to 2019 for 3pm

Appendices

1 Introduction

Arup Australia Pty Ltd (Arup) has been commissioned to undertake an odour assessment to accompany a planning application by Southeastern Infrastructure V Pty Ltd for a multi-tenanted commercial kitchen where takeaway food will be prepared for delivery. The tenants of the kitchens continue to be determined however it is understood that the kitchens would facilitate a range of take away food options including but not limited to: burgers, Italian, Thai, Indonesian, Singaporean and Malay cuisines. The proposal site is located at 9-11 Bloomburg Street in Abbotsford, Melbourne, which is within the proximity of residential, commercial and public areas.

The proposal is to redevelop an existing building to provide purpose built 'pod kitchens'.

Cooking in commercial kitchens can produce odours that affect the amenity of the surrounding area. This assessment considers the potential risk of an adverse impact from odours and proposes suitable mitigation equipment to reduce the potential risk to acceptable levels.

2 Odour Guidance and Regulation

2.1 State Policy

2.1.1 Victoria Environment Protection Amendment Act

In 2018, Victoria transitioned to the *Environment Protection Amendment Act 2018* (henceforth referred to as the EP Act), which seeks to reduce the risk of any activities that may harm the environment or human health through pollution or waste. This amendment comes into force on 1 July 2021[1].

The EP Act enables the Environment Protection Authority (EPA Victoria) to enforce the management of risks of harm to human health or the environment resulting from pollution or waste. The EP Act states that the term 'pollution' includes:

"any emission, discharge, deposit, disturbance or escape of –

a) A solid, liquid or gas, or a combination of a solid, liquid or gas, including but not limited to smoke, dust, fumes or odour".

The EP Act also states that the term environment, when used in the context above, includes:

a) "the physical factors of the surroundings of human beings including the land, waters, atmosphere, climate, sound, odours and tastes."

This indicates that odour management is inherent in the EP Act and should be considered accordingly.

2.1.2 State Environmental Protection Policy

State Environmental Protection Policies (SEPPs) are established under Section 16 of the VIC *Environmental Protection Amendment Act 2018*. They define the uses and environmental values to be protected in Victoria and the quality objectives needed to offer protection. There are two SEPPs relating to air quality as outlined below.

SEPP (Ambient Air Quality) No. G30, Gazette 28/07/2016

The purposes of SEPP Ambient Air Quality are to:

1) "adopt the requirements of the National Environment Protection (Ambient Air Quality) Measure, but with a more stringent environmental quality objective for particles such as [particulate matter] PM_{10}; and

[1] The Victoria State Government, 2018. *Environment Protection Amendment Act 2018* [online]. Available from https://www.environment.vic.gov.au/sustainability/environment-protection-amendment-bill-2018 [Accessed January 2021].

2) *incorporate components of the State environment protection policy (The Air Environment) to include all ambient air quality objectives relevant to Victoria within this policy."*

The SEPP outlines the pollutants used as environmental indicators, the averaging periods and quality objectives for each.

SEPP (Air Quality Management) No. S240, Gazette 21/12/2001

This policy establishes a framework for managing emissions and sets out a program for action to protect the environment and to achieve the regional air quality objectives of the SEPP (set out in SEPP No. G30 Ambient Air Quality) and it contains:

> *"the principles, approaches and measures for managing air quality at local, regional and State levels and for addressing global environmental issues. It requires government agencies to apply the policy when making decisions, formulating strategies and implementing programs. It enables and supports action to reduce emissions from industry, commerce, households, transport and other sources. It defines the responsibilities of all Victorians, and seeks environmental improvement through regulatory measures, economic incentives and co-operative arrangements. It pursues the knowledge and understanding required to continuously improve air quality and respond to emerging issues and evolving community aspirations with regard to air quality in the State of Victoria."*

It is SEPP S240's intent that:

> *"Proposals for new or substantially modified industrial sources of emissions will be designed to minimise their operational impact."*

Odour is considered as an 'unclassified indicator' and therefore under Schedule A design criteria it is stated that:

> *"for general odours of mixed composition, the design criterion is set at the odour detection threshold (1 OU)."*

Where situations occur that the design criteria cannot be met, then the SEPP advises that:

> *"a risk assessment taking account of site-specific circumstances and demonstrating that the beneficial uses of the environment are protected will be considered."*

The design criteria apply at and beyond the boundary of the premises. This guidance has been considered during this assessment.

2.2 Local Policy

The proposal site is located within the Yarra City Council area. Yarra City Council produced the Yarra Planning Scheme[2] which provides a clear and consistent framework for land use and development decisions. Adherence to the Planning Scheme contributes towards prevention of pollution to the air, and development not having detrimental effects on the amenity of the neighbourhood through the emission of smells, waste products or oil.

The policy defines minimum threshold distances for land uses and activities that have the potential to generate adverse impacts. These drive separation of these uses from sensitive land uses such as residential land, hospital and education centres.

Clause 53.10 of the Yarra Planning Scheme defines the types of activities that have the potential to cause unacceptable amenity-related risk to a neighbourhood if not designed and located appropriately. The category 'food or beverage production' is described as having a variable threshold distance that depends on the processes to be used and the materials to be processed or stored. For 'food production' facilities that exceed 200 tonnes per year a threshold distance of 250m is required while food production including frying, drying or roasting and exceeding 200 tonnes per year requires a threshold distance of 500m. If exceeding, then odour controls shall be applied to minimise impact to the surrounding receivers.

The proposal is located on land zoned for commercial use (C2Z), which is where accommodation inclusive of dwellings (other than a 'caretakers house' and 'residential hotel') is prohibited.

2.3 State Level Guidance

2.3.1 Recommended Separation Distances for Industrial Residual Air Emissions in Victoria

EPA Victoria has produced a guidance document providing advice on the recommended separation distances between industrial land uses that emit odour and sensitive land uses such as residential areas[3].

The guidance aims to protect human health and wellbeing, local amenity and aesthetic enjoyment by ensuring adequate distances are maintained to reduce the need for intense mitigation measures and offsite impacts.

This guidance document states that food and beverage manufacturers producing less than 200 tonnes of product per year do not require a specified separation

[2] Victoria State Government, 2020. Yarra Planning Scheme [online]. Available from https://planning-schemes.api.delwp.vic.gov.au/__data/assets/pdf_file/0014/464000/Yarra_PS_Ordinance.pdf [Accessed January 2021].
[3] Victoria Environmental Protection Authority, 2013. Publication 1518: *Recommended Separation Distances for Industrial Residual Air Emissions – Guideline* [online]. Available from https://www.epa.vic.gov.au/about-epa/publications/1518 [Accessed January 2021].

distance and "for these cases, EPA recommends there is no visible discharge of emissions of odours offensive to the senses of human beings, beyond the boundary of the premises." Although commercial kitchens are not specified in the guidance, it is stated that:

> "*other premises not prescribed by the regulations are still required to comply with legislative provisions preventing pollution and with the relevant State environment protection policies (SEPPs)".*

2.3.2 Technical Framework: Assessment and Management of Odour from Stationary Source in NSW

Victoria does not have standalone technical odour assessment guidelines, so the equivalent policy from neighbouring New South Wales (NSW) has been reviewed to understand best practice within Australia.

This technical framework[4] provides up to date information on how to manage odour in the planning system.

It offers a risk-based approach and strategy for managing ongoing odour impacts as well as a transparent process for assessing odour impacts. The framework recognises that the emission of odour cannot be prevented from some activities, and that 'no odour' is not a realistic objective. However, the operator of an activity that emits odour must ultimately be responsible for managing and minimising any impacts of their operation beyond the boundary.

There is a focus on a risk-management approach in the framework to assess odour. Any assessments should consider the current and future neighbouring land uses.

Section 6.2 of the framework outlines an impact assessment checklist. This is proposed as a minimum requirement of any odour assessment. As the proposal is not located in NSW, the following points from the framework and checklist have been adapted and included for within this assessment:

- Identification of all potential odour sources
- Location of the emission source for odours
- Identification of all nearby receivers that could be affected by odour emissions
- Weather conditions at the site
- Likely odour impacts associated with the proposal
- The range of mitigation measures required to manage any odour emissions identified.

[4] Department of Environment and Conservation (NSW), 2006. *Technical framework: Assessment and Management of odour from stationary sources in NSW* [online]. Available from https://www.epa.nsw.gov.au/your-environment/air/industrial-emissions/managing-odour/technical-framework-odour [Accessed January 2021].

2.3.3 NSW Air Quality Guidance Note: Food Outlets

The NSW EPA has also produced a guidance note for food outlets[5], which aims to manage air pollution problems associated with food outlets including cooking odours. This note indicates that issues with odour are determined by:

- The nature of the food cooked in the outlet
- The strength and offensiveness of the odours
- The frequency and duration of the odours

The guidance note also details possible emission control techniques for odour abatement.

2.3.4 Odour Regulation

Kitchen vents of the scale of the proposal are not regulated under environmental legislation. At the planning stage, the arrangements for ventilation should be examined to ensure compliance with building regulations. In addition, it is likely that a Council representative would wish to be satisfied that a new vent would not give rise to a statutory nuisance under the EP Act.

EPA Victoria is responsible for commercial and industrial odour regulation and Yarra City Council manage residential odour issues.

Kitchen ventilation systems are often regulated under local guidance, which often require that kitchens are provided with sufficient air to maintain a safe working environment. As a result, many kitchens have automatic systems that shut down the cooking appliances if the ventilation system fails.

2.4 Relevant International Guidance

2.4.1 UK Defra Guidance

Victoria does not have standalone technical odour assessment guidelines, so the guidance from the UK has been reviewed to provide insights into international best practice. Inclusion of this guidance has been previously agreed with a Senior Odour Engineer at EPA Victoria.

The Department of Environment, Food and Rural Affairs (Defra) in the UK produced guidance on the *Control on Odour and Noise from Commercial Kitchen Exhaust Systems* in January 2005[6] (Defra Commercial Kitchen Guidance) and *Odour Guidance for Local Authorities* in 2010[7] (Defra Local Authority Guidance). These documents were withdrawn in September 2017 however some

[5] NSW Environmental Protection Authority. *Air quality guidance note: Food Outlets* [online]. Available from https://www.epa.nsw.gov.au/your-environment/air/air-nsw-overview/local-government-air-quality-toolkit [Accessed January 2021].
[6] Defra, *Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems*, January 2005 (withdrawn September 2017).
[7] Defra, *Odour Guidance for Local Authorities*, March 2010 (withdrawn September 2017).

of the content of this guidance remains useful in providing background information on odours. They also provide a framework for the assessment method as discussed below.

The human nose is very sensitive to odour and can detect the presence of some chemicals at very low concentrations that would be difficult for instruments to measure. The environment is rarely "odour free" even in places that are perceived to be clean such as rural areas or by the coast. A human's response to odour depends on four interlinked (sensory) characteristics:

- Hedonic tone: this is a judgement of the relative pleasantness or unpleasantness of an odour made by assessors in an odour panel
- Quality/characteristics: this is a qualitative attribute which is expressed in terms of "descriptors", e.g. "fruity", "almond", "fishy". This can be of use when establishing an odour source from complainants' descriptions
- Concentration: the "amount" of odour present in a sample of air. It can be expressed in terms of parts per million, parts per billion or in mg/m^3 of air for a single odorous compound. More usually, a mixture of compounds is present, and the concentration of the mixture can be expressed in odour units per cubic metre (ou_E/m^3, see definition below)
- Intensity: is the magnitude (strength) of perception of an odour (from faint to strong). Intensity increases as concentration increases but the relationship is logarithmic. Increases or decreases in concentration of an odour do not always produce a corresponding proportional change in the odour strength as perceived by the human nose.

Odour units per metre cubed is measured by using a device known as an olfactometer, which presents a sample of odour at different dilutions to a trained panel. The panel is asked whether they can detect odour at various concentrations. Once only 50% of the panel can detect the odour it is at its "detection threshold". The odour concentration at the detection threshold is defined to be 1 ou_E/m^3. For instance, if an odour sample has been diluted in an olfactometer by a factor of 10,000 to reach the detection threshold, then the concentration of the original sample is 10,000 ou_E/m^3.

The Defra threshold of detection of 1ou_E/m^3 is the same as the detection threshold set out in SEPP S240, where the threshold is 1 OU (the units are considered to be comparable).

Defra notes in the Defra Local Authority Guidance[7] that 5 ou_E/m^3 would be considered to be a 'faint' odour whilst 10 ou_E/m^3 would be considered a 'distinct' odour. Generally, an average person would be able to recognise the source of an odour at about 3 ou_E/m^3 although this can depend on the relative offensiveness of the odour.

The Defra Local Authority Guidance[7] notes that the main issue with odour is its ability to result in an impact that is "objectionable"; it notes that an offensive odour can occur at concentrations of compounds that are far below the level that would result in an effect on the physical health of humans.

The Defra Commercial Kitchen Guidance[6] provides three factors that influence the production of odour from a commercial kitchen:

- Size of the facility. This influences the volume of ventilation air handled and the intensity of the odour;
- Type of food prepared. This affects the chemical constituents in the ventilation air; and
- Type of cooking appliances used. This dictates the level of fat, water and the temperature of the ventilation air.

In general, the amount of odour released depends on the amount of oil/grease in the vented air and the quantities of spices used in the cooking. Hence deep fat frying and open grills and the cooking of more highly spiced food result in the highest odour releases.

The Defra Commercial Kitchen Guidance[6] notes that existing premises should have systems designed to comply with the principles of Best Practical Means and these should be achieved with an adequate level of odour control and stack dispersion. It notes that the discharge stack should ideally be located at least 1 metre above the roof ridge or not less than 1 metre above the roof eaves. In the latter case, additional odour control measures may be required. Where this cannot be achieved, then odours may need to be reduced by control equipment and the Defra Commercial Kitchen Guidance[6] details how different levels of mitigation can be achieved to allow a low-level ventilation system to work successfully.

Annex C of the Defra Commercial Kitchen Guidance[6] provides a risk assessment framework for odour (see Table 1 below). This examines four factors: dispersion; the proximity of sensitive receivers; the size of the kitchen; and the type of food cooked. The guidance defines a score to give an overall risk rating from three possible levels low-to-medium, high and very high.

Table 1: Defra Risk Assessment Framework

Criteria	Score	Score	Details
Dispersion	Very poor	20	Low level discharge, discharge into courtyard or restriction on stack
	Poor	15	Not low level but below eaves, or discharge at below 10 m/s
	Moderate	10	Discharging 1m above eaves at 10-15 m/s
	Good	5	Discharging 1m above ridge at 15 m/s
Proximity of receivers	Close	10	Closest sensitive receiver less than 20m from kitchen discharge
	Medium	5	Closest sensitive receiver between 20 and 100m from kitchen discharge
	Far	1	Closest sensitive receiver more than 100m from kitchen discharge
Size of kitchen	Large	5	More than 100 covers or large take away
	Medium	3	Between 30-100 covers or medium takeaway
	Small	1	Less than 30 covers or small take away
Cooking type (odour and grease loading)	Very high	10	Pub (high level of fried food), fried chicken, burgers or fish and chips.
	High	7	Kebab, Vietnamese, Thai or Indian
	Medium	4	Cantonese, Japanese or Chinese
	Low	1	Most pubs, Italian, French, Pizza or Steakhouse

Each of the four factors is scored according to the criteria above and a total "significance score" obtained. This score is used to assess the level of odour control required for the situation as shown in Table 2. In practice, in urban areas, it is very rare for sites to be classified as low-medium risk and most sites will be classified as high or very high.

Table 2: Risk Assessment Framework Significance

Impact Risk	Odour Control Requirement	Significance Score
Low to Medium	Low Level Odour Control	Less than 20
High	High Level Odour Control	20-35
Very High	Very High Level Odour Control	More than 35

2.4.2 IAQM Guidance

The Institute of Air Quality Management (IAQM, also from the UK) produced guidance in 2014[8] with the specific intention of providing advice for "assessing odour impacts for planning purposes". The guidance was subsequently updated in 2018. It recommends various assessment techniques including the use of a source, pathway, receiver (SPR) model. The risk of an adverse odour impact is determined by examining the source characteristics, how effectively the odours can travel from the source to a receiver (i.e. the pathway) and examining the sensitivity of the receiver. Example risk factors presented in the IAQM Guidance are shown in Table 3.

Table 3: IAQM Source Pathway Receiver Approach

Source Odour Potential	Pathway Effectiveness	Receiver
Factors affecting the source odour potential include: • The magnitude of the odour release • How inherently odorous the compounds are • The unpleasantness of the odour	Factors affecting the odour flux to the receiver are: • Distance from source to receiver • The frequency of winds from source to receiver • The effectiveness of any mitigation in reducing flux to the receiver • The effectiveness of dispersion/dilution in reducing the odour flux to the receiver • Topography and terrain	Use professional judgement based on the expectation of the users at the receiver location.

[8] Bull M, IAQM, *Guidance on the assessment of odour for planning*, May 2014, updated 2018

3 Assessment

3.1 Site Location and Surroundings

The proposal is on Bloomburg Street in Abbotsford, Melbourne. The site is currently a shared, one-storey warehouse building. The immediate surroundings are commercial and residential premises with a rail corridor to the east. The nearest residential receivers are located approximately 20m away to the east of the proposal site. There is a Caltex petrol station and McDonald's fast-food restaurant about 50m to the west, on Hoddle St.

The location of the proposal is shown in Figure 1.

Thirty-six (36) individual kitchens are proposed, ranging from 16 m^2 to 20 m^2 in size. The proposal also contains 34 bicycle spaces, six motorbike spaces, six bins, a new 2000 amp substation and a new gas meter room.

Figure 1: Location of the proposal



3.2 Defra Odour Risk Assessment

The 36 proposed kitchens would cater to different cuisines including but not limited to Italian, Thai, Indonesian, Singaporean and Malay, and kitchens preparing burgers and ice cream. Cooking and odour emissions are expected to peak during lunch and dinner periods however the kitchens may be used at anytime. For this assessment, the building has been treated as one potential odour source.

Following the odour risk assessment framework in the Defra Control of Odour from Commercial Kitchen Exhaust System guidance, the proposal scores are detailed below in Table 4.

The following assumptions have been made for this assessment:

- Dispersion: the ventilation system for the kitchens has not yet been finalised however it is likely that the discharge would be at 1 metre above the roof ridge in line with the minimum recommendations in the UK Defra guidance[6].
- Cooking types: the confirmed future tenants of the kitchens include Italian, Thai, Indonesian, Singaporean and Malay cuisines, as well as kitchens preparing burgers and ice cream. It is likely a mix of other foods and cuisines will also be cooked at the development, with odour concentrations peaking during lunch and dinner periods. The confirmed and potential tenants would result in grease loading foods being cooked generating a high level of odour.
- Size of kitchen: as there are 36 individual kitchens within the proposal, it is anticipated that there would be over 100 covers per day.
- Receivers: the surrounding area is zoned for residential, public and commercial use. There are approximately 40 residential receivers that have been identified within 100m of the proposal. A Caltex petrol station, café and McDonald's fast-food restaurant have been identified within 50m of the proposal. Therefore, existing residential receivers would have some exposure to odour from other commercial and industrial uses in the surrounding area.

Table 4: Defra odour risk assessment results

Criterion	Score	Justification
Dispersion	5	Good Discharging 1 m above ridge at 15 m/s.
Proximity of receivers	5	Medium Closest sensitive receiver between 20 and 100 m from kitchen discharge
Size of kitchen	5	Large 36 small scale kitchen units are listed on the current plans.

Criterion	Score	Justification
Cooking type	10	Very high Large variety of food types, including fried foods, burgers and chips.

This risk assessment is used to derive a score, which is then used to assess the level of odour control required for the situation as shown in Table 2.

The total score for the proposal is **25**, and according to the Defra guidance, this could result in a '**high**' impact risk and would require a **'high'** level of odour control.

It should be noted that if the ventilation strategy does not use a 1m discharge point, and the dispersion was low-level or below the eaves, then the score of the risk assessment would increase from 'high' to 'very high', which would result in a requirement for 'very high' odour abatement measures. It is recommended that the kitchens would discharge through a stack 1m above the roof ridge (preferably at a speed of 15m/s or more).

As the ventilation system design has not yet been finalised, it is recommended that once details are confirmed, the score should be reviewed based on the information provided in this assessment to enable the provision of appropriate mitigation measures.

3.3 IAQM Source-Pathway-Receiver Assessment

The Source-Pathway-Receiver (SPR) approach is detailed in the IAQM Odour Guidance, which is described in section 2.4.2 of this report. There is one main source type to be included in the assessment as the multi-tenanted kitchen can be assessed as one source including all possible kitchen units. The SPR assessment is outlined below in Table 5.

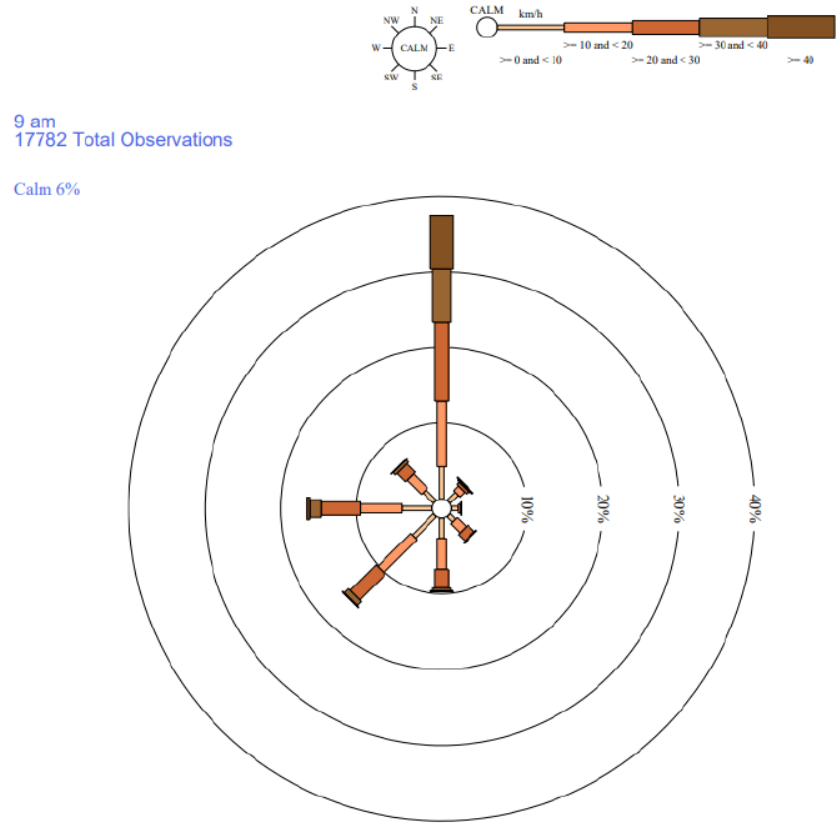
The SPR assessment concludes that the risk of odour exposure is high risk. Without mitigation, there could be moderate adverse impacts at receivers.

Table 5: IAQM SPR assessment results

Source	Source odour potential	Pathway	Receiver	Odour risk and justification
The proposal is a multi-tenanted kitchen, and as such it has the potential to emit odours. The type of discharge has not been finalised at this stage. The location of vents where the odour would be emitted has also not been finalised, however there may be 4-6 rises for ventilation output.	At the time of writing, tenants and the types of food include Italian, Thai, Indonesian, Singaporean and Malay cuisines, and kitchens preparing burgers and ice cream. Thus, there would be a mix of cooking types, including some deep fat frying. Cooking would be expected to peak during lunch and dinner periods, however odour has the potential to be generated at any time the kitchens are in operation. *High levels of odour could be released.*	The location of vents where the odour would be emitted has not been confirmed at this stage. It is assumed that there would be a high-level discharge point (or multiple points) at least 1 metre above roof ridge height, which will provide a good level of dispersion in the atmosphere. The wind roses for Melbourne are shown below in Figure 2 and Figure 3. The 9am wind rose shows the predominant wind direction is northerly, and the 3pm wind rose shows the predominant wind direction is southerly. This will affect predominately commercial buildings to the north and south of the proposal. Residential receivers to the east may occasionally be affected due to strong westerly wind gusts that can carry odours eastwards down Bloomburg Street and towards Park Street. This could be considered as a *moderately effective pathway* where the receiver is local to the source.	The immediate surrounding area is largely commercial, residential and public use, which would be considered *medium-high sensitivity*. There are many residential receivers present eastward of the proposal. It can be assumed that the residential receivers that are present would expect a level of amenity associated with the commercial surroundings, which includes a McDonald's fast-food restaurant and Caltex petrol station, and so they could be considered as *medium sensitivity*. The nearest high sensitivity receivers are residential properties on Bloomburg Street to the east, and there are 40 residential receivers within 100m of the proposal. The closest residential receiver is on Bloomburg Street, approximately 20m from the proposal.	The EPA Victoria recommended separation distances guidance does not contain a set distance for food preparation, however cooking or food production, (over 200 tonnes of product per year) would require a separation distance of 250m-500m. Given the proximity and sensitivity of nearby receivers, the risk of odour exposure is *high*. Without mitigation, there could be *moderate adverse impacts* at receivers.

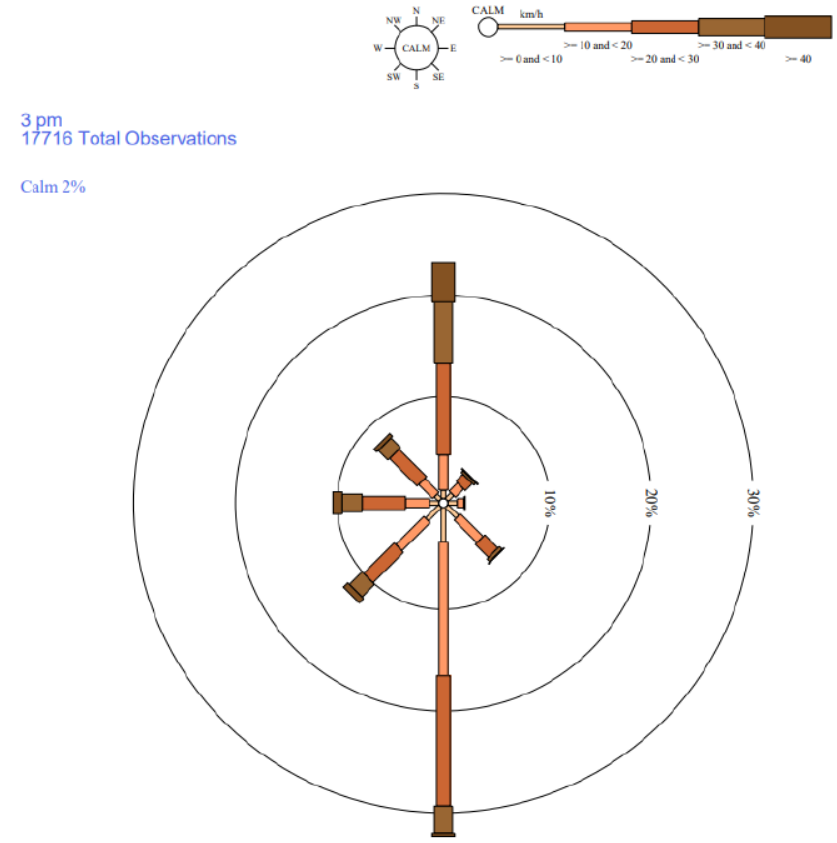
To assist with determining the pathway, typical meteorological conditions for the area have been reviewed. The Australian Government's Bureau of Meteorology (BoM) stores records of past meteorological data. Data for Melbourne Airport from 1970 to 2019 are available through BoM[9], including data on wind speed and direction. Both the morning and afternoon wind roses are included to account for the diurnal variability in the area. These are shown in Figure 2 and Figure 3 below.

Figure 2: Wind rose for Melbourne Airport, Victoria from 1970 to 2019 for 9am



[9] Bureau of Meteorology, 2021. Climate statistics for Australian locations [online]. Available from http://www.bom.gov.au/watl/wind/ [Accessed January 2021].

Figure 3: Wind rose for Melbourne Airport, Victoria from 1970 to 2019 for 3pm



3.4 Assessment Recommendations

The future tenants of the kitchens include Italian, Thai, Indonesian, Singaporean and Malay cuisines, as well as kitchens preparing burgers and ice cream. Thus, a mix of cooking types, including some deep fat frying have been considered in this assessment to cover all eventualities. Once all the tenants are confirmed, it is recommended that the odour risk assessment be reviewed to ensure the appropriate level of odour abatement is provided.

The odour risk assessment of the proposed kitchens found that a 'high' level of odour abatement is required to mitigate the risk of potential odour nuisance. Options for 'high' level odour abatement have been outlined in the mitigation section of this report, in section 4.

4 Mitigation

The Defra guidance[6] provides advice on the effectiveness of odour mitigation for a well-maintained kitchen ventilation system. For a high level of control, the guidance suggests the following:

1. Fine filtration or ESP followed by carbon filtration (carbon filters rated with a 0.2-0.4 second residence time), or
2. Fine filtration or ESP followed by UV ozone system to achieve the same level of control as Item 1 above.

It is recommended that the discharge point from the kitchens is 1m above the roof ridge, in accordance with Defra guidance[6].

It is recommended that abatements that would afford a 'high' level of odour reduction are included in the design of the kitchen extract to mitigate the odour risk identified in this assessment.

It is also possible that the developer could designate certain kitchens to have a high level of odour control and install the high levels of odour abatement in those kitchens only. However, this limits the uses of the kitchens and possible tenants.

As discussed in section 3.2, assumptions have been made regarding the dispersion and cooking types, so it is recommended that once details are confirmed, the necessary level of odour abatement should be reviewed.

5 Conclusions

An odour assessment has been carried out in accordance with the risk assessment methodology detailed in the UK Defra guidance and using the SPR methodology suggested by the IAQM in the UK. This takes into account the location of the discharge point, the distance to the nearest sensitive receiver, the size of the kitchen and the type of food being prepared. International methods have been considered here to provide the best practice approach to this assessment in lieu of local specific odour assessment guidance. The likely odour impacts arising as a result of the operation of the proposed multi-tenanted kitchen has been undertaken using a risk-based approach.

A review of current legislation and planning policy has also been carried out. The proposal does not contradict policy or legislation relating to air quality.

The kitchens will be used to prepare burgers, ice cream and Italian, Thai, Indonesian, Singaporean and Malay cuisines, but there is likely to be a mix of other foods and cuisines also cooked at the development. The confirmed and potential tenants would result in grease loading foods being cooked generating a high level of odour.

Following the Defra odour risk assessment methodology, a 'high' level of odour risk and 'high' level of odour abatement is recommended, and the IAQM SPR approach also shows that the potential odour risk for this proposal would be 'high', with potential for adverse impacts without odour control measures.

Options for a 'high' level of odour abatement have been outlined in the mitigation section of this report.

Attachment 4 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Transport Assessment Report

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11 February 2022

CSSCompany

Via email: tuarian.charles@csscompany.com

Attention: Taurian Charles

9-11 Bloomburg Street, Abbotsford

Response to Comments from Council's Traffic Engineers

Dear Taurian,

onemile**grid** has previously undertaken a Transport Impact Assessment (Ref# 200662TIAD-F) of the proposed Takeaway Food and Drink Premises development at 9-11 Bloomburg Street, Abbotsford. Subsequent traffic memos dated 29 April 2021 and 28 September 2021 were also submitted in response to Council comments. Further comments from Council's Traffic Engineering department were subsequently received (dated 17 December 2021).

onemile**grid** has reviewed the comments, and provides the following information in response.

Response to Comments

"In the lunch absolute peak, the probability of 3 couriers at the site at the same time would be remote.

In the above scenario, the applicant would need to consider the potential overflow of car parking generated by the site, especially during an increase in demand for the food delivery service.

How would the applicant accommodate 3 courier cars if all of the on-street parking was occupied?

What measures would the applicant propose to prevent couriers parking illegally in the street, i.e. double-parked, parked in a 'No Stopping' zone?"

In order to reduce the demand for standard car parking spaces on-street it is proposed to provide standard operating guidelines within delivery partner agreements for the site.

As part of the delivery partner agreement, delivery driver cars will be required to be suitably signed in accordance with the VicRoads 'Loading Zone' requirements. Vehicles that are suitably signed will be permitted to utilise the existing on-street 'Loading Zone' along Bloomburg Street.

Should all drivers conform with the delivery agreement, there will be no requirement to occupy any on-street parking spaces. It is noted that the peak lunch delivery driver demand during the absolute peak 5-minute period is for 3 cars. This demand is only expected to occur for a single 5 minute period, with the car parking demand across the remaining lunch peak period will fluctuate between zero and two cars.

Where a driver's vehicle is not appropriately signed and on-street parking along Bloomburg Street is full, the driver will circulate to find a parking space. Time limited parking is available along Bloomburg Street, Russell Street and Langridge Street in the vicinity of the site.

In addition to the three 'Loading Zone' spaces, there are a total of 17 car parking spaces along Bloomburg Street and Russell Street, comprising 11 spaces restrict to 4P parking and 6 unrestricted spaces.

With regard to parking occupancy, it is understood that COVID-19 has had a number of impacts on the way people travel and work. In our recent experience it has been observed that while businesses may be operating at reduced capacity, the proportion of staff driving to work has increased, in lieu of public transport use. This has been observed with traffic levels (and therefore parking) returning to, or above, pre pandemic levels.

A review of recent aerial photography has identified that parking along Bloomburg Street does not typically reach capacity during business hours, with a typical occupancy of 13 of 17 parking spaces along Bloomburg Street and Russell Street.

It is noted that parking restrictions along Bloomburg Street were recently changed. Parking was previously unrestricted and was changed to 4P parking sometime after February 2019. Parking usage data prior to this change is not considered appropriate as the behaviour of residents and staff in the vicinity will have changed in response to the parking restriction.

Based on the preceding, it is anticipated that there will sufficient on-street parking to accommodate the short-term parking demands associated with the lunch peak period. Delivery drivers will be encouraged to sign their vehicles in accordance with VicRoads requirements, allowing them to utilise the on-street 'Loading Zone' as intended.

It was noted that Council has received several concerns from residents regarding motorbikes and bicycles from the site that could potentially use the eastern section of Bloomburg Street as a thoroughfare/"rat-run".

One of the concerns raised relate to the increase of couriers on bicycles traversing the footpath and posing a risk to pedestrians.

Any increase on bicycle and pedestrian conflict on the footpath is undesirable and should be avoided where possible.

As most deliveries would be undertaken by motorbike or bicycle, a courier travel plan should be produced to encourage couriers to arrive and depart the site from the nearest Arterial Road, and to minimise any additional traffic in local streets surrounding the site.

When delivery drivers are assigned an order to pick-up and deliver, the are assigned with a predetermined route to the delivery address by the service provider.

Bicycles, scooters and motorbikes are required to travel within the carriageway of a road and are not permitted to ride along the footpaths. As a result, these vehicles will be provided with routes along the main roads in the vicinity of the site and will not be taken under the railway bridge.

In addition to the above, signage will be located in the pick-up areas to advise drivers that they are required to use the road and to follow the provided routes.

Where riders are required to traverse a footpath to access the pick-up area or complete the delivery, they will be required to dismount and walk their bicycle along the footpath to the parking location.

The "pick-up" arrangement for the food delivery service would essentially function as a non-standard "drive-thru" arrangement catering for motorbikes and bicycles only. Unlike the many traditional fast food restaurants that provide a conventional drive-thru arrangement commonly used by cars, the proposed venue would function in a similar manner but without a separate entry and exit point and no cars.

In Melbourne, there are thousands of food and drink venues that provide a take-away food service. Many of these venues are partnered with a food delivery company, such as Uber Eats, Menulog, Deliveroo, etc., to deliver food and drinks to their customers. It is not uncommon for food delivery companies to perform deliveries by motorbike or bicycle.

Most of the food and drink venues do not have a dedicated vehicle crossing for motorbikes or bicycles, and the operation of the business has not diminished.

If Council allowed a vehicle crossing for each venue with a delivery service, it would create a proliferation of vehicle crossings in the municipality and reduce kerbside space.

Given the above, Council again advise that a vehicle crossing can only be considered for car and truck access into a site.

Council will not support the construction or retention of the vehicle crossing.

In order to accommodate deliveries for the development it is proposed to provide an on-site loading bay within the frontage of the site.

To access the on-site loading bay it is proposed to provide a new standard single width crossover to Bloomburg Street. The existing crossover will be removed and reinstated with kerb and channel. The proposed provision of a new crossover will therefore result in no net loss of on-street parking.

To ensure all business operations are conducted entirely within the site the loading area will be shared with the scooter/motorbike parking area. To manage conflicts between any deliveries to the development and pick-up movements it is proposed to separate the operation of the two as follows:

- On-site deliveries from suppliers and contractors will occur between 6:00am and 8:15am; and
- Delivery orders will not commence until 8:30am.

The requirement to undertake deliveries between these times will be communicated to all suppliers and contractors, with signage indicating no service vehicles are to enter the loading area after 8:15am.

The above is expected to remove conflicts between users of the loading and pick-up area.

The loading area will accommodate delivery trucks up to a 6.4m small rigid vehicle (SRV). To access the site these trucks will approach the site along Bloomburg Street and reverse into the loading area. Once loading has been completed, they will exit in a forward direction to Bloomburg Street. **one**mile**grid** has prepared swept path diagrams demonstrating the proposed 6.4m small rigid vehicle (SRV) undertaking the above manoeuvres, see attached.

Further to the above, the provision of the crossover will provide direct access to the motorbike/scooter parking during delivery hours, ensuring that these vehicles do not need to dismount or traverse along the footpath. This also provides additional benefits:

- The footpath is kept clear of parked delivery vehicles;
- Drivers are kept within the premises reducing noise to the surrounds, including engine start-up noise from motorbikes; and
- Pick-up times are reduced. The driver does not have to walk as far as the pick-up process has been internalised within the garage.

Design Review

In order to accommodate the proposed loading area, modifications have been made to the layout of the staff bicycle parking and motorbike/scooter parking.

The two-tier horizontal bicycle racks (Cora E3DT or similar) are proposed with a separation of 400mm between individual racks, providing a separation of 800 mm between bicycles at the same level. Bicycle spaces are accessed from a 2-metre aisle and are provided with a vertical stagger of 300mm between adjacent racks, in accordance with the Australian Standard for Bicycle Parking Facilities.

The bicycle parking area is provided with a minimum width of 7 metres, capable of accommodating two rows of bicycle parking and the required access aisle.

The motorcycle parking bays have been designed with a minimum width of 1.2 metres and a length of 2.5 metres in accordance with the Australian/New Zealand Standard for Parking facilities, Part 1: Off-street car parking (AS/NZS 2890.1:2004).

Swept path for trucks up to a 6.4m small rigid vehicle (SRV) have been prepared demonstrating access to the proposed loading area in accordance with the Australian Standard for Off-street Commercial Vehicle Facilities AS2890.2. The swept paths are attached.

Please do not hesitate to contact the undersigned, or Adam Gardiner on (03) 9982 9727 or at adam.gardiner@onemilegrid.com.au, should you wish to discuss the above.

Yours sincerely

Jamie Spratt

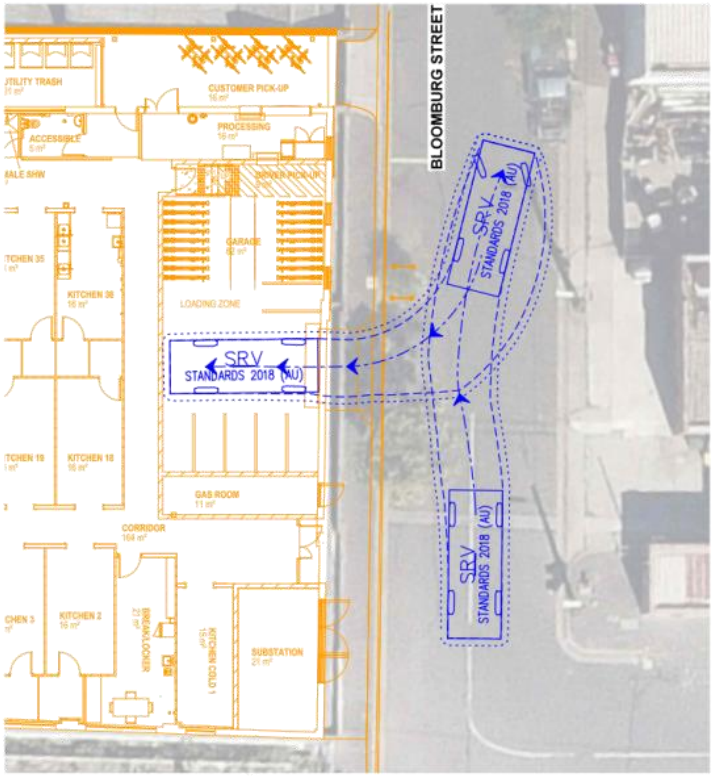
Director

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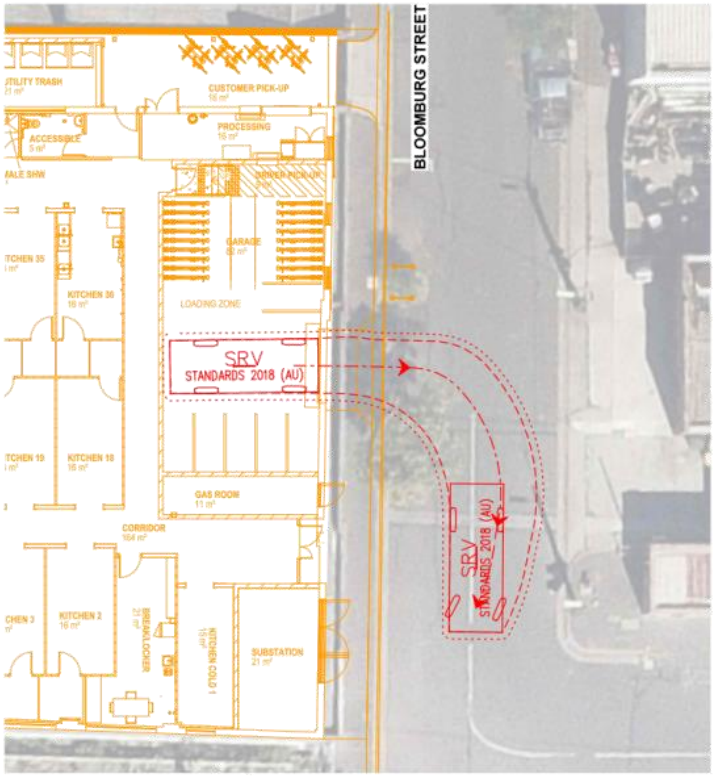
P/R: Adam Gardiner/Jamie Spratt

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ENTRY MANOEUVRES

DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED

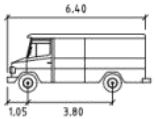


EXIT MANOEUVRES

DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED

CAD File: N:\Projects\2020\200662\Drawings\200662SPA100.dgn

Date Plotted: 11-02-2022 15:23:00



SRV	meters
Width	: 2.30
Track	: 2.30
Lock-to-Lock Time	: 6.0
Steering Angle	: 38.0

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Drawing Title
9-11 BLOOMBURG STREET, ABBOTSFORD
SITE ACCESS - 6.4m SRV
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DW	AG	44 D6

Scale
1:200 @ A3
0 1 2 4

Project Number	Drawing Number	Revision
200662	SPA100	A

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TRAFFIC ENGINEERING

9-11 Bloomburg Street, Abbotsford

Transport Impact Assessment



200662TIA001D-F

12 February 2021

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Prepared by	Adam Gardiner	**Reviewed by**	Jamie Spratt
Signature		**Signature**	

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Attachment 4 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Transport Assessment Report

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CONTENTS

1 INTRODUCTION 5
2 EXISTING CONDITIONS 5
2.1 Site Location 5
2.2 Planning Zones and Overlays 7
2.3 Road Network 8
2.4 Sustainable Transport 8
2.4.1 General 8
2.4.2 Public Transport 10
3 DEVELOPMENT PROPOSAL 11
3.1 General 11
3.2 Parking and Access 12
4 DESIGN ASSESSMENT 14
4.1 Waste Collection 14
4.2 Bicycle Parking 14
4.3 Motorbike and Scooter Parking 14
5 LOADING 14
6 DELIVERY DRIVER DEMAND 15
6.1 Case Study – Operational Facility 15
6.2 Delivery Personnel Parking Demands 17
7 MOTORCYCLE PARKING 18
8 BICYCLE PARKING 18
9 CAR PARKING 19
9.1 Statutory Car Parking Requirements 19
9.1.1 Car Parking Requirements – Clause 52.06 19
9.1.2 Proposed Car Parking Provision 19
9.2 Car Parking Demand Assessment 20
9.2.1 Employee Demand 20
9.2.2 Visitor Demand 20
9.2.3 Anticipated Parking Demand 21
9.3 Review of Car Parking Provision 22
9.3.1 Impact of Parking Supply on Traffic Congestion 22
9.3.2 City of Yarra Climate Emergency Plan 22
9.3.3 City of Yarra Parking Management Strategy 22
9.3.4 Planning Scheme Policies 23
9.3.5 On-Street Parking Restrictions 23
9.3.6 Alternative Modes of Transport 24
9.3.7 Car Parking Credit 24
9.3.8 Adequacy of Proposed Car Parking Provision 24
10 TRAFFIC 25
11 CONCLUSIONS 25
BATCHING PROCESS 28

TABLES

Table 1 Public Transport Provision 10
Table 2 Staffing Profile 11
Table 3 Modal Breakdown 12
Table 4 Number of Orders 15
Table 5 Peak Delivery Personnel Numbers 17
Table 6 Peak Delivery Personnel Numbers – Proposed Site 17
Table 7 Peak Couriers On-Site Breakdown 17
Table 8 Clause 52.34 – Bicycle Parking Requirements 18
Table 9 Clause 52.34 – Bicycle Facility Requirements 18
Table 10 Clause 52.06 – Car Parking Requirements 19
Table 11 Anticipated Staff Drivers 20

FIGURES

Figure 1 Site Location 5
Figure 2 Site Context (Sunday 8th November 2020) 6
Figure 3 Planning Scheme Zones 7
Figure 4 Principal Public Transport Network Area 7
Figure 5 TravelSmart Map 9
Figure 6 Public Transport Provision 10
Figure 7 Parking Layout 13
Figure 8 Couriers On-Site – Friday 10th January to Thursday 16th January 16
Figure 9 Couriers On-Site per 5-minute Interval – Friday 10th January 2020 only 16

APPENDICES

APPENDIX A BICYCLE RACK SPECIFICATION SHEETS 26
APPENDIX B BATCHING PROCESS 27

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1 INTRODUCTION

onemile**grid** has been requested by Southeastern Infrastructure Management III Pty Ltd to undertake a Transport Impact Assessment of the proposed development at 9-11 Bloomburg Street, Abbotsford.

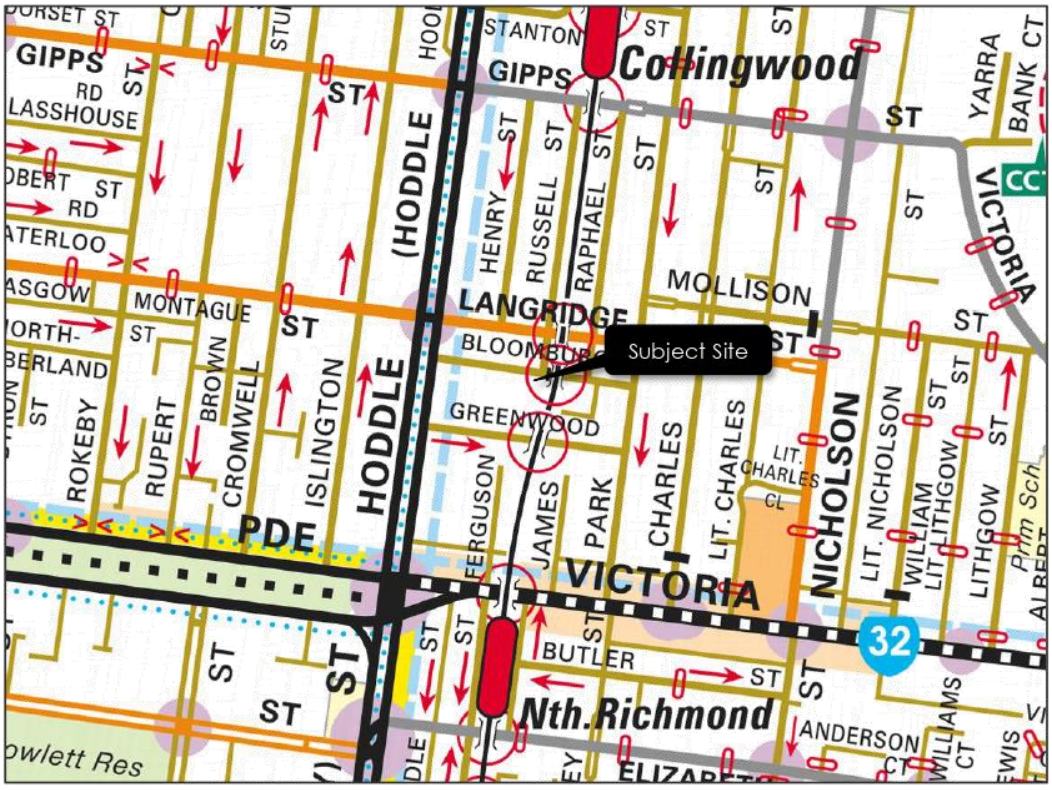
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic and parking data has been sourced and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is located on the southern side of Bloomburg Street and is bound to the east by the railway tracks. The site is addressed as 9-11 Bloomburg Street, Abbotsford, as shown in Figure 1.

Figure 1 Site Location



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The site is generally rectangular in shape and has a frontage of approximately 32 metres to Bloomburg Street and a depth of 40 metres.

The site is currently accessed from Bloomburg Street via a single crossover in the northwest corner of the site, providing access to a laneway running along the western boundary.

The site is currently occupied by a commercial use, with office and warehousing components totalling an approximate floor area of 999m^2. No formal parking spaces are currently provided on-site.

The surrounding area has a mix of uses including commercial and residential uses.

An aerial view of the subject site in the context of its surrounds is provided in Figure 2.

Figure 2 Site Context (Sunday 8th November 2020)

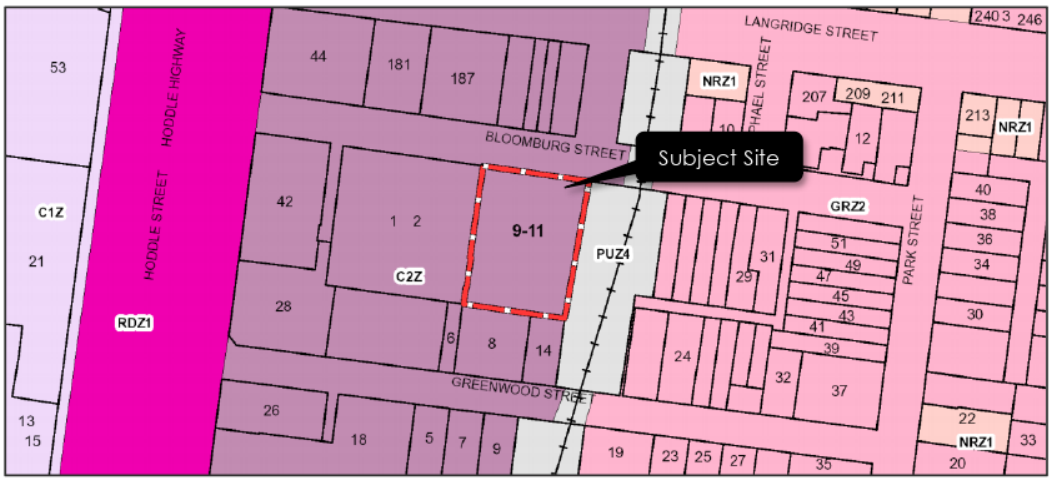


Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Commercial 2 Zone (C2Z).

Figure 3 Planning Scheme Zones



Furthermore, the site is also located within the Principal Public Transport Network (PPTN) area as shown in Figure 4.

Figure 4 Principal Public Transport Network Area



2.3 Road Network

Bloomburg Street is a local road generally aligned east-west, running between Hoddle Street in the west and continuing as Russell Street in the east. Bloomburg Street acts as a two-way roadway in the vicinity of the site with kerbside parking permitted on both sides of the road. Kerbside parking is generally unrestricted with the southern kerbside parking restricted to 4-hour parking Monday to Friday between 7:00am and 7:00pm.

2.4 Sustainable Transport

2.4.1 General

An extract of the TravelSmart Map for the City of Yarra is shown in Figure 5, highlighting the public transport, bicycle and pedestrian facilities in the area.

The site has excellent access to sustainable transport modes, with train, tram and bus services easily accessible from the site, and excellent access to formal and informal cycling routes.

Collingwood Station and North richmond Station are located approximately 350 metres and 300 metres respectively from the site, offering excellent access to the Hurstbridge and Mernda train lines as well as access to the Melbourne CBD.

Access to tram routes is provided along Victoria Parade approximately 230 metres to the south of the site, providing east-west connectivity.

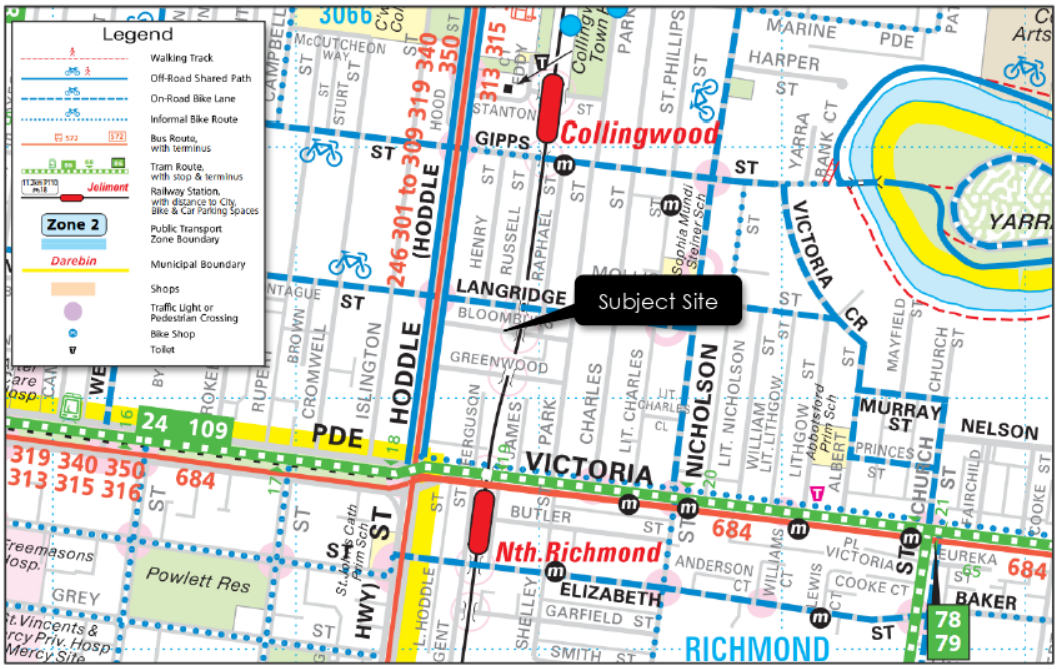
Hoddle Street to the west and Victoria Parade to the south provide access to the metropolitan bus network in compliment to the above train and tram services.

In addition to the public transport above, the site has excellent access to cycling routes, with on-road routes along Nicholson Street and Langridge Street providing excellent north-south and east-west connectivity, respectively. Various other formal and informal routes in the vicinty provide further cycling connectivity.

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Figure 5 TravelSmart Map



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2.4.2 Public Transport

The public transport provision in the vicinity of the site is shown in Figure 6 and detailed in Table 1.

Figure 6 Public Transport Provision



Table 1 Public Transport Provision

Mode	Route No	Route Description	Nearest Stop/Station
Train		Hurstbridge Line	North Richmond
		Mernda Line	
Tram	12	Victoria Gardens - St Kilda	Hoddle Street
	109	Box Hill - Port Melbourne	
Bus	246	Elsternwick - Clifton Hill via St Kilda	
	302	City - Box Hill via Belmore Rd and Eastern Fwy	
	303	City - Ringwood North via Park Rd	
	304	City - Doncaster SC via Belmore Rd and Eastern Fwy	
	305	City - The Pines SC via Eastern Fwy	
	309	City - Donvale via Reynolds Rd	
	318	City - Deep Creek	
	350	City - La Trobe University via Eastern Fwy	
	684	Eildon - Melbourne via Lilydale Station	
	905	City - The Pines SC via Eastern Fwy, Templestowe (SMARTBUS Service)	
	906	City - Warrandyte via The Pines SC (SMARTBUS service)	
	907	City - Mitcham via Doncaster Rd (SMARTBUS service)	
	908	City - The Pines SC via Eastern Fwy (SMARTBUS Service)	
	961	Night Bus - City - Collingwood - Eastern Fwy - Templestowe - Doncaster	

The site has excellent public transport accessibility and is situated within the PPTN, with a wide variety of services in the immediate vicinity of the site providing connectivity to the CBD and surrounding activity centres, including the Major Activity Centre along Victoria Street.

SmartBus routes provide high-frequency and high-speed services, with bus priority measures along the route, and real-time information at bus stops.

3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed to develop the subject site for the purposes of a takeaway food premises use. The proposed use is a new type of food offering known as a 'Dark Kitchen' that contains a number of self-contained kitchens for the preparation of online orders and delivery for a range of takeaway food offerings with a central check-in area to facilitate efficient pick up for delivery personnel.

The development will only offer food delivery via online services and will not provide an opportunity for consumers to dine in. When an order is placed online the kitchen will prepare the food and it will be taken to the check-in area where the delivery driver will collect it and exit the premises.

Based on information provided by the operator the site is proposed to contain 36 kitchens with a maximum of 48 staff on-site, operating between 7:00am and midnight seven days a week. It is anticipated that approximately 15% of kitchens will be vacant at a time. Peak operation is expected to occur between 6:00pm and 9:00pm for the dinner period with a smaller peak between 12:00pm and 3:00pm for the lunch period, the anticipated staffing requirements shown in Table 2.

Table 2 Staffing Profile

Period	*Weekday Staff*	*Weekend Staff*
7:00am to 12:00pm	32	32
12:00pm to 3:00pm	40	48
3:00pm to 6:00pm	32	32
6:00pm to 9:00pm	48	48
9:00pm to midnight	32	32

The above staff numbers are inclusive of the two staff members that will take on the majority of responsibilities of the operation of the facility and the streamlining of the order batching, their roles are outlined briefly below.

Facility Manager

- Looks after one facility and is on call to resolve issues that can't be handled by the Facility Lead;
- Manages scheduling of deliveries to the site, working closely with kitchen operators to identify opportunities to combine deliveries where possible; and
- Manages waste removal, including contracting of third parties to collect waste, on site management of waste and scheduling removal of waste from site.

On-Site Facility Lead

- Assigned to a single facility;
- Whenever the facility is in operation, this person is on-site to work through challenges in real-time;
- Ensures deliveries and waste removal are adhering to schedules set out by facility manager; and
- Addresses any issues that may arise with the courier's interaction with the streetscape.

The number of orders received per hour by the kitchens are anticipated to vary throughout the day with weekday lunch experiencing a dip in demand compared to the dinner and weekend peaks. The number of orders received does not directly relate to the number of drivers picking them up. This is because multiple kitchens are producing food at the same location and allows for multiple orders to be allocated to a single driver, referred to as batching.

This 'batching' is anticipated to result in approximately 20% of pickups being for multiple orders at once and can be provided in two ways. First, online food ordering applications like UberEats can batch orders when they send a courier to pick up an order (sending 1 courier for 2 orders instead of separate couriers). Secondly, batching can occur within the proposed development with two restaurants collaborating to set up a third menu displayed on delivery applications like UberEats, reducing the number of total orders placed.

Furthermore, the applicant has advised that it is anticipated that the development will have the modal breakdown shown in Table 3 for delivery drivers. It has also been determined that delivery drivers will spend on average approximately 2 minutes and 44 seconds collecting an order based on the operation of similar facilities.

Table 3 Modal Breakdown

Mode	Percentage
Car	25%
Bicycle	35%
Motorbike/Scooter	40%

The kitchens will be provided with a number of storage options comprising refrigerated, pantry and freezer areas. The floor area of the site is approximately 1,110m².

It is proposed to promote sustainable transport methods for staff through a range of initiatives in order to reduce the reliance on private vehicle travel. Part of this is to provide one bicycle parking space per kitchen for staff.

3.2 Parking and Access

It is proposed to provide motorcycle and bicycle parking within the northern frontage of the building accessed via a new crossover and roller door to Bloomburg Street. Additional on-ground bicycle hoops are to be provided in the laneway running north-south along the western boundary.

The proposal includes the provision of 44 bicycle spaces, including 36 spaces for staff and 8 for delivery riders. The visitor spaces are proposed at four on-ground bicycle hoops and the staff spaces are proposed in two-tier horizontal bicycle racks.

A total of 6 motorcycle parking bays are proposed with 5 spaces allocated to delivery drivers and the remaining space for use by employees.

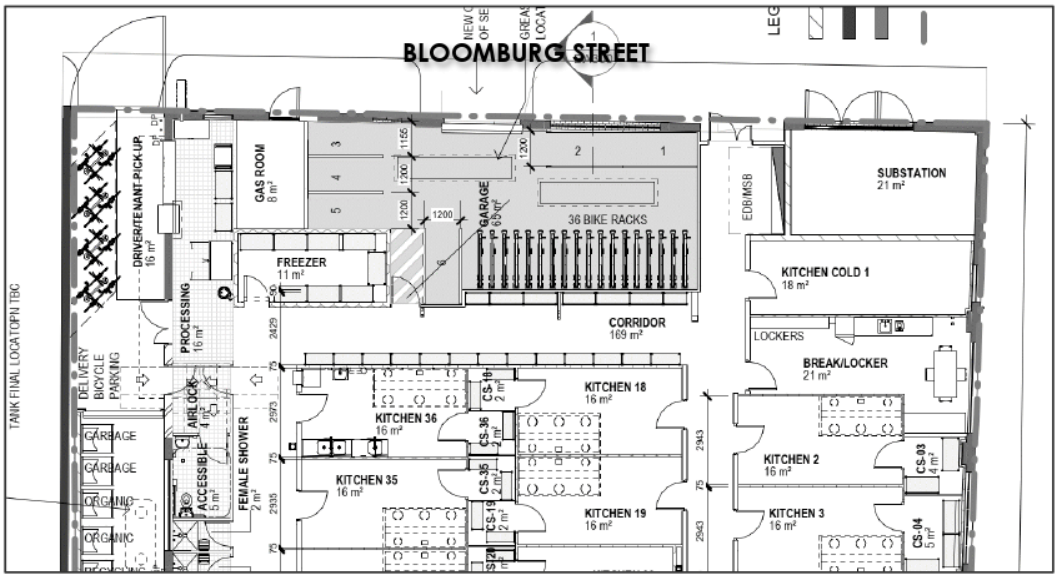
It is not proposed to provide any car parking on-site.

The proposed parking and access layout is shown in Figure 7.

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Figure 7 Parking Layout



4 DESIGN ASSESSMENT

4.1 Waste Collection

A bin storage area is located adjacent the laneway along the western boundary. Bins will be transferred by a private contractor to the waste collection vehicle for collection. The bins will then be immediately returned to the bin storage area.

Refer to the Waste Management Plan for further information.

4.2 Bicycle Parking

It is proposed to provide bicycle parking in a mix of vertically staggered two-tier bicycle racks and on-ground bicycle hoops.

The two-tier horizontal bicycle racks (Cora E3DT or similar) are proposed in a storage area within the northern frontage accommodating 36 bicycles. The individual bicycle racks are separated by 400 mm horizontally, providing a separation of 800 mm between bicycles at the same level, are accessed from a 2-metre aisle and are provided with a vertical stagger of 300mm between adjacent racks, in accordance with the Australian Standard for Bicycle Parking Facilities.

The specification sheet for the Cora E3DT bicycle rack is provided in Appendix A.

It is proposed to provide four on-ground bicycle hoops, providing 8 bicycle parking spaces. The hoops are proposed with 1 metre centres, a 1.8 metre long envelope and 1.5 metre access aisle in accordance with the Australian Standard requirements.

In addition, all of the bicycle parking spaces proposed have been provided in a horizontal alignment exceeding the Australian Standard requirement for 20% of spaces being provided on-ground.

The bicycle parking should be provided undercover to protect the bicycles and riders from the elements.

4.3 Motorbike and Scooter Parking

The motorcycle parking bays have been designed with a minimum width of 1.2 metres and a length of 2.5 metres in accordance with the Australian/New Zealand Standard for Parking facilities, Part 1: Off-street car parking (AS/NZS 2890.1:2004).

5 LOADING

Clause 65 (Decision Guidelines) of the Yarra Planning Scheme identifies that "*Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*"

It is expected that the majority of deliveries will occur via small vans and utility vehicles, which can utilise the existing on-street loading zone to the west on Bloomburg Street.

The loading zone is in effect 9:00am to 5:00pm, Monday to Friday.

The provision for loading on-street is considered appropriate for the proposed use.

6 DELIVERY DRIVER DEMAND

6.1 Case Study – Operational Facility

An assessment has been undertaken to understand the average and 5-minute peak demands for delivery drivers on-site.

We have acquired a data set of courier movements through one of the applicants existing facilities located in Los Angeles, USA. The facility's structure is largely similar to that proposed, with 23 kitchens currently operational (out of a total of 27 kitchens). We believe the data obtained is representative of the proposed development as the following breakdown of the 27 kitchens is consistent with the expected vacancy rate of the proposed development:

- 23 kitchens operational on delivery platforms (85%)
- 4 kitchens vacant (15%)

The existing facility produces, on an average weekend, 35-40 orders per day per kitchen. On this basis, we believe it is appropriate to adopt this rate. It is noted that these orders are not distributed evenly across the hours of operation and concentrate around the lunch and dinner periods.

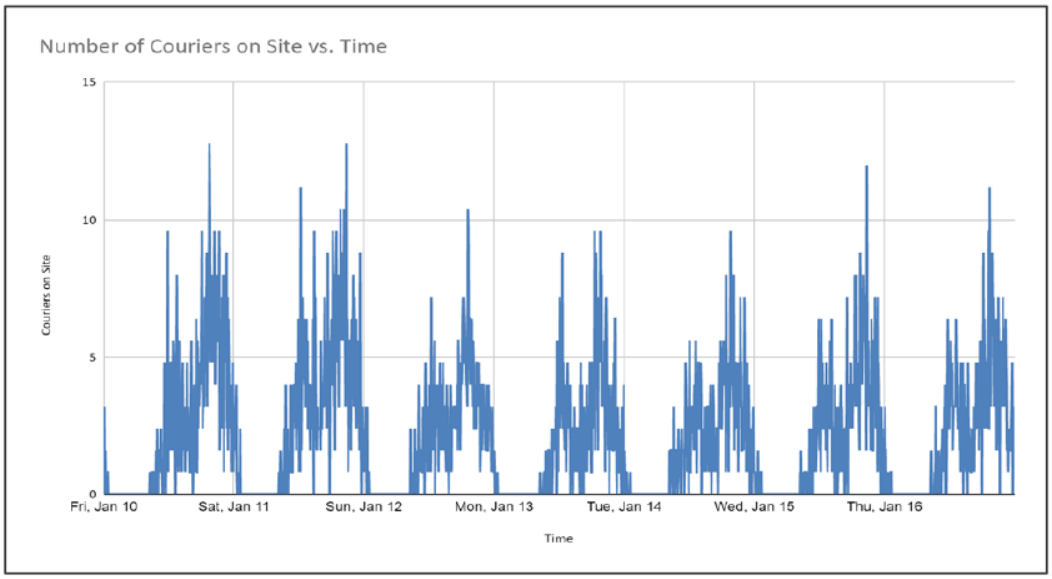
The data received shows the number of orders received over a one-week period from Friday January 10th, 2020 to Thursday January 16th, 2020 inclusive, as shown in Table 4.

Table 4 Number of Orders

Day	*Orders Total*	*Orders Per Kitchen*
Friday 10th January	845	37
Saturday 11th January	945	41
Sunday 12th January	695	30
Monday 13th January	619	27
Tuesday 14th January	629	27
Wednesday 15th January	674	29
Thursday 16th January	712	31
Total	**2,634**	**Average: 32**

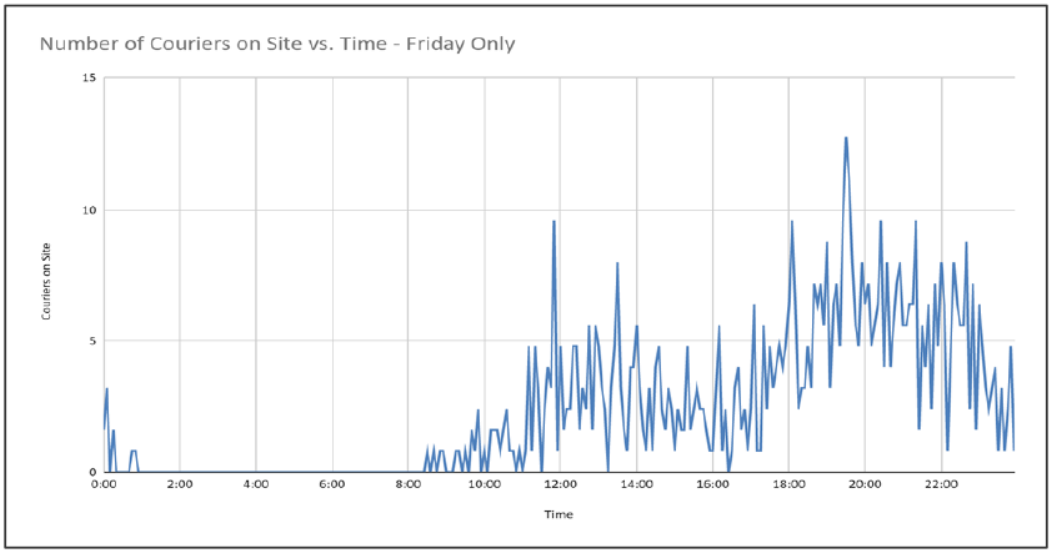
The data was further filtered to represent the number of drivers on-site for a given 5-minute period across the week, as shown in Figure 8. Orders that have similar routes or destinations can be grouped together through a process referred to as batching, initially resulting in approximately 20% fewer delivery drivers visiting the site than the number of orders placed. Further detail on the batching process has been attached in Appendix B.

Figure 8 Couriers On-Site – Friday 10th January to Thursday 16th January



The first day during the data period is Friday 10th January and represents the busiest day of the week. To provide a detailed overview of delivery personnel on-site throughout the day, a zoomed in view of the Friday has been provided in Figure 9.

Figure 9 Couriers On-Site per 5-minute Interval – Friday 10th January 2020 only



Based on the above there are two distinct peaks occurring throughout the day, including a "lunch" and "dinner" peak. Each peak experiences an absolute peak number of delivery personnel on-site and an average number of drivers across the broader peak, as shown in Table 5.

Table 5 Peak Delivery Personnel Numbers

Day	5 min period	Delivery Drivers On-site
Friday – Lunch	Average	5
	Absolute Peak	9
Friday - Dinner	Average	8
	Absolute Peak	13

The subject site is proposed to operate with 36 kitchens and a vacancy rate of 15% representing an increase of 33% capacity from the above. It is expected that the increase in capacity will translate to a corresponding increase in the number of orders and therefore number of delivery drivers on-site. The expected peak delivery drivers on-site for the proposed development is shown in Table 6

Table 6 Peak Delivery Personnel Numbers – Proposed Site

Day	5 min period	Delivery Drivers On-site
Friday – Lunch	Average	7
	Absolute Peak	12
Friday - Dinner	Average	11
	Absolute Peak	17

6.2 Delivery Personnel Parking Demands

Based on the peak number of delivery personnel and the expected modal breakdown, detailed in Section 3, the following number of cars, motorbikes and bicycles are anticipated to be attending the site.

Table 7 Peak Couriers On-Site Breakdown

Day	5 min period	Total Delivery Drivers	Bikes	Motorbikes	Cars
Friday – Lunch	Average	7	2	3	2
	Absolute Peak	12	4	5	3
Friday – Dinner	Average	11	4	4	3
	Absolute Peak	17	6	7	4

With consideration to the lunch and dinner average, and the lunch absolute peak the following regular demands are anticipated:

- 4 bicycle parking spaces;
- 5 motorbike parking spaces; and
- 3 car parking spaces.

It is noted that the parking demands for the dinner absolute peak exceed the above anticipated demands. However, the weekday lunch period is anticipated to be the critical service time for the accommodation of parking demands, where surrounding uses are still operating, and parking in the area has high utilisation.

It is considered appropriate to use the above anticipated parking demands for the purpose of this assessment.

7 MOTORCYCLE PARKING

It is typical of food delivery personnel to utilise motorbikes and scooters to undertake deliveries due to their mobile and efficient characteristics.

Based on the modal breakdown anticipated by the applicant it is expected that there will be a maximum of 7 delivery motorbike/scooters on-site at any given time with typical demands of up to 5 motorcycle parking spaces.

It is proposed to provide 6 motorcycle spaces on-site, in excess of the anticipated regular demands. It is proposed to designate five spaces for delivery drivers only with the remaining space allocated to staff.

The proposed provision of motorcycle parking is therefore considered appropriate for the proposed development.

8 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Yarra Planning Scheme, which specifies the following requirements for takeaway food and drink premises uses.

Table 8 Clause 52.34 – Bicycle Parking Requirements

Component	No/Area	Requirement	Total
Take away food premises	1,110m²	1 space per 100m² for employees 1 space per 50m² for visitors	11 22
Total		**Employees** **Visitors**	**11** **22**

Based on the above calculations there is a requirement to provide a total of 33 bicycle parking spaces comprising 11 employee spaces and 22 visitor spaces.

It is proposed to provide a total of 44 bicycle spaces, satisfying the Planning Scheme requirements.

It is expected that staff demands for bicycle parking will be in excess of the Planning Scheme requirements and that visitor demands will be lower. It is proposed to provide 8 bicycle parking spaces for visitors in excess of the peak delivery demands and provide one bicycle parking space per kitchen for staff. The proposed provision of 44 bicycle spaces is expected to satisfy the bicycle parking demands.

The proposed allocation of bicycle parking is considered acceptable for the proposed use.

Where 5 or more employee bicycle spaces are provided, employee facilities are required in accordance with Clause 52.34 of the Yarra Planning Scheme, as identified below.

Table 9 Clause 52.34 – Bicycle Facility Requirements

Facility	Employee Bicycle Spaces	Requirement	Total
Showers	36 spaces	1 shower for the first 5 employee bicycle spaces; plus 1 to each 10 employee bicycle spaces thereafter	4

Showers must have access to a communal change room, or combined shower and change room

Based on the proposed provision of 36 employee spaces, there is a requirement to provide a total of 4 showers and associated changing facilities for employees.

It is proposed to provide four showers and change rooms for the development in accordance with the above requirements. In addition, a total of 36 lockers are proposed to be provided for use by staff.

9 CAR PARKING

9.1 Statutory Car Parking Requirements

9.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Yarra Planning Scheme, which specifies the following requirements for the different components of the proposed development.

Table 10 Clause 52.06 – Car Parking Requirements

Use	No/Area	Rate	Car Parking Measure	Total
Food and drink premises other than listed in this table	1,110 m²	3.5	to each 100m² of leasable floor area	38
Total				**38**

Based on the above calculations, a total of 38 parking spaces are required for the proposed development.

9.1.2 Proposed Car Parking Provision

It is not proposed to provide any car parking spaces on-site, which equates to a shortfall of 38 spaces when compared to the Planning Scheme requirements.

Clause 52.06-7 of the Yarra Planning Scheme indicates that an application to reduce (including reduce to zero) the requirement for car spaces must be accompanied by a Car Parking Demand Assessment. The Assessment must assess the car parking demand likely to be generated by the proposed development, having consideration to:

- 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.

Practice Note 22 (June 2015) specifies that the provisions for reducing car parking requirements draw a distinction between the assessment of the likely demand for parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the car parking demand assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- The car parking demand likely to be generated by the use; and
- Whether it is appropriate to allow fewer spaces to be provided than the likely demands generated.

An assessment of the likely parking demands and the appropriateness of reducing the car parking provision below them is set out below.

9.2 Car Parking Demand Assessment

9.2.1 Employee Demand

It is anticipated that 36 of the maximum 48 staff on-site will ride to the development considering the location of formal and informal cycling routes as well as the opportunity to ride between public transport and the site, in line with the provision of staff bicycle parking.

To determine the likely number of staff who will walk or utilise public transport to travel to the site, a review of the 2016 Census has been undertaken, in which workers were questioned on their methods of travel to work. The data indicates that 36% of work journeys within the City of Yarra are undertaken by walking, bus, train or tram.

It is expected that the remaining staff will generate a car parking demand.

Based on the expected staffing numbers presented in Table 2, the number of staff expected to travel to the site using public transport, cycling or driving has been calculated in Table 11.

Table 11 Anticipated Staff Drivers

Period	Staff	Cyclists	Public Transport	Drivers
Weekday Lunch	40	36	2	2
Weekday Dinner and Weekend Peaks	48	36	5	7

It is expected that there will be a maximum demand for two car parking spaces during the weekday lunch peak and a demand for 7 spaces during the weekday dinner and weekend peak periods.

9.2.2 Visitor Demand

The proposed development is expected to have a lower visitor car parking demand compared to a typical food and drink premises as the proposed use will not be open to the public. It is anticipated that the development will generate a demand for parking that is short term and high turnover with delivery vehicles arriving, collecting the order and then departing within an approximate 3-minute time frame.

As determined in Section 6, the development is anticipated to generate a parking demand for 3 spaces during typical operation and an absolute peak demand for 4 parking spaces during the weekend peaks and weeknight dinner period.

9.2.3 Anticipated Parking Demand

Based on the above, it is anticipated the proposed development may typically generate a maximum demand for approximately 11 car parking spaces during weekday dinner and weekend peaks with weekday lunch peaks experiencing a maximum demand for 5 spaces.

It is not proposed to provide any car parking spaces on-site, which equates to a shortfall of 11 spaces during the weekday dinner and weekend operation and a shortfall of 5 spaces during weekday lunch peaks.

In this regard, Clause 52.06-7 of the Yarra Planning Scheme further indicates that a permit may be granted to reduce the number of parking spaces, in consideration of the following:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- 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.
- 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.

9.3 Review of Car Parking Provision

9.3.1 Impact of Parking Supply on Traffic Congestion

A recent VCAT decision (Ronge v Moreland CC [2017] VCAT 550 (9 May 2017)) highlighted the value of reduced car parking provision with regard to traffic congestion, identifying the potential adverse impact of providing parking to comply with Clause 52.06, as below:

"Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.

A car parking demand assessment is called for by Clause 52.06-6 [now Clause 52.06-7] when there is an intention to provide less car parking than that required by Clause 52.06-5.
However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.

Policy tells us the future must be different.

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

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

9.3.2 City of Yarra Climate Emergency Plan

In June 2020 the City of Yarra adopted the "Yarra Climate Emergency Plan" which sets out a number of targets, objectives and strategies for reducing the impact of the Council and its constituents on the environment.

The plan includes the development of an Integrated Transport Plan for Yarra which will aim to achieve the following transport related objectives:

- *"Increase the share of trips by sustainable transport modes"*
- *"Identify existing and emerging issues and opportunities, including incentives or initiatives to change travel behaviours"*
- *"Use parking provisions, or other mechanisms, to encourage car-share and electric vehicles"*
- *"Promote efficient use of road space for walking and cycling, public transport, shared transport and zero emissions vehicle"*

By not providing parking for the development, staff are compelled to make decisions about their travel behaviours and adopt sustainable transport modes. The provision of no parking for new developments will allow Council to reduce the number of personal vehicle trips undertaken by staff.

9.3.3 City of Yarra Parking Management Strategy

The purpose of the City of Yarra Parking Management Strategy "is to provide a policy framework to guide officers in the management of the parking resource."

The Action Plan 2013 – 2015 lists 16 principles which are key drivers for parking management in Yarra, including:

> 7. *"Ensure that new developments are self-sufficient in meeting their parking needs - with the exception of encouraging reduced parking or no car parking developments for sites very close to public transport stops."*

This further emphasises Council's desire to reduce car usage, through encouraging reduced parking supply in appropriate locations, such as the subject site.

9.3.4 Planning Scheme Policies

9.3.4.1 Yarra Planning Scheme

The Yarra Planning Scheme includes a number of polices with regard to transport and environmentally sustainable development. These include Clause 21.06 – Transport and Clause 22.17 – Environmentally Sustainability Development. The relevant objectives within each of the policies is provided below:

Clause 21.06 – Transport

- *"To provide safe and convenient pedestrian and bicycle environments"*
- *"To facilitate public transport usage"*
- *"To reduce the reliance on the private motor car"*
- *"To reduce the impact of traffic"*

Clause 22.17 – Environmentally Sustainable Development

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

Clause 21.06 also identifies that "*in Yarra unrestricted car use and parking is neither practical nor achievable*" and further "*Car parking will be managed to optimise its use and to encourage sustainable transport options.*"

The above policy objectives are driven towards sustainable transport outcomes and the encouragement of alternative methods of transport compared to private motor vehicle use. To achieve these outcomes, the use of public transport, walking and cycling as methods of transport are paramount.

The proposed development is ideally located in this regard to promote the use of public transport, walking, and cycling through the elimination of car parking provided on-site.

9.3.5 On-Street Parking Restrictions

For developments with reduced parking supply, and where on-street parking in the area is unrestricted, it is often observed that long term resident or employee parking may occur on-street. Conversely, where on-street parking surrounding a development with a reduced parking supply is restricted, residents with lower car ownership levels are encouraged to occupy the development, knowing that long-term parking is generally unavailable in the area if they are not provided with an on-site parking space.

A review of parking restrictions in the area surrounding the proposed development indicates that on-street parking is heavily utilised during the day, and there is limited opportunity for long term staff parking in the area.

These restrictions are therefore expected to ensure that staff of the development do not drive, as they will not be able to conveniently park their vehicle long-term on-street in the vicinity of the site.

In contrast, parking availability is anticipated to increase in the evening and on weekends when businesses in the vicinity are closed. This will allow for the accommodation of delivery driver demands on-street during peak operation times.

9.3.6 Alternative Modes of Transport

As indicated in Section 2.4, the site has excellent access to public transport, with numerous train, tram and bus services in the immediate vicinity. The provision of excellent public transport ensures that staff will have good access to alternate transportation modes.

In addition to the availability of public transport, the site is well serviced by formal and informal cycling routes. The provision of bicycle parking facilities in excess of the requirements will also ensure that staff are able to easily park their bikes.

The site is serviced by a suite of other transport modes allowing for the easy adoption of walking, cycling or public transport travel.

9.3.7 Car Parking Credit

It is understood that the existing development on the subject site is a warehouse with an approximate area of 999m² and no parking provision.

Based on the current Planning Scheme requirements, at 2 spaces plus 1 space per 100m², the existing warehouse development on the site generates a parking requirement of 11 parking spaces. With no provision of car spaces on-site, the existing development includes a shortfall of 11 spaces.

The existing shortfall attributed to the development is in excess of the anticipated demand for parking spaces generated by the proposed development.

9.3.8 Adequacy of Proposed Car Parking Provision

It is expected that the proposed supply of car parking is appropriate for the proposed development, considering the following:

- Yarra City Council policy supports reduced reliance on private vehicles;
- The site has excellent access to sustainable transport modes with numerous train, tram and bus services in the immediate vicinity and access to formal and informal cycling routes, providing access options for staff and visitors;
- The existing use has a parking credit for 11 parking spaces in excess of anticipated demand;
- The high utilisation of on-street parking is likely to reduce the attractiveness of accessing the site by car without having allocated parking available; and
- Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity.

10 TRAFFIC

The traffic generated by the development is expected to be driven by the arrival and departure of delivery vehicles during the peak hours of operation.

The number of delivery personnel attending the site during the peak hours of operation is expected to be an extrapolation of the average personnel on-site for a given 5-minute period.

The proposed development is expected to generate 288 vehicle movements during the lunch and dinner peaks, consisting of 72 car, 96 bicycle and 120 motorcycle movements.

This level of traffic generation equates to five movements each minute with less than 1 car movement per two minutes, with an approximate 50/50 split between inbound and outbound movements. As this traffic is expected to be composed of a range of vehicle types and low volume in traffic engineering terms, the impact on the surrounding road network is expected to be minimal.

In addition to the above, the peak delivery periods are anticipated to occur outside of the typical commuter peak periods further reducing the impact on the network.

The overall impact of the development on the surrounding road network and users is expected to be minimal and is considered appropriate.

11 CONCLUSIONS

It is proposed to develop the subject site for the purposes of a takeaway food premises specialising in online orders and delivery only service.

Considering the analysis presented above, it is concluded that:

- The proposed bicycle and motorcycle parking design is considered appropriate;
- The proposed provision of motorcycle parking is considered appropriate;
- The proposed provision of bicycle parking satisfies the requirements of the Planning Scheme;
- Bicycle parking for staff and visitor use is provided in excess of anticipated demand;
- The site has excellent access to sustainable transport options suitable for employee use;
- Parking availability in the vicinity of the site is high during anticipated weeknight dinner peaks and during weekend operation;
- The proposed provision of no car parking is appropriate for the proposed development;
- The proposed development is expected to have minimal impact on the surrounding road network.

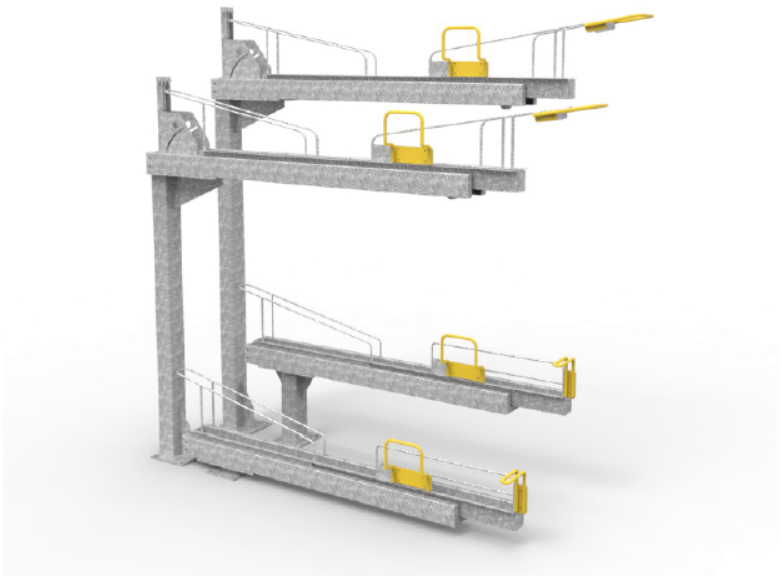
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Appendix A Bicycle Rack Specification Sheets

Attachment 4 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Transport Assessment Report

CORA BIKE RACK

PRODUCT SPECIFICATION SHEET



E3DT SERIES

E3DT-GT
DYNAMIC UPPER TIER
DYNAMIC LOWER TIER

A fully dynamic 2 tier system to provide reduced AS2890.3 compliant spacing of 400mm on both tiers. Dynamic in/out motion together with alternating height models. The dynamic upper tier includes gas assist lift for ease of use and is available in alternating heights. The dynamic lower tier uses the E3GT ground tier rack that allows users to move the rack in/ out for ease of access, and is available in alternating heights.

Capacity

- E3ST-H: 1 bike
- E3ST-L: 1 bike
- E3GT-H: 1 bike
- E3GT-L: 1 bike

Construction

- Heavy duty high quality steel

Fixings

M10 anchor bolts with security shear nut heads supplied

Finishes

- Galvanised with powder coated accents on handles
- Option - Colour Powder Coat (Cora standard colour range)

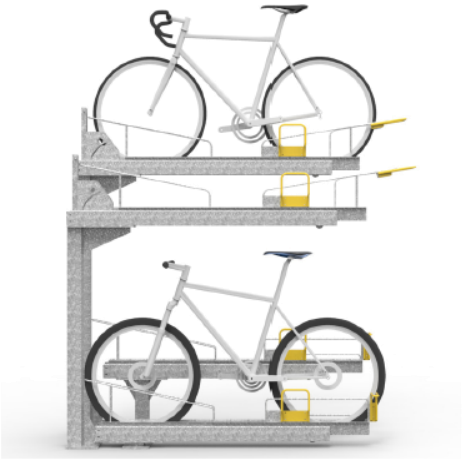
Assembly

- Supplied partially assembled for assembly and mounting on site

Compliance

- Rack is AS2890.3 (2015) compliant



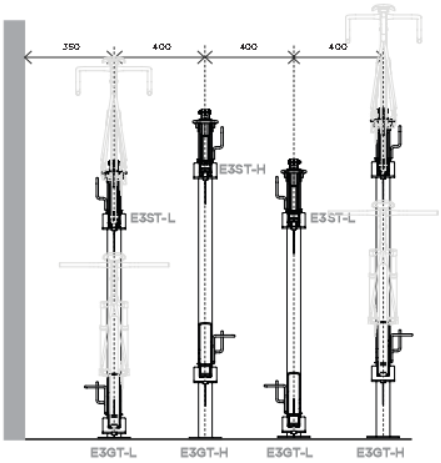


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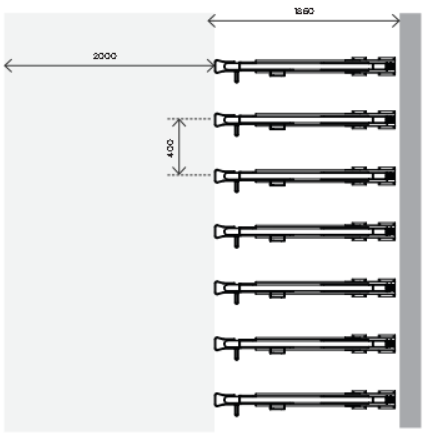
CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

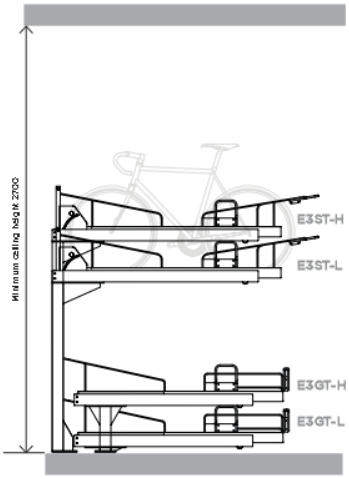
STAGGERED LAYOUT



Front view

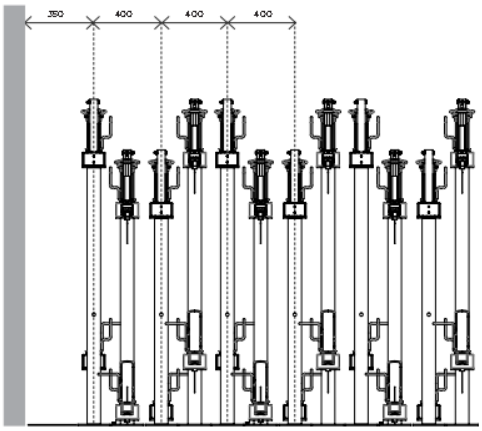


Top view

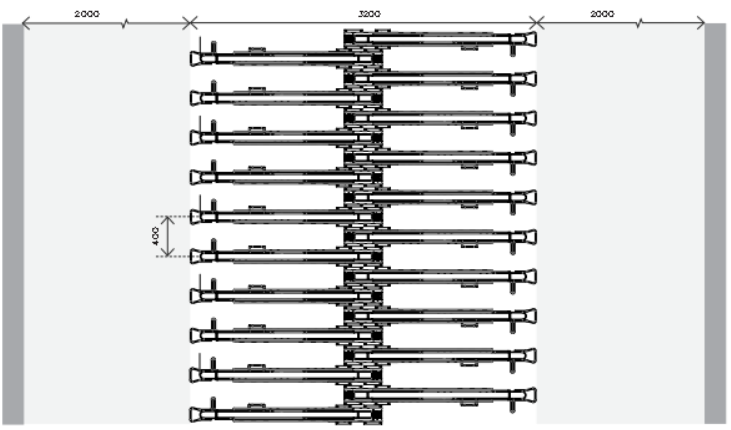


Side view

NESTED LAYOUT



Front view

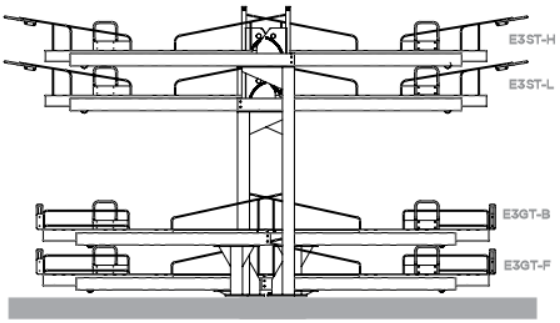


Top view

E3DT-GT DYNAMIC UPPER TIER AND DYNAMIC LOWER TIER LAYOUT GUIDE

For specific assembly and installation instructions relating to E3DT-GT series racks, please refer to individual instruction information sheets.

Racks should not be installed, based on the information on this sheet alone.



Side view

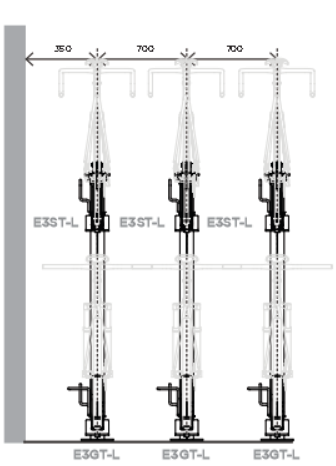
Cora Bike Rack - Australia's Bike Parking Experts - cora.com.au - ph 1800 249 878 Rev 6.00 Dec 2020 ©

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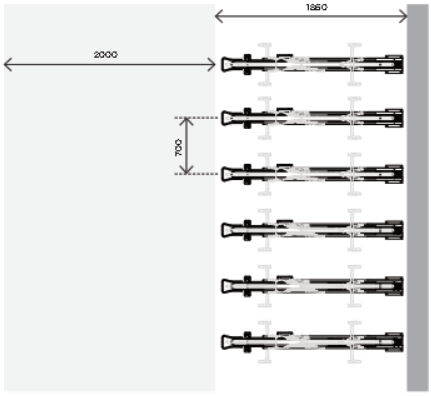
CORA BIKE RACK

PRODUCT SPECIFICATION SHEET

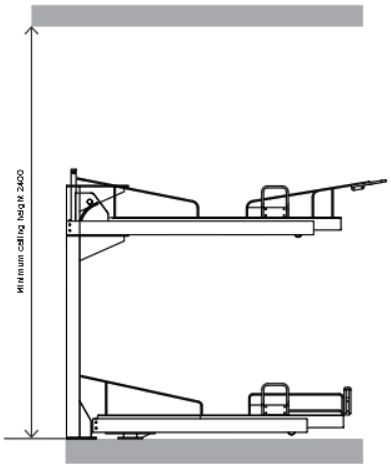
SINGLE LEVEL LAYOUT



Front view



Top view



Side view

E3DT-GT DYNAMIC UPPER TIER AND DYNAMIC LOWER TIER LAYOUT GUIDE

For specific assembly and installation instructions relating to E3DT-GT series racks, please refer to individual instruction information sheets.

Racks should not be installed, based on the information on this sheet alone.

ecospecifier global verified
find it on ecospecifier.com.au

greenstar

STANDARDS AUSTRALIA

CORA BIKERACK

PH 1800 249 878
sales@cora.com.au
www.cora.com.au

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Appendix B Batching Process

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BATCHING PROCESS

Batching is the process by which orders are grouped together, with a single delivery driver delivering two or more orders in a single trip. This process reduces the number of delivery personnel required to visit the site and collect orders, in addition to providing more efficient operation.

Batching is possible because of the co-location of kitchens producing food for online delivery, which allows for a single driver to fulfil multiple orders at once. This process is still in its infancy and will improve over time, currently based on existing facilities 20% of orders can be batched together.

Batching can be supported in two ways. First, online food ordering applications like UberEats can batch orders from restaurants at the same address, sending one courier to collect multiple orders with similar routes or destinations. The natural occurrence of this technology being used is currently low, as it relies on multiple orders at the same restaurant. It is anticipated that batching will occur more frequently at the proposed development due to the number of restaurants sharing the same pick-up address.

The second way batching can occur within the proposed development is enabled by staff. The method involves two restaurants collaborating to set up a third menu, displayed on delivery applications like UberEats. The menu may combine the participating restaurants' individual menus completely or may be a partially replication of each. In this instance where a customer would have placed two separate orders, a single order is placed instead.

The outcome in both situations is a reduction in the number of delivery drivers anticipated to visit the site. Opportunities for this to will be increased through the co-location of restaurants and further development of delivery platform technology.

9-11 Bloomburg St | Plan of Management (DRAFT)

Table of Contents

1.Operational Details 2
- 1.1 Hours of operation 2
- 1.2 Delivery procedure 2
- 1.3 Emergency Management 2

2. Environmental Health 2
- 2.1 Cold storage rooms 2
- 2.2 Food standards 3
- 2.3 Waste storage and collection 3
- 2.4 Grease traps 3
- 2.5 Maintenance and repairs 3

3. Security Management 3
- 3.1 Alarm system 3
- 3.2 Site access 4
- 3.3 CCTV 4

4. Traffic and Parking Management 4

5. Noise andOdour 4

6. Monitoring 4
- 6.1 Complaints process 4
- 6.2 Ongoing monitoring and update to Plan of Management 4

1.Operational Details

1.1 Hours of operation

The site is operational from 7 am to 12 am midnight seven days a week. One (1) on-site facility lead and kitchen staff will be onsite for all hours of operation. Individual kitchens will coordinate shifts for their kitchen staff.

1.2 Delivery procedure

1. Orders are received via a tablet in each kitchen.
2. Kitchens then accept the order and prepare the food.
    a. The kitchen is responsible for following all food handling and safety procedures.
3. Kitchen staff signal that the order is ready for collection using the tablet in the kitchen.
4. Staff are notified in the processing center that an order is ready for collection in the kitchen.
5. Staff handle the food to the processing center where it is then collected by the delivery drivers.
6. Orders are scanned into the processing center and out of the processing center to track how long food is waiting for collection.

Delivery of goods (i.e., food and drink) will be coordinated and timed by the on-site facility lead. Where practicable coordination of food deliveries between kitchens will be encouraged to reduce the number of delivery vehicle movements to / from the site. It is anticipated that the proposed use will require 10 food delivery trucks / day (please refer to Traffic Memo prepared by One Mile Grid).

1.3 Emergency Management

Upon completion of construction an emergency management plan will be developed by the on-site facility lead. This will include evacuation routes and signage in the facility in case of emergency including fire.

All operators and staff who enter the site will be educated on these routes as part of their site onboarding process.

2. Environmental Health

2.1 Cold storage rooms

Each kitchen is provided with an individual rack within the cold storage rooms. Each kitchen is then legally responsible for abiding by all food safety requirements on their respective storage racks.

2.2 Food standards

Each kitchen is treated as an individual premise for the purpose of licensing and permitting. Each kitchen is required to hold all relevant food business permits and comply with AS4674 and National Food Standards Code, before they are able to operate.

2.3 Waste storage and collection

The facility has a waste storage area at the rear of the building including recycling and general waste bins. Each kitchen is responsible for bringing waste here daily. Collection is organised for the facility as a whole by ChefCollective.

2.4 Grease traps

The facility has two (2) underground grease arrestors located below finished floor level in the 'Garage' area. Collection of the grease is organised by ChefCollective as required.

2.5 Maintenance and repairs

Physical defects and maintenance are the responsibility of ChefCollective including but not limited to:

- Minor damage & repairs;
- Air conditioning maintenance;
- Exhaust and hood cleaning; and
- Cool room storage maintenance.

However, each operator is responsible for any damage that they cause as well as keeping and returning the kitchen in the same condition it was received.

3. Security Management

3.1 Alarm system

The site is equipped with a 24/7 back to base alarm system. This will alert the security company if there is any attempted entry beyond operating hours. The security company will then contact a ChefCollective member of staff to confirm if a site visit is required.

3.2 Site access

Access to the site is restricted through the use of security fobs. An active fob will be required to open the front door of the facility which is the only after-hours access point. Fobs will only be issued to facility and kitchen staff and will be controlled centrally.

ChefCollective staff will have a register of issued access fobs and will retain the ability to remotely deactivate any fobs in case one is lost or an operator is off-boarded from the site.

3.3 CCTV

The site will be equipped with closed circuit television cameras, these cameras are motion activated and all footage is saved digitally. The footage can be accessed remotely by the ChefCollective team and reviewed historically.

4. Traffic and Parking Management

On-site facility lead and the facility manager will be onsite during operating hours to manage traffic and parking movements. Additional detail can be found in the Traffic Impact Assessment Report and Traffic Memo prepared by One Mile Grid and included in this planning submission.

5. Noise and Odour

As recommended in the Odour Assessment Report prepared by Arup, a 1 metre high odour stack will be provided to the roof of the development to mitigate off-site odour impacts.

As recommended in the Acoustic Assessment Report prepared by Marshall Day Acoustics, inclusion of acoustic treatment methods (i.e., acoustic attenuators, possible enclosure of kitchen exhaust make-up fans, acoustic screening of condenser units) will be employed where practicable.

6. Monitoring

6.1 Complaints process

6.2 Ongoing monitoring and update to Plan of Management

ChefCollective will complete quarterly reviews of all operating procedures and the Plan of Management.

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TRAFFIC ENGINEERING

9-11 Bloomburg Street, Abbotsford

Waste Management Plan



200662WMP001D-F
12 February 2021

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Signature		**Signature**	

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CONTENTS

1 INTRODUCTION 4
2 EXISTING SITE CONDITIONS 4
3 DEVELOPMENT PROPOSAL 5
3.1 General 5
3.2 Waste Management 5
4 WASTE GENERATION 7
4.1 Waste Generation Rates 7
4.1.1 Sustainability Victoria Recommended Rates 7
4.1.2 Food Organics 7
4.2 Expected Waste Generation 7
4.2.1 Garbage, Organics and Recycling 7
4.2.2 Organic (Food) Waste 7
4.2.3 Hard Waste 7
5 BIN REQUIREMENTS 8
5.1 Bin Provision and Specifications 8
5.2 Bin Storage 9
5.3 Bin Collection 9
5.4 Bin Cleaning 9
6 WASTE MANAGEMENT 9
6.1 Best Practice Waste Management 9
6.2 Food Waste Minimisation 10
6.3 Bin Usage 10
6.4 Common Property Litter and Waste Removal 11
6.5 Signage 11
6.6 Noise Control 11
6.7 Food Standards Code 12
7 OCCUPATIONAL HEALTH & SAFETY RESPONSIBILITIES 12
8 CONTACT INFORMATION 13
8.1 Council 13
8.2 Contractors 13
8.3 Equipment 14
8.4 Others 14

TABLES

Table 1 Sustainability Victoria Recommended Rates 7
Table 2 Expected Waste Generation – Commercial 7
Table 3 Bin Provision 8
Table 4 Bin Provision 8
Table 5 Bin Specifications 8

FIGURES

Figure 1 Site Location 4
Figure 2 Tenant Waste Transfer Route 6
Figure 3 Bin Storage Room and Collection Details 6
Figure 4 Example Waste Signage 11

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1 INTRODUCTION

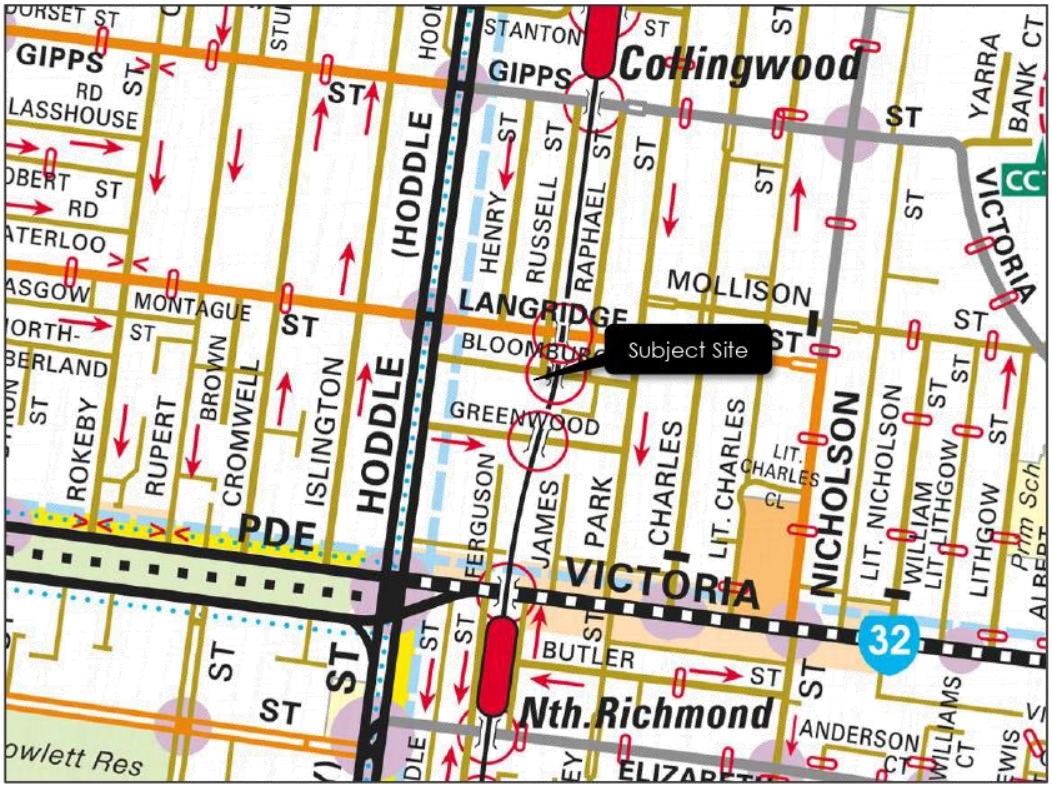
onemile**grid** has been requested by Southeastern Infrastructure Management III Pty Ltd to prepare a Waste Management Plan for the proposed food and drink premises uses development at 9-11 Bloomburg Street, Abbotsford.

The preparation of this management plan has been undertaken with due consideration of the Sustainability Victoria Better Practice Guide for Waste Management and Recycling in Multi-unit Developments and relevant Council documentation.

2 EXISTING SITE CONDITIONS

The subject site is located on the southern side of Bloomburg Street and is bound to the east by the railway tracks. The site is addressed as 9-11 Bloomburg Street, Abbotsford, as shown in Figure 1.

Figure 1 Site Location



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The site is generally rectangular in shape and has a frontage of approximately 32 metres to Bloomburg Street and a depth of 40 metres.

The site is currently accessed from Bloomburg Street via a single crossover in the northwest corner of the site, providing access to a laneway running along the western boundary.

The site is currently occupied by a commercial use, with office and warehousing components totalling an approximate floor area of 999m². No formal parking spaces are currently provided on-site.

The surrounding area has a mix of uses including commercial and residential uses.

3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed to develop the subject site for the purposes of a takeaway food premises use. The proposed use is a new type of food offering known as a 'Dark Kitchen' that contains a number of self-contained kitchens for the preparation of online orders and delivery for a range of takeaway food offerings with a central check-in area to facilitate efficient pick up for delivery personnel only.

The development will only offer food delivery via online services and will not provide an opportunity for consumers to dine in. When an order is placed online the kitchen will prepare the food and it will be taken to the check-in area where the delivery driver will collect it and exit the premises. It is anticipated that a majority of delivery drivers will utilise either motorcycles or bicycles.

The site is proposed to contain 36 kitchens with a maximum of 48 staff on-site, operating between 7:00am and midnight seven days a week. The kitchens will be provided with a number of storage options comprising refrigerated, pantry and freezer areas. The total site area is approximately 1,110m².

Access to the site is provided via a laneway running along the western boundary of the site.

3.2 Waste Management

It is proposed to utilise a private contractor to manage the collection and disposal of all waste streams associated with the development.

It is proposed to provide a bin storage area adjacent the laneway, capable of storing all bins required for the anticipated waste generation.

Each kitchen, as part of the development will be provided with a triple bin system to ensure garbage, recycling and food organics are separated at the time of disposal.

Tenants will dispose of their own waste in the bin storage area on an as needs basis. Tenants will access the bin storage area using the internal hallways and exit using the door to the south of the bin storage area, as shown in Figure 2.

On collection days the private contractor will prop the waste collection vehicle within the Loading Zone located just west of the laneway along Bloomsburg Street. The contractor will then retrieve the bins from the bin storage area, transfer them to the waste collection vehicle for collection and then immediately return them to the bin storage area.

The collection location and expected transfer route is shown in Figure 3.

Figure 2 **Tenant Waste Transfer Route**

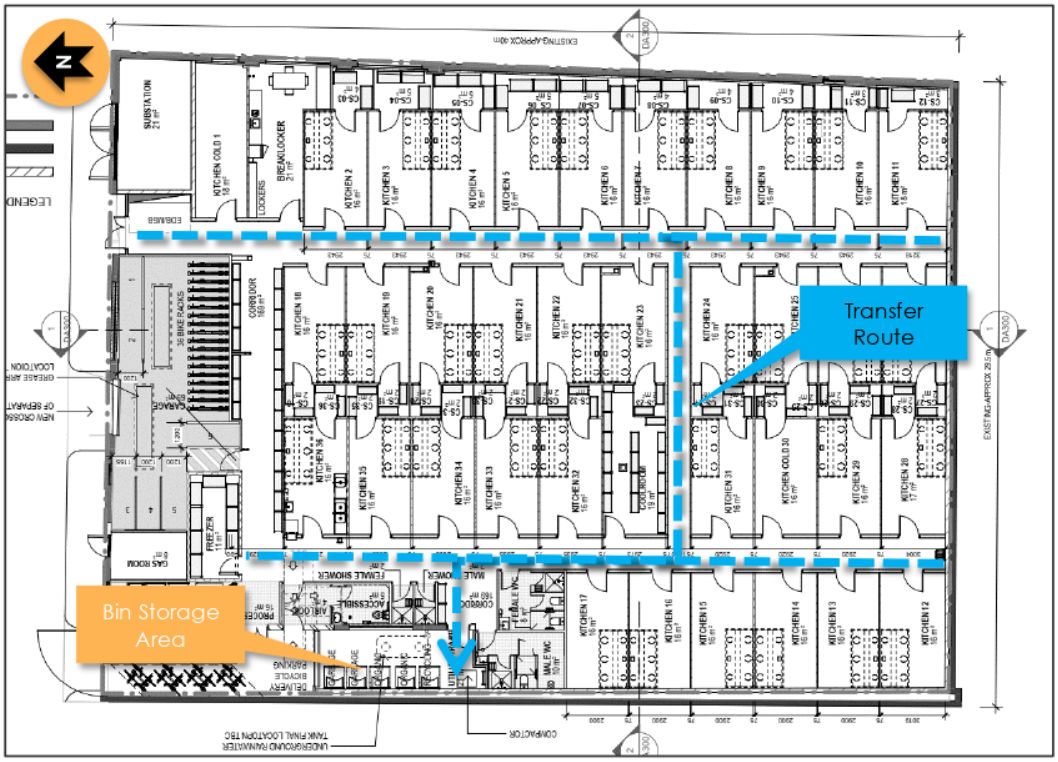
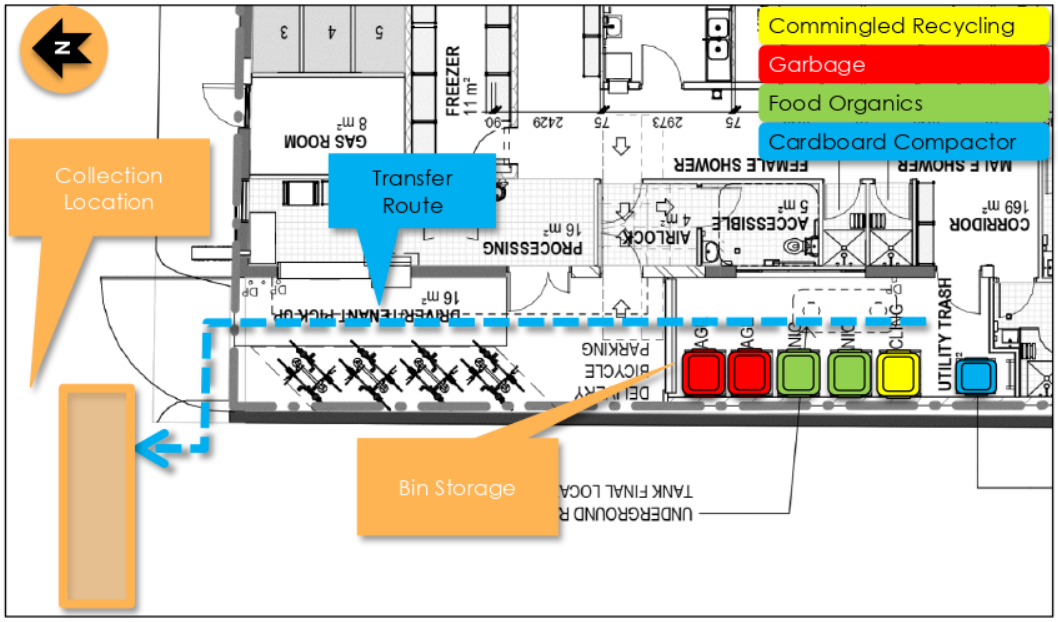


Figure 3 **Bin Storage Room and Collection Details**



4 WASTE GENERATION

4.1 Waste Generation Rates

4.1.1 Sustainability Victoria Recommended Rates

Waste generation rates published within Sustainability Victoria's "Better Practice Guide for Waste Management and Recycling in Multi-unit Developments" suggest the following rates for commercial uses.

Table 1 Sustainability Victoria Recommended Rates

Use	Garbage Rate	Recycling Rate
Takeaway food premises	150L per 100 m² per day	150L per 100 m² per day

4.1.2 Food Organics

It is anticipated that approximately 50% of all garbage produced will be food organics waste.

4.2 Expected Waste Generation

4.2.1 Garbage, Organics and Recycling

Based on the Sustainability Victoria waste generation rates and expected organics waste, the following weekly waste generation is expected.

Table 2 Expected Waste Generation – Commercial

Component – Stream	Floor Area	Rate/100m²/Day	Total Waste/Week
Garbage	1,110m²	75 litres	5,828 litres
Organics	1,110m²	75 litres	5,828 litres
Recycling	1,110m²	150 litres	11,655 litres

4.2.2 Organic (Food) Waste

Organics waste disposal bins will be provided within the food preparation and kitchen areas for staff use, with an organics bin provided within the bin storage area to collected organics prior to collection.

4.2.3 Hard Waste

Hard waste services will be provided by the private contractor, under the management of the operator. Hard waste will be stored within individual kitchen tenancies between collections and collections will be organised on an as needs basis.

Additional to the above, hard waste may be disposed of independently by tenants, at Council's Recycling Centre/Transfer Station.

5 BIN REQUIREMENTS

5.1 Bin Provision and Specifications

It is proposed to utilise a private waste contractor to provide waste collections 3 times per week for all waste streams associated with the development.

Consequently, the following bins will be required for the proposed development.

Table 3 Bin Provision

Stream	Total Waste/Week	Bin Size	Collection Frequency	Bins Required
Garbage	5,828 litres	1,100 litres	3xWeekly	2 bins
Food Organics	5,828 litres	1,100 litres	3xWeekly	2 bins
Recycling	11,655 litres	1,100 litres	3xWeekly	4 bins
Total				**8 bins**

In order to reduce the number of bins required, it is proposed to install a cardboard baler, as it is has been advised that a majority of recyclable waste produced will be cardboard packaging.

The Elephants Foot EF151 (spec sheet attached in Appendix A or similar can compact up to 150kg of carboard into a bale and occupies the same space as an 1,100-litre bin. Use of this baler would reduce the bin requirements for recycling to one 1,100 litre bin plus the compactor, with weekly collection for the compactor and twice weekly for the comingled recycling.

Based on the above, the following bin provision will be required:

Table 4 Bin Provision

Stream	Total Waste/Week	Bin Size	Collection Frequency	Bins Required
Garbage	5,828 litres	1,100 litres	3xWeekly	2 bins
Food Organics	5,828 litres	1,100 litres	3xWeekly	2 bins
Recycling – Co-mingled	1,655 litres	1,100 litres	2xWeekly	1 bin
Recycling – Cardboard	10,000 litres	Compactor	1xWeekly	1 x Compactor
Total				**6 bins**

It is noted that additional capacity is provided capable of absorbing fluctuations in daily waste generation.

Table 5 Bin Specifications

Stream	Capacity	Width	Depth	Height	Colour
Garbage	1,100 litres	1.25m	1.10m	1.35m	Red lid and dark green body
Food Organics	1,100 litres	1.25m	1.10m	1.35m	Light green lid and dark green body
Recycling	1,100 litres	1.25m	1.10m	1.35m	Yellow lid and dark green body

Bin lids will be colour coded to the Australian Standard (AS4123) or to the standard colour specifications of the private contractor.

5.2 Bin Storage

As indicated in Figure 3, it is proposed to provide a bin storage area on along the western boundary with an area of 21m². The required bins have an approximate area of 8m².

The proposed bin storage room is therefore appropriately sized to accommodate the provision of bins in accordance with the anticipated waste generation with additional area provided for manoeuvring and temporary storage of bulk items.

Furthermore, the bin storage room is located appropriately for access by staff.

The bin storage area should be vermin proof, and have appropriate ventilation, lighting and drainage.

The bin storage area shall be cleaned regularly by the operator or waste collection contractor, to minimise odour.

5.3 Bin Collection

On collection days, the waste collection vehicle will prop within the on-street Loading Zone on Bloomburg Street. The private contractor will transfer the bins from the storage area to the collection vehicle for collection; once emptied the bins will be returned to the bin storage area.

5.4 Bin Cleaning

The operator shall ensure that the bins are kept in a clean state, to minimise odours and to discourage vermin. This may include regular cleaning by a third party, cleaning by the waste contractor, bin swapping by the waste contractor, or maintenance by the operator.

6 WASTE MANAGEMENT

6.1 Best Practice Waste Management

Best Practice Waste Management is an initiative designed to reduce the amount of waste generated through encouraging a change of behaviour and action on waste management and moreover recycling.

The benefits of reducing waste generation are far reaching and has been identified as significantly important by Council and the Victorian Government.

The Victorian Waste and Resource Recovery Policy "Getting Full Value" has been prepared by the Victorian Government, and "sets out a position and an approach that will position Victoria as a national leader in resource recovery".

One of the primary goals of the policy is to "Assist Victorians to reduce the waste they generate and save Victorians' money through efficient use of resources", for which the following strategic directions are listed:

- Support commercial, not-for-profit and Victorian public sector organisations to achieve financial savings through waste reduction;
- Provide households with the information and support they need to reduce waste by using household goods more efficiently;

- Continue to work in partnership with the Commonwealth Government through the National Waste Policy: Less Waste, More Resources, and take a lead role in national strategies that harness Victoria's strengths and capabilities

This policy builds on the Towards Zero Waste strategy, which was launched in 2005.

The operator shall encourage staff to participate in minimising and reducing solid waste production by:

- Promoting the Getting Full Value Strategy and the Municipalities Waste Management Strategy, including the use of The Waste Hierarchy, which in order of preference seeks to:
  - Avoid waste generation in the first place;
  - Increase the reuse and recycling of waste when it is generated; and
  - Recover, treat or contain waste preferentially to;
  - Its disposal in Land Fill (which is least desirable).
- Providing information detailing recyclable materials to ensure that non-recyclable materials do not contaminate recycling collections;
- Providing information regarding safe chemical waste disposal methods and solutions, including correct battery and electronics disposal methods;
- Encouraging composting for staff; and
- Providing tips for recycling and reusing waste, including encouraging the disposal of reusable items in good condition via donations to Opportunity Shops and Charities.

Furthermore, to maximise recycling and food waste diversion, a triple bin system will be installed within each kitchen, providing separate bins for garbage, food organics and recycling.

6.2 Food Waste Minimisation

Food premises can do a lot to minimize or reduce waste, by incorporating simple recycling and waste reduction programs and procedures that will eliminate much of the waste otherwise disposed of. These can include the following:

- Avoid over-purchasing. Over-purchasing causes spoilage and waste. Take inventory frequently and adjust orders where necessary;
- Store items in the order you purchase them. Use older items first. Place newly purchased items at the back of the shelves and train employees on the order of use;
- Inspect deliveries. Many deliveries include unusable meats and perishable items which may have opened or spilled during shipment;
- To avoid spoilage, store food tightly and appropriately, eliminating air in containers;
- Use storage containers that can be reused and request that food be delivered in reusable and recyclable containers;
- Use up all of a food product by reviewing your menu; and
- Consider the use of composting for all perishable items instead of discarding them as waste.

6.3 Bin Usage

Commercial tenants will dispose of recyclables, food organics and bagged garbage into the communal bins within the bin storage area. Cardboard boxes should be flattened, and containers rinsed and cleaned prior to disposal in the provided bins.

6.4 Common Property Litter and Waste Removal

The proposed development includes a number of common property areas, including foyers, hallways, parking areas and the bin storage area.

The operator shall ensure that all common areas are kept clear of litter, and that all waste is removed from common areas on a regular basis. This includes the bin storage area in particular, to discourage vermin.

6.5 Signage

To avoid contamination between garbage streams, bin lids will be colour coded generally in accordance with contractor standards, to ensure the bin type is easily distinguishable. Furthermore, bins should include typical signage (preferably on the bin lid) to reinforce the appropriate materials to be deposited in each bin. Example signage available from Sustainability Victoria is shown below.

Figure 4 Example Waste Signage



6.6 Noise Control

To minimise the disturbance to the surrounding residential areas during waste collection, the collection should follow the criteria specified by the EPA, as below:

- Collections occurring once a week should be restricted to the hours:
  - 6:30am to 8:00pm, Monday to Saturday;
  - 9:00am to 8:00pm, Sunday and Public Holidays;
- Collections occurring more than once a week should be restricted to the hours:
  - 7:00am to 8:00pm, Monday to Saturday;
  - 9:00am to 8:00pm, Sunday and Public Holidays;
- 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; and
- Noisy verbal communication between operators should be avoided where possible.

6.7 Food Standards Code

Division 2 of the Food Standard Code details requirements for the design and construction of food premises. With regard to garbage and recycling, Section 6 of Division 2 details 3 requirements for the storage of garbage and recycling matter. A review of these requirements with respect to the proposed takeaway food premises' waste storage area follows:

> *(a) adequately contain the volume and type of garbage and recyclable matter on the food premises;*

The proposed bin storage room has been designed to accommodate the required number of bins for the volume of garbage, organics and recycling generated by the use.

> *(b) enclose the garbage or recyclable matter, if this is necessary to keep pests and animals away from it; and*

The proposed bin storage lids will be secured and will be vermin proof. The bins will also be collected 3 times weekly to ensure that food waste does not produce unpleasant odours or attract vermin.

> *(c) are designed and constructed so that they may be easily and effectively cleaned.*

The proposed bin storage area will be constructed to ensure effective cleaning.

7 OCCUPATIONAL HEALTH & SAFETY RESPONSIBILITIES

The site operator shall ensure compliance to all relevant OH&S regulations and legislation, including the following:

- Worksafe Victoria Guidelines for Non-Hazardous Waste and Recyclable Materials

8 CONTACT INFORMATION

A complimentary list of waste contractors and relevant contacts has been provided below. There is no obligation to procure goods or services from these companies, nor is this an exhaustive list of service providers.

8.1 Council

Yarra City Council

Phone: (03) 9205 5555 (Customer Service)

Web: www.yarracity.vic.gov.au

Email: info@yarracity.vic.gov.au

8.2 Contractors

iDump

Services: Private contractor

Phone: 1300 443 867

Web: www.iDump.com.au

Email: info@idump.com.au

Cleanaway

Services: Private contractor

Phone: 131 339

Web: www.transpacific.com.au/content/transpacific-cleanaway.aspx

Corio Waste Management

Services: Private contractor

Phone: 1300 267 4696

Web: www.coriowm.com.au

JJ Richards & Sons

Services: Private contractor including bin tugs

Phone: (03) 9703 5222

Web: www.jjrichards.com.au

Email: operations.melbourne@jjrichards.com.au

WasteWise

Services: Private contractor

Phone: 1300 550 408

Web: www.wastewise.com.au

BioPak (Organic Waste Compost Service)

Services: Private contractor

Phone: 1300 246 725

Web: www.biopak.com.au/compost-service

8.3 Equipment

Eco-Safe Technologies (odour control equipment)

Phone: 0411 335 753

Web: www.eco-safe.com.au

Email: info@eco-safe.com.au

8.4 Others

Sustainability Victoria

Services: Sustainable Waste Management initiatives and information

Phone: 1300 363 744 (Energy, Waste and Recycling)

Web: www.sustainability.vic.gov.au

Email: info@sustainability.vic.gov.au

Appendix A Compactor Specification Sheet

EF151



This baler is suitable for premises with substantial waste. It produces an excellent bale of plastic or cardboard. EF151 produces bales of cardboard up to 150kg. It has a wide feed opening for larger boxes.

Benefits:

- Two hand control for safe bale ejection
- Produces up to 150 kg bale cardboard
- Visual bale full indicator informs operator when bale is full
- Automatic cycle saves labour time
- Door mounted tape cutter & easy tie system saves time
- User friendly push button controls
- Single phase allows flexible sitting
- Robustly constructed for long life
- CE Marked
- IP55 rated so machine can be situated outdoors
- 4 cord tie

Product information

- H x W x D (mm): 2420x1220x1030
- Feed opening (mm): 530x900
- Weight (kg): 920
- Cycle Time (sec): 90
- Compaction force(T): 10
- Power Supply (V): 240
- Motor (kW): 1.1
- Noise Level (DBA) 78

Bale Dimensions:

- H x W x D (mm): 750X1100x700
- Bale Weight (kg): Up to 150 (cardboard)

Standard EF151LUD is supplied with:

- Mechanical bale discharge
- 4 rolls of baling cord

Optional extras:

- Vandal proof cover
- Electronic bale full indicator
- Rams dropped for low transport height

ELEPHANTS FOOT WASTE COMPACTORS PTY LTD **ABN** 70 001 378 294
Sydney Head Office 44-46 Gibson Ave Padstow NSW 2211 Ph: +612 9780 3500 Fax: +612 9707 2588
Website: www.elephantsfoot.com.au - Email: info@elephantsfoot.com.au
Offices in Victoria & Queensland - Toll Free 1800 025 073

Description	Specification
Machine Dimensions H x W x D (mm)	2420 x 1220 x 1030
Transport height (ram dropped) (mm)	2000
Machine Weight (kg)	920
Feed Opening H x W (mm)	530 x 900
Bale Size H x W x D (mm)	750 x 1100 x 700
Bale Weight (cardboard)	Up to 150kg
Compaction Force	10 T
Motor	1.1Kw
Electric Supply	240v, 13A plug
Cycle Time (sec)	90
Type of Tie/No. off	9mm Tape / 4 off
Type/No. of Retaining Claws Front	Serrated edge / 4 off
Type/No. of Retaining Claws Rear	Swinging / 4 off
Method of Removing Bales	Automatic Tip Mechanism
Depth of Chamber Below Feed Opening	750mm
Access for Forklift/Pallet Truck	Side Access
Electric Rating Standard	IP55
Electric Rating Optional	IP65
Sound Level	78 dBA

Elephants Foot reserves the right to alter specification without prior notice.

Bale weights given are guidelines only, actual bale weights depend on operator and material baled.

ELEPHANTS FOOT WASTE COMPACTORS PTY LTD **ABN** 70 001 378 294
Sydney Head Office 44-46 Gibson Ave Padstow NSW 2211 Ph: +612 9780 3500 Fax: +612 9707 2588
Website: www.elephantsfoot.com.au - Email: info@elephantsfoot.com.au
Offices in Victoria & Queensland - Toll Free 1800 025 073

DESIGN ADVICE

MARSHALL DAY Acoustics

Project:	9-11 Bloomburg Street Abbotsford	**Document No.:**	Da 001 R02		
To:	City of Yarra	**Date:**	13 October 2021		
Attention:	Jacob Martin	**Cross Reference:**			
Delivery:	Email	**Project No.:**	20210040		
From:	Alistair Bavage	**No. Pages:**	2	**Attachments:**	No
Subject:	Acoustic Assessment - Response to Peer Review				

Marshall Day Acoustics Pty Ltd (MDA) prepared an environmental noise assessment for the proposed facility at 9-11 Bloomburg Street, Abbotsford.

Our assessment was detailed in our Report No. 001 R01 20210040, dated 18 February 2021.

The report has been subject to a Peer Review by SLR Consulting as detailed in their letter (640.10090.06980 9-11 Bloomburg St Abbotsford 20210803), dated 4 August 2021.

The Peer Review is general agreement with our findings. It does however highlight existing residential properties within the Commercial 2 Zone to the south of the site, which have not been identified in the assessment and should be considered.

The properties in question are located at 4, 6 & 14 Greenwood Street. The property at 14 Greenwood Street shares a common wall with the proposed facility at 9-11 Bloomburg Street as shown in Figure 1.

Figure 1: Southern residential receivers



The mechanical services noise levels have been calculated at the nearest external position within the Greenwood Street properties. These properties include some inherent shielding from the building bulk (circa 5m wall bounding 14 Greenwood Street and subject site) and are therefore lower than the calculated noise levels at Bloomburg Street properties to the east. Calculated noise levels at receivers in Bloomburg Street have been included for completeness.

Table 1: Predicted mechanical services noise

	Predicted noise levels, dB L_{eff}			
	8 Bloomburg St	**21 Bloomburg St**	**4 & 6 Greenwood St**	**14 Greenwood St**
Predicted noise level	62	64	60	58
Tonality/Intermittency correction	+5	+5	+5	+5
Predicted effective noise level	67	69	19	63
SEPP N-1 night-time noise limit	46	46	46	46
Excess	**21**	**22**	**21**	**17**

As concluded in our report, the calculated mechanical services noise levels exceed the relevant SEPP N-1 noise limits, without any acoustic treatment incorporated.

Scrutiny of the predicted noise levels indicate that the following noise control treatment is likely to be required:

1. Attenuation and possible enclosure of the Kitchen Exhaust Make-up air fans
2. Inclusion of internally lined bends or attenuators to general exhaust fans
3. Acoustic screening of condenser units

In addition to the above, noise transmission to 14 Bloomburg Street via the common wall must also be considered. It is expected that this can be addressed by appropriate wall construction, incorporating the existing masonry wall and a separate wall lining, with cavity insulation. An appropriate wall lining will be determined during Detailed Design when the internal layout of the facility is finalised.

Our calculations indicate that inclusion of the above treatment would enable compliance with the SEPP N-1 night-time noise limits and subsequently with the less stringent day and evening noise limits.

Given the above, it is considered that any required noise control treatments can be developed during the detailed design stage of the project and would be conventional and readily available measures. Additionally, it is expected that some plant items may not be required to operate at full capacity during the night period, which would reduce the extent of acoustic treatment.

Final unit selections must be assessed when available and required noise control treatment confirmed.

The SLR Peer Review also makes recommendations to restrict vehicle movements to the east via Bloomburg Street. This route is already restricted by traffic controls. Cars and motorcycles are not expected to be stationary or idling outside residential properties.

Attachment 7 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Acoustic Report



Attachment 7 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Acoustic Report

MARSHALL DAY Acoustics

Project: **9-11 Bloomburg Street Abbotsford**

Prepared for: **Southern Infrastructure Management Pty Ltd**
55 Murray Street
Pyrmont Sydney NSW 2000

Attention: **Taurian Charles**

Report No.: **Rp 001 R01 20210040**

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Document Control

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Final	-	Issued for TP submission	29 Jan 2021	A. Bavage	B. Kalt
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TABLE OF CONTENTS

1.0 INTRODUCTION 4
2.0 SITE DESCRIPTION 4
3.0 PROPOSED FACILITY 5
4.0 LEGISLATION & GUIDELINES 7
4.1 Victorian Legislation 7
4.2 Guidelines 7
5.0 EXISTING NOISE ENVIRONMENT 8
5.1 SEPP N-1 Limits 8
5.2 Mechanical services equipment 8
5.3 Predicted mechanical services noise 8
5.4 Deliveries and Food collection activities 9
5.4.1 Incoming deliveries 9
5.4.2 Outgoing deliveries (pick-ups) 9
5.4.3 Waste collection 10
6.0 SUMMARY 10
APPENDIX A GLOSSARY OF TERMINOLOGY
APPENDIX B PLANNING MAP
APPENDIX C ENVIRONMENTAL NOISE LEGISLATION AND GUIDELINES

1.0 INTRODUCTION

It is proposed to convert existing commercial premises at 9-11 Bloomburg Street Abbotsford into a commercial kitchen facility. The facility will include separate kitchen tenancies and food deliveries will be undertaken from the site.

Marshall Day Acoustics Pty Ltd (MDA) has been commissioned to undertake a preliminary environmental noise assessment for the site to determine the potential noise impacts and noise control treatments required to comply with the applicable legislation and guidelines.

This report details the outcome of our site noise survey, applicable noise limits and preliminary assessment of noise sources associated with the facility.

A glossary of acoustic terms used within this report is provided in Appendix A.

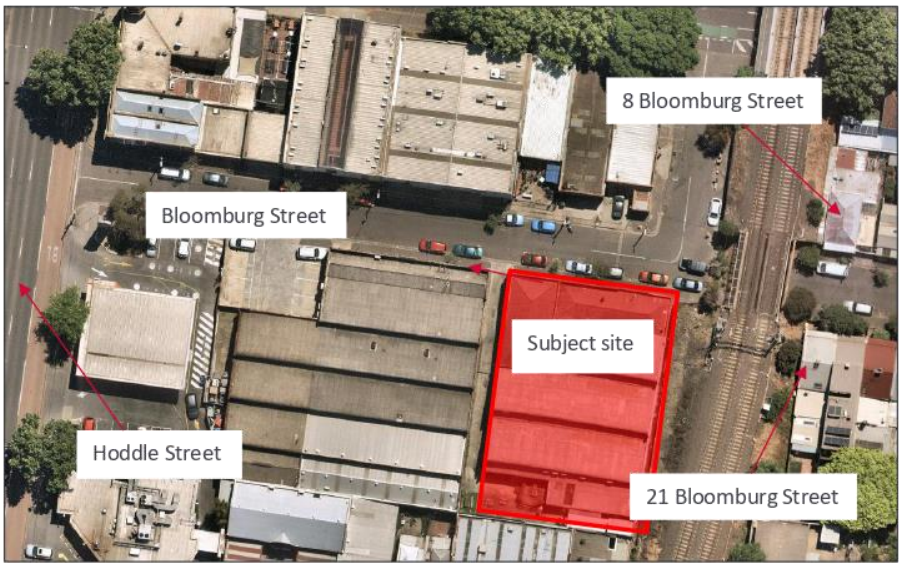
2.0 SITE DESCRIPTION

The site is located at 9-11 Bloomburg Street, Abbotsford. It is bounded by the following:

- Bloomburg Street and existing commercial properties to the north
- Elevated railway line to the east with residential properties 25m beyond
- Existing commercial premises to the south
- Existing commercial properties to the west, with Hoddle Street approximately 90m beyond.

The nearest residential receivers have been identified as the residential properties approximately 25m to the east, at 8 and 21 Bloomburg Street. An aerial photograph of the subject site and surrounds is provided in Figure 1.

Figure 1: Site location and surrounds (Source: Nearmap.com)



Bloomburg Street is not a through road due to the presence of traffic controls below the railway bridge to the east as shown in Figure 2.

Figure 2: Traffic controls at railway bridge (Source: Google maps)



The site is in a Commercial 2 Zone (CZ2) with Road Zone-Category 1 (RDZ1) and Commercial 1 Zone (C1Z) to the west. The railway line is zoned as Public Use Zone-Transport (PUZ4) with residential properties to the east classified as General Residential Zone (GRZ1) and Neighbourhood Residential Zone 1 (NRZ1).

A map of the land uses in the vicinity of the site is presented in Appendix B.

3.0 PROPOSED FACILITY

The proposed facility will include separate commercial kitchen tenancies at ground level plus dedicated storage spaces, services spaces and amenities.

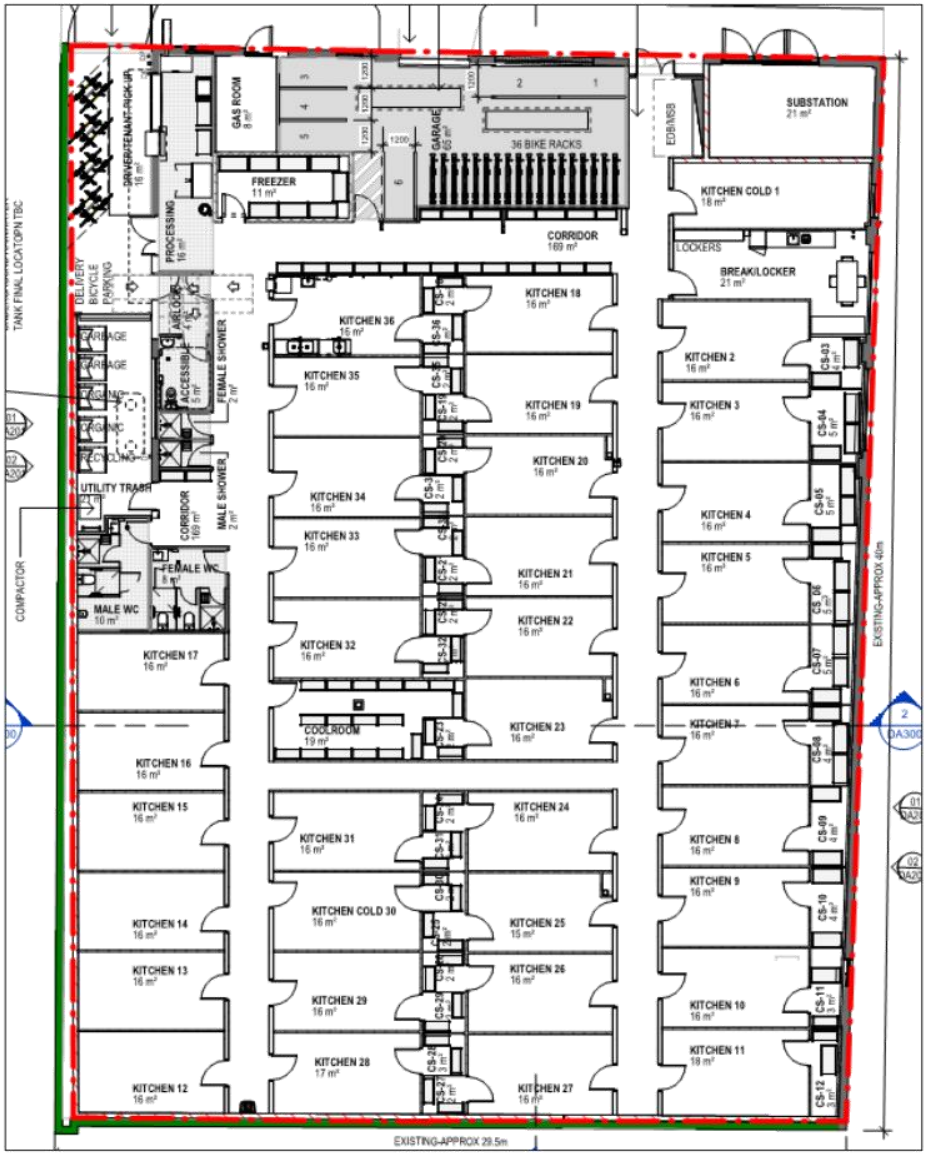
The facility will operate between 0700hr to midnight, 7 days a week with all incoming and outgoing delivery movements occurring via Bloomburg Street. It is expected that the peak times for outgoing deliveries would be between 1700-2100hrs (5:00-9:00pm) where delivery rates may be as high as 1 per minute.

Incoming deliveries will primarily be received from small rigid trucks or vans accessing the site from Bloomburg Street during business hours.

Indicative drawings of the facility are shown in Figure 3.

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Figure 3: Proposed floor layout



4.0 LEGISLATION & GUIDELINES

A number of guidelines and legislation is used in Victoria to assess and control environmental noise. This section provides an overview of the key documents and guidelines that are applicable to the redevelopment of the venue.

4.1 Victorian Legislation

A summary of the relevant Victorian legislation is provided in Table 1. Refer to Appendix C for further details.

Table 1: Relevant Victorian noise legislation

Document	Overview
Environment Protection Act 1970 (the Act)	The Act provides the overarching legislative framework for the protection of the environment in Victoria. It establishes obligations for the control of environmental noise and applies to all types of noise sources except rail operations. The legislation does not specify noise limit values but sets out legal requirements to comply with State environment protection policies and prescribed standards.
State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1)	SEPP N-1 defines mandatory noise limits for commercial, industrial or trade premises in the Metropolitan Region of Melbourne. The limits apply to the level of noise occurring at neighbouring sensitive receivers. The noise limits are determined on the basis of land zoning and background noise levels, and are separately defined for day, evening and night periods. Refer to Appendix C1 for further detail and noise limit derivation.

4.2 Guidelines

A summary of relevant guidelines referenced in Victorian noise assessments is presented in Table 2.

Table 2: Relevant Victorian references and guidelines

Reference	Overview
EPA Publication 1254 *Noise Control Guidelines* (EPA Guidelines)	Provides an overview of noise policies and legislation in Victoria for a range of different noise sources and provides supplementary guidance for situations where there is no policy or legislation. Refer to Appendix C2 and C3 for further detail.
Sleep disturbance criteria sourced from NSW Road Noise Policy 2011 (Sleep disturbance criteria)	The provisions of this document are often referred to in Victoria for general guidance on potential sleep disturbance. Based on a review of research into sleep disturbance, the NSW policy nominates maximum external night-time noise levels at noise sensitive locations which are unlikely to disturb sleep. Refer to Appendix C4 for further detail.

5.0 EXISTING NOISE ENVIRONMENT

The assessment criteria presented in Section 4.0 include noise limits that are defined on the basis of background noise levels in the absence of noise associated with operation of the facility and other industry in the vicinity of the site. Appendix C1 presents further detail on the monitoring positions and methodology.

5.1 SEPP N-1 Limits

As detailed in Appendix C1.4 the SEPP N-1 night-time noise limit is 46dB L_{Aeq}.

Compliance with the night-time noise limit will ensure compliance during day and evening periods.

5.2 Mechanical services equipment

The mechanical services design is under development. It is understood that all plant will be located at roof level and will include commercial fans, condensers, water heater and water pump.

To assess the potential noise impact from roof mounted plant, the representative equipment sound power levels detailed in Table 3 have been used in our calculations.

Table 3: Existing plant sound power data

	Octave Band Centre Frequency (Hz)						
Description	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**
Kitchen Exhaust Fan	97	92	94	95	94	92	88
Kitchen Make Up Fan	97	92	94	95	94	92	88
Garbage Exhaust Fan	78	75	68	67	68	66	60
Store Exhaust Fan	78	75	68	67	68	66	60
WC Exhaust Fan	78	75	68	67	68	66	60
Office Make Up Fan	78	75	68	67	68	66	60
Breakout Exhaust Fan	78	75	68	67	68	66	60
Dock Exhaust Fan	78	75	68	67	68	66	60
Foyer Ventilation Fan	78	75	68	67	68	66	60
Foyer Condenser	73	70	68	66	65	61	55
Offices Condenser	73	70	68	66	65	61	55
Kitchen Condensers	73	70	68	66	65	61	55
Hot Water Pumps	73	70	68	66	65	61	55

5.3 Predicted mechanical services noise

Based on the equipment sound power levels detailed in Table 3, predicted mechanical services noise levels at the nearest affected residential properties are detailed in Table 4.

The calculated noise levels assume that all plant items operate simultaneously for the full 30-minute assessment period and no additional screening has been assumed from the elevated railway line. This is expected to represent a conservative approach, particularly during the night period.

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Table 4: Predicted mechanical services noise

	Predicted noise levels, dB L_{eff}	
Description	**8 Bloomburg Street**	**21 Bloomburg Street**
Predicted noise level	62	64
Tonality/Intermittency correction	+5	+5
Predicted effective noise level	67	69
SEPP N-1 night-time noise limit	46	46
Excess	**21**	**22**

The calculated mechanical services noise levels significantly exceed the relevant SEPP N-1 noise limits, without any acoustic treatment incorporated.

Scrutiny of the predicted noise levels indicate that the following noise control treatment is likely to be required:

1. Attenuation and possible enclosure of the Kitchen Exhaust Make-up air fans
2. Inclusion of internally lined bends or attenuators to general exhaust fans
3. Acoustic screening of condenser units

Our calculations indicate that inclusion of the above treatment would enable compliance with the SEPP N-1 night-time noise limits and subsequently with the less stringent day and evening noise limits.

Given the above, it is considered that any required noise control treatments can be developed during the detailed design stage of the project and would be conventional and readily available measures. Additionally, it is expected that some plant items may not be required to operate at full capacity during the night period, which would reduce the extent of acoustic treatment.

Final unit selections must be assessed when available and required noise control treatment confirmed.

5.4 Deliveries and Food collection activities

Two types of vehicle movements have been considered for the operation of the proposed facility.

5.4.1 Incoming deliveries

It is understood that incoming deliveries would be limited to normal business hours and would be undertaken with small rigid trucks and vans.

On this basis, it is expected that deliveries would comply with the applicable SEPP N-1 noise limits and EPA Guidelines without restriction.

5.4.2 Outgoing deliveries (pick-ups)

It is expected that outgoing deliveries (pick-ups) would be undertaken with cars, bicycles and small motorcycles. Cars would not access the site and would therefore not be governed by SEPP N-1. It is expected that noise from motorcycles and bicycles whilst on site will be relatively insignificant on the basis that the nearest affected residential properties are significantly shielded from the pick-up area.

As detailed above, Bloomburg Street is blocked to eastbound traffic at the railway bridge, therefore delivery vehicles will be required to depart to Hoddle Street towards the west or Langridge Street to the north.

The proposed facility may increase the number of vehicle movements in the vicinity of the site and potentially passing residential receivers. It is expected that the majority of vehicle movements would occur between 1700-2100hrs (5:00-9:00pm) which falls within the evening period when ambient noise levels are relatively high due to traffic noise from Hoddle Street and Langridge Street and train noise. On this basis, it is expected that the resultant change in noise level in terms of L_{Aeq} would not be significant.

There is potential for vehicles associated with the facility to generate noise levels above the sleep disturbance criteria during the night period, however this would be of a similar level to existing traffic movements in the area. It is recommended that a noise management plan for the facility should consider the potential increase in traffic movements and include procedures such as preferred routes and not allowing vehicles to idle for extended periods of time.

5.4.3 Waste collection

EPA (Vic) publication no.: 1254, *Noise Control Guidelines* (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.

6.0 SUMMARY

It is proposed to develop a commercial kitchen facility at 9-11 Bloomburg Street, Abbotsford. The facility will include separate kitchen tenancies and food deliveries will be undertaken from the site.

Marshall Day Acoustics Pty Ltd (MDA) has completed an environmental noise assessment at the site, predicted noise levels from nominal plant selections and assessed vehicle movement impacts associated with the facility in accordance with the relevant Victorian EPA legislation, guidelines and accepted industry practice.

The preliminary assessment has demonstrated that compliance with the relevant legislation in terms of commercial plant can be achieved provided that appropriate noise controls are successfully implemented. Final unit selections must be assessed when available and required noise control treatment confirmed.

MARSHALL DAY Acoustics

It is expected that noise from deliveries and collections, including waste collection will not have a significant impact on the nearest affected residential properties. However, it is recommended that a noise management plan for the facility should consider the potential increase in traffic movements and include procedures such as preferred routes and not allowing vehicles to idle for extended periods of time.

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APPENDIX A GLOSSARY OF TERMINOLOGY

A-weighting	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
dB	Decibel – A measurement of sound level expressed as a logarithmic ratio of sound pressure P relative to a reference pressure of Pr=20 μPa i.e. dB = 20 x log(P/P_r)
Frequency	The number of pressure fluctuation cycles per second of a sound wave. Measured in units of Hertz (Hz).
Hertz (Hz)	Hertz is the unit of frequency. One hertz is one cycle per second. One thousand hertz is a kilohertz (kHz).
L_{Aeq}	The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level.
L_{A90}	The A-weighted noise level equalled or exceeded for 90% of the measurement period. This is commonly referred to as the background noise level.
Octave Band	A range of frequencies where the highest frequency included is twice the lowest frequency. Octave bands are referred to by their logarithmic centre frequencies, these being 31.5 Hz, 63 Hz, 125 Hz, 250 Hz, 500 Hz, 1 kHz, 2 kHz, 4 kHz, 8 kHz, and 16 kHz for the audible range of sound.
Sound Pressure Level (L_P)	A logarithmic ratio of a sound pressure measured at distance, relative to the threshold of hearing (20 μPa RMS) and expressed in decibels.
Sound Power Level (L_W or dBW)	A logarithmic ratio of the acoustic power output of a source relative to 10^{-12} watts and expressed in decibels. Sound power level is calculated from measured sound pressure levels.

MARSHALL DAY Acoustics

APPENDIX B PLANNING MAP



MARSHALL DAY Acoustics

APPENDIX C ENVIRONMENTAL NOISE LEGISLATION AND GUIDELINES

C1 Legislation – SEPP N-1

C1.1 Application

The Victorian environmental noise policy relating to commercial and industrial noise is the *State Environment Protection Policy (Control of Noise from Commerce, Industry, and Trade) No. N-1* (SEPP N-1). Noise emission from mechanical equipment and commercial activities on commercial premises must comply with the noise limits of SEPP N-1.

The assessment of noise emission under SEPP N-1 is based on the calculation of a noise limit at a receiver position, taking into account a zoning noise level derived from the land-use in the surrounding area and the background noise level.

Once a noise limit is established, the noise level (L_{Aeq}) due to the commercial industrial activity is measured or predicted. If necessary, the L_{Aeq} noise level is adjusted for noise character to give the effective noise level (L_{eff}). Should the L_{eff} noise level be in excess of the noise limit, then remedial action is required. In this case, the L_{eff} has been calculated at the nearest residential receivers at 8 and 21 Bloomburg Street. If compliance with SEPP N-1 can be demonstrated at the nearest residences, then residences further away will also comply with SEPP N-1 noise limits, due to the noise attenuation provided by distance.

SEPP N-1 separates the day into three different time periods – day, evening and night. These time periods are detailed in Table C1.

Table C1: SEPP N-1 time periods

Period	Day of the week	Time Period
Day	Monday-Friday	0700-1800hrs
	Saturday	0700-1300hrs
Evening	Monday-Friday	1800-2200hrs
	Saturday	1300-2200hrs
	Sunday	0700-2200hrs
Night	Monday-Sunday	2200-0700hrs

Considering that the proposed facility will operate 24-hours a day, 7 days a week, the assessment considers compliance with the night-time noise limits as this will also ensure compliance with the less stringent day and evening limits.

SEPP N-1 also include corrections that must be applied to account for tonality, intermittency and impulsiveness.

MARSHALL DAY Acoustics

C1.2 Background noise measurements

SEPP N-1 requires that background noise levels include all noise sources except noise from commercial, industrial or trade premises which appears to be intrusive at the point where the background noise level is measured. The noise environment at the nearest identified residential properties is dominated by noise from nearby traffic on Hoddle Street, which was relatively continuous. Additionally, train passes occur regularly at the site.

Background noise measurements were conducted at 8 Bloomburg Street between 2130-2145hrs on 28 January 2021 and 0005-0020hrs on 29 January 2021. Measurements were undertaken using a Brüel & Kjær Type 2250 Class 1 precision integrating sound level meter (Serial No. 2693809) fitted with a windshield. The equipment was checked before and after the survey and no significant drift in calibration was observed.

The measured background noise levels are detailed in Table C2.

Table C2: Measured background noise levels

Description	Measured background noise level, dB L_{A90}
8 Bloomburg Street, Abbotsford	
28 January 2021 ; 2130-2145hrs	44
29 January 2021 ; 0005-0020hrs	37

C1.3 Zoning Levels

The noise limits are set based on both the land use in the area and existing background noise levels. Therefore, zoning levels have been calculated in accordance with the SEPP N-1 legislation by using the zoning map presented in Appendix B.

C1.4 SEPP N-1 noise limit

The SEPP N-1 derived noise limits for nearby residential dwellings are shown in Table C3.

Table C3: SEPP N-1 derived noise limits, dB

Time period	Zoning level	Background noise level, L_{A90}	Noise limit, L_{eff}
Day	55	-	
Evening	49	44	49
Night	44	37	44

Based on the calculated zoning level, the measured background noise level is considered “neutral”. Therefore, the zoning level becomes the noise limit.

On this basis, the SEPP N-1 night-time noise limit is 44dB L_{Aeq}. Compliance with the night-time noise limit will ensure compliance during day and evening periods.

MARSHALL DAY Acoustics

C2 Industrial Waste Collection

EPA (Vic) publication no.: 1254, *Noise Control Guidelines* (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.

C3 Deliveries

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.

C4 Sleep disturbance criteria

The Department of Environment, Climate Change and Water NSW published the *NSW Road Noise Policy* in March 2011, compares a number of sleep disturbance criteria and states the following:

- *Maximum internal noise levels below 50–55dB(A) are unlikely to awaken people from sleep.*
- *A noise level of 75-80dBA for one or two events per night is not anticipated to affect health and wellbeing significantly.*

An open window provides an outside to inside noise reduction of approximately 10dB. Based on these NSW EPA findings, a noise level of 60-65dB outside an open bedroom window would be unlikely to cause awakening reactions.

Attachment 8 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Green Travel Plan (Sketch Plans)

lid Low Impact Development Consulting



Green Travel Plan

Sustainable transport options for:

9-11 Bloomburg St, Abbotsford

Prepared for: CSS Company
Prepared by: AV– Low Impact Development

21/10/2021

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Version	Date	Description	Prepared by
1.0	17/02/2021	For Issue	VH
2.0	21/10/2021	Revised per council comments dated 16/07/2021	AV

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Attachment 8 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Green Travel Plan (Sketch Plans)

Contents

1 Introduction 1
1.1 Green Travel Plan 1
2 Project background 2
2.1 Nearby facilities 2
2.2 Subject site 3
3 Transport Options 4
3.1 Walkability 4
3.2 Bicycle paths 4
3.3 Bicycle parking 4
3.4 Bicycle parking and lockers at train stations 5
3.5 Public transport 5
3.6 Public transport information 6
3.7 Motorcycle and moped parking 6
3.8 Carpark facilities 6
3.9 Car share schemes 6
3.10 Taxis and ride sharing 8
4 Actions 8
4.1 Targets 9
5 Implementation 9
6 Monitoring and reporting 10
Appendix 1 - Local Area Map 11

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Attachment 8 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Green Travel Plan (Sketch Plans)

1 Introduction

The following Green Travel Plan (GTP) has been prepared for the development of 9-11 Bloomburg St, Abbotsford. This report is intended to demonstrate compliance with State and Local sustainable planning objectives, in conjunction with the Sustainability Management Plan.

The site is proposing a commercial development consisting of 36 commercial kitchens for food delivery purposes. The overall aim of this Green Travel Plan is to promote the use of non-private vehicle and alternative transport modes by the site's occupants.

The following travel alternatives have been outlined that make up this Green Travel Plan:

- **Encourage walking** - provide information on local amenities that can be accessed on foot.
- **Bicycle parking** - provide at least one bicycle park per kitchen (ie. at least 36 bicycle parks) for occupants to utilise, encouraging staff to bike to the site. An additional 8 'short term' bicycle parks will be provided for food delivery riders.
- **Motorbike parking** – 6 motorbike parking bays are proposed, with 5 allocated to food delivery riders, and 1 space to be allocated for onsite staff.
- **Public transport** – route, stops and timetable information will be identified and displayed in the entry to demonstrate easy access around the local area
- **Carpooling opportunities** – Set up a carpooling database (eg. on the communal area notice board) for staff to assist with finding ride-sharing opportunities
- **On-site car parking** – is currently limited due to competing uses around the site and is expected to encourage alternate transport means for staff.
- **Access** – The development is only one storey and accessible without the need to navigate stairs or ramps.

1.1 Green Travel Plan

This Green Travel Plan should promote the use of public and active (eg. walking and bicycling) transport options and facilitate amenities to encourage this behaviour (eg. easily accessed bicycle rails and information packs).

It is expected that occupants and visitors to the site will use a range of transport modes including walking, bicycling, using public transport and also private vehicles. Through providing one bike park per kitchen tenancy at ground level and information on alternative transport options, the development aims to reduce the use of private vehicle transport. Given the proximity of local amenities and shops, reducing private car use is expected to be achievable.

The goals of the Green Travel Plan:

- To simplify and encourage the use of public transport, walking, cycling and carpooling
- To increase the share of short trips taken by these transport modes
- To reduce reliance on single-occupant motor vehicles
- To minimise negative environmental costs of transport
- Improve conditions for building occupants and staff without vehicles or driver licenses

2 Project background

The proposed development is an infill development consisting of 36 commercial kitchen spaces. The surrounds are predominantly made up of commercial and residential uses with the site being walking distance to a number of public transport options. The current site is a commercial building with office and warehouse uses.

The proposed development is made up of the following spaces:

- 36 commercial kitchens
- Storage zones
- Processing area
- Restrooms/bathrooms
- Breakout and locker space
- Utility and back of house areas (including bicycle parks, bin stores, substations etc.)
- Circulation areas.

2.1 Nearby facilities

The location of the proposed development in Abbotsford ensures there is a range of transport options and access to amenities in the surrounding area. Trams and busses run along nearby Hoddle and Victoria Streets. A small number of cafés and retailers are dotted along Hoddle Street, with more located a 5 minutes' walk away, along Victoria Street. The local shopping centre, Hive313, is only a 6-minute walk away and features a number of grocery stores, supermarkets, pharmacy and bank. It is expected the occupants of this development will make trips mostly on foot to the local shops rather than travelling by car.

Amenities and destinations	Distance	Transport mode
Local shops, restaurants and cafes (Hoddle St and Victoria St)	100-500m	Walk
Bus stop (Cnr Hoddle and Langridge St – routes 246, 302, 304, 309, 350, 684, 905, 906, 907, 961 and 303, 305, 318, 908 during peak times)	200m	Walk
Train station (Collingwood Station)	350m	Walk
Train station (North Richmond Station)	450m	Walk
Tram stop (Victoria St – routes 12, 109)	450m	Walk
Supermarket (Woolworths and Aldi)	500m	Walk
Major shops (Hive313 Shopping Centre includes Woolworths, Aldi, Chemist Warehouse, Commonwealth Bank and medical centre)	500m	Walk
Sporting grounds or green space (Gahan Reserve)	600m	Walk
School (primary/secondary)	750m	Walk or bike
Melbourne CBD	3.1km	Bike or PT

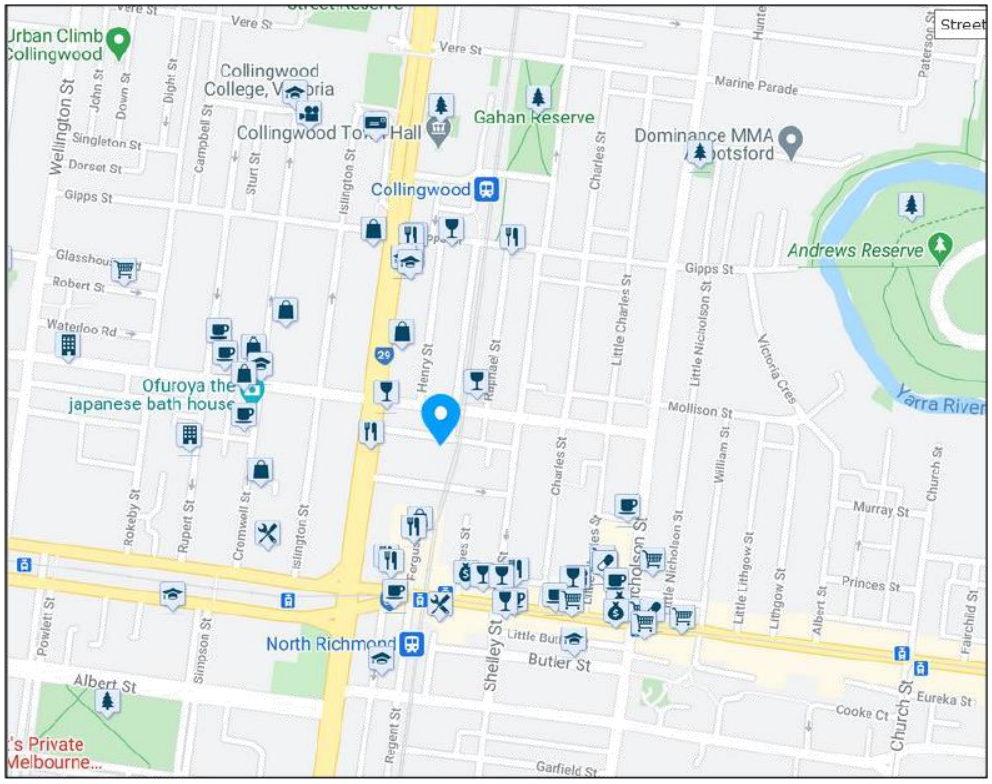
Similarly, public transport and bicycle paths will take occupants to the city and many other destinations in the surrounding neighbourhoods.

Supplementing public transport with bicycle use further expands the places that can easily be reached without the use of a private car. Building occupants (eg. kitchen and facilities staff) can keep bicycles within the allocated bike storage room.

The closest outdoor recreation space is Gahan Reserve, with the larger Studley Park and Andrews Reserve located 1km from the site and accessible by either walking or bicycle.

2.2 Subject site

The below is a snapshot of the site and surrounding amenities.



3 Transport Options

3.1 Walkability

The development is rated as a 'Walker's Paradise' with a score of 97 out of 100 using the 'Walk Score' web tool www.walkscore.com. This rank is helped by the availability of a variety of food, amenity and recreation options within reasonable walking and cycling distance of the site (5-15 minutes' walk). This ranking is better than the walk score for the Melbourne metropolitan area, scoring 57 out of 100.

3.2 Bicycle paths

The proposed development is located within 1km of the Main Yarra Trail, which runs through parks along Merri Creek from Melbourne CBD to the north eastern suburbs of Eltham and Templestowe. The trail connects to the Mullum Mullum Creek Trail in Templstowe, which provides further access to the outer eastern suburbs. There is a dedicated bike lane connecting the site and Main Yarra Trail, allowing for safe and easy passage along these roads.

The location of dedicated bicycle trails and bicycle friendly roads can be accessed by searching google maps for the address and turning on the "Bicycle" layer.

A Travel Smart map showing major local travel interchanges, locations of lockers, bicycle cages and paths as well as other public transport options can be obtained by searching for the Councils Travel Smart map. The Travel Smart map for the City of Yarra can be accessed from https://www.yarracity.vic.gov.au/-/media/files/ycc/the-area/getting-around/travel smart-map-2014.pdf?la=en

3.3 Bicycle parking

Standard planning scheme clause 52.34 prescribes the requirements for bicycle parking, showers and change rooms. For this type of development, the development is required to provide bicycle parking for employees and visitors of the site, along with end of trip facilities. The development addresses this requirement by providing at least one bike park per kitchen space in a shared bike store room.

Standard planning scheme clause 52.34 requirements for bicycle parking is as follows:

Use	Requirement	No. bike parks required	No bike parks provided
Takeaway food premises (employees)	1 to each 100m² of net floor area	11	36
Takeaway food premises (visitors)	1 to each 50m² of net floor area	23	8
End of trip facilities	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employees, plus 1 to each 10 employee bicycle spaces thereafter	4	4

The developer has proposed to provide a total of 36 bike parking spaces within a communal bike store room for employees and staff, and located on the ground floor. Whilst the planning scheme requires 23 visitor bike parks, due to the nature and intended use of the site where visitors are short term food delivery riders, the minimum requirement is determined to be 6 visitor parks, aligning with the 'Absolute Peak' number of visitor bikes likely to be on site (per *Transport Impact Assessment* prepared by OneMileGrid on 20/11/2020). The development is proposing to exceed this by providing 8 visitor bike parks.

Shower and changeroom facilities (two in the male restroom and two in the female restroom) have been provided within the development. Additionally, 36 lockers will be located within the vicinity of the shower/changeroom facilities.

3.4 Bicycle parking and lockers at train stations

Bike lockers are available at Premium train stations across Victoria. Richmond and Clifton Hill Stations are the closest premium stations, both at approximately 2km away. A list of premium stations can be found at https://www.ptv.vic.gov.au/getting-around/stations-and-stops/premium-stations/

Bike lockers at some Premium stations can be rented free after paying a bond of $100 for a new locker with a built-in lock or $50 for lockers that require you to supply a lock. You can hire a locker at these stations for up to three months at a time and renew without paying any additional bond. They can be used for storing your bike, helmets, clothes and shoes. Items stored in lockers remain your responsibility. Call 1800 800 007 for additional details.

New bike cages have been installed at stations across Melbourne and key regional centres. Clifton Hill is the closest station with these cages. The bike cages, known as Parkiteer cages, provide undercover, free and secure parking for around 26 bikes. To access a Parkiteer cage you will need to register for a swipe card. Cards are available for a $50 refundable deposit. For more information and to register visit www.parkiteer.com.au. Parkiteer bike cages are located at the following train stations: https://www.bicyclenetwork.com.au/our-services/parkiteer/locations/

3.5 Public transport

The development is located within proximity of public transport and facilities and consolidates already developed land adjacent to significant roads. The development is serviced by the following public transport options:

PT mode	Station and route	Destinations	Distance to station/stop
Train	*Collingwood Station*	CBD, Mernda and Hurstbridge	350m
	North Richmond Station	CBD, Mernda and Hurstbridge	450m
Tram	*Victoria Street* Route 12 Route 109	 Victoria Gardens and St Kilda Port Melbourne and Box Hill	700 m
Bus	*Hoddle & Langridge Street* 246 302 and 304 303 (peak times) 305 & 908 (peak times), 905	 Elsternwick and Clifton Hill CBD, Box Hill and Doncaster CBD and Richwood North CBD and The Pines Shopping Centre	600 m

309	CBD and Donvale
318 (peak times)	CBD and Deep Creek
350	CBD and La Trobe University
684	CBD and Eildon
906	CBD and Warrandyte via The Pine SC
907	CBD and Mitcham
961 (Night Bus)	CBD, Collingwood and Doncaster

Transport routes have disabled access friendly services operating for certain trips at certain times throughout the day. Many transport stops have tactile paths and adequate lighting.

Disabled access buses operate for certain times throughout the day. Some bus stops have tactile paths and adequate lighting.

3.6 Public transport information

Refer to the following resources for further information on public transport:

- Refer to the appendices for the City of Yarra public transport options local area map available from http://ptv.vic.gov.au/getting-around/local-areas
- Tram, bus and train timetables can be accessed from http://ptv.vic.gov.au/timetables/
- A full range of Public Transport Victoria maps can be sourced from http://ptv.vic.gov.au/getting-around/maps/
- For more train specific information visit www.metrotrains.com.au
- A Travel Smart map showing major local travel interchanges etc can be obtained for Yarra Council from: https://www.yarracity.vic.gov.au/-/media/files/ycc/the-area/getting-around/travelsmart-map-2014.pdf?la=en
- Information regarding public transport fares through the Myki system are available from https://www.ptv.vic.gov.au/tickets/myki/

3.7 Motorcycle and moped parking

The development is proposing to have 6 motorbike parking spaces on site, 5 spaces dedicated to food delivery drivers, and 1 space to be utilised by either onsite staff or delivery drivers. These spaces are located on the ground floor, directly accessible from Bloomburg Street.

3.8 Carpark facilities

The development is not proposing to provide any car parking spaces on site. Additional clarification of this can be found in the *Transport Impact Assessment (Section 9.1)*, prepared by OneMileGrid (report dated 20/11/2020).

3.9 Car share schemes

Car share schemes are growing in interest. Melbourne operators are:

- Car next door www.carnextdoor.com.au
- Flexicar www.flexicar.com.au
- GoGet www.goget.com.au
- Green Share Car greensharecar.com.au/locations/vic

At present the closest car share site is a a GoGet site at 150 Langridge St, Collingwood approximately 300m from the development, a GoGet and Flexicar site at Collingwood Station,

approximately 350m from the development, and Flexicar site at Shelley St, Richmond approximately 500m from the development.

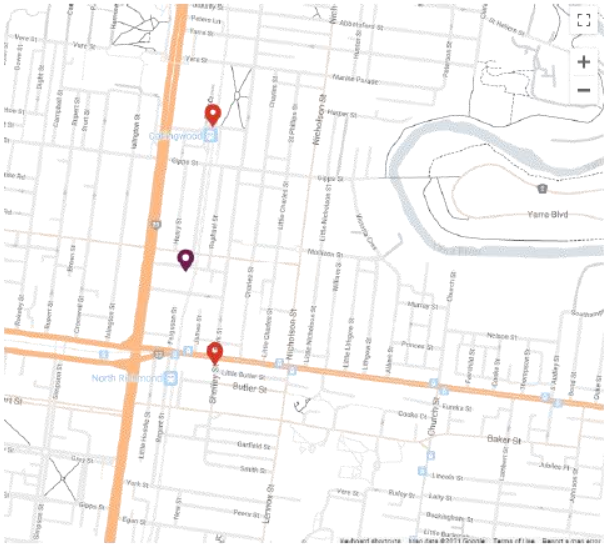


Figure 1: Flexicar nearby locations

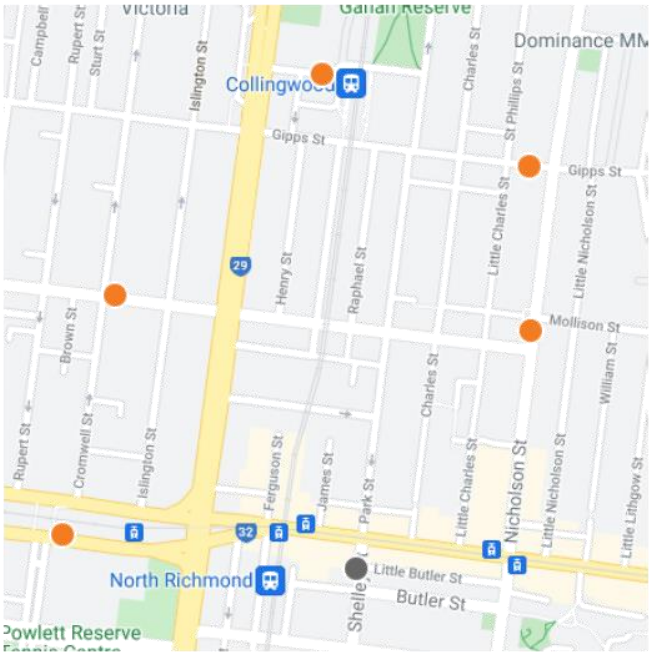


Figure 2: GoGet nearby locations

3.10Taxis and ride sharing

Taxis can be booked online, over the phone or hired from the street or taxi rank.

Taxi companies are as follows:

Company	Phone number	Wheelchair services available?
13 CABS	132 227	Yes
Arrow Taxi Services	13 22 27	
Black Cabs Combined	9277 3777	
Crown Cabs	9310 5422	Yes
Platinum Taxis	9090 1800	
Silver Top Taxi	131 008	Yes
Yellow Cabs	13 6294	Yes

Ride sharing service like Uber, Ola, Didi, Shebah, Bolt (formerly Taxify) and GoCatch offer an alternative service whereby passengers are able to book transportation using an online app or website.

4 Actions

The table below outlines actions and responsibilities to be adopted to facilitate more sustainable transport options for this development.

Transport mode	Action	Timeline	By whom
Walking	Produce a map showing safe walking routes to and from your site with times, not distances, to local facilities, such as shops and bus stops (e.g. Walkscore)	Completed prior to occupation	Building owner/ facilities manager
Cycling	Provide one bicycle park per kitchen (ie. 36 total). These should be easily accessible, well-lit and secure.	Completed during construction	Designer and builder
	Provide 8 bicycle parking for visitors.	Completed during construction	Designer and builder
End of trip facilities	Provide 4 showers and changing rooms facilities for staff.	Completed during construction	Designer and builder
	Provide lockers for a change of clothes – ensure lockers are in close proximity to changing rooms	Completed during construction	Designer and builder

Vehicle parking	Provide spaces for mopeds/motorbike	Completed during construction	Designer and builder
Public transport	Local public transport information packs (including relevant local train and bus timetables/maps) will be included in the Building User's Guide provided to building occupants. Additionally, main points of information will be posted on a communal noticeboard in the staff breakout space. The information packs should have, at a minimum, the following: • information on nearby bicycle paths and bicycle parking • information on local public transport, including timetables for key routes • maps with location of public transport stops	Completed prior to occupation	Building owner/ facilities manager

4.1 Targets

The 2020 target for sustainable transport use for commuting to work is **50%** for non-residents (per Yarra Environment Strategy Report 2013-2017). The initiatives included in this report will support the increased uptake of sustainable transport modes.

- Non-residents – It is expected that 50% of employees' commuter trips would be undertaken by sustainable transport mode (i.e. Walking, bicycle riding or public transport).

Further, the developments proximity to the Main Yarra trail and the provision of 36 staff bicycle spaces encouraging employees to use efficient, affordable and low carbon mobility transport.

In addition to that, the development is in close proximity to two train stations, North Richmond and Collingwood, bus routes running along Hoddle Street and a tram stop along Victoria Street, all are within 1km or less, providing employees with affordable and safe public transport options.

5 Implementation

The Green Travel Plan will be issued alongside the Building User's Guide to ensure occupants have all the sustainable transport information on hand. The GTP will also be on public display in a common space (eg. staff breakout area).

Attachment 8 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Green Travel Plan (Sketch Plans)

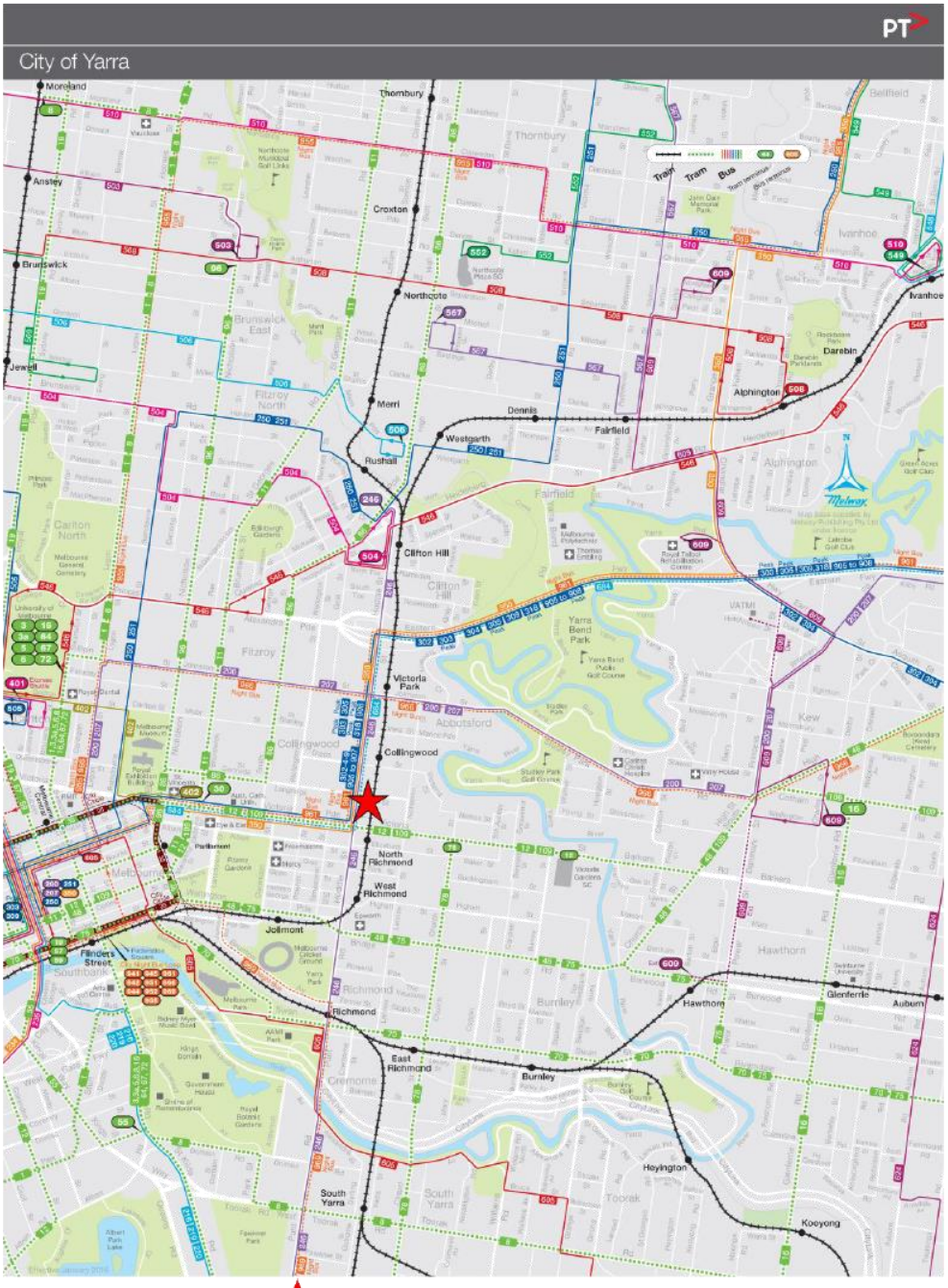
6 Monitoring and reporting

The commitments in this Green Travel Plan are planning conditions that, once approved, are required to be implemented or be in breach of planning legislation.

The actions and targets in this Green Travel Plan should be reviewed annually, at a minimum, to ensure actions are on track and progress towards targets is occurring. This may be in the form of an email questionnaire organised by the owner/body corporation with responses used to identify further improvements to the ongoing information packs regarding sustainable transport options.

Attachment 8 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Green Travel Plan (Sketch Plans)

Appendix 1 - Local Area Map



★Site: 9-11 Bloomburg St, Abbotsford

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

lid Low Impact Development Consulting



Environmentally Sustainable Design

Sustainability Management Plan for:

9-11 Bloomburg Street, Abbotsford

Prepared for: CSS Company
Prepared by: AV – Low Impact Development Consulting

11/11/2021

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Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

Version	Date	Description	Prepared by
1.0	24/02/2020	For issue	AV
2.0	21/10/2021	Revised per council comments dated 16/07/2021	AV
2.1	11/11/2021	Updated cooling & ventilation system	AV

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Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

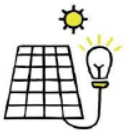
Development highlights



Energy and water efficient heating and cooling



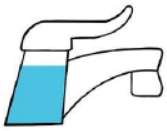
Energy efficient hot water service



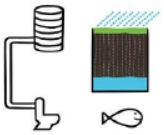
Renewable energy 10kW PV Panels



Potable (drinking) water savings – 12,000L Rainwater tank connected to toilets



Potable (drinking) water efficient fixtures



Onsite water use and infiltration - Best Practice Stormwater treatment



Environmentally friendly materials choices



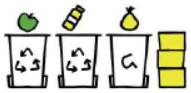
Undercover bicycle parking



Shower and change facilities



Energy and water efficient appliances



Separate waste stream and recycling facilities



30% of floor with a complying daylight factor – non-residential

Icons copyright LID Consulting

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

Contents

Executive summary i
1 Energy Efficiency 1
2 Indoor Environment Quality 3
3 Water Conservation 6
4 Stormwater Management 7
5 Material Selection 8
6 Location and Transport 10
7 Waste Management 12
8 Management and Community Benefit 13
Appendix 1 - BESS Report 15
Appendix 2 - Green Star Daylight Hand Calculation 31

LID acknowledges and pays respect to the Australian Aboriginal and Torres Strait Islander people, to their ancestors and elders, past, present and emerging, as the traditional custodians of the lands upon which we work and live. We recognise Aboriginal and Torres Strait Islander people's deep cultural and spiritual relationships to the water, land and sea, and their rich contribution to society.

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

Executive summary

Project summary

This ESD report is for the proposed retail takeaway food premises at 9-11 Bloomburg Street, Abbotsford and is based on the drawing set provided by CSS on the 19th of February 2021. This report addresses the environmentally sustainable development requirements under Clause 22.17 of the City of Yarra Planning Scheme, demonstrating best practice energy performance, water efficiency, indoor environment quality, stormwater management, sustainable transport, waste management and urban ecology.

This sustainability report details measures that meet and often exceed mandatory Environmentally Sustainable Design (ESD) requirements for this type of development.

The body of the report contains a full list of ESD initiatives to be included in the development. A summary of the major ESD initiatives committed to are included below:

- Energy
  - Energy efficient heating and cooling systems beyond minimum standards
  - Energy efficient hot water measures
  - Renewable energy Photovoltaic (PV) Panels of 10kW
- Water
  - On-site water use and infiltration measures to meet CSIRO Best Practice Stormwater Management (Water Sensitive Urban Design) treatment quality requirements
  - Rainwater tank(s) of size 12,000L connected to all toilets to reduce potable water consumption
  - Potable (drinking) water saving measures including low flow toilets, showers and taps
- Indoor Environment Quality (IEQ) – buildings that help keep occupants healthy
  - Reduced indoor pollutants from the use of low off-gassing materials such as low VOC paints, carpets and adhesives, and low formaldehyde products
- Sustainable materials
  - Avoidance of the use of endangered rainforest timbers in this development.
  - Use of more environmentally friendly material alternatives for concrete, insulation and other building components

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

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

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

- National Construction Code (NCC) / Building Code of Australia (BCA) Volume One Section J and Volume Two part 3.12 as relevant;
- Victorian Planning Policy (VPP) and Local Planning Policy (LPP) clauses including
  - 11 Settlement

  - 12 Environmental and Landscape Values
  - 15.02-1S Energy and Resource Efficiency
  - 18.02-R Sustainable Personal Transport
  - 19.01-2R Renewable Energy – Metropolitan Melbourne
  - 22.17 Environmentally Sustainable Development
  - 22.16 Stormwater Management (WSUD)
  - 53.18 Stormwater Management in Urban Development
- Built Environment Sustainability Scorecard (BESS); and
- The STORM assessment.

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

Retention of structure

A large portion of the existing structure will be retained for the proposed development, only partial demolition of internal structure and a few external walls will occur. Reusing the existing warehouse will significantly reduce the demolition and construction waste, carbon footprint and embodied energy.

Results summary

Further to the above initiatives and in conjunction with others listed in this report, the development was assessed using the 'Built Environment Sustainability Scorecard' (BESS), obtaining a total score of **57% and passing all mandatory categories**. A score of 50% or greater (including compliance under water, energy, stormwater and IEQ categories) demonstrates a Best Practice environmentally sustainable development.

Commitment & documentation on plans

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

Where applicable, also indicate on the relevant parts of the plans the water tank size and location, raingarden size and location, shading devices, the openable component of a window, air-conditioners condensers, clotheslines, bicycle racks, external materials, solar panels, hot water system type, car park CO sensor, EV charging station and other relevant readily shown items.

Abbreviations used in this report include:

- BCA – Building Code of Australia
- SDAPP – Council Sustainable Design Assessment in the Planning Process
- SDS – Sustainable Design Scorecard
- BESS – Built Environment Sustainability Scorecard

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

1 Energy Efficiency

Goals

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

Initiatives

Improved building fabric, heating and cooling, and hot water supply	The proposed development will achieve improvements on the Deemed to Satisfy (DtS) requirements of NCC 2019 Section J, including: • 10% improvement on NCC2019 insulation levels (total R-value upwards and downwards) for all exposed floors and ceilings (forming part of the envelope); • Meet or exceed total allowance for all wall and glazing with the NCC2019 façade calculator; • Heating and cooling systems within 85% of the best CoP/EER available (or within one star) for the required capacity; and • Water heating systems within one star of the best available, or 85% of the performance of the best available for the required capacity. Alternatively, if JV3 modelling is undertaken a 20% improvement on the NCC2019 may be demonstrated to meet the objectives of BESS energy.	BCA Part J, BESS Energy
Building sealing	Building sealing will be to BCA standards including the following or equivalent: compressible foam or similar seals provided around doorways from conditioned to non-conditioned spaces, draft protection devices along the bottom edge of external swing doors, multi-fit cable and pipe seals/adhesive membrane grommets for sealing around pipes or conduits passing through the building envelope, and exhaust fans will have self-closing dampers fitted. Building sealing prevents un-intended heat gain or heat loss.	Part J
Hot water supply	The hot water supply will be preheated using the heat waste biproduct from the proposed air-conditioning system. The preheated water will then be boosted with gas storage units (minimum 5 stars energy efficiency).	SDAPP - Energy efficiency / BESS tool

	This is to be confirmed at a later date by the relevant consultant and/or engineers.	
Cooling and Ventilation System	The system selected is an electric efficient VRV/VRF air conditioning system. Each kitchen will have individual fan coil units to provide individual temperate control to each space. Additionally, each kitchen can be individually switched off when not in use. The units will provide comfort cooling to the kitchens, offices, processing and check in areas, storage rooms and staff breakout space. EER/COP is expected to be between 3-4. The specific system is to be confirmed at a later date by the relevant consultant and/or engineers.	SDAPP - Energy efficiency / BESS tool
Windows	New windows will be aluminium single glazing as required to meet energy efficiency performance. For more details on windows see IEQ natural ventilation in this report.	NCC-BCA Section J
Lighting	Lighting density throughout the development will be within the Building Code of Australia (BCA) 2019 maximums. These are significantly lower than BCA 2016 maximums ie: • 1.5W/m2 rather than 8W/m2 for storage • 4W/m2 rather than 8W/m2 for kitchen and food preparation area • 2W/m2 rather than 6W/m2 for carpark • 5W/m2 rather than 8W/m2 for common areas such as corridors). The very significant improvement in LED lighting over recent years allows this gain without a loss in illuminance.	BCA Part J6 – Mandatory
Lighting switching in perimeter zones	Lighting in a natural lighting zone within 3m of a window will be separately controlled from artificial lighting in a separate zone not adjacent to windows	BCA Part J6 – Additional sustainability practice
External lighting	External lighting to paths and driveways/carparks will have a daylight sensor and either timer or motion sensors installed.	BCA Part J6
Energy and water efficient dishwashers	Where installed dishwashers will be minimum 4.0 star energy and 4.0 star water or 3.5 star energy and 4.5 star water or commercial equivalent.	Green Star

Individual metering of services	Electricity will be individually metered for each tenancy ensuring energy saving behaviour is rewarded.	Additional sustainability practice
Alternative energy source Solar PV panels	Alternative energy source Solar photovoltaic (PV) panels of 10kW (minimum capacity) will be installed to supply power to the development. This is subject to space and structural requirements.	BESS tool
External shading	Effective shading is to be included to habitable room windows on the East, West and North facing facades.	BESS tool

2 Indoor Environment Quality

Background

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

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

Goals

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

Initiatives

Natural Ventilation	Breakout areas will contain windows with an openable component. The openable component is to be shown on plans.	Additional sustainability practice
Ventilation	Mechanical ventilation is proposed for the kitchens. The outdoor air flow to all relevant spaces shall exceed the minimum requirements of AS1668.2 by minimum 50% and will include CO2 monitoring facilities to monitor and maintain a concentration not greater than 800ppm, to achieve BESS compliance.	BESS Tool
Daylight	Sufficient daylight is to be provided to breakout areas. Refer to Appendix 2 for more information.	BESS Tool

	It is anticipated that staff will be able to utilise the breakout area during breaks and have access to daylight and external views. Additionally, the corridors are not expected to have a ceiling and can take advantage of daylight provided from clerestory windows.	
	Light coloured walls internally will help to maximise daylight levels.	Additional sustainability practice
	VLT of new windows is not to exceed 40%. Existing window VLT is unknown, however, as existing windows appear to be clear single glazed a VLT of 40% or greater can be assumed.	Additional sustainability practice
Glare (external sources)	Internal blinds will be installed to manage glare rather than rely on tinted glass.	Green Star - Visual Comfort
Glare (internal sources)	All bare light sources will be managed with baffles, louvres, translucent diffusers, ceiling design or other means that obscures the direct light source from all viewing angles of occupants. Lighting will be subject to the requirements for OH&S (see Appendix 3)	Green Star
Indoor air quality (pollutant minimisation)	The ventilation system will ensure the entry of outdoor pollutants is minimised by locating outdoor air intakes away from pollution sources.	Green Star
Mechanical system maintenance	Mechanical ventilation systems will be designed to allow easy access for maintenance and cleaning of moisture and debris. Further, ventilation ducts will be cleaned prior to use.	Green Star
Localised Lighting control	Sufficient lighting control (on/off and dimmers) and/or power outlets will be provided for future task lights around kitchens (e.g. bench space where food is prepared), bathrooms, predicted furniture layouts, and service areas.	Green Star
Lighting Comfort	Lights installed in the development will be flicker-free.	Green Star
Low VOC products	Paints and adhesives will be low volatile organic compounds (VOC) types or water based. Contractors are required to provide evidence of these.	Green Star / BESS tool
Low formaldehyde products	Engineered wood products (including MDF, particleboard and plywood) will be Class E1 formaldehyde or better. Formaldehyde is used in the production of resins that act as glues for engineered wood products and is a colourless gas with a strong odour. Exposure to formaldehyde can cause irritation in the eyes,	Green Star

	nose and throat with various authorities recommend E1 as a maximum emissions class.	
Green painters quote	A quote will be obtained from accredited green painters on this job - sourced from www.greenpainters.com.au	Additional sustainability practice

Additional details

Low VOC

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

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

Product category	Maximum VOC content (g/litre)
General purpose adhesives and sealants	50
Interior wall and ceiling paint, all sheen levels	16
Trim, varnishes and wood stains	75
Primers, sealers and prep coats	65
One & two pack performance coatings for floors	140
Acoustic sealants, architectural sealant, waterproofing membrane and sealant, fire retardant sealant and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesive and sealants	100

Low VOC paints are readily available at all suppliers:

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

Low formaldehyde products

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

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

Companies offering low formaldehyde engineered wood products include:

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

3 Water Conservation

Background

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

Goals

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

Initiatives

Water efficient fixtures, fittings and appliances	Water efficient fixtures, fittings and appliances have been selected in line with the following WELS ratings: • 4 star shower (4.5-6L/min) • 4 star toilets • 6 star bathroom taps • 6 star kitchen taps • 4.0 star dishwasher	BESS, Green Star
Rainwater collection and use	Rainwater collection and use will involve the installation of a rainwater tank of minimum 12,000L capacity, collecting water from all roof areas and supplying it to all toilets in the development.	STORM, BESS tool, Green Star

Accessibility of pumps	Water pumps and manual over-ride switches will be readily accessible for access in the event of malfunction.	Additional sustainability practice
Individual metering of water	Water will be individually metered for each tenancy, ensuring water saving behaviour is rewarded.	SDAPP – Water efficiency, BESS tool

Additional details

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

4 Stormwater Management

Background

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

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

Goals

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

Initiatives

Best Practice Stormwater treatment	The following is proposed to achieve 100% of Melbourne Water STORM calculator Best Practice Stormwater treatment goals: • Rainwater shed from all new and existing roof areas (approx. 1205.6m^2) will be	STORM, Planning scheme clause 22.16, 53.18-5

	collected in rainwater tank(s) of minimum 12,000L capacity. Please refer to WSUD report prepared for the development to address requirements under Yarra council Clause 22.16.	

5 Material Selection

Background

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

Goals

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

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

Initiatives

Retention of structure	A portion of the existing structure will be retained for the proposed development, reusing the existing warehouse on site with significant changes made only to internal layout and roof structure.	Additional sustainability practice
Supplementary Cement materials SCMs	Supplementary Cement materials (SCMs)- slag and/or flyash will partially substitute carbon intensive Portland cement in concrete mixes. 20-35% slag and/or flyash or similar geopolymer mixes will be incorporated in on-site on-ground poured structural and paving concrete mixes where vehicles will not be regularly driving over the concrete subject to structural engineers approval. These concrete mixes have a complying strength, are a similar price and use a reduced amount of high greenhouse gas producing Portland cement when compared with standard cement mixes. They also incorporate the recycling of industrial waste products such as fly ash and slag and	Green Star

	reduce the amount of raw resources required to produce the end product.	
Sustainable timbers	No unsustainable rainforest timbers will be incorporated i.e. no Oregon, Western Red Cedar, Meranti, Merbau, Teak or Luan.	Green Star
Accredited plantation timber	All framing timber will be from accredited plantations - either FSC or PEFC/AFS.	Green Star
Glasswool insulation	Where glasswool insulation is to be used, a product with greater than 50% recycled glass and without the use of formaldehyde as a binder (such as Earthwool or Green Tag certified CSR Bradford Gold batts) will be used.	Additional sustainability practice
Polyester insulation	Where polyester insulation is to be used, products with recycled content will be specified. Polyester insulation is also readily re-useable and if clean is recyclable.	Additional sustainability practice
Steel	Reduction in the use of steel will be considered where possible subject to structural engineers' approval.	Additional sustainability practice
Light coloured roofing	The proposed new roof addition will adhere to the NCC2019 Section J Deemed to Satisfy requirements of J1.3 Roof and ceiling construction. The upper surface of all roof elements will have a solar absorptance not greater than 0.45. The Colorbond colour range noted in additional details can inform solar absorptance values of different finishes for metal roof construction.	Additional sustainability practice

Additional details

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

Polyester insulation	Polyester insulation is recyclable and generally contain 80% recycled PET bottles. Polyester batts can readily be re-used without handling issues from the fibreglass, and do not disintegrate when wet. Some companies (e.g. Polyester Solutions) will take back clean insulation for recycling at end of life. Batts must not contain metal or other contaminants. Recycling closes the loop for a circular product lifecycle – the ideal sustainability outcome.
Light coloured roofing	The Colorbond colour range lists the Solar Absorptance values and categorises the colours into light, medium and dark (L, M, D) within their brochures.

6 Location and Transport

Goals

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

Location

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

The location achieves a **Walk Score** of 97 which is considered Walker's Paradise

Initiatives

Green travel plan	A Green travel plan will be prepared for this development and included in the Building Users Guide.	Green travel plan
Bicycle paths	The development is located approximately 1km from the Main Yarra Trail and Andrews Reserve Trail. Additionally, the development is surrounded by roads with bicycle dedicated lanes.	Additional sustainability practice
Bicycle parking	The proposed development includes the provision of 44 formal allocated bicycle parking spaces 36 for employees and 8 for visitors. This allocation supports promoting the use of sustainable personal transport and is especially relevant given the suitable location of the development. Additionally, electric bicycle charging facilities will be available to employees.	Planning Scheme clause 52.34 / SDAPP – Transport / BESS
Local public transport information packs	Relevant local train, tram and bus timetables will be included in the Building Users Guide provided. Also included will be brief details of the	SDAPP - Transport

	Melbourne myki public transport payment card system including how to register and load funds against a myki card. Occupants will be alerted to the existence of various public transport smartphone apps such as the Public Transport Victoria app and/or train or tram tracker	
Public transport	The proposed location is serviced by the following public transport options: • Train –350 metres from the site (Collingwood Station) • Bus – 100 metres from the site These are able to be viewed on the public transport Local Area Map attached in the appendices.	Additional sustainability practice

Additional details

Bicycle paths	Principal Bicycle Network (PBN) routes for each council area are available via the following link https://www.vicroads.vic.gov.au/traffic-and-road-use/cycling/bicycle-network-planning Strategic Cycling Corridors (SCCs) are a recent addition to bicycle network planning in metropolitan Melbourne. Identification of SCCs is part of the initiative in Plan Melbourne to 'Support Walking and Cycling in Central Melbourne'. They are corridors developed to improve cycling to an around major activity centres in metropolitan Melbourne. SCCs are a subset of the PBN.
Bicycle parking/storage	Our cities are on the cusp of a significant uptake in the use of electric versions of bicycles and scooters. These electric incarnations are ideal for short trips to connect with public transport, and their use will boost the demand for bicycle parking rails and appropriate scooter locker storage.
Public transport	Tram, bus and train timetables can be accessed from http://ptv.vic.gov.au/timetables/ A full range of Public Transport Victoria maps can be sourced from http://ptv.vic.gov.au/getting-around/maps/ For more train specific information visit www.metrotrains.com.au A Travel Smart map showing major local travel interchanges can be obtained for the councils listed on the site http://www.transport.vic.gov.au/projects/travelsmart/maps

7 Waste Management

Goals

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

Initiatives

Demolition stage	Significant amount of demolition waste has been diverted from landfill by retaining the existing wall structure. Demolition waste will be reused and recycled where possible. Where the demolition waste is found to be contaminated, this will be appropriately disposed of in accordance with relevant guidelines and regulations. Additionally, with the retention of the existing structure, a significant volume of demolition waste has been avoided.	SDAPP - Waste
Construction waste	A minimum of 80% of materials will be recycled during construction. Written documentation required from contractor(s) in advance on company letterhead confirming items to be recycled, and on completion, confirmation of percentage of materials recycled.	SDAPP - Waste
Plastering waste	The plastering contractor will be required to supply their own bin and recycle plasterboard off-cuts.	Additional sustainability practice
Dual bins	Dual bins will be supplied under each kitchen bench to facilitate separation of garbage and recycling.	SDAPP - Waste
Separate waste stream collection	Space is allowed for storage of separate garbage, recycling and food organics bins. Refer to Operational Waste Management Plan prepared for the development by One Mile Grid.	SDAPP - Waste

Additional details

Recyclable materials	The following materials can generally be recycled: • Bricks • Concrete products (ie. Blocks, roof tiles, pavers etc) • Unpainted or treated timber • Steel / metal products • Glass • Plasterboard

- Plastics
- Carpet underlay
- Carpet tiles
- Asphalt
- Cardboard
- Green waste

Bin companies or similar that recycle more than others include:

- Jobsite Recyclers. http://www.jobsiterecyclers.com.au/
- Mobius Waste http://www.mobiusmr.com.au/
- Eastern Recycling www.easternrecycling.com.au
- BinGo Industries www.bingoindustries.com.au

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

8 Management and Community Benefit

Goals

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

Initiatives

Communal space	Breakout communal areas for employees of the development will be provided, with the provision of natural ventilation and natural light	BESS tool
Building Users Guide	An appropriate short Building Users Guide will be provided for tenants explaining some of the sustainability features and intents of this development.	Green Star
Building Tuning	All energy and water management systems will be commissioned in accordance with the manufacturer's specifications. Tunning period will be outlined in services engineers specifications.	Additional sustainability practice

Additional details

Building users guide	A short building user's guide might include details on: • The connection of the water tanks to the toilets • Waste minimisation and recycling strategy and arrangements within the building • Energy and water metering facilities for each tenancy, and what the readings represent

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

- Energy portals details from energy suppliers – can provide your energy use up to the previous day if used in conjunction with in house devices
- Energy efficient design choices and materials options that have been incorporated in this building
- Specifications for energy efficient items such as lights and plumbing fittings, and recommendation that replacements obtain or improve on these efficiency levels
- Local public transport stops and routes and timetables. Also included will be brief details of the Melbourne myki public transport payment card system including how to register and load funds against a myki card.
- Building management contact details

Appendix 1 - BESS Report

BESS, 9-11 Bloomburg St (211021) 9-11 Bloomburg St, Abbotsford 3067

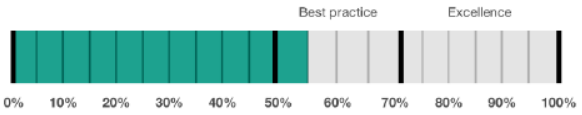
BESS Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 9-11 Bloomburg St Abbotsford VIC 3067. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Yarra City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

Your BESS Score



57%

Project details

Address	9-11 Bloomburg St Abbotsford VIC 3067
Project no	CE3E793E-R1
BESS Version	BESS-6
Site type	Non-residential development
Account	info@lidconsulting.com.au
Application no.	
Site area	1,237 m²
Building floor area	1,109.5 m²
Date	21 October 2021
Software version	1.7.0-B.371

Performance by category Your development Maximum available

Category	Weight	Score	Pass
Management	5%	37%	-
Water	9%	50%	✓
Energy	28%	72%	✓
Stormwater	14%	100%	✓
IEQ	17%	52%	✓
Transport	9%	37%	-
Waste	6%	100%	-
Urban Ecology	6%	0%	-
Innovation	9%	0%	-

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Page 1 of 16

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

Buildings

Name	Height	Footprint	% of total footprint
Dark Kitchens	1	1,136 m²	100%

Dwellings & Non Res Spaces

Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Other building				
Dark Kitchens	1	1,110 m²	Dark Kitchens	100%
Total	**1**	**1,109 m²**	**100%**	

Supporting information

Floorplans & elevation notes

Credit	Requirement	Response	Status
Management 3.2	Individual utility meters annotated		-
Management 3.3	Common area submeters annotated		-
Energy 3.1	Carpark with natural ventilation or CO monitoring system		-
Energy 4.2	Floor plans showing location of photovoltaic panels as described.		-
Stormwater 1.1	Location of any stormwater management systems used in STORM or MUSIC modelling (e.g. Rainwater tanks, raingarden, buffer strips)		-
Transport 1.4	All nominated non-residential bicycle parking spaces		-
Transport 1.6	Showers, change rooms and lockers as nominated		-
Waste 2.1	Location of food and garden waste facilities		-
Waste 2.2	Location of recycling facilities		-

Supporting evidence

Credit	Requirement	Response	Status
Energy 1.1	Energy Report showing calculations of reference case and proposed buildings		-
Energy 3.1	Provide a written explanation of either the fully natural carpark ventilation or carbon monxide monitoring, describing how these systems will work, what systems are required for them to be fully integrated and who will be responsible for their implementation throughout the design, procurement and operational phases of the building life.		-
Energy 3.7	Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used.		-
Energy 4.2	Specifications of the solar photovoltaic system(s).		-
Stormwater 1.1	STORM report or MUSIC model		-
IEQ 1.4	A short report detailing assumptions used and results achieved.		-
Waste 1.1	Report detailing how the existing building is being reused on-site		-

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

BESS, 9-11 Bloomburg St (211021) 9-11 Bloomburg St, Abbotsford 3067

Credit summary

Management Overall contribution 4.5%

		37%
1.1 Pre-Application Meeting		0%
2.3 Thermal Performance Modelling - Non-Residential		0%
3.2 Metering		100%
3.3 Metering		100%
4.1 Building Users Guide		100%

Water Overall contribution 9.0%

	Minimum required 50%	50%	✔ Pass
1.1 Potable water use reduction		60%	
3.1 Water Efficient Landscaping		N/A	❖ Scoped Out
			No Landscaping
4.1 Building Systems Water Use Reduction		0%	

Energy Overall contribution 27.5%

	Minimum required 50%	72%	✔ Pass
1.1 Thermal Performance Rating - Non-Residential		37%	
2.1 Greenhouse Gas Emissions		100%	
2.2 Peak Demand		100%	
2.3 Electricity Consumption		100%	
2.4 Gas Consumption		100%	
3.1 Carpark Ventilation		100%	
3.2 Hot Water		100%	
3.7 Internal Lighting - Non-Residential		100%	
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	❖ Scoped Out
			No cogeneration or trigeneration system in use.
4.2 Renewable Energy Systems - Solar		100%	
4.4 Renewable Energy Systems - Other		N/A	⊘ Disabled
			No other (non-solar PV) renewable energy is in use.

Stormwater Overall contribution 13.5%

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

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Page 3 of 16

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

BESS, 9-11 Bloomburg St (211021) 9-11 Bloomburg St, Abbotsford 3067

IEQ Overall contribution 16.5%

	Minimum required 50%	52%	Pass
1.4 Daylight Access - Non-Residential		33%	✔ Achieved
2.3 Ventilation - Non-Residential		66%	✔ Achieved
3.4 Thermal comfort - Shading - Non-residential		66%	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		0%	
4.1 Air Quality - Non-Residential		100%	

Transport Overall contribution 9.0%

	37%
1.4 Bicycle Parking - Non-Residential	100%
1.5 Bicycle Parking - Non-Residential Visitor	0%
1.6 End of Trip Facilities - Non-Residential	100%
2.1 Electric Vehicle Infrastructure	0%
2.2 Car Share Scheme	0%
2.3 Motorbikes / Mopeds	0%

Waste Overall contribution 5.5%

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

Urban Ecology Overall contribution 5.5%

	0%
1.1 Communal Spaces	0%
2.1 Vegetation	0%
2.2 Green Roofs	0%
2.3 Green Walls and Facades	0%
3.2 Food Production - Non-Residential	0%

Innovation Overall contribution 9.0%

	0%
1.1 Innovation	0%

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Page 4 of 16

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

Credit breakdown

Management Overall contribution 2%

1.1 Pre-Application Meeting		0%
Score Contribution	This credit contributes 37.5% towards the category score.	
Criteria	Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council?	
Question	Criteria Achieved ?	
Project	No	
2.3 Thermal Performance Modelling - Non-Residential		0%
Score Contribution	This credit contributes 25.0% towards the category score.	
Criteria	Has a preliminary facade assessment been undertaken in accordance with NCC2019 Section J1.5?	
Question	Criteria Achieved ?	
Other building	No	
Criteria	Has preliminary modelling been undertaken in accordance with either NCC2019 Section J (Energy Efficiency), NABERS or Green Star?	
Question	Criteria Achieved ?	
Other building	No	
3.2 Metering		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Have utility meters been provided for all individual commercial tenants?	
Question	Criteria Achieved ?	
Other building	Yes	
3.3 Metering		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Have all major common area services been separately submetered?	
Question	Criteria Achieved ?	
Other building	Yes	
4.1 Building Users Guide		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Will a building users guide be produced and issued to occupants?	
Question	Criteria Achieved ?	
Project	Yes	

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

BESS, 9-11 Bloomburg St (211021) 9-11 Bloomburg St, Abbotsford 3067

Water Overall contribution 4% Minimum required 50%

Water Approach	
What approach do you want to use for Water?:	Use the built in calculation tools
Project Water Profile Question	
Do you have a reticulated third pipe or an on-site water recycling system?:	No
Are you installing a swimming pool?:	No
Are you installing a rainwater tank?:	Yes
Water fixtures, fittings and connections	
Building:	Dark Kitchens
Showerhead:	4 Star WELS (>= 4.5 but <= 6.0)
Bath:	Scope out
Kitchen Taps:	>= 6 Star WELS rating
Bathroom Taps:	>= 6 Star WELS rating
Dishwashers:	>= 4 Star WELS rating
WC:	>= 4 Star WELS rating
Urinals:	Scope out
Washing Machine Water Efficiency:	Scope out
Rainwater Tank	
What is the total roof area connected to the rainwater tank?: RWT	1,205 m²
Tank Size: RWT	12,000 Litres
Irrigation area connected to tank: RWT	-
Is connected irrigation area a water efficient garden?: RWT	-
Other external water demand connected to tank?: RWT	-

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Page 6 of 16

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

1.1 Potable water use reduction	60%	
Score Contribution	This credit contributes 83.3% towards the category score.	
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.	
Output	Reference	
Project	2104 kL	
Output	Proposed (excluding rainwater and recycled water use)	
Project	1385 kL	
Output	Proposed (including rainwater and recycled water use)	
Project	1051 kL	
Output	% Reduction in Potable Water Consumption	
Project	50 %	
Output	% of connected demand met by rainwater	
Project	100 %	
Output	How often does the tank overflow?	
Project	Very Often	
Output	Opportunity for additional rainwater connection	
Project	300 kL	
3.1 Water Efficient Landscaping	N/A	Scoped Out
This credit was scoped out	No Landscaping	
4.1 Building Systems Water Use Reduction	0%	
Score Contribution	This credit contributes 16.7% towards the category score.	
Criteria	Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems?	
Question	Criteria Achieved ?	
Project	No	

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

BESS, 9-11 Bloomburg St (211021) 9-11 Bloomburg St, Abbotsford 3067

Energy Overall contribution 20% Minimum required 50%

Use the BESS Deem to Satisfy (DtS) method for Energy?:	Yes
Do all exposed floors and ceilings (forming part of the envelope) demonstrate a minimum 10% improvement in required NCC2019 insulation levels (total R-value upwards and downwards)?:	Yes
Does all wall and glazing demonstrate meeting the required NCC2019 facade calculator (or better than the total allowance)?:	Yes
Are heating and cooling systems within one Star of the most efficient equivalent capacity unit available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available?:	Yes
Are water heating systems within one star of the best available, or 85% or better than the most efficient equivalent capacity unit?:	Yes
Are you installing a cogeneration or trigeneration system?:	-
Non-Residential Building Energy Profile	
Heating, Cooling & Comfort Ventilation - Electricity - reference fabric and reference services:	-
Heating, Cooling & Comfort Ventilation - Electricity - proposed fabric and reference services:	-
Heating, Cooling & Comfort Ventilation - Electricity - proposed fabric and proposed services:	-
Heating - Gas - reference fabric and reference services:	-
Heating - Gas - proposed fabric and reference services:	-
Heating - Gas - proposed fabric and proposed services:	-
Heating - Wood - reference fabric and reference services:	-
Heating - Wood - proposed fabric and reference services:	-
Heating - Wood - proposed fabric and proposed services:	-
Hot Water - Electricity - Baseline:	-
Hot Water - Electricity - Proposed:	-
Hot Water - Gas - Baseline:	-
Hot Water - Gas - Proposed:	-
Lighting - Baseline:	-
Lighting - Proposed:	-
Peak Thermal Cooling Load - Baseline:	-
Peak Thermal Cooling Load - Proposed:	-
Solar Photovoltaic system	
System Size (lesser of inverter and panel capacity): PV1	10.0 kW peak
Orientation (which way is the system facing)?: PV1	North
Inclination (angle from horizontal): PV1	20.0 Angle (degrees)

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Page 8 of 16

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

1.1 Thermal Performance Rating - Non-Residential		37%	
Score Contribution	This credit contributes 36.4% towards the category score.		
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC 2019 Section J)?		
2.1 Greenhouse Gas Emissions		100%	
Score Contribution	This credit contributes 9.1% towards the category score.		
Criteria	What is the % reduction in annual greenhouse gas emissions against the benchmark?		
2.2 Peak Demand		100%	
Score Contribution	This credit contributes 4.5% towards the category score.		
Criteria	What is the % reduction in instantaneous (peak-hour) demand against the benchmark?		
2.3 Electricity Consumption		100%	
Score Contribution	This credit contributes 9.1% towards the category score.		
Criteria	What is the % reduction in annual electricity consumption against the benchmark?		
2.4 Gas Consumption		100%	
Score Contribution	This credit contributes 9.1% towards the category score.		
Criteria	What is the % reduction in annual gas consumption against the benchmark?		
3.1 Carpark Ventilation		100%	
Score Contribution	This credit contributes 9.1% towards the category score.		
Criteria	If you have an enclosed carpark, is it: (a) fully naturally ventilated (no mechanical ventilation system) or (b) 40 car spaces or less with Carbon Monoxide monitoring to control the operation and speed of the ventilation fans?		
Question	Criteria Achieved ?		
Project	Yes		
3.2 Hot Water		100%	
Score Contribution	This credit contributes 4.5% towards the category score.		
Criteria	What is the % reduction in annual energy consumption (gas and electricity) of the hot water system against the benchmark?		
3.7 Internal Lighting - Non-Residential		100%	
Score Contribution	This credit contributes 9.1% towards the category score.		
Criteria	Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J6.2a of the NCC 2019 Vol 1?		
Question	Criteria Achieved ?		
Other building	Yes		
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	❖ Scoped Out
This credit was scoped out	No cogeneration or trigeneration system in use.		

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

4.2 Renewable Energy Systems - Solar		100%	
Score Contribution	This credit contributes 4.5% towards the category score.		
Criteria	What % of the estimated energy consumption of the building class it supplies does the solar power system provide?		
Output	Solar Power - Energy Generation per year		
Other building	12,770 kWh		
Output	% of Building's Energy		
Other building	41 %		
4.4 Renewable Energy Systems - Other		N/A	⊘ Disabled
This credit is disabled	No other (non-solar PV) renewable energy is in use.		

Stormwater

Overall contribution 14% Minimum required 100%

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

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

BESS, 9-11 Bloomburg St (211021) 9-11 Bloomburg St, Abbotsford 3067

IEQ Overall contribution 9% Minimum required 50%

1.4 Daylight Access - Non-Residential		33%	✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.		
Criteria	What % of the regular use floor areas have at least 2% daylight factor?		
Question	Percentage Achieved?		
Other building	33 %		
2.3 Ventilation - Non-Residential		66%	✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.		
Criteria	What % of the regular use areas are effectively naturally ventilated?		
Question	Percentage Achieved?		
Other building	0 %		
Criteria	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668.2:2012?		
Question	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668:2012?		
Other building	50 %		
Criteria	What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain?		
Question	Value		
Other building	800 ppm		
3.4 Thermal comfort - Shading - Non-residential		66%	
Score Contribution	This credit contributes 17.6% towards the category score.		
Criteria	What percentage of east, north and west glazing to regular use areas is effectively shaded?		
Question	Percentage Achieved?		
Other building	50 %		
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		0%	
Score Contribution	This credit contributes 5.9% towards the category score.		
Criteria	What percentage of regular use areas in tenancies have ceiling fans?		
Question	Percentage Achieved?		
Other building	-		
4.1 Air Quality - Non-Residential		100%	
Score Contribution	This credit contributes 5.9% towards the category score.		
Criteria	Do all paints, sealants and adhesives meet the maximum total indoor pollutant emission limits?		
Question	Criteria Achieved ?		
Project	Yes		

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Page 11 of 16

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

Criteria	Does all carpet meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Project	No carpet
Criteria	Does all engineered wood meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Project	Yes

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

Transport Overall contribution 3%

1.4 Bicycle Parking - Non-Residential		100%
Score Contribution	This credit contributes 25.0% towards the category score.	
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?	
Question	Criteria Achieved ?	
Other building	Yes	
Question	Bicycle Spaces Provided ?	
Other building	36	
1.5 Bicycle Parking - Non-Residential Visitor		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?	
Question	Criteria Achieved ?	
Other building	No	
Question	Bicycle Spaces Provided ?	
Other building	8	
1.6 End of Trip Facilities - Non-Residential		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Where adequate bicycle parking has been provided. Is there also: * 1 shower for the first 5 employee bicycle spaces plus 1 to each 10 employee bicycles spaces thereafter, * changing facilities adjacent to showers, and * one secure locker per employee bicycle space in the vicinity of the changing / shower facilities?	
Question	Number of showers provided ?	
Other building	4	
Question	Number of lockers provided ?	
Other building	36	
Output	Min Showers Required	
Other building	1	
Output	Min Lockers Required	
Other building	36	
2.1 Electric Vehicle Infrastructure		0%
Score Contribution	This credit contributes 25.0% towards the category score.	
Criteria	Are facilities provided for the charging of electric vehicles?	
Question	Criteria Achieved ?	
Project	No	

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

2.2 Car Share Scheme		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Has a formal car sharing scheme been integrated into the development?	
Question	Criteria Achieved ?	
Project	No	
2.3 Motorbikes / Mopeds		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)?	
Question	Criteria Achieved ?	
Project	No	

Waste

Overall contribution 6%

1.1 - Construction Waste - Building Re-Use		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	If the development is on a site that has been previously developed, has at least 30% of the existing building been re-used?	
Question	Criteria Achieved ?	
Project	Yes	
2.1 - Operational Waste - Food & Garden Waste		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are facilities provided for on-site management of food and garden waste?	
Question	Criteria Achieved ?	
Project	Yes	
2.2 - Operational Waste - Convenience of Recycling		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are the recycling facilities at least as convenient for occupants as facilities for general waste?	
Question	Criteria Achieved ?	
Project	Yes	

Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

Urban Ecology Overall contribution 0%

1.1 Communal Spaces		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Is there at least the following amount of common space measured in square meters : * 1m² for each of the first 50 occupants * Additional 0.5m² for each occupant between 51 and 250 * Additional 0.25m² for each occupant above 251?	
Question	Common space provided	
Other building	21.0 m²	
Output	Minimum Common Space Required	
Other building	52 m²	
2.1 Vegetation		0%
Score Contribution	This credit contributes 50.0% towards the category score.	
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?	
Question	Percentage Achieved ?	
Project	0 %	
2.2 Green Roofs		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Does the development incorporate a green roof?	
Question	Criteria Achieved ?	
Project	No	
2.3 Green Walls and Facades		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Does the development incorporate a green wall or green façade?	
Question	Criteria Achieved ?	
Project	No	
3.2 Food Production - Non-Residential		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	What area of space per occupant is dedicated to food production?	
Question	Food Production Area	
Other building	-	
Output	Min Food Production Area	
Other building	14 m²	

Innovation Overall contribution 0%

1.1 Innovation		0%
Score Contribution	This credit contributes 100.0% towards the category score.	
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?	

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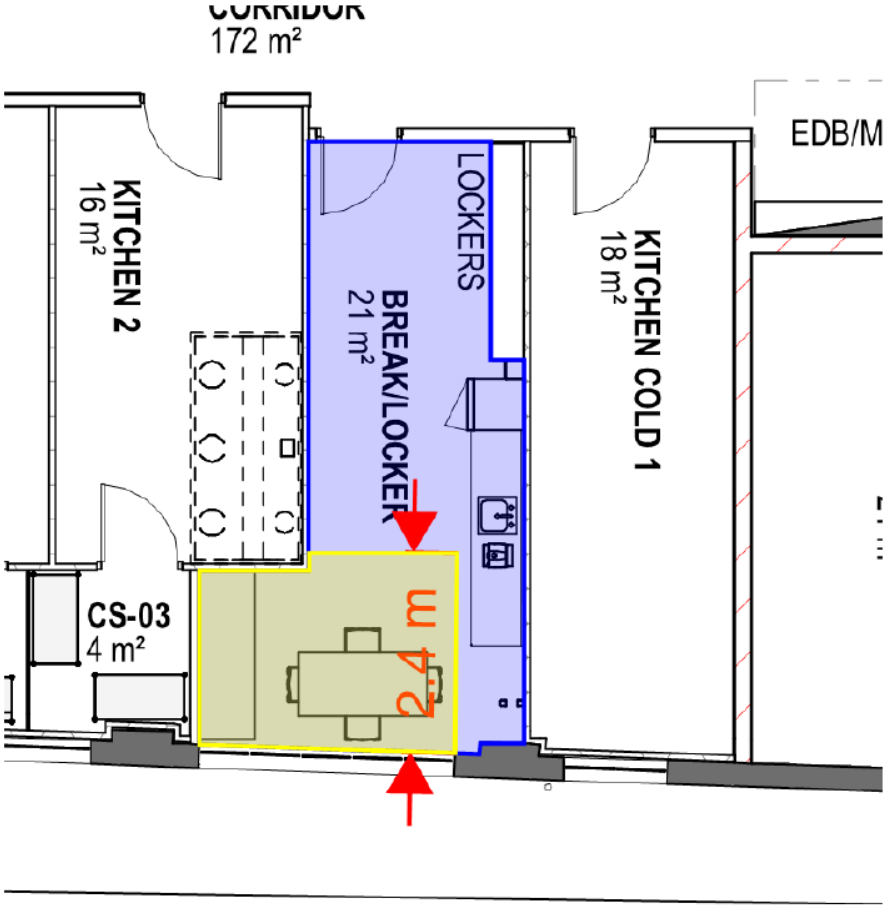
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Attachment 9 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Sustainability Management Plan (Sketch Plans)

Appendix 2 - Green Star Daylight Hand Calculation

Summary Table

Nominated area (m^2)	Compliant Area (m^2)	Compliant Area %
20.6	7	33.98



Legend

Description	Quantity	Unit
Daylight	7.0	sq m
Nom area	20.6	sq m

Attachment 10 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - WSUD Report (Sketch Plans)

lid Low Impact Development Consulting



Stormwater Management

Water Sensitive Urban Design assessment for:

9-11 Bloomburg Street, Abbotsford

Prepared for: CSS Company
Prepared by: JN – Low Impact Development Consulting

21/10/2021

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Attachment 10 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - WSUD Report (Sketch Plans)

Version	Date	Description	Prepared by
1.0	27/01/2021	**For Issue**	**JN**
1.1	24/02/2021	**For Issue**	**AV**
2.0	21/10/2021	**Revised per council comments dated 16/07/2021**	**AV**

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Attachment 10 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - WSUD Report (Sketch Plans)

Contents

1 Introduction 4
2 Site Layout 4
3 Proposed Response 5
4 Site Management 6
5 Maintenance Plan 9
Appendix 1 - Policy Objectives 10
Appendix 2 - Site Layout Plan 11
Appendix 3 - STORM Report 12
Appendix 4 - Technical Measures Explained 13

LID acknowledges and pays respect to the Australian Aboriginal and Torres Strait Islander people, to their ancestors and elders, past, present and emerging, as the traditional custodians of the lands upon which we work and live. We recognise Aboriginal and Torres Strait Islander people's deep cultural and spiritual relationships to the water, land and sea, and their rich contribution to society.

1 Introduction

Low Impact Development (LID) Consulting was engaged by CSS Company to assess the proposed development at 9-11 Bloomburg Street, Abbotsford and prepare a Stormwater Management (Water Sensitive Urban Design) response addressing the requirements of planning scheme clause 22.16-4, 53.18.

This report is based on the drawing set provided by CSS Company on the 19th of February, 2021.

The following documents informed the WSUD recommendations of this report:

1. Best Practice Environmental Management Guidelines for Urban Stormwater (CSIRO 1999) (BPEMG)
2. WSUD Engineering Procedures: Stormwater (CSIRO 2005 EPS)
3. WSUD Maintenance Guidelines – A guide for asset managers (Melbourne Water)

1.1 Development Summary

Address:	**9-11 Bloomburg Street, Abbotsford**
Type:	**Commercial kitchens**
Site area:	**1237m²**
Occupants:	**36***

* Note: STORM occupancy rates calculated based on NCC Table D1.13 peak occupancy rates and weighted based on predicted occupancy provided by site operator (assuming 15% vacancy rate, and facility operation 7am - 12am).

1.2 Response Summary

The chosen response is to direct all roof rainfall runoff to a retention tank serving all toilets within the proposed development.

This corresponds to a STORM rating equation as follows:

Roof area:	1205.6m²
Impervious area:	34.4m²
Pervious area:	0m²
STORM rating achieved:	100%

2 Site Layout

Refer to Appendix 2 for site layout plan.

3 Proposed Response

The proposed development achieves the Water-Sensitive Urban Design (WSUD) objectives of the City of Yarra by water harvesting and re-use. A Melbourne Water STORM assessment on the above property has been undertaken in order to demonstrate in-operation compliance with best-practice stormwater treatment objectives as set out in the Urban Stormwater Best Practice Environmental Management Guidelines[1]. The proposed plans achieved a stormwater treatment STORM tool score of 101% (100% or greater shows compliance) with the following parameters:

- Rainwater shed from all new and existing roof areas (approx. 1205.6m²) will be collected in rainwater tank(s) of minimum 12,000L capacity;
- Leaf diverting rain heads and first flush diverters should be included upstream of the tank to divert the initial sediment flow when rain events occur from flowing into the tank.
- The rainwater tank will serve all toilets in the development. In addition to stormwater benefits, this capture of water provides water saving benefits.
- The development is not expected to have any chemical pollutants or toxicants where stormwater runoff would impact the local environment.

[1] *Urban Stormwater: Best Practice Environmental Management Guidelines*, CSIRO, 1999, http://www.publish.csiro.au/pid/2190.htm

4 Site Management

The following is intended to inform the site management plan in matters relating to stormwater management. Relevant principles per the EPA Environmental Guidelines for Major Construction Sites [2], and measures as per Urban Stormwater Best Practice Environmental Management Guidelines [3] Section 6.3 are shown below.

The site management plan should restrict runoff to adjoining properties and ensure minimal earth disturbance occurs during construction. Additionally, building waste, dangerous chemicals and food waste must be managed to prevent damage to flora and fauna, or build up or blockage in drains and nearby creeks.

Item	Associated issues	Measure
Fences	Porous fences allow stormwater runoff to carry sediment across the site and discharge into the stormwater network.	Mesh fabric and silt fences to be installed on fences where site includes slopes greater than 1:20.
Pit inlets	Without sediment filters, pit inlets allow sediment to enter the stormwater network causing sediment build-up downstream.	Sediment traps or drain filters should be installed on all pit inlets.
Downpipes	Localised flooding due to lack of site drainage.	Temporary downpipes to be installed as soon as roofing is installed to minimise overland flow across the site (see plastic tube roll image below). These should be connected to the rainwater tank where possible.
Vehicle traffic on site	Areas of vehicle traffic are subject to disturbance of soil.	Use stabilised vehicle entrances, with crushed rock or other suitable material. Include rumble grates, track mats (where access is over sand), and physically remove mud from tyres of vehicles prior to leaving the site.
Mounded earth	Unsecured mounds create significant issues with sedimentation after rainfall.	Use erosion control blankets for mounded earth. Ensure correct installation, and incorporate secondary measures such as silt fences on steep sites.

[2] *EPA Environmental Guidelines for Major Construction Sites, Victorian Environmental Protection Authority 1996* http://www.epa.vic.gov.au/~/media/Publications/480.pdf
[3] *Urban Stormwater: Best Practice Environmental Management Guidelines*, CSIRO, 1999, http://www.publish.csiro.au/pid/2190.htm

Item	Associated issues	Measure
Bins	Where suitable bins are not provided, litter can be washed from the site.	Ensure appropriate bins are provided for construction workers and staff, particularly where food is consumed.
Waste material	Pollution of stormwater can occur where appropriate disposal methods for waste materials are not established on site.	Provide separate bins for paints and solvents to allow safe removal and disposal at accredited locations. Ensure all staff are aware of correct disposal methods.
Stockpiles	Incorrect stockpiling can lead to stormwater contamination, and site pollution.	Locate stockpiles away from drainage paths, and construct stockpiles with gentle slopes (max 1:2).

In addition, the contractor will be required to:

- **Identify and document**, prior to construction commencing, where these measures will be installed, and how erosion and loose waste will be managed.
- **Install tarps on site waste bins** every night.
- **Avoid overfilling vehicles** or cover all soil loads being taken offsite.
- **Sweep up the site** every day when works occur on site to ensure loose waste does not blow around the site and into the surrounding streets.
- **Ensure erosion and sediment control measures are maintained** through weekly checks – maintenance measures may include removing sediment trapped in filters and topping up gravel on the vehicle entry path.



Figure 1 - Temporary Downpipes



Figure 2 - Sediment Trap

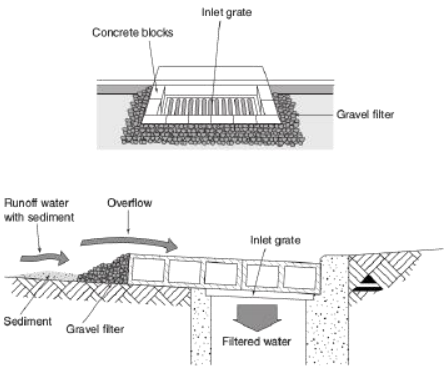


Figure 3 - Block and Gravel Filter (CSIRO)



Figure 4 - Sediment Trap

5 Maintenance Plan

5.1 Rainwater Tanks

The following maintenance schedule is to be used as a guide for rainwater tank maintenance. It is based on average maintenance requirements for rainwater tanks in Victoria, and timings may need to be adjusted to suit specific site assets. Regular inspections should be undertaken every three months. Inspection and maintenance of all rainwater tanks will be the responsibility of the building management.

Refer to the Melbourne Water WSUD Maintenance Guidelines for further details.

Item	What to check for	Action	Frequency
Tank inlet	Tank inlet is not blocked by accumulated debris	Physically remove debris build up	1-3 months
First flush device and filters	First flush device and filters are not blocked and flow is not limited by litter or sediment accumulation	Physically remove litter and sediment from first flush device, or if it contains a flush-out valve, use water to remove sediment.	1-3 months
Tank outlet	Tank outlet is not restricted by sediment.	Flush tank as required.	1-3 months
Mosquito screens	Mosquito screens are not torn or loose	Replace mosquito screens if necessary. Put screens back carefully, ensuring they are tightly refitted.	1-3 months
Pumps	Water around pump equipment. Water pressure.	Replace seals where leaks are noted. Clean pumps as required to maintain pump pressure. Refer to pump manufacturer's maintenance requirements.	1-3 months
Roof and gutters	Accumulated debris in gutters. Discolouration of tank water, or notable odours.	Physically remove accumulated debris, including leaf and other plant material. More regular maintenance may be required where there are overhanging trees.	3-6 months
Overhanging trees	Vegetation overhanging roof and gutters	Prune overhanging trees where possible to reduce vegetation build up and chance of blockages in tank network.	3-6 months
Tank	Tank defects or damage. Sediment and sludge build up in tank, or sulphide/rotten egg odours.	Replace defect or damaged tank as necessary. Remove accumulated sediment and sludge from tank. Clean tank if required.	2-3 years

Appendix 1 - Policy Objectives

For information only, the objectives of the stormwater management policy (Planning Scheme, Clause 22.16, 53.18-05) are shown here:

To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines (BPEMG), CSIRO 1999 (or as amended). The BPEMG objectives are outlined in the following table:

Table 1 - BPEMG Objectives

Pollutant	Required Removal Rate from Typical Urban Load
Total Suspended Solids (TSS)	80%
Total Phosphorus (TP)	45%
Total Nitrogen (TN)	45%
Gross Pollutants (GP)	70%

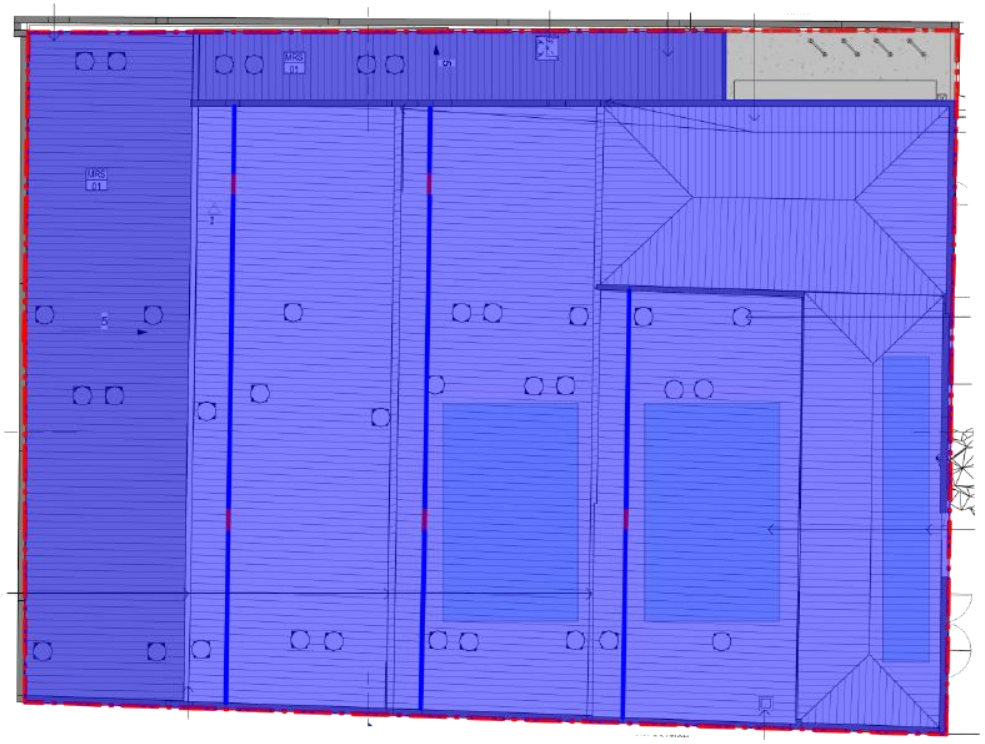
To promote the use of water sensitive urban design, including stormwater re-use.

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.

To minimize peak stormwater flows and stormwater pollutants to improve the health of water bodies including creeks, rivers and bays.

Attachment 10 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - WSUD Report (Sketch Plans)

Appendix 2 - Site Layout Plan



Legend

	Description	Quantity	Unit
	Impervious Other	31.4	sq m
	Roof to RWT	1,205.6	sq m
	Site Area	1,237.0	sq m

Appendix 3 - STORM Report

Melbourne Water

STORM Rating Report

TransactionID:	1109219
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	9-11 Bloomburg Street
	Abbotsford
	VIC 3067
Assessor:	LID Consulting
Development Type:	Commercial/Retail
Allotment Site (m2):	1,237.00
STORM Rating %:	101

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Roof to RWT	1,205.60	Rainwater Tank	12,000.00	35	104.00	74.50
Impervious Other	31.40	None	0.00	0	0.00	0.00

Date Generated: 23-Feb-2021 Program Version: 1.0.0

Note: STORM occupancy rates calculated based on NCC Table D1.13 peak occupancy rates and weighted based on predicted occupancy provided by site operator (assuming 15% vacancy rate, and facility operation 7am - 12am).

Appendix 4 - Technical Measures Explained

Rainwater Harvesting

Rain water tanks collect water from the roof via downpipes, providing flow detention capacity and storage for reuse. Rainwater tanks reduce stormwater run-off but also treat water by allowing particle settlement within the tank. Water can be generally used for irrigation, toilet flushing, laundry services and showers.

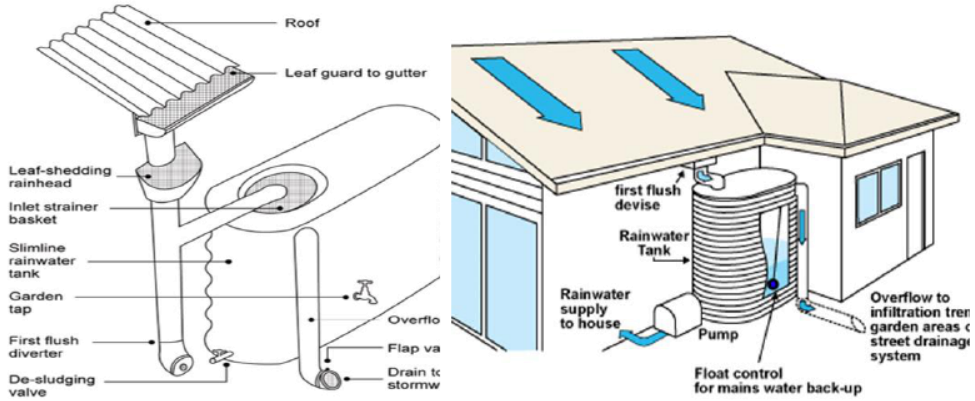


Figure 5 - Components of a Rainwater Harvesting System (Bluescope Steel)

Rainwater Filtration

Rainwater Filtration requirements depend upon intended end-use. See the following table for required quality levels across typical end-uses:

Table 2 - Required Rainwater Quality for Different End Uses [4]

	Required Quality			
End Use	**Clear**	**Odourless**	**Low in dissolved solids**	**No human pathogens, toxins or heavy metals**
Garden/lawn irrigation				
Toilet flushing	✓	✓		
Clothes washing	✓	✓		
Showering/bathing	✓	✓	✓	
Drinking	✓	✓	✓	✓

See the following table for appropriate treatment measures to meet the specified quality above:

[4] https://www.yourhome.gov.au/water/rainwater

Table 3 - Required Rainwater Filtration for Different End Uses [5]

	Filter		
Fixture/use	**Tannin filter (if tannins from overhanging trees expected)**	**Sediment filter (eg. 20 micron)**	**Sub 1 micron absolute filter**
Irrigation and outdoor			
Hot water system	✓		
Toilet cistern/washing machine	✓		
Drinking water outlets (cold)	✓	✓	✓

Further considerations:

- The simplest tank system is where downpipes can flow directly into the top of a water tank as shown above. Where a number of downpipes from around the building are collecting water for the same tank that is not underground, a charged pipe system might be required, where by water sits in the downpipes to the level of the top of the tank. When more water enters the downpipes, the existing water in the pipes will enter the tank as the water level stays balanced.
- A **first flush device** that diverts the initial most polluted 1-2 minutes of runoff from the roof into the garden should be incorporated in the system prior to the tank.
- **Connection to toilets** or other regularly used end-uses should ensure that tanks are run down regularly. This leaves spare capacity to collect new rainfall water and hence reduces the level of rain from the roofs going down the drains.
- **Tank to mains switches** which can divert water supply from tanks to mains need to be incorporated in any design, in the event that tanks empty or become near empty. Automated switch-over is ideal, but having good access to switches in the event of failure of the automated switches is also a good design consideration.

[5] https://www.yourhome.gov.au/water/rainwater

Attachment 10 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - WSUD Report (Sketch Plans)

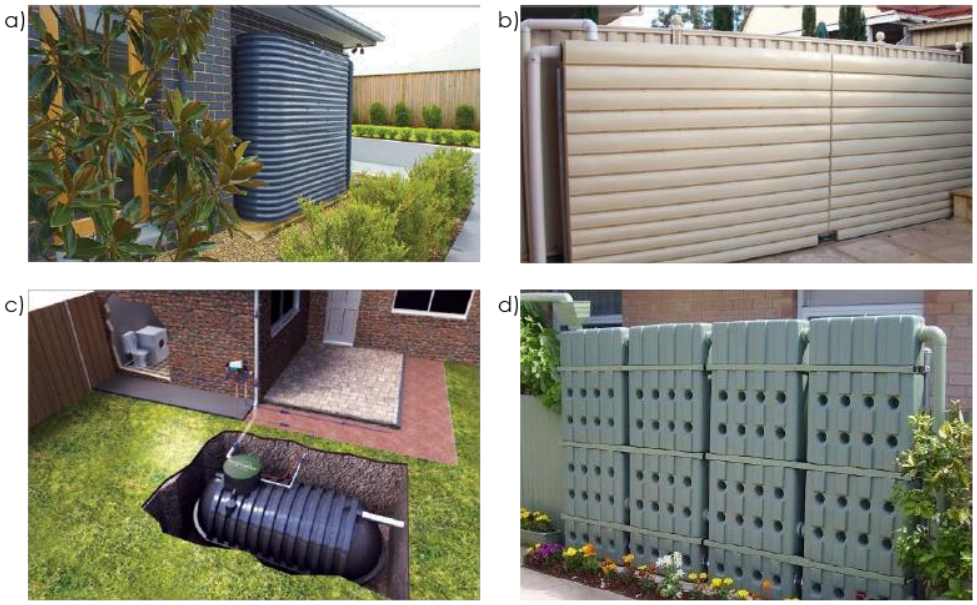


Figure 6 - Types of Rainwater Tanks a) Slimline; b) Storage walls; c) Underground; d) Modular (www.yourhome.gov.au/water/rainwater & www.freshwater.com.au)

Attachment 11 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Health Comments

FILE NOTE

Application Information	
Council Reference	PLN21/0117
Officer	Jacob Martin
Delegate	Daniel Herrmann
Address	9-11 Bloomburg St, Abbotsford VIC 3067
Proposal	Buildings and works associated with the use of the land for a Take Away Food Premises (commercial kitchen) including the construction and display of internally-illuminated business identification signage a reduction the car parking and bicycle facility requirements of the Yarra Planning Scheme.
Site Area	1178.772159 m²
Zone	Commercial 2 Zone
Overlay(s)	Development Contributions Plan Overlay - Development Contributions Plan Overlay
Existing Use	Industry and warehouse
Proposed Use	Food and drink premises

Attachment 11 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Health Comments

Officer Notes

Health Protection Unit comments (dated 23/6/2021):

As discussed, our heath team is not in a position to approve proposed means of odour reduction. The requirement is that when the premises are operating, they must not cause a nuisance (odour, noise, discharge). Nuisance will be assessed based on time, duration, frequency, volume, intensity, impact on the other party, etc. However, following are some considerations should be given to:

- *The assessment seems comprehensive but doesn't provide actual details of proposed works*
- *All practical measures must be taken to minimise odour and noise emissions and discharge so that it doesn't cause a nuisance.*
- *Appropriate location of plant equipment associated with the premises (eg. refrigeration motors, mechanical exhaust systems, air conditioning units) and the impact that these units may have on surrounding residences is reduced to a minimum.*
- *36 kitchens in a confined environment are likely to generate considerable noise – from deliveries, fans, compressors, waste pickup in addition to the potential odour concerns from ventilation systems (and waste storage)*
- *Type of filtration system implemented in addition to position and height of discharge flues will influence the potential odour impact.*
- *Building have requirements on flue height and location in respect to adjoining premises and should be consulted*
- *There is concern that the closest residential premises are 20m away*
- *The EPA may also be in a position to provide advice on suitable systems for this type of commercial operation-You have advised that EPA was unable to provide any advice*

Signed: Date: 7/2/2022



Jacob Martin
Acting Senior Statutory Planner

Attachment 12 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - EPA referral comments

Martin, Jacob

From: Sarah Nash <Sarah.Nash@epa.vic.gov.au>
Sent: Friday, 18 June 2021 12:25 PM
To: Martin, Jacob
Subject: PLN21/0117 9-11 Bloomsburg Street, Abbortsford

You don't often get email from sarah.nash@epa.vic.gov.au. Learn why this is important

Good afternoon Jacob,

Thankyou for the notification of this application, received by EPA on 7 June 2021.

EPA is not a referral authority to this class of application and as such will not be undertaking a technical assessment of the proposal.

The following comments are made to assist Council in their determination of the application.

EPA considers odour to be the primary risk to the amenity of the surrounding area from the proposed activity. The application material includes an odour assessment which acknowledges the high risk of odour impact from the proposed use. The report makes recommendations to reduce this impact on the surrounding area. EPA advises Council to ensure the recommendations of the odour assessments are implemented should Council determine to grant a planning permit. It is noted, due the relatively high risk of odour impact, the odour report recommends that odour abatement levels are reviewed once the tenant details are confirmed.

Should Council have any concerns regarding the quality of the information submitted EPA recommends Council seek independent review of the assessment by a suitably qualified person.

Kind regards,

Sarah Nash My personal pronouns are she/her
Planning Team Lead - Eastern Region
Major Projects & Planning

EPA VICTORIA

VICTORIA State Government

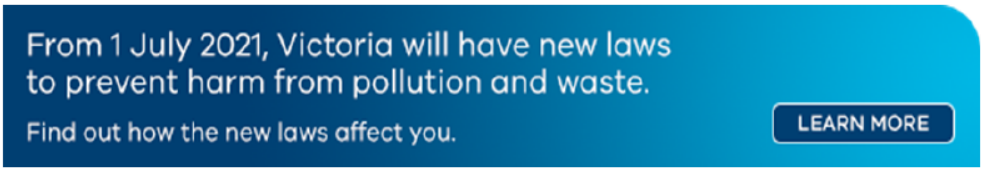
Environment Protection Authority Victoria
181 William Street, Melbourne
☎ 0384582669 | **M** 0436652045 | **E** sarah.nash@epa.vic.gov.au | www.epa.vic.gov.au

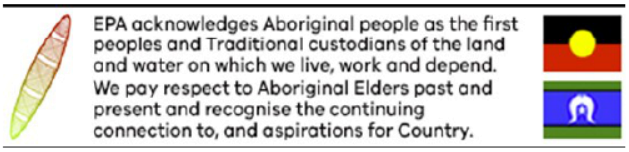
We work flexibly at EPA. If I'm sending this message outside of normal business hours it's because it suits me. There is no expectation that you will respond outside your working hours.

A healthy environment that supports a liveable and prosperous Victoria, now and always.

Follow us

Attachment 12 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - EPA referral comments





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Attachment 13 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined Engineering referral comments

CITY OF YaRRA

MEMO

To:	**Jacob Martin**	
From:	**Artemis Bacani**	
Date:	**5 July 2021**	
Subject:	**Application No:**	**PLN21/0117**
	Description:	**Commercial Kitchen Use**
	Site Address:	**9-11 Bloomburg Street, Abbotsford**

I refer to the above Planning Application received on 7 June 2021 in relation to the proposed development at 9-11 Bloomburg Street, Abbotsford. Council's Engineering Referral team provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Tektura	DA110 *Overall Site Plan*	A	30 April 2021
	DA220 *Proposed Floor Plan*	A	30 April 2021
	DA300 *Existing and Proposed North Elevation*	A	30 April 2021
One Mile Grid	Transport Impact Assessment		12 February 2021
	Response to Request for Further Information		29 April 2021

Attachment 13 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined Engineering referral comments

ONE MILE GRID – TRANSPORT IMPACT ASSESSMENT SUMMARY

Description	Details
Proposal	Takeaway Food Premises
Hours of Operation	7.00am to 12-midnight, 7 days a week
Peak Hours of Operation	Lunch: 12-midday to 3.00pm, Dinner: 6.00pm to 9.00pm
No. of Self-Contained Kitchen	36
No. of Kitchens to be Vacant at a Time	15 Percent (No.5 Kitchens)
Maximum No. of Staff	48
No. of On-Site Car Spaces	0
No. of On-Site Bicycle Spaces	44 (36 Staff and 8 Delivery)
No. of On-Site Motorbike/Scooter Spaces	6 (1 Staff and 5 Delivery)
Average Approximate Time to Collect a Delivery	2 minutes and 44 seconds (164 Seconds)
Modal Breakdown	Car – 25 % Bicycle – 35 % Motorbike/Scooter – 40 %
Peak Personnel Parking Demands Breakdown	**Friday Peak Lunch Period (Every 5-Minutes)** Car – 3 Bicycle – 4 Motorbike/Scooter – 5 **Friday Peak Dinner Period (Every 5-Minutes)** Car – 4 Bicycle – 6 Motorbike/Scooter - 7
Loading	To be performed in the on-street Loading Zone

COUNCIL NOTES

Description	Details
No. of Public On-Street Car Spaces (Bloomburg St)	12 Spaces (Unrestricted)
No. of Loading Zone Spaces (Bloomburg St)	2.5 Spaces (9.00am – 5.00pm Monday to Friday)
No. Of Public On-Street Car Spaces (Russell St)	6 Spaces (Unrestricted)
No. of Spaces Required During the Overlap Times (Peak Lunch Period)	If the average approximate time to collect a delivery is 164 seconds (it is not clear if the time represents each mode of transportation or as a collective), and the delivery cycle is every 5-Minutes, then the number of cars/bicycles/motorbikes/scooters that would overlap at the start of each 5-Minute cycle would be as follows (assuming for each mode of transportation): Car – 4 (1 previous cycle plus 3)

Attachment 13 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined Engineering referral comments

Description	Details
No. of Spaces Required During the Overlap Time (Peak Lunch Period)	Bicycle – 10 (4 previous cycle plus 6) Motorbike/Scooter – 12 (5 previous cycle plus 7)

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
Food and drink premises	1,109.5 m²	3.5 spaces per 100 m² of leasable floor area	38	0

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

A full waiver in the car parking requirements is sought by the applicant.

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 Commercial Kitchen*.
  The parking demand associated with the proposed commercial kitchen would be generated primarily by employees. According to the information provided by the applicant, the kitchen would accommodate up to 48 staff. Assuming every staff member commuted to the site by private motor vehicle, the parking generated by the site would be 48 spaces. It is acknowledged that on-street parking demand in the surrounding streets is high and operate with short-stay parking restrictions. Staff at the site would be fully aware of the parking demand and lack of long-stay on-street parking in the area and would instead choose to commute to and from the site by using alternative transportation modes which are within walking distance from 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:

  - Hoddle Street bus services – 100 metre walk
  - Victoria Street tram services – 220 metre walk
  - North Richmond railway station – 290 metre walk
  - Collingwood railway station – 370 metre walk

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

- *Availability of Car Parking*.
  Due to the COVID-19 restrictions, car parking occupancy surveys cannot be undertaken at this time as it would not provide an accurate representation of the 'normal' car parking demands in the surrounding area.

  The on-street parking in this part of Abbotsford is high during business hours. The majority of streets in Abbotsford contain short-stay parking restrictions which ensure that parking turns over frequently.

  It was noted the on-street parking study in the One Mile Grid traffic report was undertaken during the COVID-19 restrictions and will not be considered as part of the assessment of this application.

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

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of staff parking associated with the proposed commercial kitchens is considered appropriate in the context of the development and the surrounding area.

It is noted that the traffic report has acknowledged that on-street parking in the area surrounding the site is heavily utilised during the day. The applicant is to provide further information on where the overflow of parking for each mode of delivery transportation will be accommodated during the lunch peak period. If the applicant is providing no on-site car spaces, 8 on-site delivery bicycle spaces and 5 on-site delivery motorbike/scooter spaces, where would the overflow of cars (No.4), bicycles (No.2), and motorbike/scooter (No.7) be accommodated during the lunch peak period?

TRAFFIC IMPACT
Trip Generation
Based on the traffic report, the traffic generated by the operation of the site would be 288 vehicle movements during the lunch and dinner peak periods. This would comprise of 72 car movements, 96 bicycle movements, and 120 motorcycle/scooter movements.

However, the traffic report indicates the "absolute peak" of total delivery drivers during dinner peak period is 17 drivers. During each dinner peak hour with a 5-minute cycle, the traffic to the site would result in 204 movements (17 drivers x 12, 5-minute cycles). Adding the traffic generated from the site (following collection), the total traffic generated by the site would be 408 vehicle movements comprising of 102 car movements, 143 bicycle movements, and 163 motorbike/scooter movements.

The applicant is to explain how the traffic generated by the site during the dinner peak period will be managed. How will the applicant minimise the impact of the site's traffic in the surrounding residential streets? Will the access to and from the site be confined from Hoddle Street only?

Attachment 13 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined Engineering referral comments

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Vehicle Crossings	The applicant has proposed to retain the existing vehicle crossing and construct a second vehicle crossing with a width of 3.5 metres. It is noted the site will not contain any on-site car parking.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Vehicle Crossings	Since the site will not contain on-site car parking, the existing vehicle crossing is to be demolished and reinstated with pavement and kerb and channel. If the applicant wants to retain the vehicle crossing, the area containing the eight bicycle spaces should be utilised as a loading bay for delivery vehicles, instead of bicycle parking. As there are no on-site car spaces, the new vehicle crossing must be deleted on the drawings. It is unlikely Council will approve a vehicle crossing permit for a site with no on-site parking.
Bicycle Parking/Spaces	Could the applicant relocate the eight bicycle spaces along the western boundary of the site and be moved inside the garage with the rest of the bicycle parking? The space along the western boundary of the site could then be used as a loading bay for delivery vehicles.
Utility Service Cabinet – Bloomburg Street	All utility service cabinet doors are to swing at 180-degrees and be latched onto the building wall when in service.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for assessment.

Attachment 14 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - City Works (WMP) referral comments

FILE NOTE

Application Information	
Council Reference	PLN21/0117
Officer	Jacob Martin
Delegate	Daniel Herrmann
Address	9-11 Bloomburg St, Abbotsford VIC 3067
Proposal	Buildings and works associated with the use of the land for a Take Away Food Premises (commercial kitchen) including the construction and display of internally-illuminated business identification signage a reduction the car parking and bicycle facility requirements of the Yarra Planning Scheme.
Site Area	1178.772159 m²
Zone	Commercial 2 Zone -
Overlay(s)	Development Contributions Plan Overlay - Development Contributions Plan Overlay Heritage Grade: PlnHerGra
Existing Use	Industry and warehouse
Proposed Use	Food and drink premises

Attachment 14 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - City Works (WMP) referral comments

Officer Notes

Per email with Atha Athanasi, Contract Management Officer (City Works Branch) on 17/6/2021:

The waste management plan for 9 - 11 Bloomburg Street, Abbotsford authored by One Mile Grid and dated 12/2/21 is not satisfactory from a City Works branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. *A clause must be included in the plan regarding potential review into the service if operational requirements change.*

Signed: Date: 7/2/2022



Jacob Martin
Acting Senior Statutory Planner

Attachment 15 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Strategic Transport referral comments (57a plans)

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	Chloe Wright
Officer	Jacob Martin
Council Reference	PLN21/0117
Address	9-11 Bloomburg St, Abbotsford VIC 3067
Proposal	Buildings and works associated with the use of the land for a Take Away Food Premises (commercial kitchen) including the construction and display of internally-illuminated business identification signage a reduction the car parking requirements of the Yarra Planning Scheme.
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/38917

Council's Strategic Transport unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

Access and Safety

No access or safety issues 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
Take away food premises	1,110 sqm	1 employee space to each 100 sqm	11 employee spaces	
		1 visitor space each 50 sqm	22 visitor spaces	
Bicycle Parking Spaces Total			**11 employee spaces**	**36 employee spaces**
			22 visitor spaces	**8 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 showers / change rooms**	**4 showers / change rooms**

Adequacy of visitor spaces

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

- 8 visitor bicycle spaces are proposed at the ground floor, adjacent to the existing crossover at Bloomburg Street.
- 8 visitor spaces does not meet the statutory requirement of 22 visitors, however, an additional 36 bicycle spaces are located internally. On this basis, the provision of 8 visitor spaces is considered acceptable.
- All visitor spaces are provided as horizontal at-grade spaces and appear to be positioned in accordance with access and clearance requirements of AS2890.3.

Adequacy of employee spaces

Number of spaces

36 employee spaces are proposed, which exceeds the statutory requirement of 11 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 at the ground floor level, with access to the bicycle parking via a new crossover and entry at Bloomburg Street;
- The plans include a notation: '*New roller door to remain open during regular operations*'. As per AS2890.3, all employee bicycle parking area must be provided within a secure compound. Please confirm if this area will be secure.
- The use of two-tier bicycle racks satisfies the AS2890.3 requirement for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces;

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Attachment 15 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Strategic Transport referral comments (57a plans)

- Dimensions of bicycle spaces are noted on the plans and demonstrate the layout is in accordance with access and clearance requirements of AS2890.3;
- An end of trip facilities area is located adjacent to the employee bicycle parking and includes four shower / change rooms and 36 lockers.

Green Travel Plan

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP is generally adequate, however should be modified to include:

(a) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);
(b) Security arrangements to access the employee bicycle storage spaces;
(c) Provisions for the GTP to be updated not less than every five years.

Recommendations

The following should be shown on the plans before endorsement:

1. Confirmation that the employee bicycle parking area is secure.

An Amended Green Travel Plan should be provided with the information outlined previously.

Sustainable Transport Planner (Strategic Transport Unit): Chloe Wright

Signature: 

Date: 23 February 2022

1

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

CITY OF YaRRA

MeMO

TO:	**Jacob Martin**
cc:	
FROM:	**Gavin Ashley, ESD Advisor**
DATE:	**21.12.2021**
SUBJECT:	**9-11 Bloomburg Street, Abbotsford VIC 3067**

Dear Jacob,

I have reviewed the amended Sustainability Management Plan (Ver 2.1 – 11.11.21), WSUD Report (Ver 2.0 – 21.10.21) and Green Travel Plan (Ver 2.0 – 21.10.21) prepared by Lid Consulting against previous ESD advice provided (16.07.21) for the above property, with an assessment below (in **bold**).

Previous ESD advice highlighted the following outstanding information:

- Clarify design and operability of window/s,
  - **Unsatisfactory** – No information has been provided.
  - **Permit Condition** – Clarify design and operability of windows on plans.

- Clarify VLT of existing glazing used in daylight assumptions.
  - **Satisfactory** – VLT of existing windows is estimated to be >40% (SMP, p. 3).

- Clarify glazing type (single or double) to be incorporated into JV3 analysis (and final build).
  - **Satisfactory** – The amended SMP states that new windows will be single glazed aluminium framed (SMP, p. 2).

- Include calculations for reduction in GHG emissions to support claim [around GHG emissions].
  - **Unsatisfactory** – No information has been provided while still claiming 100% in BESS report.
  - **Permit Condition** – Please provide insulation specifications, preliminary façade calculation, and HWS details – or provide a preliminary JV3 report – to support approach to energy efficiency and claims within the BESS report.

- Clarify reduction in peak energy demand associated with building design and include details to support credit claim in BESS.
  - **Unsatisfactory** – No information has been provided while still claiming 100% in BESS report.
  - **Permit Condition** – As above.

- Clarify location and design of internal blinds.
  - **Unsatisfactory** – The amended SMP states blinds will be installed, but doesn't clarify location and design.
  - **Permit Condition** – clarify location and design of internal blinds on plans.

- Clarify approach to stormwater (and STORM report), and amend plans to indicate tank size.

  - **Pending** – A WSUD Report has been provided which includes a STORM report indicating a score of 101% with 1,205.6 m^2 directed to a 12,000-L rainwater tank (WSUD, p. 12), however no updated plans provided annotating tank size.
  - **Permit Condition** – Amend plans to reference 12,000-L rainwater tank.

- Confirm that post-development stormwater flows will not exceed pre-development levels and provide calculations to support.
  - **Unsatisfactory** – While the WSUD report outlines the strategy to rainwater capture and reuse, there are no details regarding pre and post development flows.
  - **Permit Condition** – Confirm that post-development stormwater flows will not exceed pre-development levels and provide calculations to support.

- Clarify whether any additional treatment is required before reuse.
  - **Satisfactory** – The WSUD Report indicates that due to final use for toilet flushing and rainwater taken directly from the roof minimal (if any) treatment required beyond the rainwater tank (WSUD, p. 13/14).

- Clarify approach to steel (i.e. ethical steel producer, or reductions in steel where possible).
  - **Unsatisfactory** – While the amended SMP has stated steel reduction will be 'considered where possible subject to structural engineers approval', no firm comittments are provided.
  - **Permit Condition** – Replace with a comittment to procure steel from an Environmentally Responsible Steel Maker (i.e. ISO 14001 / member of World Steel Associations Climate Action Program).

- Confirm whether the DDA toilet has a shower, and if not consider inclusion of a unisex shower for non-binary building users.
  - **Unsatisfactory** – No information has been provided.
  - **Permit Condition** – Confirm whether the DDA toilet has a shower and (if so) update plans to illustrate.

- Include map of surrounding car share locations within Building Users Guide.
  - **Satisfactory** – Surroudning Flexicar and GoGet locations are identified within the Green Travel Plan (GTP, p. 7).

- Provide an operational Waste Management Plan detailing generation rates, management and maintenance considerations.
  - **Unsatisfactory** – No operational Waste Management Plan has been provided.
  - **Permit Condition** – Include as a permit condition.

- Include waste storage details or recycling and organic waste within requested WMP.
  - **Unsatisfactory** – No operational Waste Management Plan has been provided.
  - **Permit Condition** – Include as a permit condition.

- Provide a statement as to how the proposal minimises urban heat impacts. This may include high SRI roofing materials (indicate SRI values in materials palette) or increased vegetation.
  - **Unsatisfactory** – No information has been provided beyond identifying that Colourbond lists solar absorptance values.
  - **Permit Condition** – Provide a statement as to how the proposal minimises urban heat impacts. This may include high SRI roofing materials (indicate SRI values in materials palette) or increased vegetation.

- Confirm all energy and water management systems will be commissioned in accordance with the manufacturer's specifications – and clarify tuning period.
  - **Satisfactory** – This is confirmed in the amended SMP (SMP, p. 13).

- Recommend that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

- **Unsatisfactory** – No information has been provided.
- **Permit Condition** – Confirm that an Envrionmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

Having reviewed the amended there remains a number of items which require clarification before the proposal is deemed satisfactory from an ESD perspective. These items highlighted above can be included as permit conditions.

Cheers,
Gavin

Gavin Ashley
Environmental Sustainable Development Advisor
City of Yarra PO Box 168 Richmond 3121
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E gavin.ashley@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral 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. 1,000m^2 or greater*.

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

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

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

Assessment Process:

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

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



Table of Contents

Assessment Summary: 3
1. Indoor Environment Quality (IEQ) 5
2. Energy Efficiency 6
3. Water Efficiency 8
4. Stormwater Management 9
5. Building Materials 10
6. Transport 11
7. Waste Management 12
8. Urban Ecology 13
9. Innovation 14
10. Construction and Building Management 15
Applicant Response Guidelines 16

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

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



Assessment Summary:

Responsible Planner:	Jacob Martin
ESD Advisor:	Gavin Ashley
Date:	16.07.2021
Subject Site:	PLN21/0117 9 - 11 Bloomburg Street, Abbotsford VIC 3067
Site Area:	Approx. 1,237 m²
Project Description:	Partial demolition and renovation of a warehouse to provide 36 'kitchen pods' for delivery food orders.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	• Sustainability Management Plan (Version 1 – 24.02.21) by LID Consulting • Water Sensitive Urban Design Assessment (Version 1.1 – 24.02.21) by LID Consulting • Green Travel Plan (Version 1 – 17.02.21) by LID Consulting • Architectural Plans (Town Planning) (Rev A – 30.04.21) by Tektura

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

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

(1) Applicant ESD Commitments:

- The proposal achieves a BESS report score of 52% (SMP, p. 15).
- The proposed development will achieve improvements on the Deemed to Satisfy (DtS) requirements of NCC 2019 Section J (SMP, p. 1).
- The hot water supply will be preheated using the heat waste biproduct from the proposed air-conditioning system (SMP, p. 1).
- Electricity and water will be individually metered for each tenancy ensuring energy saving behaviour is rewarded (SMP, P. 3 & 7).
- 5kWp rooftop solar photovoltaic system (SMP, P. 3).
- Over 30% of the nominated floor area with a daylight factor (DF) of 2%, with clerestory windows above corridors to increase daylight access (SMP, p. 4).
- Specifications around low VOC and formaldehyde products and materials (SMP, p. 4).
- Water efficient fixtures and taps.
- Two options for stormwater provided, STORM reports both achieve a 101% STORM score has been submitted that demonstrates best practice and relies on 1,074-1,205 m² of roof connected to 8,500-12,000 litres of rainwater storage connected to all toilets within development (WSUD Report, p. 4).
- 20-35% slag and/or flyash or similar geopolymer mixes will be incorporated in on-site on-ground poured structural and paving concrete mixes (SMP, p. 8).
- All framing timber will be from accredited plantations - either FSC or PEFC/AFS (SMP, p. 9).
- A Green Travel Plan has been provided, with a total of 44 formal allocated bicycle parking spaces 36 for employees and 8 for visitors (SMP, p. 10).
- A minimum of 80% of materials will be recycled during construction, and the plastering contractor will be required to supply their own bin and recycle plasterboard off-cuts (SMP, p. 12).

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

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



- An appropriate short Building Users Guide will be provided for tenants explaining some of the sustainability features and intents of this development (SMP, p. 13).

(2) Application ESD Deficiencies:

(3) Outstanding Information:

- Clarify design and operability of window/s,
- Clarify VLT of existing glazing used in daylight assumptions.
- Clarify glazing type (single or double) to be incorporated into JV3 analysis (and final build).
- Include calculations for reduction in GHG emissions in to support claiming GHG emissions.
- Clarify reduction in peak energy demand associated with building design and include details to support credit claim in BESS.
- Clarify location and design of internal blinds.
- Clarify approach to stormwater (and STORM report), and amend plans to indicate tank size.
- Confirm that post-development stormwater flows will not exceed pre-development levels and provide calculations to support.
- Clarify whether any additional treatment is required before reuse.
- Clarify approach to steel (i.e. ethical steel producer, or reductions in steel where possible).
- Confirm whether the DDA toilet has a shower, and if not consider inclusion of a unisex shower for non-binary building users.
- Include map of surrounding car share locations within Building Users Guide.
- Provide an operational Waste Management Plan detailing generation rates, management and maintenance considerations.
- Include waste storage details or recycling and organic waste within requested WMP.
- Provide a statement as to how the proposal minimises urban heat impacts. This may include high SRI roofing materials (indicate SRI values in materials palette) or increased vegetation.
- Confirm all energy and water management systems will be commissioned in accordance with the manufacturer's specifications – and clarify tuning period.
- Recommend that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

(4) ESD Improvement Opportunities

- Consider increasing natural ventilation (through windows and/or skylights) to reduce reliance on mechanical ventilation.
- Consider using a heat pump to minimise use of natural gas.
- Consider improving upon lighting density requirements by 10-20% in-line with industry best-practice.
- Consider increasing system size to service heating, cooling and water energy needs (suggesting reduced reliance on gas), and amend rooftop plans to show panel sizes and location.
- Consider other recycled materials (such as bricks).
- 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 providing some charging stations for e-bikes or wiring for future.
- Consider a suite of best-practice innovations to improve environmental performance of the building (i.e. gas-free, induction cook tops).
- Consider head contractor to be ISO 14001 accredited.

Further Recommendations:

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

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Breakout areas will contain windows with an openable component (SMP, p. 3), however plans indicate windows are being retained from original warehouse (DA301).	Clarify design and operability of window/s,and consider increasing natural ventilation (through windows and/or skylights) to reduce reliance on mechanical ventilation.	3 / 4
Daylight & Solar Access	The 21 m² breakout room is indicated as the only nominal area, achieving 33.98% DF>2.0 (SMP, p. 27).	Clarify VLT of existing glazing used in daylight assumptions.	3
External Views	As above, the breakout room is the only area expected to provide views (SMP, p. 4).	Satisfactory given nature of land use.	1
Hazardous Materials and VOC	Paints and adhesives will be low volatile organic compounds (VOC) types or water based. Contractors are required to provide evidence of these. Specifications in line with Green Star Design & As Built V1.1 (SMP, p. 4 & 5).	Satisfactory.	1
Thermal Comfort	Mixed mode ventilation and insulation (with single- or double-glazing TBD) (SMP, p. 1).	Clarify glazing type (single or double) to be incorporated into JV3 analysis (and final build).	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

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	The SMP has suggested 10% improvement in floor and ceiling insulation and meeting glazing and wall requirements from NCC 2019, OR (if JV3 modelling undertaken), 20% improvement in NCC 2019 (SMP, p. 1).	Satisfactory.	1
Thermal Performance	Depends on the above.	Satisfactory.	1
Greenhouse Gas Emissions	The BESS report does not provide the % reduction of GHG emissions (although 100% of credit claimed) (SMP, p. 20).	Include calculations for reduction in GHG emissions in to support claiming GHG emissions.	3
Hot Water System	The hot water supply will be preheated using the heat waste biproduct from the proposed air-conditioning system. The preheated water will then be boosted with gas storage units (minimum 5 stars energy efficiency) (SMP, p. 1).	Consider using a heat pump to minimise use of natural gas.	4
Peak Energy Demand	The BESS report does not provide the % reduction of peak energy demand (although 100% of credit claimed) (SMP, p. 20).	Clarify reduction in peak energy demand associated with building design and include details to support credit claim in BESS.	3
Effective Shading	No specific mention of a shading strategy beyond internal blinds being installed to manage glare rather than rely on tinted glass (SMP, p. 4).	Clarify location and design of internal blinds.	3
Efficient HVAC system	The system selected is an efficient VRF gas-driven air conditioning system. The system recovers heat from the gas engine in the unit and contributes to hot water heating. Currently, there is no star-rating for a gas powered VRF system and Australian Standard 3823.2 (MEPS) is not applicable (SMP, p. 2).	Satisfactory.	1
Car Park Ventilation	No carparking.	Satisfactory.	1
Efficient Lighting	Lighting density throughout the development will be within the Building Code of Australia (BCA) 2019 maximums (SMP, p. 2).	Satisfactory. Consider improving upon lighting density requirements by 10-20% in-line with industry best-practice.	4
Electricity Generation	A 5kW rooftop solar PV system is proposed in the SMP (p. 3),	Consider increasing system size to service heating, cooling and water energy needs (suggesting reduced reliance on gas), and amend rooftop plans to show panel sizes and location.	4
Other	-	-	

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

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. 6). • Taps: 6 star • Toilets: 4 star • Showers: 4 star (4.5-6L/min) • Dishwashers 4 star	Satisfactory.	1
Water for Toilet Flushing	Rainwater storage between 8,500-12,000-litres proposed, with both options connected to all toilets (WSUD Report, p. 4).	Satisfactory. Clarify stormwater approach, and amend plans to indicate tank size.	3
Water Meter	Water will be individually metered for each tenancy, ensuring water saving behaviour is rewarded (SMP, p. 7).	Satisfactory	1
Landscape Irrigation	No landscaping has been proposed.	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

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

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	Two options for stormwater provided, STORM reports both achieve a 101% STORM score has been submitted that demonstrates best practice and relies on 1,074-1,205 m² of roof connected to 8,500-12,000 litres of rainwater storage connected to all toilets within development (WSUD Report, p. 4 & 5).	Clarify approach to stormwater (and STORM report), and amend plans to indicate tank size.	3
Discharge to Sewer	No information has been provided.	Confirm that post-development stormwater flows will not exceed pre-development levels and provide calculations to support.	3
Stormwater Diversion	Rooftop catchment area varies between 1,074-12,05 m² (into rainwater tank) (WSUD, p. 16 & 17).	As per STORM Rating	3
Stormwater Detention	Rainwater tank varies from 8,500-12,000-litres (WSUD, p. 16 & 17).	As per STORM Rating	3
Stormwater Treatment	One of the STORM scenarios diverts all stormwater to rainwater tank, the other includes a 2.6 m² raingarden treating water from approx.131 m² of roof area (WSUD Report, p. 16 & 17).	Clarify whether any additional treatment is required before reuse.	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	In addition to a portion of the existing structure being reused, glass wool insulation will have (min) 50% recycled glass, and polyester insulation to have specified recycled content (SMP, p. 9).	Good. Consider other recycled materials (such as bricks).	1 / 4
Embodied Energy of Concrete and Steel	20-35% slag and/or flyash or similar geopolymer mixes will be incorporated in on-site on-ground poured structural and paving concrete mixes where vehicles will not be regularly driving over the concrete subject to structural engineers approval (SMP, p. 9).	Good. Clarify approach to steel (i.e. ethical steel producer, or reductions in steel where possible).	1 / 3
Sustainable Timber	No unsustainable rainforest timbers will be incorporated i.e. no Oregon, Western Red Cedar, Meranti, Merbau, Teak or Luan. All framing timber will be from accredited plantations - either FSC or PEFC/AFS (SMP, p. 9).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	No information has been provided.	Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.	4

*** Council Assessment Ratings:**

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

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

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	No car parking included in proposal.	Good.	1
Bike Parking Spaces	The proposed development includes the provision of 44 formal allocated bicycle parking spaces 36 for employees and 8 for visitors (SMP, p. 10 & DA220).	Satisfactory.	1
End of Trip Facilities	End of trip facilities have been provided in the form of 2 male and 2 female shower (DA220).	Confirm whether the DDA toilet has a shower, and if not consider inclusion of a unisex shower for non-binary building users.	3
Car Share Facilities	The Green Travel Plan mentions car share schemes and the closest location, however does not extrapolate on this in the form of a map (GTP, p. 6).	Include map of surrounding car share locations within Building Users Guide.	3
Electric vehicle charging	No information has been provided.	Consider providing some charging stations for e-bikes or wiring for future.	4
Green Travel Plan	A Green Travel plan has been provided.	Satisfactory.	1

*** Council Assessment Ratings:**

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

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

7. Waste Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A minimum of 80% of materials will be recycled during construction. Written documentation required from contractor(s) in advance on company letterhead confirming items to be recycled, and on completion, confirmation of percentage of materials recycled (SMP, p. 12).	Satisfactory.	1
Operational Waste Management	While a 21 m^2 waste room is evident in DA220, no operational Waste Management Plan has been provided.	Provide an operational Waste Management Plan detailing generation rates, management and maintenance considerations.	3
Storage Spaces for Recycling and Green Waste	Recycling and organics are included in the waste room, but as per above no operational WMP.	Include waste storage details or recycling and organic waste within requested WMP.	3
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	The BESS report (and plans) indicate no provision of ecological value. One of the stormwater scenarios includes a 2.6 m² raingarden, however is not confirmed.	Design should be revised to include (at min) climbing vegetation along frontage or rooftop areas to increase ecological value and minimise urban heat impacts. Clarify whether raingarden is included in proposal and clarify design etc.	2
Heat Island Effect	No information has been provided.	Provide a statement as to how the proposal minimises urban heat impacts. This may include high SRI roofing materials (indicate SRI values in materials palette) or increased vegetation.	3
Other			
Green wall, roofs, facades	No information 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: 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	No innovation credits have been included in the BESS report.	Consider a suite of best-practice innovations to improve environmental performance of the building (i.e. gas-free, induction cook tops).	4
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others		-	-

*** Council Assessment Ratings:**

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

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

Attachment 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Confirm all energy and water management systems will be commissioned in accordance with the manufacturer's specifications – and clarify tuning period.	3
Building Users Guide	An appropriate short Building Users Guide will be provided for tenants explaining some of the sustainability features and intents of this development (SMP, p. 13).	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 (beyond targets and contractor documentation) (SMP, p. 12).	Recommend that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	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: 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 16 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined ESD referral comments

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



Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 17 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined SLR (Acoustic) referral comments

FILE NOTE

Application Information	
Council Reference	PLN21/0117
Officer	Jacob Martin
Delegate	Daniel Herrmann
Address	9-11 Bloomburg St, Abbotsford VIC 3067
Proposal	Buildings and works associated with the use of the land for a Take Away Food Premises (commercial kitchen) including the construction and display of internally-illuminated business identification signage a reduction the car parking requirements of the Yarra Planning Scheme.
Site Area	1178.772159 m²
Zone	Commercial 2 Zone
Overlay(s)	Development Contributions Plan Overlay - Development Contributions Plan Overlay
Existing Use	Industry and warehouse
Proposed Use	Food and drink premises

Attachment 17 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined SLR (Acoustic) referral comments

Officer Notes

As per email with Dianne Williams (SLR Consulting) dated 23/11/2021 regarding the applicants memo (dated 13/8/2021) responding to SLR's referral comments:

> *The report acknowledges the closer receivers and includes an indicative assessment which suggests that the noise limits for mechanical plant will be able to be met at that location. They also propose to address structureborne noise through the common wall to the adjoining dwelling during the detailed design, when layouts are finalised.*
>
> *This all sounds reasonable, however it doesn't address the concerns which prompted us to recommend that a detailed acoustic design our recommendations be submitted to Council demonstration that the relevant limits will be met at all sensitive receiver locations. If possible, I would suggest adding the recommendation that the revised report detail the measures proposed to address structureborne noise transfer as well.*

Signed: Date: 7/2/2022



Jacob Martin
Acting Senior Statutory Planner

Attachment 17 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined SLR (Acoustic) referral comments

4 August 2021

640.10090.06980 9-11 Bloomburg St Abbotsford 20210803.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Jacob Martin

Dear Jacob

9-11 Bloomburg Street, Abbotsford
Development Application Acoustic Review
PLN21/0117

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic documentation prepared to support the application for a commercial kitchen at 9-11 Bloomburg Street, Abbotsford.

Details of the acoustic report are as follows:

- Title: 9-11 Bloomburg Street, Abbotsford Town Planning Acoustic Report
- Date: 18 February 2021
- Reference: Rp 001 R01 20210040
- Prepared for: Southern Infrastructure Management Pty Ltd
- Prepared by: Marshall Day Acoustics

The report has been prepared to address noise from the subject development.

1 Background Information

(Sections 1.0 to 2.0 of the report)

The proposal is for a commercial kitchen. A food delivery service will also be conducted from the site. The acoustically significant aspects of the proposal are as follows:

- The existing single level commercial premises on the site is proposed to be converted to a commercial kitchen.
- The facility is proposed to operate from 7 am to midnight, 7 days a week.
- Deliveries from the site are expected to occur frequently during the evening period (from 5 pm to 9 pm).
- Incoming deliveries are anticipated to take place during standard business hours.
- The site is in a commercial area and is separated from the closest dwellings by a raised railway line.

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 nearest noise sensitive receivers are the (largely single level) dwellings approximately 25 m east of the subject building (8 and 21 Bloomburg Street).
- There is no direct access to the residential area from the subject site, via Bloomburg Street.
- Potential noise impacts from the proposal are identified in subsequent sections of the report as:
  - Mechanical plant
  - Delivery and food collection
  - Waste collection

SLR Comments: *The proposal and potential noise impacts from the site have been identified.*

However, there are also residential receivers south and south west of the subject site, at 4 and 6 Greenwood Street (single level dwellings to the south west) and 14 Greenwood Street (we understand that this is a factory conversion with existing use rights as a dwelling). These receivers are all in closer proximity to the subject building.

2 Legislation and guidelines

(Sections 4.0 and Appendix C4) of the report)

Noise from the application is proposed to be assessed to SEPP N-1 and to sleep disturbance criteria of 60-65 dBA L_{max} outside bedroom windows.

SLR Comments: *The proposed criteria are generally appropriate, however we note that SEPP N-1 has been superseded by the Victorian EPA 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues' (Publication 1826). The relevant noise limits for this venue under the Publication 1826 are, however, effectively the same.*

3 Background noise measurements for determining noise limits

(Section 5 and Appendix C1.2 of the report)

Attended measurements of background noise were conducted outside the nearest dwelling at 8 Bloomburg Street to assist in the determination of noise limits. The measured levels were:

- Evening - 44 L_{A90} (measurement conducted Friday 29 January 2021, 9:30 pm to 9:45 pm),
- Night - 37 L_{A90} (measurement conducted Saturday 29 January 2021, 0:05 am to 00:20 am).

SLR Comments: *The measurements were conducted on one of the busier nights of the week (Friday night). For a facility that proposes to operate 7 days a week, we would prefer measurements to be conducted earlier in the week. However, the measurements were also carried out towards the end of the SEPP N-1 assessment periods for this application, and are therefore likely to be a conservative indicator of background noise on a Friday evening / night (the legislations allow background noise levels to be averaged over the assessment period). Given this, the measured levels are considered reasonable for calculating noise limits for all operating times.*

3.1 Noise limits for mechanical plant and equipment

(Section 5.1 and Appendix C1 of the report)

The critical night SEPP N-1 / Noise Protocol limits for the facility is identified as 46 dBA in Section 5.1 of the report. A slightly lower night limit of 44 dBA (night) is provided in Appendix C1. The evening limit (which is only provided in Appendix C1) is given as 49 dBA.

SLR Comments: *Our calculations of the SEPP N-1 zoning levels and night noise limit are consistent with the night limits of 46 dBA. The source of the inconsistency between the limit in the report and in the Appendix is not clear, however it is immaterial to the assessment given that the identified limits are equal to or lower than the ones we have identified.*

The noise limits for dwellings in Greenwood Street may be slightly higher given their location in a commercial zone and their closer proximity to Hoddle Street.

3.2 Commercial noise assessment

(Sections 5.2 and 5.3 of the report)

A predictive assessment of mechanical plant likely to be installed on the project is provided. The assessment utilises generic octave band data (provided in Table 3) and assumes all equipment will be located on the roof. The predicted noise levels are assessed to the identified night noise limits in Table 4, and are shown to exceed the night limits by up to 22 dB. The provided assessment assumes there is no noise attenuation or shielding to the residential area, and is noted to be conservative.

MDA state that their calculations indicate that the less onerous day and evening limits could be met if noise attenuation treatments were applied to the fans, and screens provided to the condenser units. The report suggests that compliance with the night noise limit may be difficult to achieve with all equipment operating at capacity, but observe that this is unlikely to occur at night. They recommend that an assessment be conducted and noise control identified following the final selection of all mechanical plant.

SLR Comments: *Noise from mechanical plant is likely to be louder at the dwellings in Greenwood Street, and these receivers will need to be considered in the design of noise control, and may result in the requirement for more onerous acoustic requirements. Options for addressing noise from mechanical plant to these receivers are available, however they may be more costly and/or have design implications for the fitout of the building. For these reasons, in addition to the assessment proposed by MDA we recommend that a detailed acoustic compliance report be submitted to Council prior to the commencement of construction (if this timing is possible from a planning perspective).*

The report should demonstrate compliance with the relevant noise limits at all receiver locations. If restricted operating conditions are required for compliance at night, advice as to what these conditions are and how they will be managed, should be provided in the acoustic compliance report. This may involve fitting of timers and / or speed controllers to some items of mechanical plant.

3.2.1 Delivery noise

(Section 5.4 of the report)

Incoming deliveries are assumed to comply with the relevant noise limits due to the fact that they will occur during standard business hours only.

Outgoing deliveries will occur during the evening and night periods. The vehicles used for outgoing deliveries are assumed to be cars, bicycles and small motorbikes. MDA state that noise impacts from the activity to residents are unlikely to be significant for the following reasons:

- The delivery area (on the west side of the building) is shielded to the residential area by the subject building itself.
- Delivery vehicles will not be able to leave the subject site via the residential area, due to the fact that there is no access to the residential part of Bloomburg Street from the subject site side.
- The site is in close proximity to Hoddle Street, and the times when noise from delivery vehicles is likely to be highest will correspond to periods of high road traffic.

MDA recommend that potential noise impacts from vehicles be addressed via a noise management plan, and suggest that the plan should identify preferred travel routes and require vehicles waiting for deliveries to turn off their engines.

***SLR Comment**: We agree that noise from deliveries is low risk on this project given the site location and orientation. Delivery noise is also unlikely to impact the receivers in Greenwood Street. The proposed noise management plan should adequately address impacts. We suggest that the management plan include the explicit requirement that motorbikes are not to use the rail underpass linking the two sides of Bloomburg Street*

4 Waste Collection

(Section 5.4.3 of the report)

Noise from waste collection is proposed to be managed through adherence to the EPA Guideline Publication 1254, which provides recommended collection schedules.

***SLR Comments**: Compliance with the Guidelines will adequately address impacts from waste collection.*

5 Summary

SLR has undertaken a review of the acoustic report prepared to support the application for a commercial kitchen at 9-11 Bloomburg Street, Abbotsford.

The report identifies the potential for large exceedances of environmental noise limits from roof mounted mechanical plant and observes that substantial noise control works are likely to be required to manage impacts. MDA recommend that a detailed noise assessment be conducted during the design phase of the project.

SLR acknowledges that engineering controls for addressing the predicted exceedances are likely to be available, but consider the project to have a high risk of non-compliance with the relevant noise limits, particularly given the location of additional sensitive receivers in closer proximity to the subject development (i.e. the Greenwood Street dwellings).

In addition to conducting the acoustic review proposed by MDA, we recommend that the detailed acoustic design report be submitted to Council . The report should demonstrate compliance with the relevant noise limits at all sensitive receiver locaitons. If restricted operating conditions are required for compliance at night, advice as to what those conditions are and how they will be implemented, should be provided in the report.

Attachment 17 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined SLR (Acoustic) referral comments

The MDA recommendation for a noise management plan to address delivery vehicle routes is also appropriate and should include guidance to ensure that motorbikes do not cross the rail underpass to access the eastern side of Bloomburg Street.



Dianne Williams
Principal – Acoustics

Checked/Authorised by: JA

Attachment 18 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined VIPAC (Odour) referral comments

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MEMORANDUM

Job No.:	70B-21-0194	**Doc. No:**	26683-0
Attention:	Jacob Martin	**Author:**	Stephen Thomas
Company:	City of Yarra		
Email:	jacob.martin@yarracity.vic.gov.au	**Issued by:**	Stephen Thomas
Subject:	Review of consultant response		

Dear Jacob,

This memorandum outlines Vipac Engineers & Scientists Ltd (Vipac's) review of Arup Australia Pty Ltd (Arup) response to Yarra City Council's Environment and Health Department (EHD) and Vipac referral comments, in relation to the odour assessment report entitled: 9-11 Bloomburg Street, Abbotsford, Melbourne – Odour Assessment, ref: REP/280131/OD03, prepared by Arup on 18 February 2021. Vipac has reviewed Arup's responses as provided in the memorandum: 9-11 Bloomburg Street, Abbotsford Commercial Kitchen – Odour Response to Yarra City Council Health and External Referral Comments, ref: LET/280131/OD03, prepared by Arup on 23 September 2021 (the Response Memorandum).

Overall, Vipac concludes that Arup has adequately addressed the referral comments and Vipac, therefore does not have any further comments.

Yours faithfully

Vipac Engineers & Scientists Ltd



Dr. Stephen Thomas
Air Quality Principal

Attachment 18 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined VIPAC (Odour) referral comments

1. Introduction

As outlined in the Response Memorandum, the referral comments relate to the following primary matters:

- Additional nearby residences along Greenwood Street that should be included in the assessment to determine potential odour impact from the proposed Abbotsford commercial kitchen (the Proposal).
- Recommendation for additional odour mitigation measures.
- A brief overview of general environmental duty (GED) under the new Environment Protection Act 2017 (EP Act) (as amended 2018), and its implication to the Proposal.

2. Additional Nearby Residences

The additional nearby residences identified at 4, 6 and 14 Greenwood St have been included in the updated Defra Odour Risk Assessment and Institute of Air Quality Management (IAQM) Source-Pathway-Receiver assessment. As noted by Arup, while the change means the total significance score increases from 25 to 30, however this remains within the 'high' impact risk range. The outcome and recommendations stated within the Arup Odour Report remain valid and do not change as a result of the inclusion of the identified residential receivers at 4, 6 and 14 Greenwood Street.

Vipac recommendation: No further response requested.

3. Additional Odour Mitigation Measures

The Arup Odour Report provided mitigation measures for the Proposal as a result of the assessment undertaken, including odour abatement equipment and recommendation for the kitchen discharge point to be a minimum of 1m high above the roof. In response to the Vipac comments further mitigation measures have been considered in the Response Memorandum.

These include an optimum height for the kitchen discharge point to be investigated during the next stage of design to increase the height as far as reasonably practicable. In addition, a minimum discharge velocity of 10m/s to be maintained to aid dispersion.

Vipac recommendation: No further response requested.

4. General Environmental Duty

A brief overview of general environmental duty (GED) under the new Environment Protection Act 2017 (EP Act) (as amended 2018) has been provided by Arup in the Response Memorandum. In addition, its implication to the Proposal is discussed.

It is understood that the overview and discussion are provided in response to comments by Yarra City Council Health. Vipac does not therefore provide any recommendations for this response.

5. Conclusions

Vipac has reviewed Arup's response to the Yarra City Council's Environment and Health Department and Vipac referral comments, in relation to the odour assessment report entitled: 9-11 Bloomburg Street, Abbotsford, Melbourne – Odour Assessment, ref: REP/280131/OD03, prepared by Arup on 18 February 2021.

Overall, Vipac concludes that Arup has adequately addressed the referral comments and Vipac, therefore does not have any further comments.

Attachment 18 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined VIPAC (Odour) referral comments

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City of Yarra

City of Yarra Odour Assessment Review

Third Party Review - Odour Assessment Bloomburg St

70B-21-0132-TRP-18239-0-draft

2 August 2021

Attachment 18 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined VIPAC (Odour) referral comments

Job Title:	City of Yarra Odour Assessment Review
Report Title:	Third Party Review - Odour Assessment Bloomburg St
Document Reference:	70B-21-0194-TRP-185818-0-draft

Prepared For:	**Prepared By:**
City of Yarra 333 Bridge Road Richmond, Victoria, 3121, Australia **Contact:** Jacob Martin **Tel:**	Vipac Engineers and Scientists Limited Level 2, 146 Leichhardt Street, Spring Hill, QLD 4000, Australia **Tel:** +61 7 3377 0400

Author:	Stephen Thomas 1 August 2021	Air Quality Principal
Reviewer:	Jackson Yu 2 August 2021	Team Leader
Issued By:	Stephen Thomas 1 August 2021	Air Quality Principal

Revision History:

Rev. #	*Comments / Details of change(s) made*	*Date*	*Revised by:*
Rev. 00	Original issue	2 Aug 2021	ST

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Attachment 18 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined VIPAC (Odour) referral comments

Table of Contents

1 Introduction 4
2 Review 4
2.1 Odour Assessment Methodology 4
2.2 Meteorological Data and Local Setting 5
2.3 Potential Odour Impacts and Proposed Mitigation 5
3 Conclusions and Recommendations 6

Attachment 18 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined VIPAC (Odour) referral comments

1 Introduction

This report outlines a third party review of the *9-11 Bloomburg St Odour Assessment* Report (hereafter referred to as the Report) prepared by ARUP on behalf of Southeastern Infrastructure V Pty Ltd (Document Ref. REP/28013/OD03). The review was commissioned by City of Yarra Planning Department who are the Determining Authority for a Planning Permit (PLN21/0117) that has been submitted to Council for buildings and works associated with the use of the land for a take away food premises (commercial kitchen) at 9-11 Bloomburg St, Abbotsford Victoria 3067.

The aim of this review is to:

- Review the local setting information provided in the assessment;
- Review the odour assessment methodologies and compare with the relevant best practice guidelines and regulatory requirements including but not limited to:
    - the Yarra Planning Scheme;
    - relevant Victorian EPA legislation and guidance documents;
    - other relevant guidelines;
- Review potential odour impacts and mitigation recommendations; and
- Provide a report outlining all the items reviewed and the associated comments

2 Review

2.1 Odour Assessment Methodology

As outlined in the Report, odour guidance and regulation are provided in State and Local documentation which may be summarised as follows:

- State Policies:
    - Environment Protection Amendment Act 2018 which enables the Environment Protection Authority (EPA Victoria) to enforce the management of risks of harm to human health or the environment resulting from pollution including odour.
    - State Environmental Protection Policies (SEPP) Ambient Air Quality and Air Quality Management which define the uses and environmental values to be protected in Victoria and the quality objectives needed to offer protection. Odour is considered as an 'unclassified indicator' and therefore under Schedule A design criteria it is stated that:
        - "for general odours of mixed composition, the design criterion is set at the odour detection threshold (1 OU)."
        - Where situations occur that the design criteria cannot be met, then the SEPP advises that:
            - "a risk assessment taking account of site-specific circumstances and
            - demonstrating that the beneficial uses of the environment are protected will be considered."
- Local Policy:
    - Yarra Planning Scheme, the policy defines minimum threshold distances for land uses and activities that have the potential to generate adverse impacts. These drive separation of these uses from sensitive land uses such as residential land, hospital and education centres.
- State Guidance:
    - Recommended Separation Distances for Industrial Residual Air Emissions in Victoria. A document which provides advice on the recommended separation distances between industrial land uses that emit odour and sensitive land uses such as residential areas. Food and beverage manufacturers producing less than 200 tonnes of product per year do not require a specified separation.
    - Technical Framework: Assessment and Management of Odour from Stationary Source in NSW

In addition, the Report refers to international guidance from the UK including Department of Environment, Food and Rural Affairs (Defra) guidance on the Control on Odour and Noise from Commercial Kitchen Exhaust Systems in January 2005 (Defra Commercial Kitchen Guidance) and Odour Guidance for Local Authorities in 2010 (Defra Local Authority Guidance) and the Institute of Air Quality Management (IAQM) produced guidance providing advice for "assessing odour impacts for planning purposes".

The odour assessment by Arup has followed the requirements of the cited odour guidance and regulation, which can be summarised as follows:

- The design criteria as specified in the SEPP, which apply at and beyond the boundary of the premises, has been considered.
- As the proposed commercial kitchen is located on land zoned for commercial use (C2Z), the threshold distances defined in the Yarra Planning Scheme are concluded to be not applicable.
- The EPA Victoria guidance document - *Recommended Separation Distances for Industrial Residual Air Emissions in Victoria* is also appropriately addressed whereby food and beverage manufacturers producing less than 200 tonnes of product per year do not require a specified separation.
- The odour risk assessment framework in the Defra Control of Odour from Commercial Kitchen Exhaust System guidance document has been adopted to derive a score of 25, which could result in a 'high' impact risk and would require a 'high' level of odour control.
- The Source-Pathway-Receiver (SPR) approach as detailed in the IAQM Odour Guidance concluded that the risk of odour exposure is high risk. Without mitigation, there could be moderate adverse impacts at receivers.

The proposed commercial kitchen is located on land zoned for commercial use and no separation distances are recommended in either Local or State documentation. However, the proposed kitchen is adjacent to land zoned for residential use (GRZ1 and NRZ1) approximately 20m to the east. An odour assessment is therefore required and has been undertaken. Vipac considers the level of assessment commensurate with the potential odour impacts from the proposal which are consistent with the surrounding land-use (e.g. commercial such as McDonalds and Caltex).

The International Guidance documentation adopted for the assessment are also considered suitable for this level of assessment and the reported assessment methodologies follow those specified the documentation.

Vipac concludes that assessment of the odour impacts associated with the proposal is in accordance with relevant best practice guidelines and regulatory requirements.

2.2 Meteorological Data and Local Setting

A desktop review of available online information (such as the Yarra Planning Scheme Maps and Google Earth imagery) by Vipac has confirmed that the zoning is correctly defined in the Report. As discussed, the proposed commercial kitchen is located on land zoned for commercial use and adjacent to land zoned for residential use (GRZ1 and NRZ1) approximately 20m to the east. However, it is noted that based upon a desktop review of Google Earth imagery, there appears to be a residence just beyond (approximately 10m) the southern boundary of the proposed kitchen (at 14 Greenwood St[1]) which is not identified in the Report and may be impacted by odour emissions.

The long term wind roses from data collected at the Bureau of Meteorology Station at Melbourne Airport are adopted by Arup to provide information relevant to the dispersion of odour emissions at the proposed kitchen. While there are closer stations to the Abbotsford site (e.g. Essendon Airport) the wind roses are largely consistent and the conclusions that the prevailing wind conditions are to the north and south which would be unlikely to carry odour in the direction of the residential receivers (in the east) are accurate. However, as discussed above, the residence to the south at 14 Greenwood St may, in fact, be affected by these winds and further investigation required.

Vipac recommends that further assessment of the local or meteorological conditions associated with the proposal is required and, in particular, the potential for impacts at 14 Greenwood St.

2.3 Potential Odour Impacts and Proposed Mitigation

As discussed in Section 2.1, the potential for odour impacts as determined by the odour risk assessment framework and the SPR approach has been determined by Arup as high risk. No quantification of odour impacts has been reported (e.g. through odour dispersion modelling), however, Vipac considers the assessment to be likely accurate. Whilst the location and proximity of the newly identified residence at 14 Greenwood St, is unlikely to alter the determine assessment level (i.e. high risk), it is recommended that the assessment be updated to include this residence.

The odour risk assessment of the proposed kitchens found that a 'high' level of odour abatement is required to mitigate the risk of potential odour nuisance. Options for 'high' level odour abatement are provided in the Report as follows:

- Fine filtration or ESP followed by carbon filtration (carbon filters rated with a 0.2-0.4 second residence time), or
- Fine filtration or ESP followed by UV ozone system to achieve the same level of control as above.
- It is recommended that the discharge point from the kitchens is 1m above the roof ridge, in accordance with Defra guidance.

[1] It is noted that the residence at 14 Greenwood was identified by desktop analysis only and further investigation may be required to determine if it is a residential receiver.

Attachment 18 - PLN21/0117 - 9 - 11 Bloomburg Street Abbotsford - Referral - Combined VIPAC (Odour) referral comments

Vipac considers these measures to be suitable for the control of the odour emissions from the proposed kitchen. However, given the proximity of the residential receivers, it is recommended that further measures are considered. As noted in the Defra guidance the height and velocity of the final discharge are the two important factors. Generally, the greater the flue height, the better the dispersion and dilution of odours. If there is opportunity to discharge above the minimum height of 1m above the roof ridge, then this is recommended. Furthermore, a minimum discharge velocity of 10m/s is recommended to allow adequate odour dispersion and dilution.

3 Conclusions and Recommendations

Vipac has undertaken a third party review of the *9-11 Bloomburg St Odour Assessment* Report (the Report) prepared by ARUP on behalf of Southeastern Infrastructure V Pty Ltd (Document Ref. REP/28013/OD03). The following recommendations are provided:

- The assessment of the odour impacts associated with the proposal is in accordance with relevant best practice guidelines and regulatory requirements.
- The odour assessment, however, should be updated to include the identified residence at 14 Greenwood St and the Report revised accordingly.
- Given the proximity of the residential receivers, it is recommended that further measures are considered. If there is opportunity to discharge above the minimum height of 1m above the roof ridge, then this is recommended. Furthermore, a minimum discharge velocity of 10m/s is recommended to allow adequate odour dispersion and dilution.

6.3 PLN21/0646 - 31 Park Street Abbotsford - Development of the land for the construction of a first-floor addition to the rear of the existing dwelling (including a roof terrace).

Executive Summary

Purpose

1. This report provides with an assessment of Planning Application PLN21/0646 at 31 Park Street Abbotsford which seeks permission for the development of the land for the construction of a first-floor addition to the rear of the existing dwelling (including a roof terrace).

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 22.10 - Built Form and Design Policy;
   (b) Clause 22.13 - Residential Built Form Policy
   (c) Clause 32.08 – General Residential Zone
   (d) Clause 54 - One dwelling on a lot (ResCode)

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Clause 54 (ResCode)
   (b) Built form and design
   (c) Objector concerns

Submissions Received

4. Twelve (12) objections were received to the application, these can be summarised as:
   (a) Amenity Impacts (overlooking, overshadowing, visual bulk, impact on daylight and solar access to windows)
   (b) Poor Urban Design (lack of landscaping, choice of materials etc)
   (c) Not in keeping with neighbourhood character (scale and overdevelopment)
   (d) Poor ESD Outcomes
   (e) Other (noise, existing front fence)

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 conditions as detailed within the ‘Recommendation’ section of the report.

CONTACT OFFICER: **Samantha Tham**
TITLE: **Statutory Planner**
TEL: **9205 5083**

6.3 PLN21/0646 - 31 Park Street Abbotsford - Development of the land for the construction of a first-floor addition to the rear of the existing dwelling (including a roof terrace).

Reference	D22/54914
Author	Samantha Tham - Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Langridge
Proposal:	Development of the land for the construction of a first-floor addition to the rear of the existing dwelling (including a roof terrace).
Existing use:	Single Dwelling
Applicant:	Grange Design & Build
Zoning / Overlays:	General Residential Zone – Schedule 2 (GRZ2)
Date of Application:	Development Contributions Plan Overlay – Schedule 1 (DCPO1)
Application Number:	02 September 2021

Planning History

6. There is no planning permit history for the subject site.

Background

7. The application was received by Council on 02 September 2021 and a request for further information was satisfactorily received by officers on 08 December 2021.

8. The application was advertised to the public on 22 October 2021 and a total of twelve objections have been received by Council.

Lodgement of S57A plans or sketch plans

9. The permit applicant lodged amended plans with Council on 10 February 2022 pursuant to Section 57a of the *Planning and Environment Act 1987*. The amended 'Section 57a plans' show the following changes which the applicant has made in response to some of the objector concerns:

   (a) Deletion of the first-floor balcony with the west-facing windows modified and provided with obscure glazing up to a height of 1.7m from floor level.

   (b) Deletion of two (2) bedroom windows along the northern wall.

10. Additional shadow diagrams (for 1pm, 2pm and 3pm on 22 September) are included as part of the set of amended plans submitted by the applicant.

11. The amended plans were not advertised, with the application given a discretionary exemption at Council's internal Development Assessment Panel (DAP) meeting held on 18 February 2022, on the basis that the proposed amendments to the development do not result in increased material detriment from the advertised proposal. However, the amended plans were circulated to objectors (which include the immediately adjoining properties) with the invitations to the Planning Decisions Committee meeting.

12. The assessment in this report is based on the amended plans submitted to Council on 10 February 2022.

Planning Scheme Amendments

Amendment C269

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

14. Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020. It was adopted by Council on 3 August 2021 and proceeded to a panel hearing in October 2021.

15. The Panel report was released on 18 January 2022. Of note, the Panel found Amendment C269 to be 'well founded and strategically justified'. In summary, the Panel said [1]:

> *The Panel considers the Amendment is broadly consistent with the Planning and Environment Act 1987, and Plan Melbourne, is supported by and implements the relevant sections of the Planning Policy Framework and has generally been prepared in accordance with relevant Ministerial Directions and Practice Notes. The Amendment is consistent with the principles of net community benefit as it will provide streamlined and updated policy into the Planning Scheme, and will address many issues of concern and interest to the community.*
>
> *The Amendment has adequately taken into consideration the impacts of COVID-19, accepting that the impacts of the pandemic are still being understood and future adjustments may be required.*
>
> *The Panel concludes the Amendment is well founded and strategically justified, and should proceed subject to addressing the more specific issues raised in submissions as discussed in this Report.*

16. Council officers are currently reviewing the Panel report and are due to brief Councillors on the recommendations and process options in March 2022.

17. The proposed Clauses below are of relevance to this application:

    (a) Clause 13.07-1L – Interfaces and Amenity
    (b) Clause 15.01 – 1L – Urban Design
    (c) Clause 15.01-2L – Building Design
    (d) Clause 15.02 – 1L – Environmentally sustainable development
    (e) Clause 19.03 – 3L – Water sensitive urban design

The Proposal

18. The proposal seeks permission for the development of the land for the construction of a first-floor addition to the rear of the existing dwelling (including a roof terrace). The first floor provides for 37sqm of floor area containing a study nook and a bedroom equipped with a walk-in-robe (W.I.R) and ensuite. Further details on the proposal are summarised as follows:

    (a) A contemporary gable form with a maximum overall height of 7.23m above ground.

    (b) The first floor is set back from all boundaries as per the table below:

Wall	Setback
Northern (Side)	1.38m
Southern (Side)	1.49m
Western (Rear)	4.07m
Eastern (Front)	13m

(c) West-facing habitable room windows screened with fixed obscure glazing up to 1.7m above FFL.

(d) A 13.7sqm roof terrace accessed from first floor via a roof hatch.

(e) The roof terrace is provided with privacy screens to a height of 1.24m above FFL (maximum 25% transparent) and fixtures (planter boxes, seat and bench) along the northern, western and southern (in part) perimeter.

(f) The roof terrace is set back from all boundaries as per the table below:

Perimeter	Setback
Northern (Side)	2.53m
Southern (Side)	2.64m
Western (Rear)	4.2m
Eastern (Front)	15.5m*

**scaled dimension*

(g) Metal cladded walls and timber privacy screens finished in dark grey Monument' colour, door and window frames in dark blue 'Night Sky' colour.

19. Provide a 500L rainwater tank and 2.52sqm raingarden (100mm deep) as stormwater treatment measures (see roof plan for details) and construct permeable pavers within the rear SPOS.

Works to the existing dwelling (no permit required)

20. Re-seal roof tiles (finished in dark grey 'Monument' colour) to areas of existing roof to be retained and apply render to walls of existing dwelling to be retained (finished in mid grey 'Basalt' colour)

21. Construct an 8.7sqm shed with a maximum height of 2.3m and on the southern side of the dwelling.

22. Construct a skylight within the southern roof pitch of the existing dwelling.

23. Re-location of existing domestic services.

Existing Conditions

Subject Site

24. The subject site is located on the western side of Park Street in Abbotsford, approximately 120m north of the Victoria Street Major Activity Centre.

25. The subject site is a rectangular shaped allotment with a frontage of 8.6m to Park Street, a depth of 22.25m and an overall site area of 211sqm.

26. The subject site is currently occupied by a single-storey dwelling of masonry construction. The dwelling is set back from all title boundaries and features a hipped roof form finished in brown coloured tiles. Along the northern wall of the front room is a raised porch to the entry door of the dwelling.

27. Towards the rear of the site is the secluded private open space (SPOS) of the dwelling with a shed located within the south-western corner. Along the northern and southern boundaries of the SPOS are a 1.7m and 1.8m high timber paling fence. A 2.7m high metal fence and masonry wall with a height in excess of 3m is located along the western boundary of the SPOS.

28. The open areas on site comprise predominantly of hard paving save for garden beds within the northern and front setback. Along the front boundary of the site is a part masonry part timber picket front fence which was more recently constructed in the year 2020. The decision plans show the front fence is 1.2m in height. However, the site visit conducted by planning officers confirm that the height of the front fence is higher than the 1.2m indicated on plans.



Fig.1 shows the subject site as seen from Park Street. (Source: Officer Photograph taken 4 March 2022)

Planning Scheme Provisions

Surrounding Land

29. The land surrounding the site is residential in nature. The scale of built form seen within the area is predominantly single and double storey with some examples of 3-storey buildings located further south of the site. Council's records reflect that a multi-storey apartment building has been approved at No.20-22 Park Street, Abbotsford (north-east of the subject site) in accordance with Planning Permit PLN20/0671 (which was issued on 28 July 2021 at the direction of the Tribunal).

30. The architectural expression of buildings within the area is mixed. The material palette seen within the streetscape consists of brick, render and weatherboard walls finished in various colours and roofs finished in tiles and metal sheets.

31. The aerial image below shows the subject site (pin-marked) and the surrounding land.



Fig.2 shows features of the land surrounding the subject site (Source: Nearmaps, Dec 2021)

32. The immediate interfaces with the site are described below:

North

33. To the north of the site is No.33 Park Street, which is occupied by a single storey masonry dwelling with a sawtooth roof form and flat roofed additions located at the rear of the site. The entirety of the dwelling is constructed along the northern boundary and is set back between 1.5m and 5.5m from the boundary shared with the subject site providing for a walkway and SPOS area seen in the image below. Within the southern walkway is a single habitable room window which faces onto the bedroom (Bed 2) of the subject dwelling.



Fig.3 shows the SPOS at No.33 Park Street to the north as seen from the subject site (Source: Application Material).

East

34. To the east of the site is Park Street, a residential street approximately 12.2m in width. Beyond Park Street, directly opposite the site are single-storey dwellings at No.14 and 16 Park Street. These dwellings, which front onto Park Street, feature pitched roof forms and have abutting vehicle driveways. The SPOS of these dwellings are located towards the rear end of the properties.

South

35. To the south of the site is No.29 Park Street, which is occupied by a single-storey masonry dwelling. The front portion of the dwelling features a hipped roof form, and beyond this, are flat roofed additions. These additions were approved by the City of Collingwood on 18 May 1982 (under Planning Permit No.1437) and the endorsed plans for this permit show the flat roofed additions contain a laundry and WC at the eastern end and an open plan living, dining and kitchen area at the western end. The northern walls of these additions are set back between 1.2m and 2.5m from the common boundary. Within this setback is a northern courtyard and a 1.2m wide walkway connecting the northern courtyard to a larger SPOS area at the rear end of the dwelling. Within the walkway are three (3) north-facing windows to the living, dining, and kitchen area as seen in the image below. The roof above the living, dining and kitchen contains two skylights.



Fig.4 shows the part of the northern courtyard at No.29 Park Street and the adjoining sideway which contains three north-facing windows to the living, dining and kitchen.

West

36. To the west of the site is No.31 Greenwood Street, which is occupied by a single-storey masonry dwelling fronting Greenwood Street. The dwelling features a flat roof and is set back from all boundaries save for the eastern boundary which is shared with the subject site in part. Towards the rear of the dwelling is SPOS. Along the rear wall of the dwelling is a timber pergola (open to the sky) extending over a western portion of the SPOS.

Planning Scheme Provisions

Zoning

General Residential Zone – Schedule 2

37. The subject land is zoned General Residential Zone – Schedule 2 (GRZ2). The following provisions apply:

38. Pursuant to Clause 32.08-4 of the Scheme, an application to construct or extend a dwelling or residential building on a lot must provide a minimum garden area as set out in the following table:

Lot size	Minimum percentage of a lot set aside as garden area
400 - 500 sqm	25%
Above 500 - 650 sqm	30%
Above 650 sqm	35%

39. The subject site has an overall area of 211sqm; therefore, the proposal is not required to set aside a percentage of the lot as 'garden area'.

40. Pursuant to Clause Pursuant to Clause 32.08-6 of the Scheme, a planning permit is required to construct or extend one dwelling on a lot of less than 500 square metres in area. However, a permit is not required to:

    (a) Construct or carry out works normal to a dwelling.

    (b) Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10sqm and the maximum building height is not more than 3m above ground level.

    (c) Make structural changes to a dwelling provided the size of the dwelling is not increased or the number of dwellings is not increased.

41. As the subject is 211sqm, a planning permit is required and must meet the requirements of Clause 54 (ResCode). However, the shed proposed on the southern side of the dwelling does not trigger a permit as the shed has a gross floor area of less than 10sqm and the maximum building height is less than 3m above ground level. The alterations to the existing dwelling do not trigger a permit as these alterations constitute works normal to a dwelling.

42. Pursuant to Clause 32.08-10 of the Scheme, a building must not be constructed for use as a dwelling or a residential building that:

    (a) exceeds the maximum building height specified in a schedule to this zone; or

    (b) contains more than the maximum number of storeys specified in a schedule to this zone.

    If no maximum building height or maximum number of storeys is specified in a schedule to this zone:

    (a) the building height must not exceed 11 metres; and

    (b) the building must contain no more than 3 storeys at any point.

43. Schedule 2 of the General Residential Overlay specifies that a building used as a dwelling or residential building must not exceed the height of 9 metres. Therefore, the proposal, which is a maximum of 2 storeys and has a maximum height of 7.23m above ground, complies with the maximum building height requirement (3 storeys and 9m).

Overlays

Development Contributions Plan Overlay – Schedule 1

44. The subject site is affected by a Development Contributions Plan Overlay (Schedule 1). The following provisions apply:

45. Pursuant to Clause 45.06-1 of the Scheme, a permit must not be granted to subdivide land, construct a building or construct or carry out works until a development contributions plan has been incorporated into this scheme.

46. A permit granted must be:

    (a) 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.

47. Section 4.0 of Schedule 1 to the DCPO states that the construction of a building or carrying out of works that does not generate a net increase in additional demand units, including renovations or alterations to an existing building is excluded from development contributions plan.

48. A development contributions plan has been incorporated into this scheme. However, the proposal which constitutes a renovation to an existing building is excluded from development contributions plan. Therefore, the proposal is not subject to the requirement of the DCPO.

Particular Provisions

Clause 54 – One Dwelling on a Lot

49. Pursuant to Clause 54 of the Scheme, the provisions apply to construct or carry out works associated with one dwelling on a lot under 500sqm in a Neighbourhood Residential Zone.

50. A development:

    (a) Must meet all of the objectives of this clause.

    (b) Should meet all of the standards of this clause

51. This proposal's response to this policy will be discussed in the *Assessment* section of this report.

General Provisions

Clause 62 – Buildings and Works

52. Pursuant to Clause 62.02-2 of the Scheme, any requirement in this scheme relating to the construction of a building or the construction or carrying out of works, other than a requirement in the Public Conservation and Resource Zone, does not apply to domestic services normal to a dwelling. The proposed relocation of domestic services does not trigger a permit.

Clause 65 – Decision Guidelines

53. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

Clause 15.01-1R – Urban design – Metropolitan Melbourne

54. The objective of this clause is "*To create a distinctive and liveable city with quality design and amenity.*"

55. The relevant strategy is:

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

Clause 15.01-2S – Building Design

56. The objective of this clause is "*To achieve building outcomes that contribute positively to the local context and enhance the public realm.*"

57. The relevant strategies 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 development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.

Clause 15.01-5S –Neighbourhood character

58. The objective of this clause is "*To recognise, support and protect neighbourhood character, cultural identity, and sense of place*".

59. The relevant strategies are:

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

Clause 15.02-1S – Energy and resource efficiency

60. The objective of this clause is "*To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.*"

61. The relevant strategies 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) Reduce the urban heat island effect by greening urban areas, buildings, transport corridors and open spaces with vegetation.

(d) Encourage retention of existing vegetation and planting of new vegetation as part of development and subdivision proposals.

Local Planning Policy Framework (LPPF)

Clause 21.03 – Vision

62. A key vision for the city of Yarra in relation to built form is:

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

(b) People will safely get together and socialise in public spaces across the City

(c) All new development will demonstrate design excellence

63. A key vision for the city of Yarra in relation to environmental sustainability is:

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

(b) Our natural environment will support additional species of flora and fauna

64. This vision is pursued by the objectives and strategies set out in the built form transport, environmental sustainability and neighbourhood sections under Clauses 21.04 - 21.08. The relevant objective and strategies are:

- *Objective 16 - To reinforce the existing urban framework of Yarra.*
  - *Strategy 16.2 - Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.*
- *Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development.*
  - *Strategy 17.1 - Ensure that development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form*
  - *Strategy 17.4 - Apply the Residential Built Form policy at clause 22.13.*
- *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric.*
  - *Strategy 20.1 - Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*
  - *Strategy 20.3 - Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*
  - *Strategy 20.4 - Apply the Built Form and Design policy at clause 22.10.*
- *Objective 23 - To maintain and strengthen the identified character of each type of identified built form within Yarra.*
  - *Strategy 23.1 - Require applicants for planning permits to identify the Built Form Character Types in which the subject site is located by reference to Maps in clause 21.08 Neighbourhoods and to identify how the proposed development responds to the Built Form Character Type.*
- *Objective 24 – To maintain and reinforce preferred character.*
  - *Strategy 24.1 - Apply the Residential Built Form policy at clause 22.13.*

Clause 21.07 – Environmental Sustainability

65. This clause identifies that "*There is a critical need to reduce greenhouse gas emissions and improve air quality,* minimise *water use, protect important vegetation and waterways, and reduce waste. Council will also seek to address environmental sustainability through sustainable building design and construction*

66. The relevant *objective* and strategies at Clause 21.07-1 of the Scheme are:

- *Objective 34 - To promote environmentally sustainable development.*
  - *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.*
  - *Strategy 34.2 - Apply the environmental sustainability provisions in the Built Form and Design policy at clause 22.10-3.5*
  - *Strategy 34.3 - Apply the Environmentally Sustainable Development policy at clause 22.17.*

67. The relevant *objective* and strategies at Clause 21.07-1 of the Scheme are:

- *Objective 38 - To improve the water quality and flow characteristics of storm water run-off.*
  - *Strategy 38.1 Encourage the use of stormwater retention and treatment devices.*
  - *Strategy 38.2 Ensure that development:*
    - *reduces peak and total volumes of storm water run-off.*
    - *improves the quality of storm water run-off.*
    - *minimises the potential for soil erosion and silt deposition.*

Clause 21.08 – Neighbourhoods (Abbotsford)

68. Clause 21.08-7 identifies Abbotsford as "*a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. The residential precincts are surrounded by industrial development located in the vicinity of Hoddle Street and the Yarra River.".*

Relevant Local Policies

Clause 22.10 – Built Form and Design Policy

69. This policy applies to all new development not included in a heritage overlay and comprises ten design elements. However, Clause 22.10-3.1 does not apply to residential development and Clauses 22.10-3.6 to 22.10-3.11 do not apply for applications required to be assessed against Clause 54 or Clause 55. The design elements of relevance are as follows:

(a) Urban form and character.

(b) Setbacks and building heights.

(c) Street and public space quality

(d) Environmental sustainability.

Clause 22.13 – Residential Built Form Policy

70. Clause 22.13 states requires development within each of the character types responds positively to the matters set out in Clauses 22.12-3.1 to 22.12-3.4 referable to the location of the development.

71. The built form character map at Clause 21.08-7 of the Scheme, locates the subject site within an area with *'Inner Suburban – Urban Residential Mix'* built form character.

72. '*Inner Suburban Residential'* built form is described as *"*Built form dominated residential areas with small gardens (if any) and minimal front and side setbacks" and *'Urban Residential'* built form is described as "Built form dominated residential areas with mostly no front and side setbacks."

73. Clause 22.13-3.1 of the Scheme contains design response matters for consideration when assessing development within these locations as listed below:

    '*Inner Suburban Residential'*

    (a) Maintain the existing pattern of front setbacks.

    (b) Landscape the front setback in a style that reinforces the garden character (if any) of the streetscape.

    (c) Where the general pattern of development includes gaps between buildings, include a setback on at least one side of the building.

    (d) Orient buildings at right angles to the street frontage.

    (e) Provide front fencing that is open (unless the building is zero front setback).

    (f) On single house sites in areas with generally consistent building heights, limit variations in height to a maximum of one storey compared to the adjacent properties.

    'Urban Residential'

    (a) Maintain the existing pattern of front setbacks (zero front setback often includes ground floor verandah insets).

    (b) Where the general pattern of development includes gaps between buildings, include a setback on at least one side of the building.

    (c) Orient buildings at right angles to the street frontage.

    (d) On single house sites in areas with generally consistent building heights, limit variations in height to a maximum of one storey compared to the adjacent properties.

Clause 22.16 – Stormwater management (Water Sensitive Urban Design)

74. Clause 22.16 of the Scheme applies to applications for new buildings. The relevant objectives of the policy is:
    (a) To promote the use of water sensitive urban design, including stormwater re-use.
    (b) 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.

Advertising

75. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* with 11 letters sent to surrounding owners and occupiers and by a sign displayed on site. Council has received 12 objections to the application, the grounds of which are summarised as follows):

(a) Amenity Impacts (overlooking, overshadowing, visual bulk, impact on daylight and solar access to windows)

(b) Poor Urban Design (lack of landscaping, choice of materials etc)

(c) Not in keeping with neighbourhood character (scale and overdevelopment)

(d) Poor ESD Outcomes

(e) Other (noise, existing front fence)

76. As previously highlighted, the 'Section 57a amended plans' lodged with Council on 10 February 2022 were not re-advertised as the changes made to the proposal do not result in any additional material detriment. Notwithstanding, the amended plans have been provided to the objectors together with the invitations to this PDC meeting for their reference as these amended plans inform the officer's recommendations.

77. A planning consultation meeting was not held.

Referrals

External Referrals

78. The application is not required to be referred to any external authorities under the Yarra Planning Scheme.

Internal Referrals

79. The application was not referred to internal departments within Council as the proposal can be adequately assessed against the relevant policies of the Yarra Planning Scheme.

OFFICER ASSESSMENT

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

(a) Clause 54 Rescode (including Clauses 22.10, 22.13 and 22.16)

(b) objector concerns; and

(c) other matters.

Clause 54 – Rescode (including Clauses 22.10, 22.13 and 22.16)

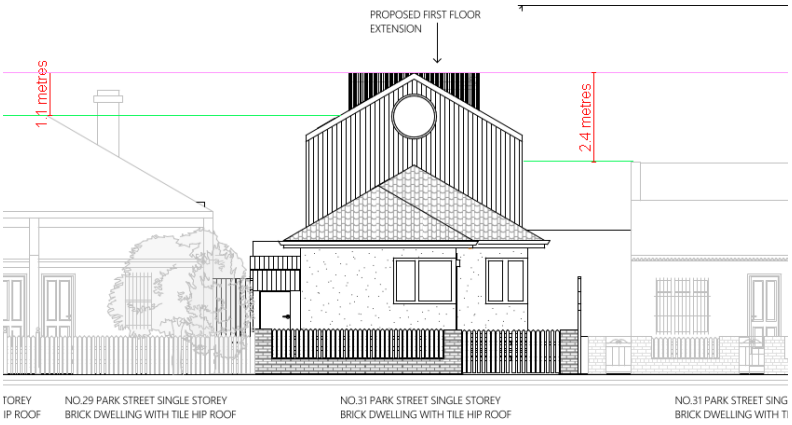
81. The particular provision (Clause 54) comprises 19 design objectives and standards to guide the assessment of new residential development. Given the site's location within an urban inner-city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test.

Standard A1 and A19 – Neighbourhood Character and Design Detail

82. As stated earlier in the report, the built form within the neighbourhood ranges from single to triple-storey in height with a variety of architectural styles, materials and finishes. Notwithstanding, the subject site is situated within a portion of Park Street which is currently predominantly single-storey.

83. The proposal retains the footprint of the existing dwelling and involves the construction of a first-floor addition and open roof terrace above. The addition constitutes a one-storey 'step-up' from the adjoining dwellings and appropriately responds to policy at Clause 22.10 which requires development to provide a suitable transition in building height and at Clause 22.13 which seeks to limit variations in height to a maximum of one storey in areas with generally consistent building heights. Given the roof terrace is open to the sky and the privacy screens around the perimeter are low, the roof terrace does not present as a third-storey, albeit this is permitted under the General Residential Zone (Schedule 2).

As seen in the image below, the difference in maximum height of the proposed additions (which are setback from the front of the site) compared to that of the adjoining single-storey dwellings is less than 2.5m.



WEST ELEVATION STREETSCAPE SCALE:- 1:100

Fig.5 shows the difference in height between the additions and the existing single-storey dwellings to the north and south. (Source: Application Material).

84. Importantly, due to the 13m front setback provided to the first-floor addition and (approximately 15.5m for the roof terrace), visual impact of the proposal, when seen from the Park Street, is limited. Whilst some views of the first-floor addition and roof terrace (generally indicated in the applicant's sightline diagram on Sheet 12) will be possible, this would not be out of character within the broader neighbourhood character which is informed by 2 and 3-storey built forms. Overall, and on balance, the scale of the proposal constitutes an incremental change to the existing single-storey scale along the west side of Park Street.

85. The proposal adopts a contemporary gable form which references the pitched roof form of the existing dwelling and of other dwellings within the streetscape. This is consistent with policy at Clause 22.10 which seeks to ensure new roof forms respect any prevailing roof forms in the area.

86. Clause 22.10 encourages the use of massing or articulation or changes of surface treatment, or a combination of these, to relate taller buildings to the scale of their surrounds, and to diminish visual bulk. The first-floor addition and roof terrace are appropriately set back from the side and rear boundaries as will be discussed below. The materials selected for the additions which comprise of vertical metal cladding for the first floor and timber screens for the roof terrace provide will provide texture and articulation above the walls of the existing dwelling which will be rendered.

87. The alterations to finish the walls and roof of the existing dwelling do not require a planning permit. There are also no applicable planning controls over selected paint colours. Nonetheless, the area contains a mix of materials and finishes in different colours and the proposed alterations to the finishes of the existing dwelling allow the overall appearance of the additions and retained dwelling to be integrated.

88. All existing soft landscaping, including within the front setback will be retained with a raingarden introduced within the northern setback for the purpose of filtering runoff from the roof of the existing dwelling. There will be no landscaping provided beyond this. The existing and proposed landscaping is generally consistent with the character of the area.

89. In summary, the proposal is in-keeping with the 'Inner Suburban – Urban Residential Mix' built form character set out at Clause 22.13 and responds to the relevant built form and design policies at Clause 22.10.

Standard A2 - Integration with the street

90. The front portion of the existing dwelling will be retained and will continue to front onto Park Street.

Standard A3 – Street setback

91. There will be no change to the existing street setback for the front portion of the existing dwelling to be retained.

Standard A4 – Building height

92. Complies with the Standard. The maximum height of the proposed addition will be 7.23m above NGL which is below the maximum height of 9m allowed by the General Residential Zone (Schedule 2).

Standard A5 – Site coverage

93. Complies with the Standard. The Standard for site coverage states that the coverage should not exceed 60% of the lot, which is 126.6sqm in the case of the subject site.

94. The proposal does not result in an extension to the existing building footprint of 116.4sqm (55%). As discussed earlier in the report, the shed proposed on the south side of the building does not trigger a permit under the Yarra Planning Scheme. Nonetheless, the proposed site coverage would be 125.5sqm (59.4%) with the area of the shed included, which is within the maximum 60% prescribed by the Standard.

Standard A5 – Site permeability

95. Exceeds the minimum requirement of the Standard. The Standard requires at least 20% of the site, or 42.2sqm in the case of the subject site, to comprise of permeable areas. The proposed site permeability noted on the plans is 21% (44.3sqm) which include existing garden beds within the northern and eastern (front) setbacks of the dwelling and proposed permeable pavers within the rear SPOS.

96. The objectives at Clause 22.16 (Stormwater Management [Water Sensitive Urban Design]) apply as the proposal introduces more than 50sqm of floor area on site. In response to this policy, the proposal includes (as shown on the roof plan):

    (a) A 500L rainwater tank on the southern side of the dwelling which will collect runoff from the new roof of the addition (43.3sqm catchment) and;

    (b) A 2.52sqm raingarden (100mm deep) on the northern side of the dwelling will treat runoff from areas of existing roof to be retained.

    Together the rainwater tank and raingarden achieve a STORM Rating Score of 105% which exceeds the minimum 100% to satisfy the objective at Clause 22.16. A condition of any permit will require the location and details of the rainwater tank and raingarden to be shown consistently across all plans and an annotation to confirm that the 500L rainwater tank will be connected to toilets for flushing.

Standard A7 – Energy efficiency protection

97. The Standard encourages buildings to be:

    (a) Oriented to make appropriate use of solar energy

(b) Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.

(c) Sited and designed to ensure that the performance of existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged.

Living areas and private open space should be located on the north side of the dwelling, if practicable and dwellings should be designed so that solar access to north-facing windows is maximised.

98. The objectives of this Standard overlap with the design objectives at Clause 22.10-3.5 (Environmental Sustainability) which will be considered, as relevant, to the scale and nature of this development.

99. The living areas and SPOS for the dwelling will be on the ground floor, towards the rear of the of the site, as per the existing conditions. However, the internal layout will be reconfigured, and wall openings modified to provide for an open plan lounge, dining, and kitchen with improved integration with the rear SPOS.

100. Existing north-facing windows will be retained and provide solar access to these habitable rooms. The ground floor can be appropriately cross-ventilated when the rear sliding door and front door are opened. The proposed bedroom and study nook at first floor will be provided with west-facing windows with operable components which provide adequate natural daylight and ventilation when these rooms are occupied.

101. Given that glazing along the western wall will be exposed to western sun during the afternoon and no external shading has been proposed, a condition will require the location and details of external sun shading or 'low-e' glazing to west-facing glazing.

102. It is considered that the design and layout will limit fossil fuel energy use for mechanical heating/cooling and ventilation.

103. As discussed above, the proposal will provide stormwater treatment that will either filter or collect and reuse rainwater in accordance with the objective at Clause 22.16 (Stormwater Management [Water Sensitive Urban Design]).

104. Overall, the objectives of the Standard and design objectives at Clause 22.10-3.5 (Environmental Sustainability) are met.

Standard A8 – Significant trees

105. This Standard is not applicable as there are no existing trees to be removed as part of this application.

Standard A10 – Side and rear setbacks

106. The Standard applies to a new building not on or within 200mm of a boundary and requires that a new building not on or within 200mm of a boundary should be set back from side or rear boundaries for:

(a) At least the distance specified in a schedule to the zone or,
(b) If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.

Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the setbacks of this standard.

107. The proposal's extent of compliance with the setbacks prescribed by the Standard are summarised in the table below.

Ground Floor	No change to existing side and rear setbacks			
First Floor	**Proposed Max. Wall Height**	**ResCode Requirement**	**Proposed Setback**	**Complies?**
Northern Wall	5.8m*	1.66m	1.38m	Variation
Western Wall	7.23m	2.32m	4.0m	Yes
Southern Wall	5.8m*	1.66m	1.49m	Variation
Roof Terrace	**Proposed Max. Height**	**ResCode Requirement**	**Proposed Setback**	**Complies?**
Northern Wall	7.23m	2.32m	2.53m	Yes
Western Wall			4.24m	
Southern Wall			2.64m	

**scaled dimension*

108. Variations to the requirements of Standard A10 are not uncommon for development within the inner-city context where lots are typically smaller and are more built-up (as compared to outer suburbs). Looking within the immediate streetscape, there is evidence of double-storey built form constructed within proximity or on property boundaries. The proposal has responded to the adjoining site context by adopting a gable roof form which allows the northern (and southern) walls of the first floor to be kept low. Additionally, the maximum height clearance proposed within the first floor will be 2.4m (which officers understand to be the minimum required for habitable rooms under Building Regulations). The proposed variations sought to Standard A10 can be accepted provided the variations do not result in significant amenity impacts.

109. The decision guidelines at Clause 54.04-1 of the Scheme inform this assessment as below:

Northern Wall

110. The proposed northern wall will be located adjacent to the 1.5m sideway and SPOS at No.33 Park Street. A variation of 0.28m (28cm) is sought to the setback prescribed for the higher portion of the wall (generally indicated by the 'Rescode Building Envelope' shown on the western elevation). The variation to the setback of the northern wall is acceptable for the following reasons:

(a) The wall is located on the southern side of the SPOS andwill not cast any shadows within this property on 22 September.

(b) The wall is not located directly opposite any habitable room windows at the adjoining property and will not result in daylight impacts to the south-facing window which is located approximately 2m further east of the addition.

(c) The NGL on site slopes down towards Park Street. The highest portion of the wall is 5.8m and is located opposite the 1.5m sideway which is not a habitable area occupied for long periods of time. Therefore, views of the wall from within this area would be acceptable. The rear portion of wall adjacent to the SPOS is lower in height (between 5.5m and 5.6m) and the variation to the setback required for this portion of the wall is a lesser 0.22m (22cm). A variation of this extent is unlikely to contribute to significant visual impacts when seen from the adjoining SPOS.

The northern elevation is adequately articulated by use of materials and finishes with different tones and textures across levels.

Southern Wall

111. The proposed southern wall will be located adjacent to a 1.2m sideway and 12sqm courtyard on the northern side of the dwelling at No.29 Park Street. The northern courtyard appears to be accessible via a door from the WC/laundry and a glass door from the kitchen. However, the primary SPOS for the dwelling which adjoins the living room is located further towards the rear of the dwelling. The variation sought to the prescribed setback of the southern wall is 0.17m (17cm), which is acceptable for the following reasons:

    (a) The southern wall is located at least 4m east of the primary SPOS area and is unlikely to be visible from within this area unless one is looking back towards Park Street.

    (b) Although additional shadows are will be cast within the northern courtyard on 22 September, the proposal meets the objective of Clause 54.04-5 (Overshadowing open space objective) with adequate solar access provided within the primary SPOS area, as will be discussed below.

    (c) The wall is located adjacent to one of three (3) habitable room windows to an open plan living/dining/kitchen at the adjoining property. However, as will be discussed later in the report, the daylight amenity of the habitable rooms will not be significantly impacted as the objective at Clause 54.04-3 (Daylight to existing windows objective) is met.

    (d) The 17cm variation sought is unlikely to contribute to perceptible visual impacts when seen from the adjoining courtyard which is a secondary SPOS area. The 1.2m wide sideway is not considered a habitable area or space used for recreation and, is likely occupied for short periods of time.

112. Overall, the proposal meets the objective of Standard A10 at Clause 54.04-1 of the Scheme.

Standard A11 – Walls on boundaries

113. The Standard applies to a new wall constructed on or within 200mm of a side or rear boundary. The proposal does not include the construction of any walls on or within 200mm of a side or rear boundary. As discussed earlier, the shed on the southern side of the dwelling does not require a permit.

Standard A12 – Daylight to existing windows

114. The Standard requires buildings opposite an existing habitable room window to provide for a light court (including land on the abutting lot) that has a minimum area of 3sqm and minimum dimension of 1m clear to the sky. For walls more than 3m in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall.

No.33 Park Street

115. The south-facing habitable room window at the adjoining dwelling faces the existing dwelling to be retained. The window proposed is located approximately 2m east of the first floor addition proposed and will not be impacted by the proposal.

No.29 Park Street

116. The southern wall and roof terrace of the proposed habitable room window is located directly opposite one of three north-facing habitable room windows to the open plan living/dining and kitchen of the adjoining dwelling.

117. The first part of the Standard is met under the existing and proposed conditions as the north-facing window at No.29 Park Street will continue to face a 1.2m wide sideway with an overall area exceeding 3sqm.

118. The second part of the Standard requires the window to be set back 2.9m from the southern wall and 3.6m from the roof terrace. The southern wall requires a 0.3m variation to the setback prescribed by the second part of the Standard while the setback of the roof terrace fully complies. The 0.3m variation is acceptable as the living, dining and kitchen benefits from alternative sources of natural daylight including the glass door facing the northern courtyard, two skylights, two north-facing windows unimpeded by the proposal and west-facing glass doors facing the primary SPOS.

Standard A13 – North-facing windows

119. This Standard stipulates the following:

> *'If a north-facing habitable room window of an existing dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window'.*

120. There are three (3) north-facing windows to the open plan living, dining and kitchen at No.29 Park Street facing the subject site. The windows are identical in size and configuration. The Standard requires the southern wall and the roof terrace to be setback 2.3m and 3.4m respectively from the common boundary. The proposed southern setbacks fall short with the variations sought being 0.83m for the southern wall and 0.76m for the roof terrace.

121. The applicant has submitted the following diagrams to illustrate the impact on solar access to the north-facing windows under proposed conditions:

    (a) Sheet 18 of 19 - Shadow diagrams for 12pm during Winter Solstice.

    (b) Sheet 19 of 19 – 3D shadow diagrams for 9am to 3pm during Spring Equinox

    (note: title of Sheet 19 incorrectly refers to a daylight assessment in lieu of solar access)

122. The diagrams on Sheet 19 illustrate the pattern of shadows cast by the proposal between 9am and 3pm during the Spring Equinox. Solar access to all three of the north-facing windows will be compromised at 9am and 10am on 22 September. However, the extent of shadowing gradually decreases from 10am with 2 out of the 3 windows exposed to sunlight at 12pm and 1pm and all 3 windows exposed to sunlight by 2pm. The diagrams also show that solar access will be provided to the living/dining/kitchen through the skylights above the habitable rooms at every hour between 9am and 3pm of the Spring Equinox.

123. The diagrams on Sheet 18 have been submitted as shadows cast during the Winter Solstice are longer and generally represent the 'worst-case-scenario'. The diagrams show that at 12pm during the Winter Solstice solar access to the eastern-most window will be compromised by shadows cast by the proposed roof terrace (purple line). However, and importantly, the diagrams also model the level of solar access to the adjoining windows under a scenario where full compliance with Standard A13 (blue line) is achieved. The solar access to the window would not improve if the southern wall and roof terrace are setback further to comply with Standard A13.

Winter Solstice diagrams for the remaining of hours of the day have not been provided, however the 12pm diagram demonstrates that the difference between compliance with Standard A13 and the variation sought under the proposal is marginal.

124. Based on the diagrams on Sheet 19, an acceptable level of solar access to the living, dining and kitchen at No.29 Park Street will be available between 9am and 3pm on 22 September. Based on the diagrams on Sheet 18, requiring compliance with Standard A13 in this instance, would not significantly improve solar access to the adjoining north-facing windows during the Winter Solstice.

125. In summary, the variations sought to the setbacks required by Standard A13 are acceptable.

Standard A14 – Overshadowing open space

126. The Standard states that 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 5 hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

127. The proposal will cast additional shadows within the SPOS of No.31 Greenwood Street and No.29 Park Street. The level of solar access less available under existing conditions is less than the requirement of the Standard. The proposed shadow impact as summarised in the applicant's diagrams is as follows:

NO.31 GREENWOOD STREET - POS APPROX. 35M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	6.6M²	2.10M²	6.6M²
10AM	27.1M²	8.0M²	N/A	8.0M²
11AM	25.5M²	9.9M²	N/A	9.9M²
12PM	21.9M²	13.3M²	N/A	13.3M²
1PM	20.0M²	15.0M²	N/A	15.0M²
2PM	18.5M²	16.0M²	N/A	16.0M²
3PM	17.6M²	17.4M²	N/A	17.4M²

Note: The proposed unshaded areas of the SPOS at 9am should be 4.5sqm instead of 6.6sqm as indicated.

NO.29 PARK STREET - POS APPROX. 40M²				
TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	12.7M²	3.7M²	9.0M²
10AM	19.4M²	22.3M²	0.03M²	22M²
11AM	14.2M²	27.5M²	N/A	27.5M²
12PM	9.4M²	29.8m²	N/A	29.8m²
1PM	11.3M²	29.5m²	N/A	29.5m²
2PM	14.2M²	26.6m²	N/A	26.6m²
3PM	18.0M²	22.9m²	N/A	22.9m²
NO.29 PARK STREET - SPOS APPROX. 12.4M²				
TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	9.1M²	3.3M²	0.21M²	3.1M²
10AM	8.8M²	3.7M²	0.35M²	3.35M²
11AM	8.9M²	3.5M²	1.0M²	2.5M²
12PM	9.0m²	3.4m²	1.7m²	1.7M²
1PM	9.9m²	2.6m²	2.6m²	N/A
2PM	10.5m²	1.9m²	1.9m²	N/A
3PM	10.1m²	2.2m²	2.2m²	N/A

128. Additional overshadowing from development is not uncommon within the inner-city context as sites are typically smaller and more built up compared to outer suburbs. Due to the orientation of the subject site to the western and southern adjoining allotments some additional overshadowing can be expected from the construction of an upper storey. It is important to note the objective of the Standard is not to prohibit overshadowing, rather to ensure buildings do not unreasonably overshadow existing secluded private open space.

No.31 Greenwood St

129. The proposed impact to the SPOS of No.31 Greenwood Street is an additional 2.1sqm of shadows cast by the proposed roof terrace at 9am. Having regard to the decision guidelines at Clause 54.04-5, the proposal's impact on solar access to the SPOS of No.31 Greenwood Street, is acceptable for the following reasons:

(a) The 2.1sqm of additional shadows cast at 9am will not eliminate solar access to the SPOS at this time, as a usable 4.5sqm (not 6.6sqm as indicated in the table above) of the SPOS will remain in sunlight.

(b) The proposal does not impact of solar access to this property from 10am to 3pm, a 6-hour window which includes the hours of the day during which solar access to the SPOS is the greatest.

(c) Based on the area of remaining solar access available between 9am and 3pm, the additional 2.1sqm of shadows is not considered to be unreasonable within this development context.

(d) The proposed roof terrace is set back from the respective site boundaries in accordance with Standard A10.

No.29 Park St

130. The proposal will impact solar access within the primary SPOS at the rear of No.29 Park Street at 9am and 10am only. The northern courtyard of the property will receive additional shadowing throughout the day. Having regard to the decision guidelines at Clause 54.04-5, the proposal's impact on solar access to the SPOS areas at No.29 Park Street is acceptable for the following reasons:

(a) Despite the 3.7sqm of additional shadows cast by the proposal at 9am (the time of the day when the least sunlight is currently available to the primary SPOS area), a usable 9sqm of the SPOS will remain in sunlight. The proposal will not impact solar access the primary SPOS from 11 to 3pm which includes hours when the solar access to the SPOS is the greatest.

(b) The additional 0.03sqm of shadows cast within the primary area of SPOS at 10am is minor in extent and is unlikely to be perceptible from the ground with the remaining 22sqm of SPOS remaining in the sun.

(c) The shadowing within the northern courtyard at 9am and 10am is minor in extent (being less than 1sqm in area) and would not significantly impact how the courtyard is currently utilised during these times.

(d) The shadowing within the northern courtyard outside of these times is more significant with solar access within the courtyard eliminated between 1pm and 3pm. However, the northern courtyard is already subject to significant shadow between 9am and 3pm with less than 4sqm of solar access available each hour.

(e) During these more significantly impacted hours (between 11am to 3pm), the primary SPOS area towards the rear, which immediately adjoins the living areas of the dwelling, is unaffected by the proposal with at least half of the SPOS being in the sun.

131. In summary, the proposal will not unreasonably impact solar access to the SPOS areas of No.29 Park Street, in accordance with the objective.

Standard A15 – Overlooking

132. The Standard requires a habitable room window, balcony, terrace, deck or patio to 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. 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.

The Standard does not apply to a new habitable room window, balcony, terrace, deck or patio, which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, is less than 0.8 metres above ground level at the boundary.

Ground Floor

133. The Standard does not apply to the west-facing glass sliding doors to the living/dining/kitchen because the floor level of these habitable rooms are less than 0.8m above the ground at the boundary and the glass doors will face a 3m high brick wall and a 2.7m high metal fence located along the western boundary.

First Floor

134. There are no north-facing habitable room windows proposed at first floor.

135. The bathroom and the Walk-in-Robe at first floor are not a habitable room, therefore, the east and south-facing windows are not required to be screened under this Standard.

Nevertheless, the southern elevation indicates the south-facing window to the Walk-in-Robe will comprise of obscure glazing will to a height of 1.7m above FFL.

136. The west-facing windows to the study nook and bedroom will face the rear areas of adjoining properties and are required to be screened to limit views from these habitable rooms. The western elevation shows that the west-facing windows will comprise of '1.7m high obscure glazing'. Clear glazed awning windows are proposed above the obscure glazing to provide for natural daylight and ventilation. The western elevation shows an annotation on the window reading 'F' indicating that the obscure glazing to these windows (and the Walk-in-Robe window) will be fixed. A legend has not been provided to confirm this; however the applicant has confirmed that the obscure glazing is proposed to be fixed. In addition, the height of obscure glazing (represented as a light grey hatch) appears to include sections of the operable awning of the windows above. For clarity, any permit to issue will include a condition requiring amended plans confirming the obscure glazing to the west-facing windows at first floor will be fixed up to a height of 1.7m above FFL.

137. It is also noted that the western elevation contains an annotation referencing 1.7m high timber screening which is a detail erroneously retained from the advertised plans which showed a first floor balcony with timber privacy screens. A condition of any permit that issues will require this irrelevant annotation to be deleted.

Roof Terrace

138. Screening measures are required to ensure that there are no direct views from the roof terrace into SPOS and habitable room windows of adjoining properties located within a 9m distance (and within 45-degree angles).

139. The roof plan and elevations show that the perimeter of the roof terrace will be provided with timber privacy screens with a maximum transparency of 25% as permitted by the standard. However, the height of the privacy screens is 1.24m above the FFL in lieu of the 1.7m prescribed by the Standard. To ensure views are adequately limited despite the lower screen height, fixed planter boxes and benches are proposed along the northern, western and southern (in part) perimeters of the terrace. These fixtures set the projected sight lines back from the edge of the terrace. The applicant has provided overlooking diagrams (Sections A-A and X-X) to demonstrate the screening measures prevent direct overlooking from the terrace into adjoining properties.

No.33 Park Street

140. Section A-A shows that a sight line taken from the northern side of the terrace, down towards the SPOS of No.33 Park St will be set back 600mm from the edge and limited by the 1.24m high screen along the edge. Views will be limited to the roof of the additions on the northern side of the SPOS. The extract of Section A-A seen below, includes annotations provided by officers to confirm the sight line is taken at 1.7m above terrace FFL as required by the Standard. It also appears that the extent of viewing shown exceeds the 9m distance considered under the Standard and would be limited to the air space above the roof of the addition within the 9m distance considered under the Standard.

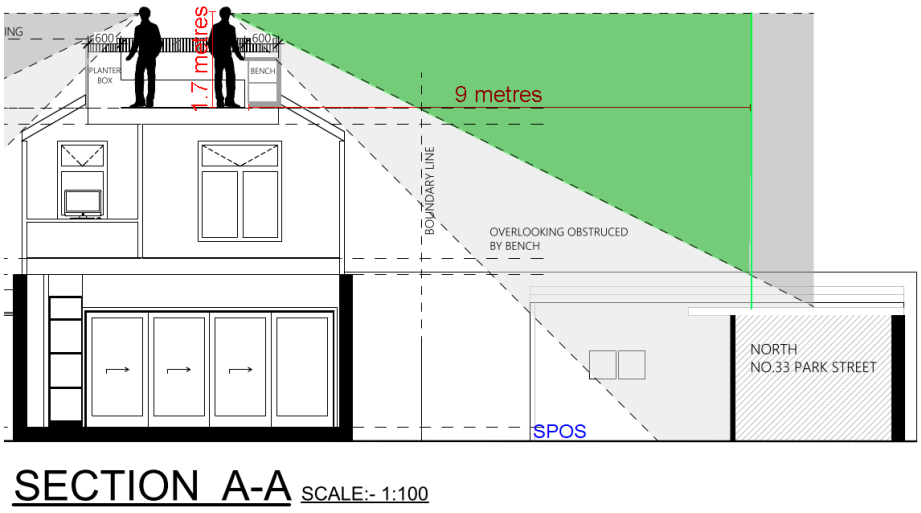


Fig.6 shows the possible extent of viewing down into the SPOS of No.33 Park Street as considered under the Standard. (Source: Application Material).

141. In conclusion, there will be no direct overlooking from the roof terrace into habitable room windows and the SPOS area of No.33 Park Street.

No.29 Park Street

142. Section A-A shows views taken from the southern side of the terrace, down towards the north-facing habitable room windows (and courtyard) at No.29 Park St will be set 600mm back from the edge and limited by the 1.24m high privacy screen along the edge. The annotated extract of Section A-A below confirms the sight line is taken at 1.7m above terrace FFL as required by the Standard. However, the length of the applicant's sight line is less than 9m. A 9m sightline would extend marginally past the northern boundary of No.29 Park Street into the neighbouring property at No.27 Park Street. The extent of potential viewing for consideration is shown as a green hatch in the extract below.

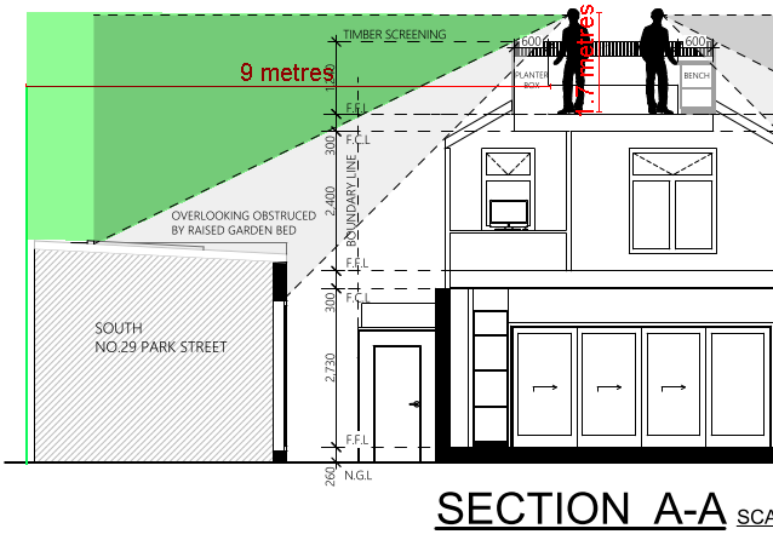


Fig.7 shows the possible extent of viewing down into the north-facing windows (and courtyard) of No.29 Park Street and No.27 Park Street beyond (as considered under the Standard), in a green hatch. (Source: Application Material).

143. The section shows a sight line passing over the 1.24m high privacy screen will be limited to the roof over the addition at No.29 Park Street and there would be no direct views down into the north-facing habitable room windows and northern courtyard at No.29 Park Street. Given the full length of the dwelling at No.27 Park Street immediately adjoins that at No.29 Park Street, the end of the 9m sightline would fall over the roofed areas of the dwelling at No.27 Park Street. A condition will require that Section A-A be amended to clearly show southern views into No.27 Park Street will be limited in accordance with the overlooking objective.

144. Notably, the fixed 600mm wide planter box on the southern side of the terrace does not extend the full length of the terrace due to the location of the roof access hatch. The applicant has advised that the selected roof hatch will have a glass top panel and will not be trafficable when closed for safety reasons (as the hatch would be unable to withstand the load). Therefore, it is not necessary to require the southern planter box to be extended along the length of the terrace.

145. A diagram has not been submitted to show the extent of viewing into the rear SPOS of No.29 Park Street. The extract of the roof plan below indicates 'worst-case scenario' extent of viewing within the 9m and 45 degree considered by the Standard in a green hatch. It is unclear if the proposed screening measures for the terrace, the existing built form at No.29 Park Street and the existing 1.8m and 2.7m high southern and western boundary fences will limit south-western views. Therefore, a condition of any permit to issue will require diagrams clearly demonstrating that south-western views into the SPOS area if No.29 Park Street will be limited in accordance with the overlooking objective. Should any additional screening be necessary to meet the objective, this will be required to be constructed of fixed obscure glass as it is a light-weight material and will allow for penetration of sunlight.

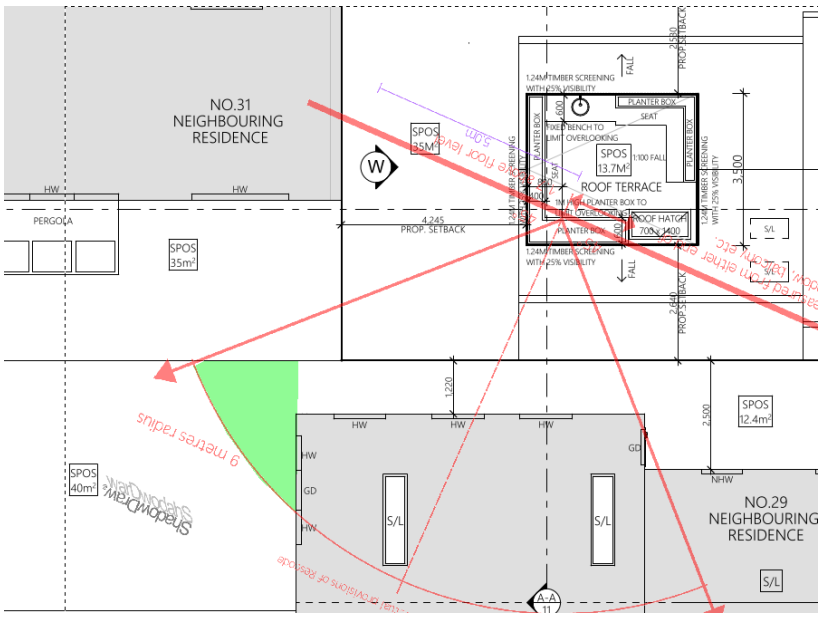


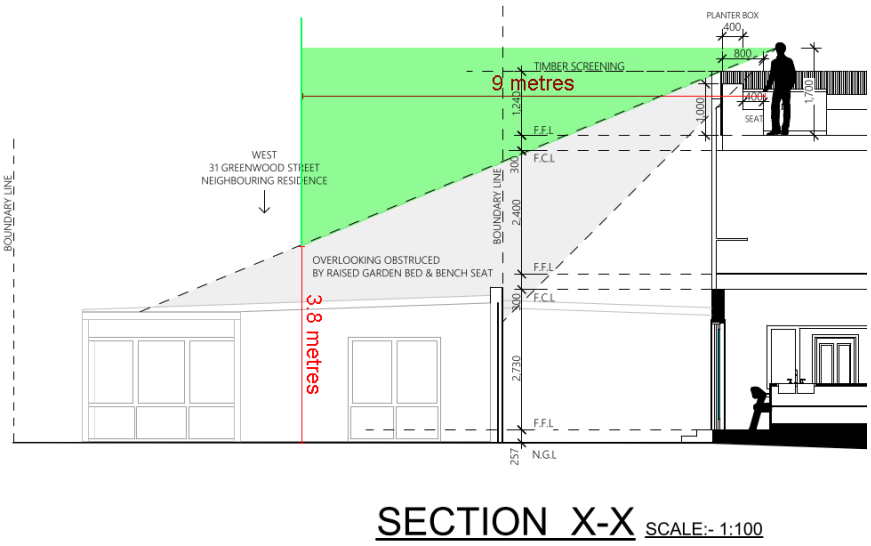
Fig.8 shows the worst-case extent of viewing down into the rear SPOS of No.29 Park Street, as considered under the Standard, in a green hatch. (Source: Application Material).

146. Subject to conditions, there will be no direct overlooking from the roof terrace into habitable room windows and the SPOS area of No.29 Park Street.

No.31 Greenwood Street

147. Section X-X shows that sightlines taken from the western side of the terrace, down toward the SPOS of No.31 Greenwood Street will be set back 800mm from the edge of the terrace and limited by the 1.24m high privacy screen. The sightline is taken from 1.7m above the terrace FFL as required by the Standard; however, the length of the applicant's sightline on Section X-X exceeds the 9m distance considered under the Standard. The annotated extract of Section X-X seen below shows the extent of potential viewing within 9m in a green hatch.

148. There will be no direct overlooking within the SPOS with the screening measures proposed as sight lines will be limited to a height of 3.8m above the SPOS of No.31 Greenwood Street.



SECTION X-X SCALE:- 1:100

Fig.9 shows the possible extent of viewing down into the SPOS of No.31 Greenwood Street in a green hatch as considered under the Standard. (Source: Application Material).

Standard A16 – Daylight to new windows

149. The Standard requires all new habitable room windows should be located to face an outdoor space clear to the sky or a light court with a minimum area of 3sqm and minimum dimension of 1m clear to the sky (not including land on an abutting lot), or a verandah provided it is open for at least one third of its perimeter.

150. All new habitable room windows proposed will face an outdoor space clear to the sky with a minimum area of 3sqm and minimum dimension of 1m clear to the sky (not including land on an abutting lot).

Standard A17 – Private open space

151. The Standard requires a dwelling to have private open space of an area and dimensions specified in a schedule to the zone. If no area or dimensions is specified in a schedule to the zone, a dwelling should have private open space consisting of an area of 80 square metres or 20% of the area of the lot, whichever is the lesser, but not less than 40 square metres.

At least one part of the private open space should consist of secluded private open space with a minimum area of 25 square metres and a minimum dimension of 3 metres at the side or rear of the dwelling with convenient access from a living room.

152. The total area of POS provided for the dwelling is noted on the plans as 48.6sq, which includes for the 35sqm SPOS area toward the rear of the dwelling and the 13.6sqm roof terrace. The open areas along the sides and front of the dwelling have not been accounted for, however, the combined area of the SPOS and terrace exceed the requirement of the first part of the Standard.

153. The 35sqm SPOS for the dwelling is remains within the western portion of the site and will adjoin the improved living areas at ground floor. The minimum width of the SPOS exceeds 3m and the usable area will be increased as the existing shed within the south-western corner will be removed. The proposal exceeds the requirements of the second part of the Standard.

Standard A18 – Solar access to open space

154. The objective of this Standard is to allow solar access into the secluded private open space of a new dwelling. Therefore, this Standard does not apply as the proposal does not constitute the construction of a new dwelling.

Standard A20 – Front fences

155. The Standard is not applicable as a front fence is not proposed as part of this application.

Objector Concerns

156. 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) Poor ESD Outcomes

Clause 22.17 (Environmentally Sustainable Development) applies throughout the City of Yarra to residential and non-residential development that requires a planning permit in accordance with the thresholds in Table 1 (ESD Application Requirements) of the Policy.

As per Table 1 of Clause 22.17, there are no application requirements that apply to applications for an extension to an existing dwelling. As applicable to residential development, the requirements of Clause 22.17 apply only where 2 or more new dwellings are being proposed.

Matters relating to ESD outcomes for this application are addressed under Rescode Standard A7 and Clause 22.10-3.5 of the Scheme which have already been discussed above. Subject to the provision of sun shading to the west-facing windows at first floor, and as applicable to the scale and nature of the proposed development, acceptable ESD outcomes are achieved.

(b) Noise

The proposed development is residential in nature and located in a residential zone. The ‘use’ of the land as a dwelling is ‘as-of-right’ within the zoning of the subject site. Nevertheless, it is reasonable to expect that any noise generated on the site would be normal to what is expected in a residential setting without causing any unreasonable acoustic impacts on neighbouring properties.

Furthermore, unreasonable domestic noise is informed by EPA's Environment Protection (Residential Noise) Regulations 2018 which outlines noise sources and what times noise is considered unreasonable.

(c) Existing front fence

One of the objections received has raised issue with the height of the existing front fence (constructed sometime in the year 2020) as shown on the decision plans. The plans show that the height of the existing front fence (to be retained) is 1.2m. The applicant has provided officers with photographs showing the constructed height of the existing front fence is 1.51m above ground.

Pursuant to Clause 32.08-5 of the Scheme, a permit is required for the construction of a front fence if the fence is associated with one dwelling on a lot less than 500sqm and the height of the fence exceeds the maximum height specified in Clause 54.06-2, which is 1.5m. The constructed front fence exceeds a height of 1.5m and requires a permit. Nevertheless, a new front fence is not proposed as part of this application.

The applicant has been advised to apply for a permit for the front fence and the matter has been referred to Council's Planning Enforcement Team for further action.

Other Matters

157. The following are plan inconsistencies and omissions, which have not already been discussed above, to be addressed by way of permit:

(a) The maximum height of the northern and southern walls are not dimensioned on the northern and southern elevations. The plans provided are to scale and the maximum height of the northern and southern walls that officers have scaled off the elevations is 5.8m above ground.

Conclusion

158. Based on the report, the proposal is considered to comply with the relevant policies of the Yarra Planning Scheme and is recommended for approval, subject to conditions.

RECOMMENDATION

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. The plans must be generally in accordance with the decision plans, prepared by Grange Design and Build (Drawings 1 to 19) dated 11 February 2022 but modified to show:

(a) Location and details of external sun shading or 'low-e' glazing to west-facing glazing at first floor.
(b) Location and details of the 500L rainwater tank and 2.52sqm raingarden (100mm deep) shown consistently across all plans
(c) Annotation to confirm that the 500L rainwater tank will be connected to toilets for flushing.
(d) Fixed obscure glazing to the west-facing windows at first floor to a height of 1.7m above finished floor level (FFL).

(e) Deletion reference to 1.7m high timber screening from the western elevation.
(f) Sections to demonstrate that south-western sightlines taken from the roof terrace down into the rear secluded private open space of No.29 Park Street will be limited in accordance with the overlooking objective at Clause 54.04-6 of the Yarra Planning Scheme.
(g) Any additional privacy screening to the roof terrace in order to achieve compliance with Condition 1(f) to be constructed of fixed obscure glass.
(h) Reference to the height of the front fence deleted.
(i) Dimension the maximum height of northern and southern walls at first floor from natural ground level (NGL).

General

2. 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.

3. 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.

Construction Hours and Noise

4. 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.

Road Infrastructure

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

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

Time Expiry

6. 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 5585 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 5585 for further information.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

Attachments

1 PLN21/0646 - 31 Park Street Abbotsford - Site Context Map

2 PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)

3 PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

Attachment 1 - PLN21/0646 - 31 Park Street Abbotsford - Site Context Map

PLN21/0646 - 31 Park Street Abbotsford **Page 1 of 2**

SITE CONTEXT MAP



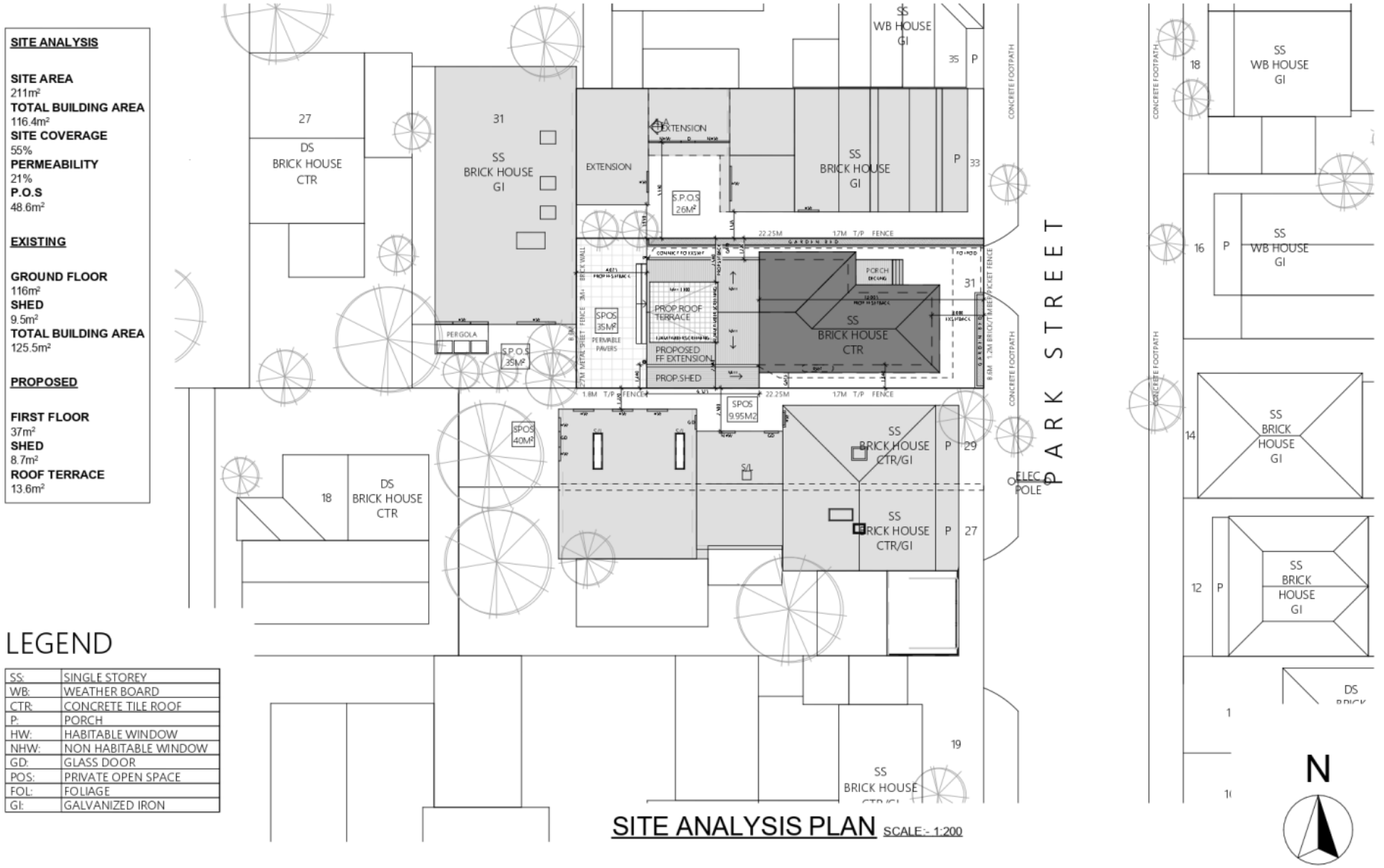
Attachment 1 - PLN21/0646 - 31 Park Street Abbotsford - Site Context Map

PLN21/0646 - 31 Park Street Abbotsford **Page 2 of 2**

ZONING MAP



Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)



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31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	11/02/2022
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SHEET:	1 OF 19
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TOWN PLANNING
SITE PLAN

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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)





NO.29 PARK STREET - NEIGHBOURING RESIDENCE





NO.33 PARK STREET - NEIGHBOURING RESIDENCE

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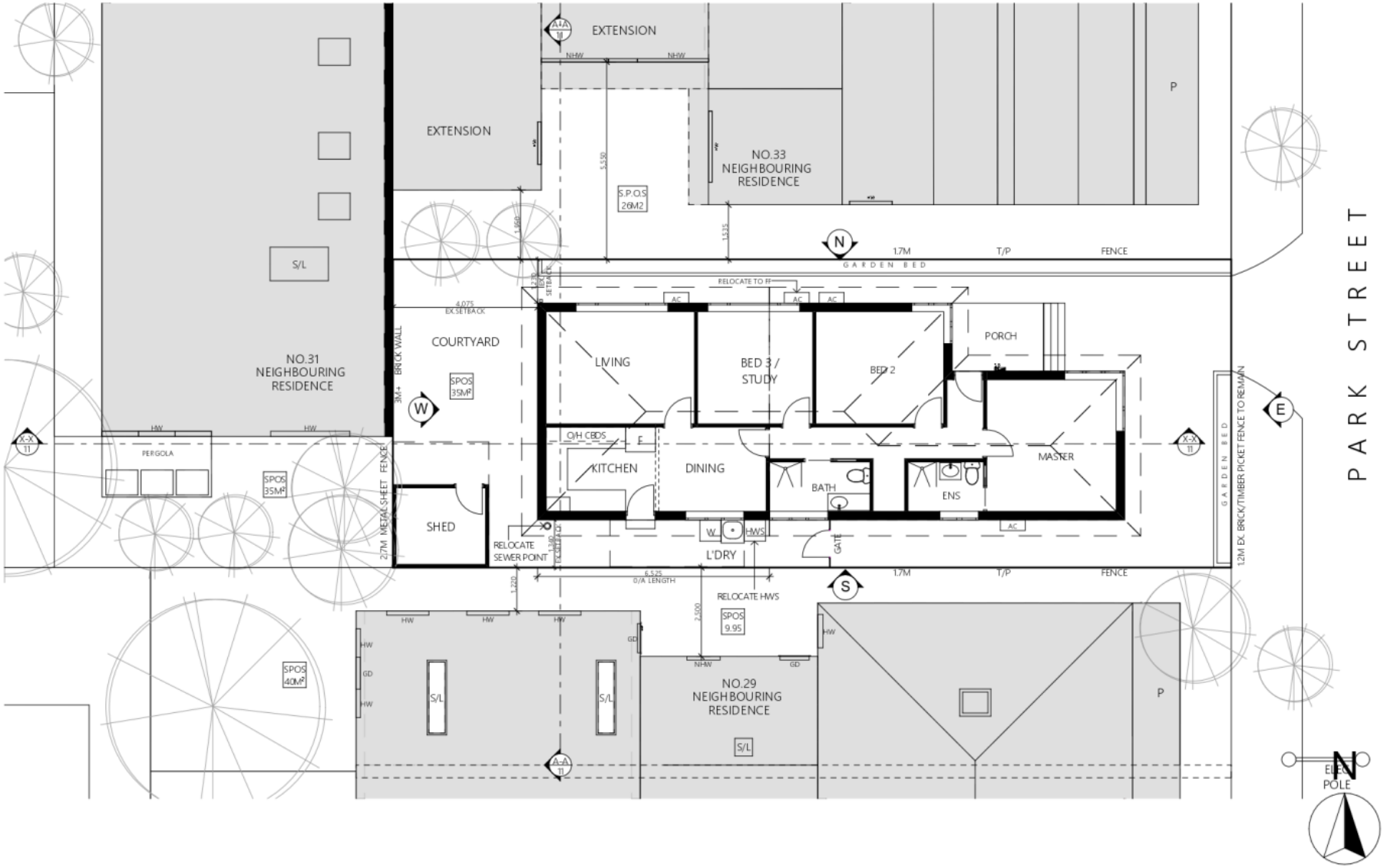
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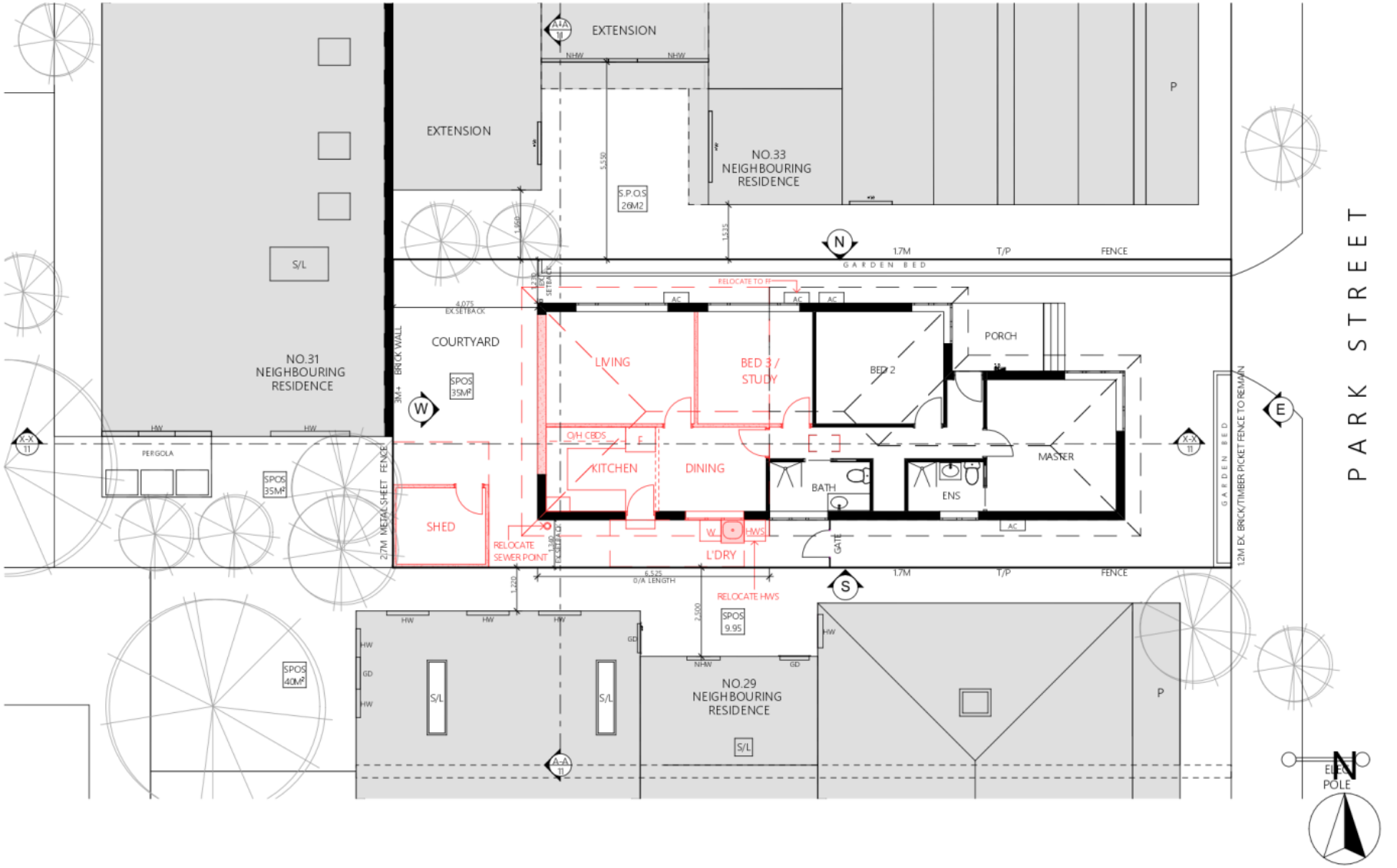
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EXISTING FLOOR PLAN

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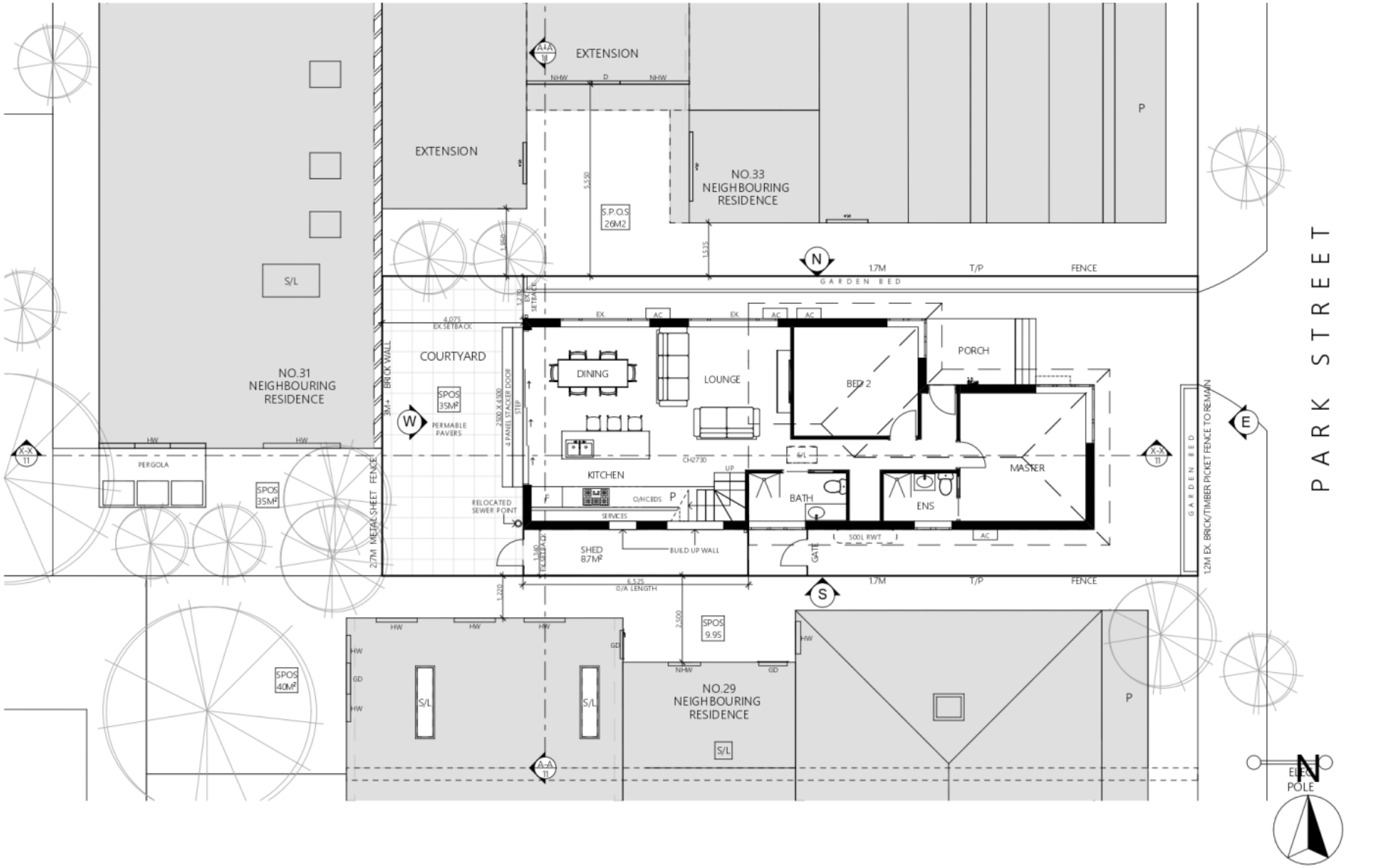
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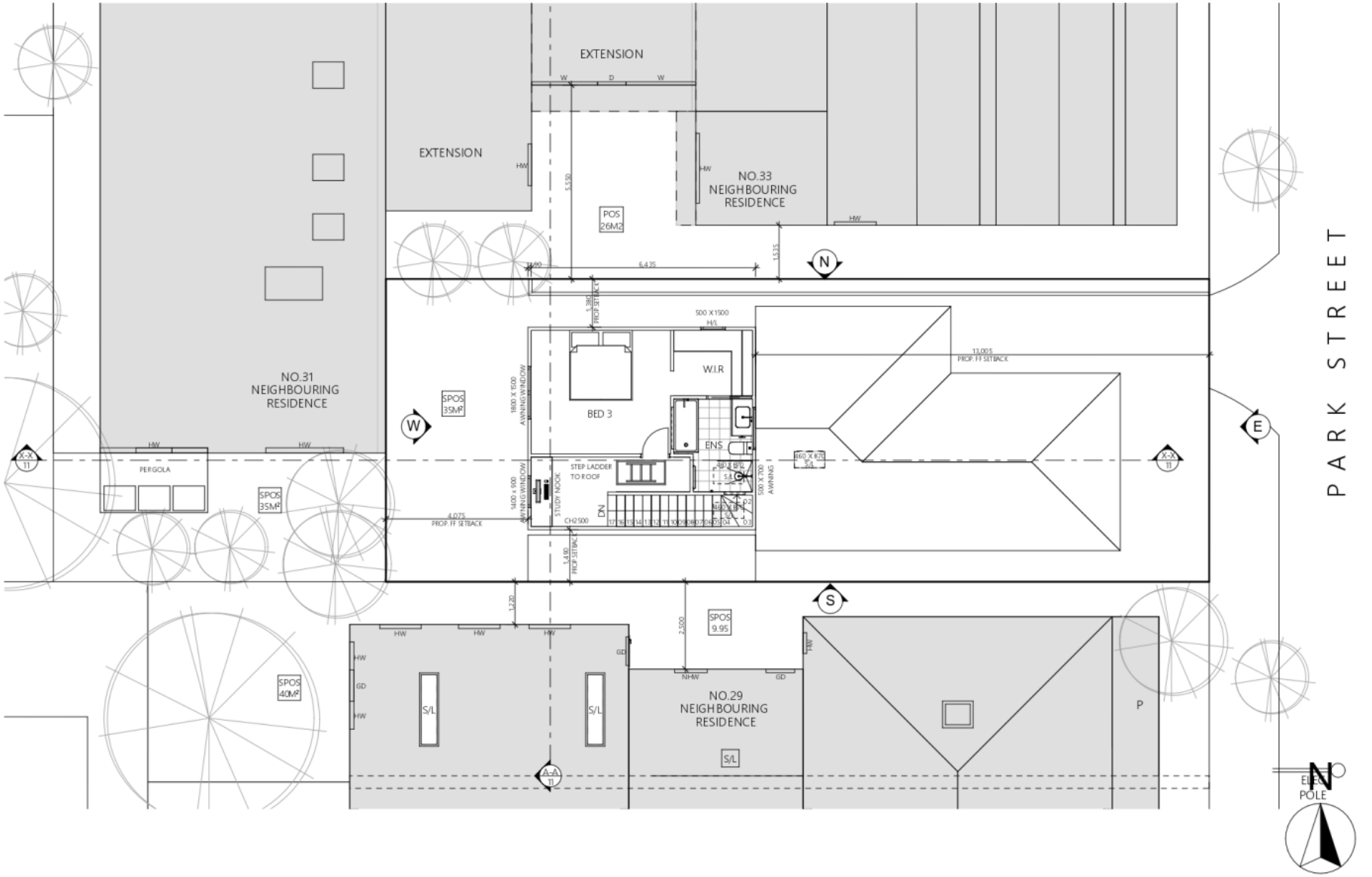
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TOWN PLANNING

PROPOSED GROUND FLOOR PLAN

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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)



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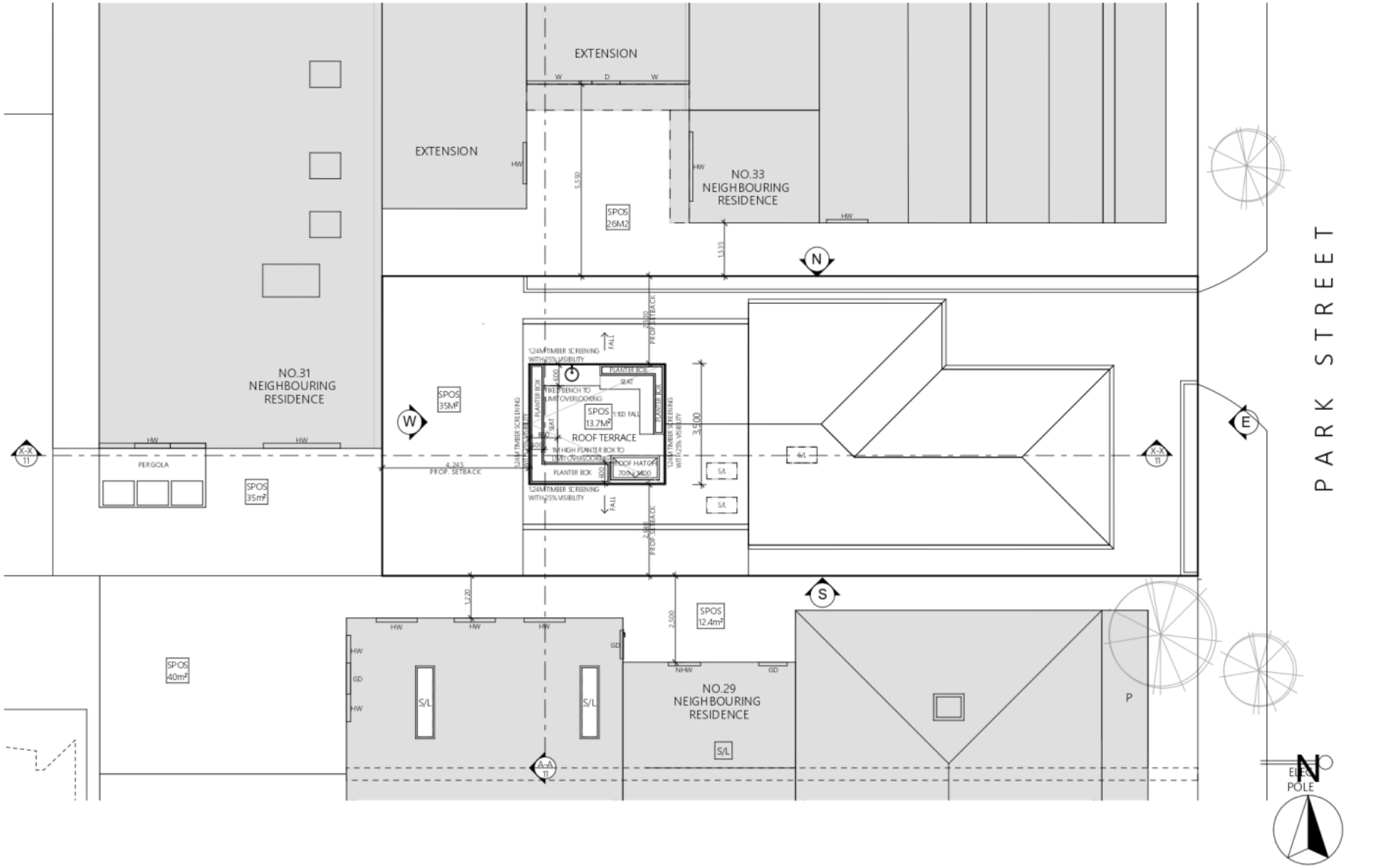
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PROPOSED GROUND FLOOR PLAN

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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)



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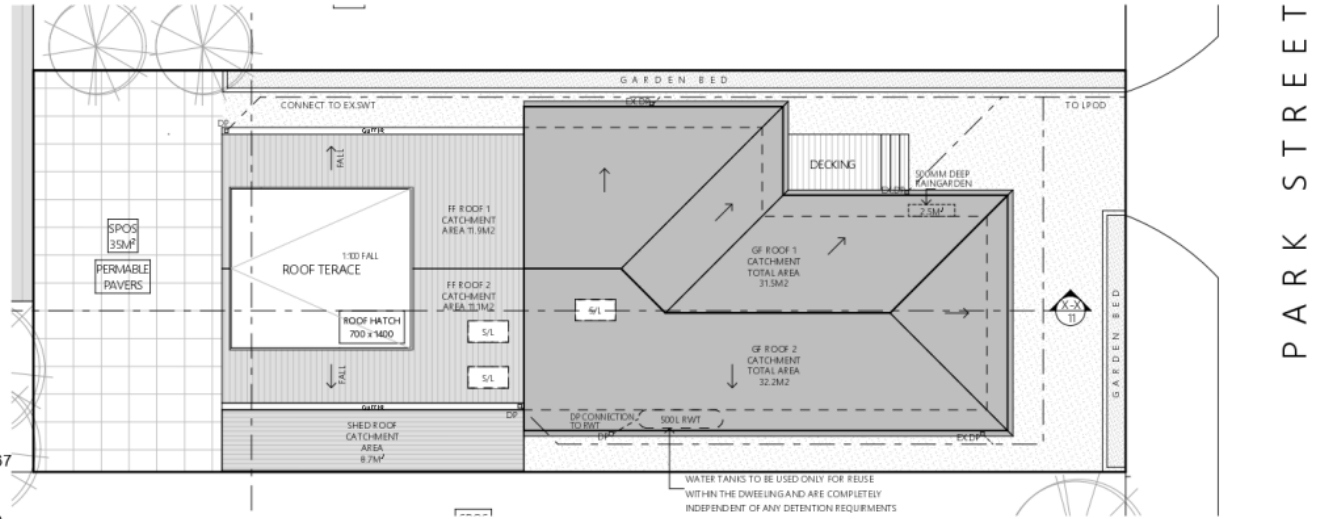
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TOWN PLANNING

PROPOSED ROOF TERRACE PLAN

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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)



Melbourne Water

TransactionID:	1285341
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	31 Park Street
	Abbotsford
	VIC 3067
Assessor:	
Development Type:	Residential - Extension
Allotment Site (m2):	211.00
STORM Rating %:	105

STORM Rating Report

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
EX. ROOF + PROP. FF ROOF 2 to RWT	43.30	Rainwater Tank	500.00	2	134.50	64.00
EX.ROOF	31.50	Raingarden 100mm	2.52	0	133.65	0.00
PROP.FF ROOF 1	11.90	None	0.00	0	0.00	0.00
SHED ROOF	8.70	None	0.00	0	0.00	0.00

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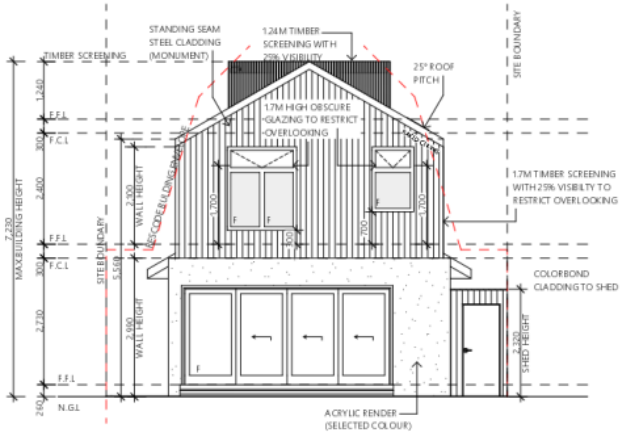
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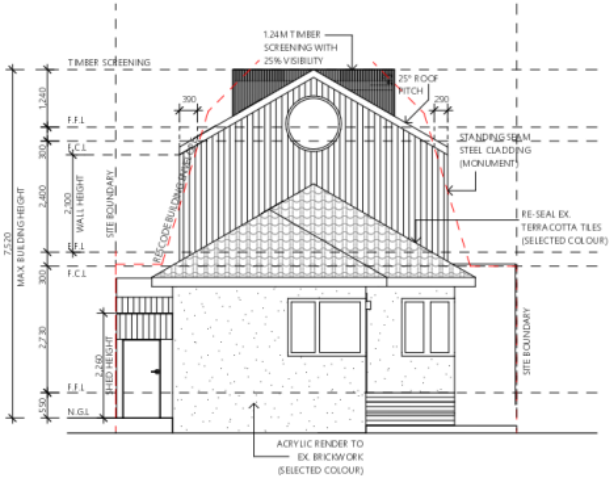
ROOF PLAN

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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)



WEST ELEVATION SCALE:- 1:100



EAST ELEVATION SCALE:- 1:100

GRANGE DESIGN & BUILD

SIGNATURES:
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Owner/s .....
.....
Builder .....

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31 Park Street, Abbotsford
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31 PARK STREET, ABBOTSFORD 3076

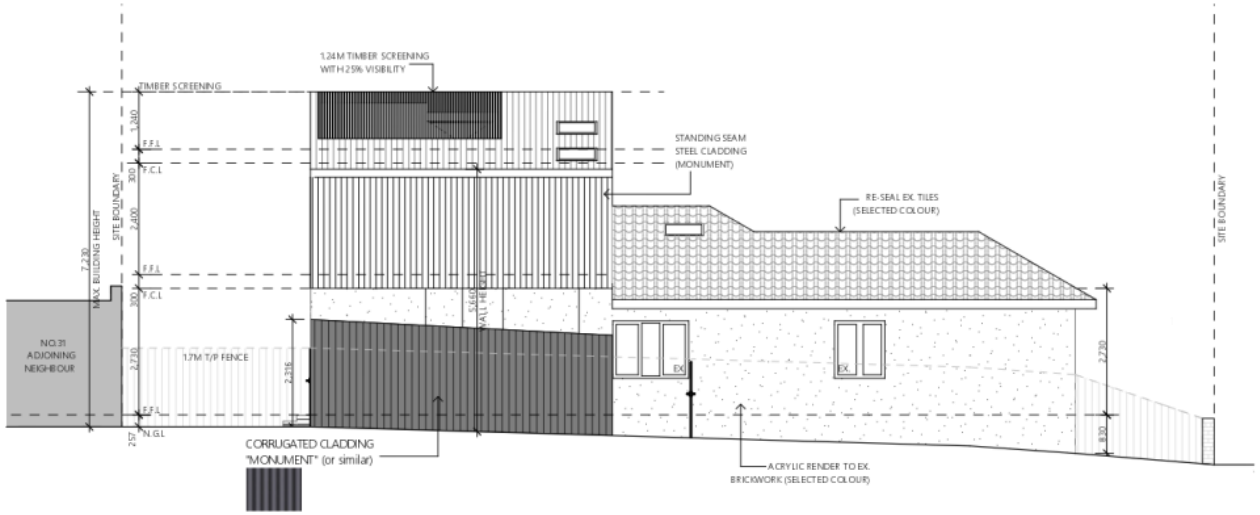
JOB NO:	
DATE:	11/02/2022
SCALE:	1:100
SHEET:	9 OF 19
DESIGN: JC	DRAWN: JC

TOWN PLANNING

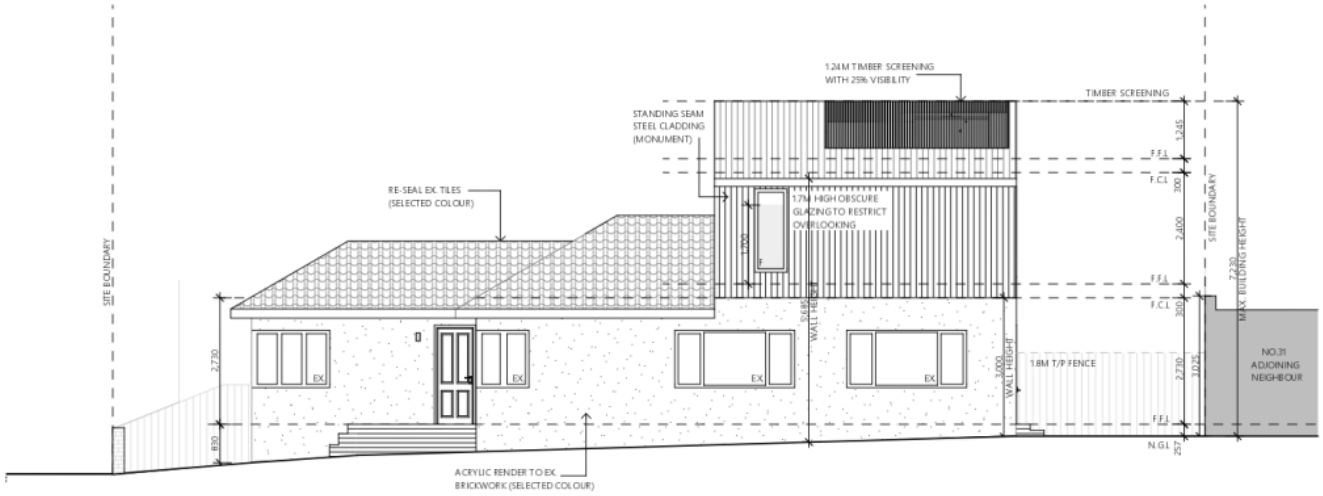
ELEVATIONS

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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)



SOUTH ELEVATION SCALE:- 1:100



NORTH ELEVATION SCALE:- 1:100

GRANGE DESIGN & BUILD

SIGNATURES:
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Owner/s .....
.....
Builder .....

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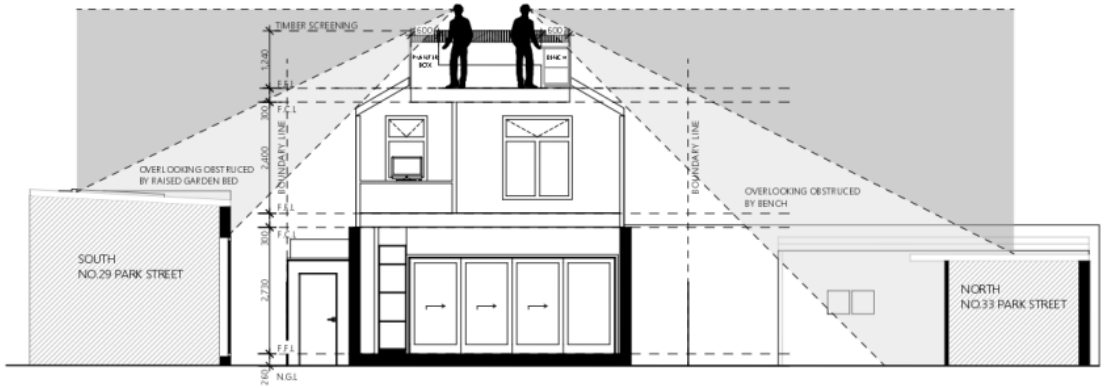
JOB NO:	
DATE:	11/02/2022
SCALE:	1:100
SHEET:	10 OF 19
DESIGN: JC	DRAWN: JC

TOWN PLANNING

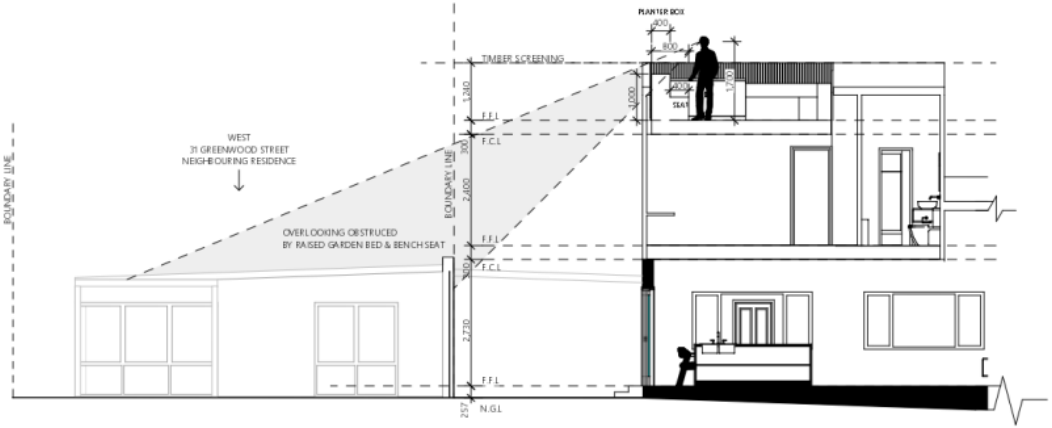
ELEVATIONS

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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)



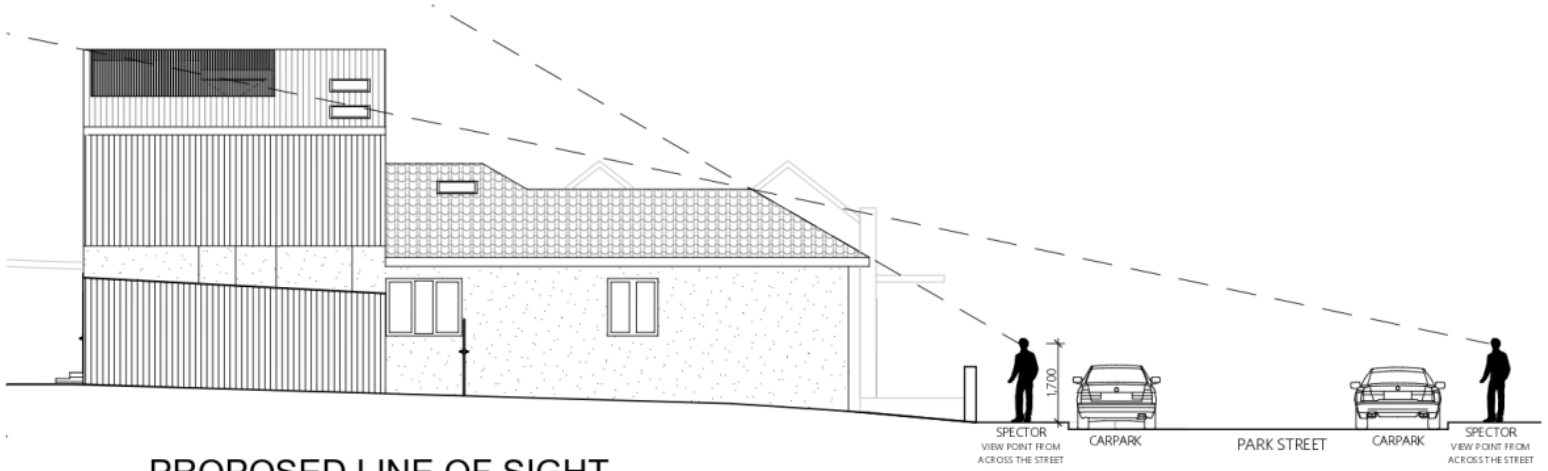
SECTION A-A SCALE:- 1:100



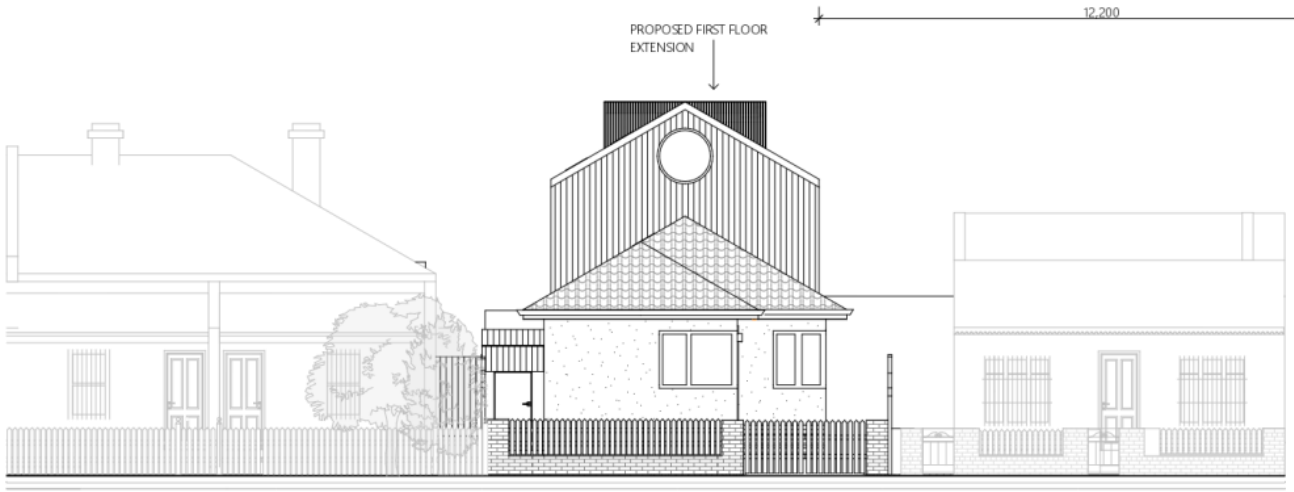
SECTION X-X SCALE:- 1:100

GRANGE DESIGN & BUILD	SIGNATURES: This is the drawing referred to in the contract dated / / . Owner/s ..... Builder	© COPYRIGHT WARNING THESE PLANS ARE THE EXCLUSIVE PROPERTY OF GRANGE DESIGN & BUILD AND ARE SUBJECT TO THE COPYRIGHT LAWS OF AUSTRALIA. THE UNAUTHORISED USE, BUILDING, COPYING OR ADAPTATION OF IDEAS CONTAINED IN THESE PLANS IS AN INFRINGEMENT OF COPYRIGHT AND OFFENDERS WILL BE PROSECUTED TO THE FULL LIMITS OF THE LAW.	31 Park Street, Abbotsford AMMAR AL - OBAIDI 31 PARK STREET, ABBOTSFORD 3076	JOB NO: DATE: 11/02/2022 SCALE: 1:100 SHEET: 11 OF 19 DESIGN: JC DRAWN: JC	TOWN PLANNING OVERLOOKING DIAGRAMS THESE ARE THE DRAWINGS REFERRED TO IN THE CONTRACT. THESE DRAWINGS, CONTRACT AND SPECIFICATIONS ARE THE ONLY DOCUMENTS RECOGNISED BY GRANGE DESIGN & BUILD. NO VERBAL ARRANGEMENTS WILL BE RECOGNISED. ANY ALTERATIONS, ADDITIONS OR DELETIONS MUST BE SIGNED FOR IN A "VARIATION ORDER" FORM.

Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)



PROPOSED LINE OF SIGHT SCALE:- 1:100



WEST ELEVATION STREETSCAPE SCALE:- 1:100

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SIGNATURES:
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31 Park Street, Abbotsford
AMMAR AL - OBAIDI
31 PARK STREET, ABBOTSFORD 3076

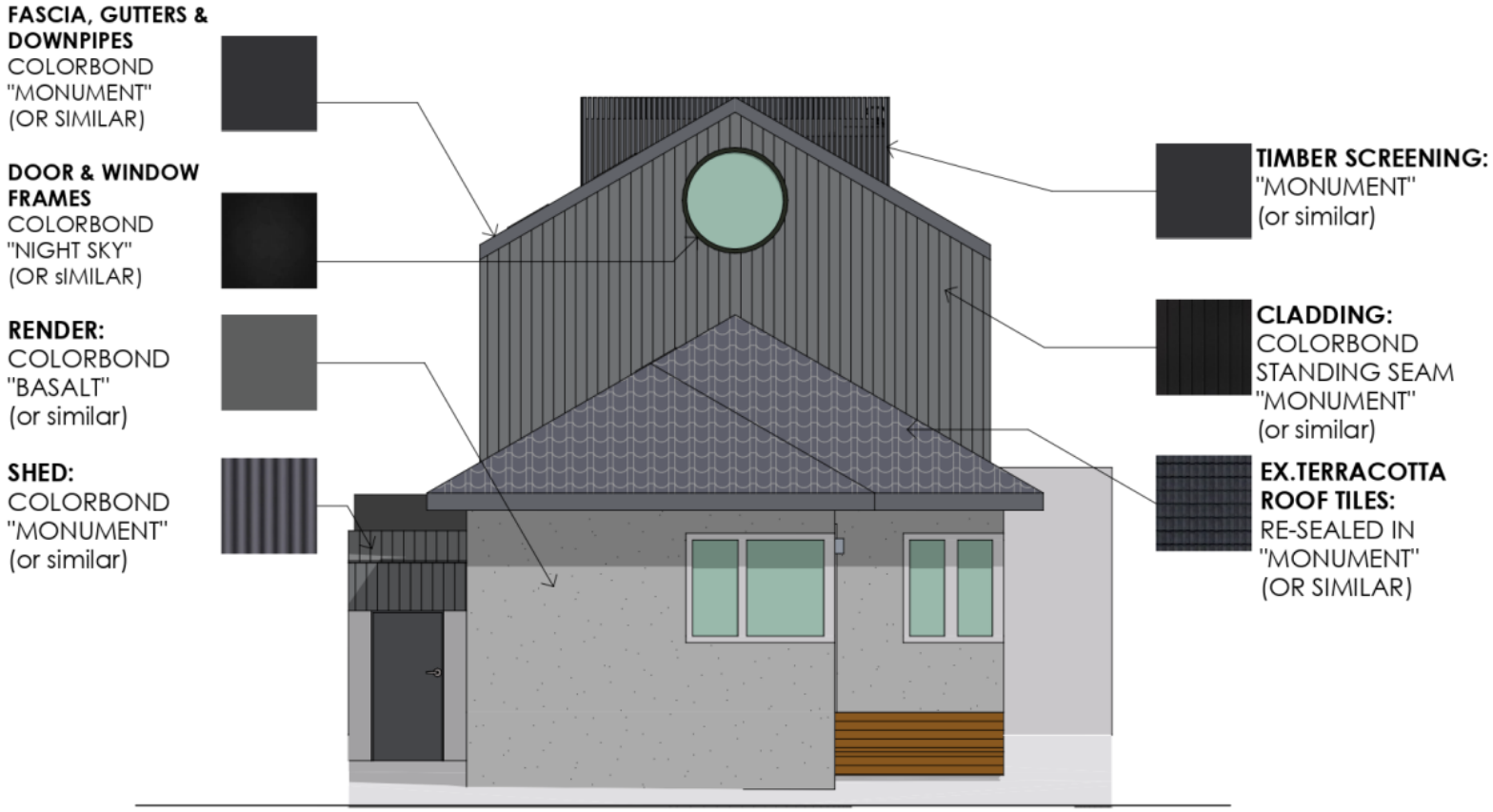
JOB NO:	
DATE:	11/02/2022
SCALE:	1:100
SHEET:	12 OF 19
DESIGN: JC	DRAWN: JC

TOWN PLANNING

PROP. LINE OF SIGHT & STREETSCAPE

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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)



MATERIAL SCHEDULE SCALE:- 1:50

GRANGE DESIGN & BUILD

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.....
Builder .....

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31 Park Street, Abbotsford
AMMAR AL - OBAIDI
31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	11/02/2022
SCALE:	1:50
SHEET:	13 OF 19
DESIGN: JC	DRAWN: JC

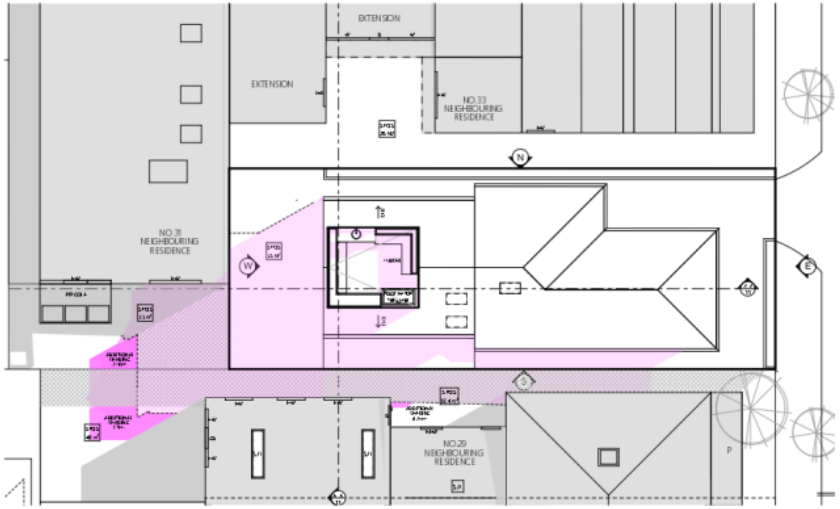
TOWN PLANNING

MATERIAL SCHEDULE

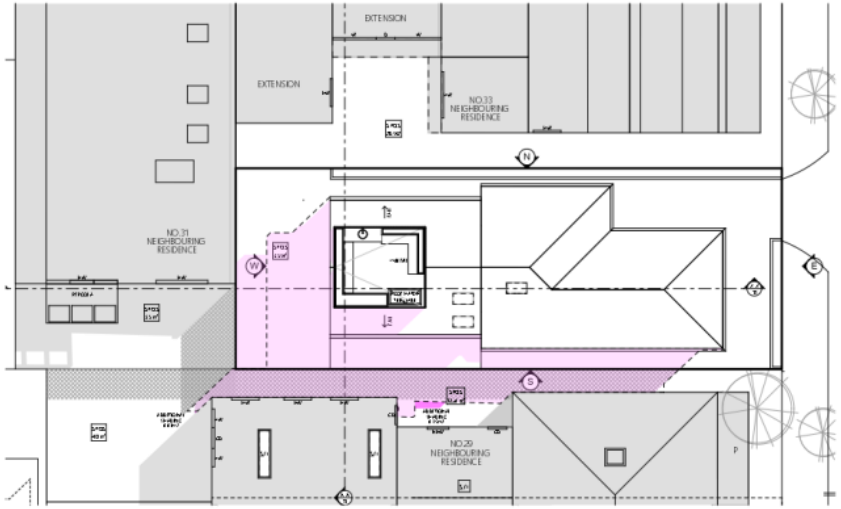
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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)

9AM - 22 SEPTEMBER SPRING EQUINOX



10AM - 22 SEPTEMBER SPRING EQUINOX



NO.29 PARK STREET - POS APPROX. 40M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	12.7M²	3.7M²	9.0M²
10AM	19.4M²	22.3M²	0.03M²	22M²
11AM	14.2M²	27.5M²	N/A	27.5M²
12PM	9.4M²	29.8m²	N/A	29.8m²
1PM	11.3M²	29.5m²	N/A	29.5m²
2PM	14.2M²	26.6m²	N/A	26.6m²
3PM	18.0M²	22.9m²	N/A	22.9m²

NO.29 PARK STREET - SPOS APPROX. 12.4M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	9.1M²	3.3M²	0.21M²	3.1M²
10AM	8.8M²	3.7M²	0.35M²	3.35M²
11AM	8.9M²	3.5M²	1.0M²	2.5M²
12PM	9.0m²	3.4m²	1.7m²	1.7M²
1PM	9.9m²	2.6m²	2.6m²	N/A
2PM	10.5m²	1.9m²	1.9m²	N/A
3PM	10.1m²	2.2m²	2.2m²	N/A

NO.31 GREENWOOD STREET - POS APPROX. 35M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	6.6M²	2.10M²	6.6M²
10AM	27.1M²	8.0M²	N/A	8.0M²
11AM	25.5M²	9.9M²	N/A	9.9M²
12PM	21.9M²	13.3M²	N/A	13.3M²
1PM	20.0M²	15.0M²	N/A	15.0M²
2PM	18.5M²	16.0M²	N/A	16.0M²
3PM	17.6M²	17.4M²	N/A	17.4M²

ADDITIONAL SHADOW
PROPOSED SHADOW
EXISTING FENCE SHADOW
EXISTING NEIGHBOURING SHADOWS
EXISTING SHADOWS FROM SUBJECT SITE NO.31

N

GRANGE DESIGN & BUILD

SIGNATURES:
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Owner/s
Builder

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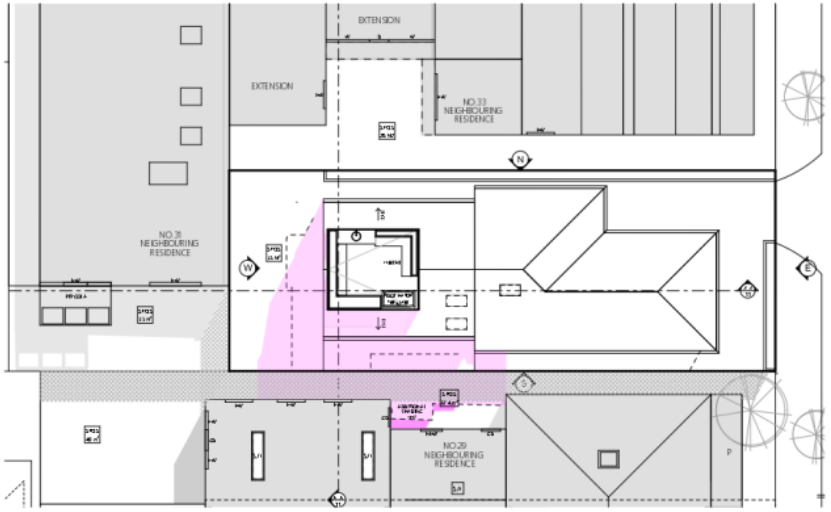
JOB NO:	
DATE:	11/02/2022
SCALE:	1:200
SHEET:	14 OF 19
DESIGN: JC	DRAWN: JC

TOWN PLANNING
SHADOW DIAGRAM

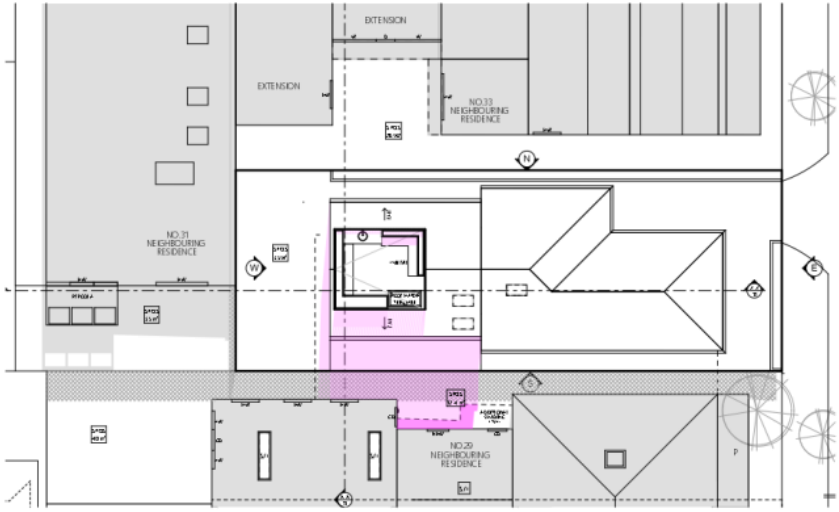
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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)

11AM - 22 SEPTEMBER SPRING EQUINOX



12PM - 22 SEPTEMBER SPRING EQUINOX



NO.29 PARK STREET - POS APPROX. 40M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	12.7M²	3.7M²	9.0M²
10AM	19.4M²	22.3M²	0.03M²	22M²
11AM	14.2M²	27.5M²	N/A	27.5M²
12PM	9.4M²	29.8m²	N/A	29.8m²
1PM	11.3M²	29.5m²	N/A	29.5m²
2PM	14.2M²	26.6m²	N/A	26.6m²
3PM	18.0M²	22.9m²	N/A	22.9m²

NO.29 PARK STREET - SPOS APPROX. 12.4M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	9.1M²	3.3M²	0.21M²	3.1M²
10AM	8.8M²	3.7M²	0.35M²	3.35M²
11AM	8.9M²	3.5M²	1.0M²	2.5M²
12PM	9.0m²	3.4m²	1.7m²	1.7M²
1PM	9.9m²	2.6m²	2.6m²	N/A
2PM	10.5m²	1.9m²	1.9m²	N/A
3PM	10.1m²	2.2m²	2.2m²	N/A

NO.31 GREENWOOD STREET - POS APPROX. 35M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	6.6M²	2.10M²	6.6M²
10AM	27.1M²	8.0M²	N/A	8.0M²
11AM	25.5M²	9.9M²	N/A	9.9M²
12PM	21.9M²	13.3M²	N/A	13.3M²
1PM	20.0M²	15.0M²	N/A	15.0M²
2PM	18.5M²	16.0M²	N/A	16.0M²
3PM	17.6M²	17.4M²	N/A	17.4M²

ADDITIONAL SHADOW
PROPOSED SHADOW
EXISTING FENCE SHADOW
EXISTING NEIGHBOURING SHADOWS
EXISTING SHADOWS FROM SUBJECT SITE NO.31

N

GRANGE DESIGN & BUILD

SIGNATURES:
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Owner/s
Builder

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31 PARK STREET, ABBOTSFORD 3076

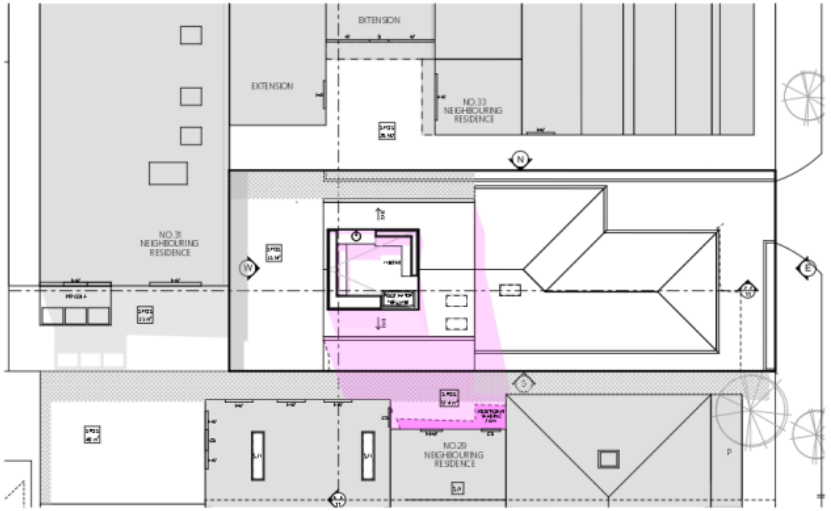
JOB NO:	
DATE:	11/02/2022
SCALE:	1:200
SHEET:	15 OF 19
DESIGN: JC	DRAWN: JC

TOWN PLANNING
SHADOW DIAGRAM

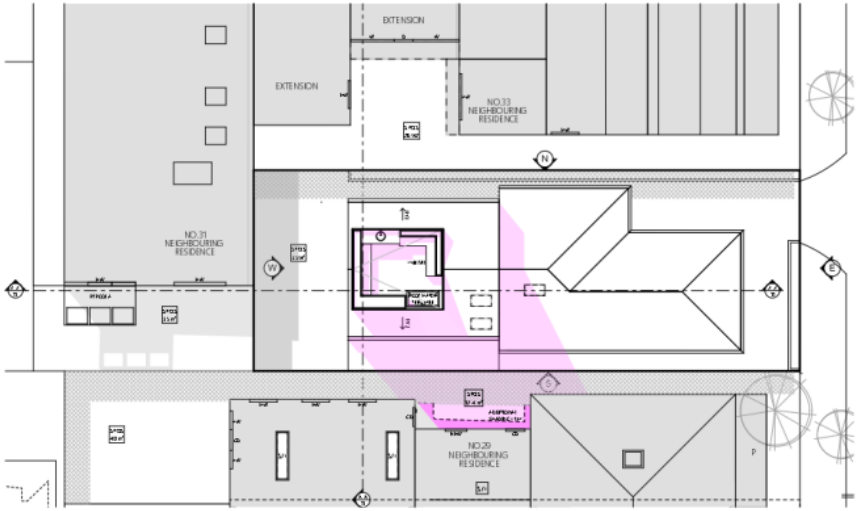
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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)

1PM - 22 SEPTEMBER SPRING EQUINOX



2PM - 22 SEPTEMBER SPRING EQUINOX



NO.29 PARK STREET - POS APPROX. 40M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	12.7M²	3.7M²	9.0M²
10AM	19.4M²	22.3M²	0.03M²	22M²
11AM	14.2M²	27.5M²	N/A	27.5M²
12PM	9.4M²	29.8m²	N/A	29.8m²
1PM	11.3M²	29.5m²	N/A	29.5m²
2PM	14.2M²	26.6m²	N/A	26.6m²
3PM	18.0M²	22.9m²	N/A	22.9m²

NO.29 PARK STREET - SPOS APPROX. 12.4M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	9.1M²	3.3M²	0.21M²	3.1M²
10AM	8.8M²	3.7M²	0.35M²	3.35M²
11AM	8.9M²	3.5M²	1.0M²	2.5M²
12PM	9.0m²	3.4m²	1.7m²	1.7M²
1PM	9.9m²	2.6m²	2.6m²	N/A
2PM	10.5m²	1.9m²	1.9m²	N/A
3PM	10.1m²	2.2m²	2.2m²	N/A

NO.31 GREENWOOD STREET - POS APPROX. 35M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	6.6M²	2.10M²	6.6M²
10AM	27.1M²	8.0M²	N/A	8.0M²
11AM	25.5M²	9.9M²	N/A	9.9M²
12PM	21.9M²	13.3M²	N/A	13.3M²
1PM	20.0M²	15.0M²	N/A	15.0M²
2PM	18.5M²	16.0M²	N/A	16.0M²
3PM	17.6M²	17.4M²	N/A	17.4M²

ADDITIONAL SHADOW
PROPOSED SHADOW
EXISTING FENCE SHADOW
EXISTING NEIGHBOURING SHADOWS
EXISTING SHADOWS FROM SUBJECT SITE NO.31

N

GRANGE DESIGN & BUILD

SIGNATURES:
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Owner/s
Builder

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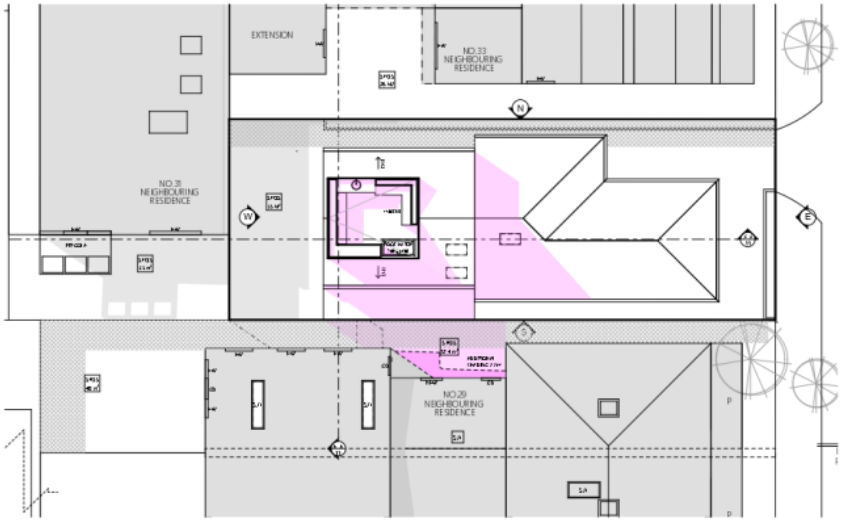
JOB NO:	
DATE:	11/02/2022
SCALE:	1:100
SHEET:	16 OF 19
DESIGN: JC	DRAWN: JC

TOWN PLANNING
SHADOW DIAGRAM

THESE ARE THE DRAWINGS REFERRED TO IN THE CONTRACT. THESE DRAWINGS, CONTRACT AND SPECIFICATIONS ARE THE ONLY DOCUMENTS RECOGNISED BY GRANGE DESIGN & BUILD. NO VERBAL ARRANGEMENTS WILL BE RECOGNISED. ANY ALTERATIONS, ADDITIONS OR DELETIONS MUST BE SIGNED FOR IN A "VARIATION ORDER" FORM.

Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)

3PM - 22 SEPTEMBER SPRING EQUINOX



NO.29 PARK STREET - POS APPROX. 40M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	12.7M²	3.7M²	9.0M²
10AM	19.4M²	22.3M²	0.03M²	22M²
11AM	14.2M²	27.5M²	N/A	27.5M²
12PM	9.4M²	29.8m²	N/A	29.8m²
1PM	11.3M²	29.5m²	N/A	29.5m²
2PM	14.2M²	26.6m²	N/A	26.6m²
3PM	18.0M²	22.9m²	N/A	22.9m²

NO.29 PARK STREET - SPOS APPROX. 12.4M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	9.1M²	3.3M²	0.21M²	3.1M²
10AM	8.8M²	3.7M²	0.35M²	3.35M²
11AM	8.9M²	3.5M²	1.0M²	2.5M²
12PM	9.0m²	3.4m²	1.7m²	1.7M²
1PM	9.9m²	2.6m²	2.6m²	N/A
2PM	10.5m²	1.9m²	1.9m²	N/A
3PM	10.1m²	2.2m²	2.2m²	N/A

NO.31 GREENWOOD STREET - POS APPROX. 35M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	6.6M²	2.10M²	6.6M²
10AM	27.1M²	8.0M²	N/A	8.0M²
11AM	25.5M²	9.9M²	N/A	9.9M²
12PM	21.9M²	13.3M²	N/A	13.3M²
1PM	20.0M²	15.0M²	N/A	15.0M²
2PM	18.5M²	16.0M²	N/A	16.0M²
3PM	17.6M²	17.4M²	N/A	17.4M²

ADDITIONAL SHADOW
PROPOSED SHADOW
EXISTING FENCE SHADOW
EXISTING NEIGHBOURING SHADOWS
EXISTING SHADOWS FROM SUBJECT SITE NO.31

N

GRANGE DESIGN & BUILD

SIGNATURES:
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Builder

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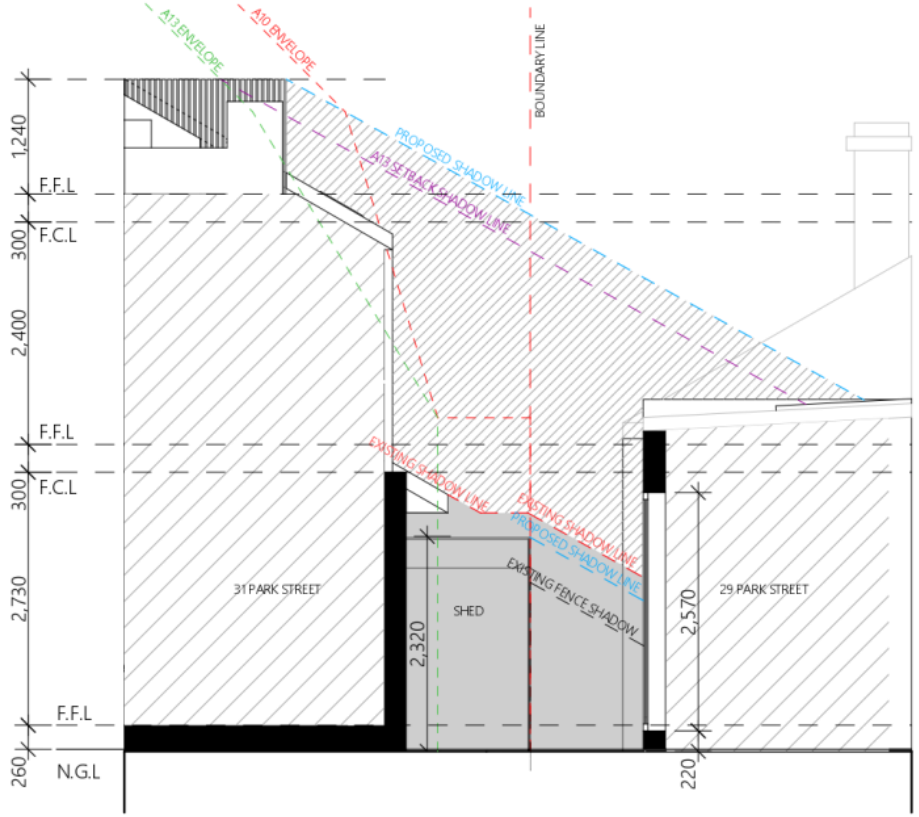
31 Park Street, Abbotsford
AMMAR AL - OBAIDI
31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	11/02/2022
SCALE:	1:100
SHEET:	17 OF 19
DESIGN: JC	DRAWN: JC

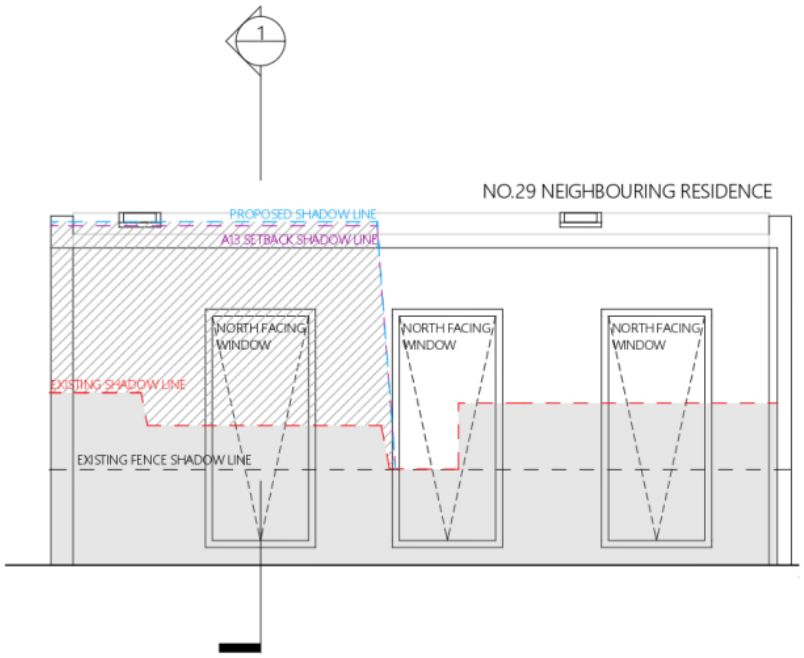
TOWN PLANNING
SHADOW DIAGRAM

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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)



WINTER SOLSTICE SUN DIAGRAM 1 - 12PM SCALE:- 1:50



WINTER SOLSTICE SUN DIAGRAM 12PM SCALE:- 1:50

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31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	11/02/2022
SCALE:	1:100
SHEET:	18 OF 19
DESIGN: JC	DRAWN: JC

TOWN PLANNING
SECTIONAL SHADOW DIARGAM

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Attachment 2 - PLN21/0646 - 31 Park Street Abbotsford - S57A Amendment - Plans (Decision Plans)

SHADOWS TO NO. 29 PARK STREET - DAYLIGHT TO EXISTING WINDOWS - 22 SEPTEMBER, SPRING EQUINOX



9AM



10AM



11AM



12PM



1PM



2PM



3PM

GRANGE DESIGN & BUILD

SIGNATURES:

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Owner/s .....

.....

Builder .....

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31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	11/02/2022
SCALE:	1:100
SHEET:	19 OF 19
DESIGN: JC	DRAWN: JC

TOWN PLANNING

DAYLIGHT TO EX. WINDOWS

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Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS

SITE ANALYSIS

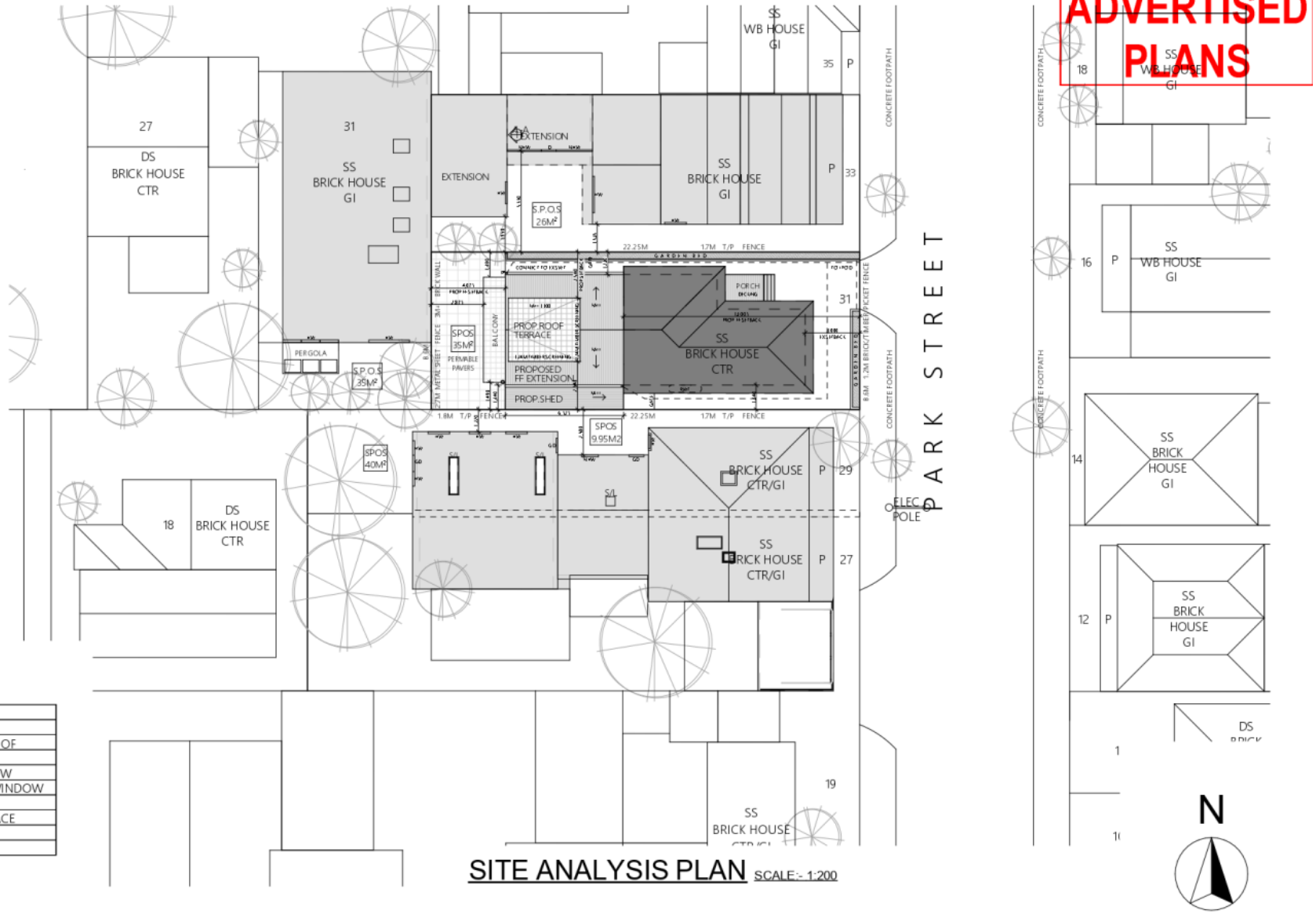
SITE AREA
211m²
TOTAL BUILDING AREA
123.3m²
SITE COVERAGE
58%
PERMEABILITY
21%
P.O.S
55.5m²

EXISTING

GROUND FLOOR
116m²
SHED
9.5m²
TOTAL BUILDING AREA
125.5m²

PROPOSED

FIRST FLOOR
37m²
SHED
8.7m²
BALCONY
6.9m²
ROOF TERRACE
13.6m²



LEGEND

SS:	SINGLE STOREY
WB:	WEATHER BOARD
CTR:	CONCRETE TILE ROOF
P:	PORCH
HW:	HABITABLE WINDOW
NHW:	NON HABITABLE WINDOW
GD:	GLASS DOOR
POS:	PRIVATE OPEN SPACE
FOL:	FOLIAGE
GI:	GALVANIZED IRON

SITE ANALYSIS PLAN SCALE:- 1:200

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31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	1 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING
SITE PLAN

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Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS





NO.29 PARK STREET - NEIGHBOURING RESIDENCE





NO.33 PARK STREET - NEIGHBOURING RESIDENCE

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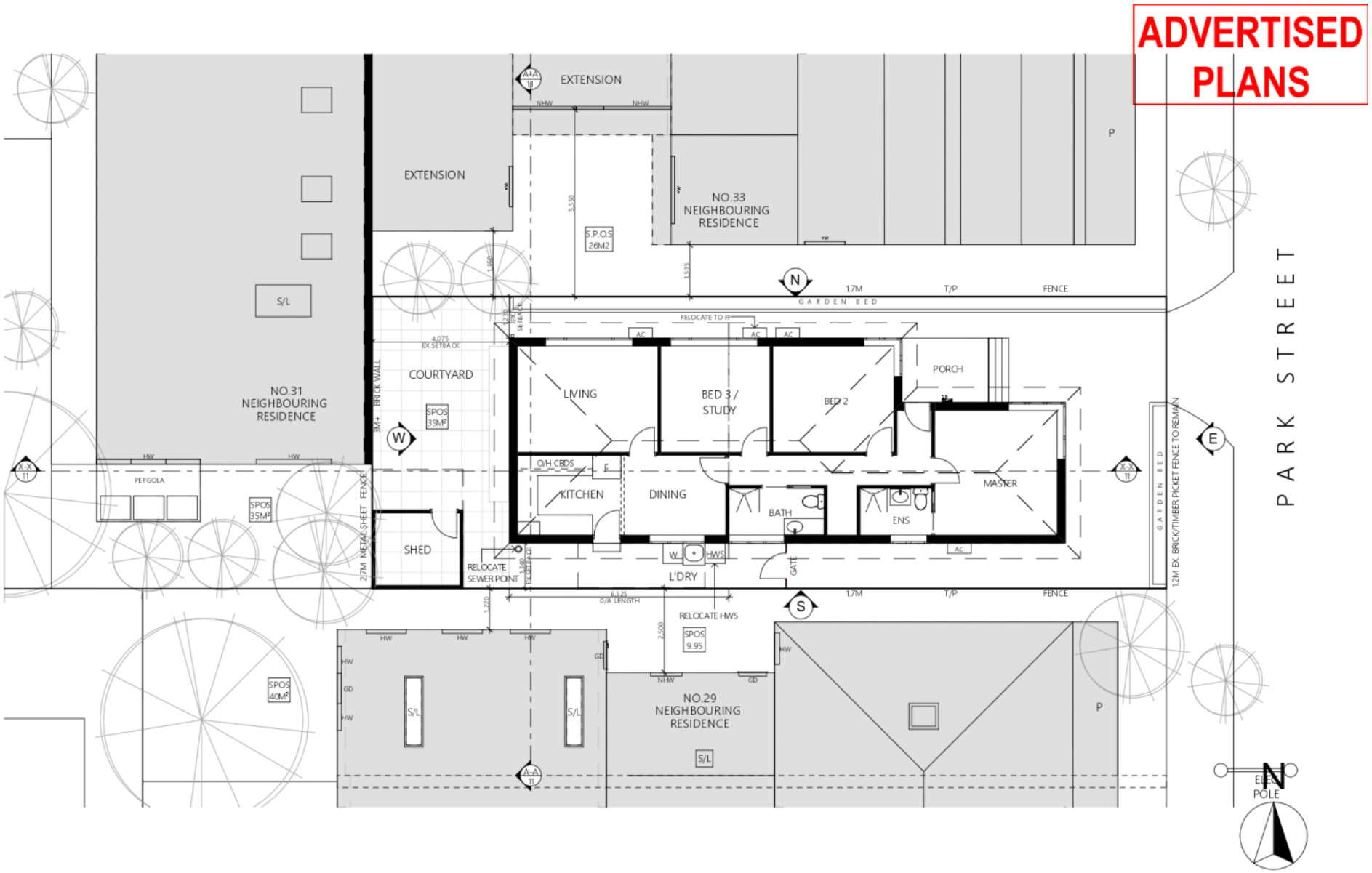
JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	2 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING

NEIGHBOURING RESIDENCE

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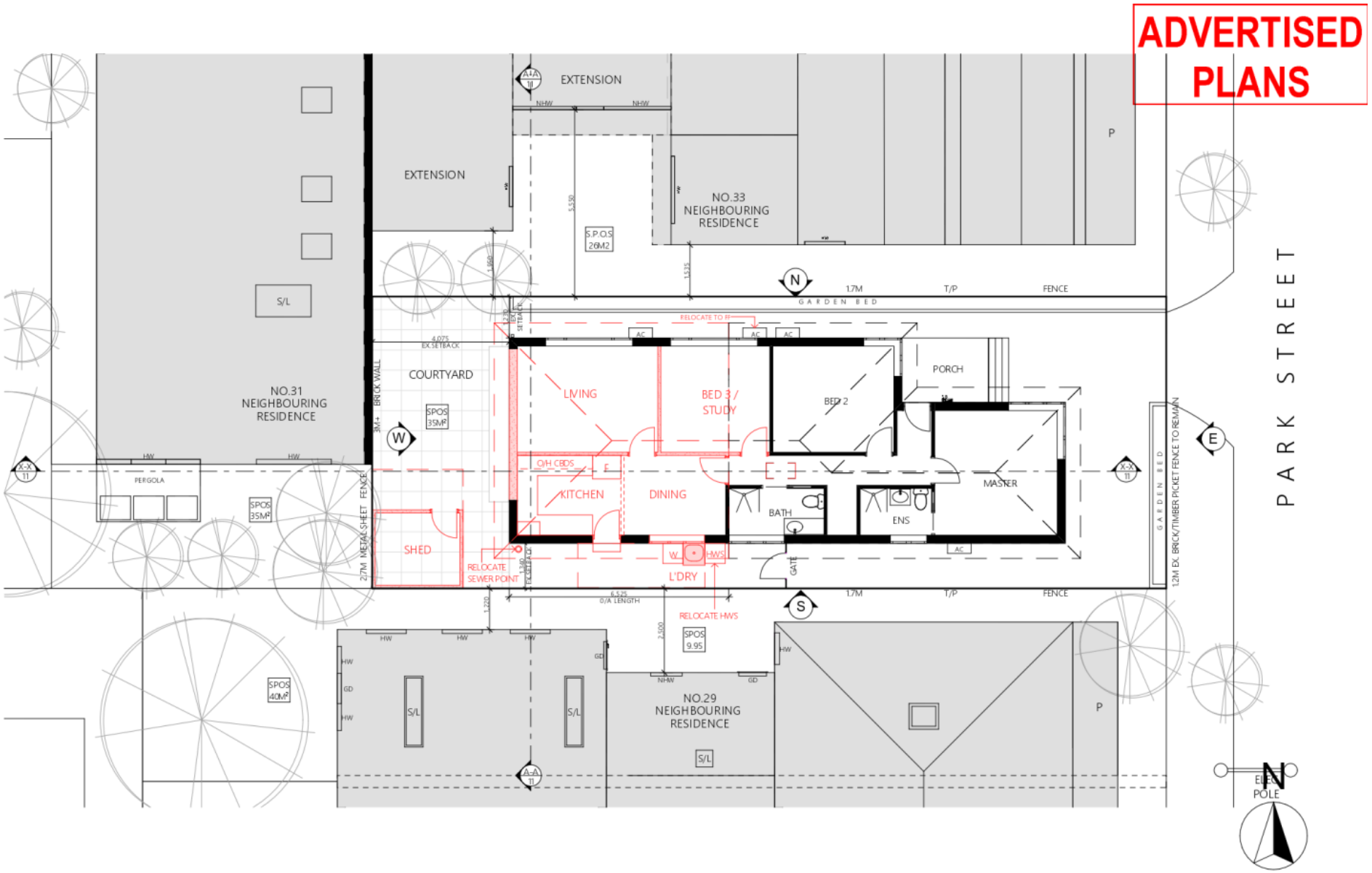
JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	3 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING

EXISTING FLOOR PLAN

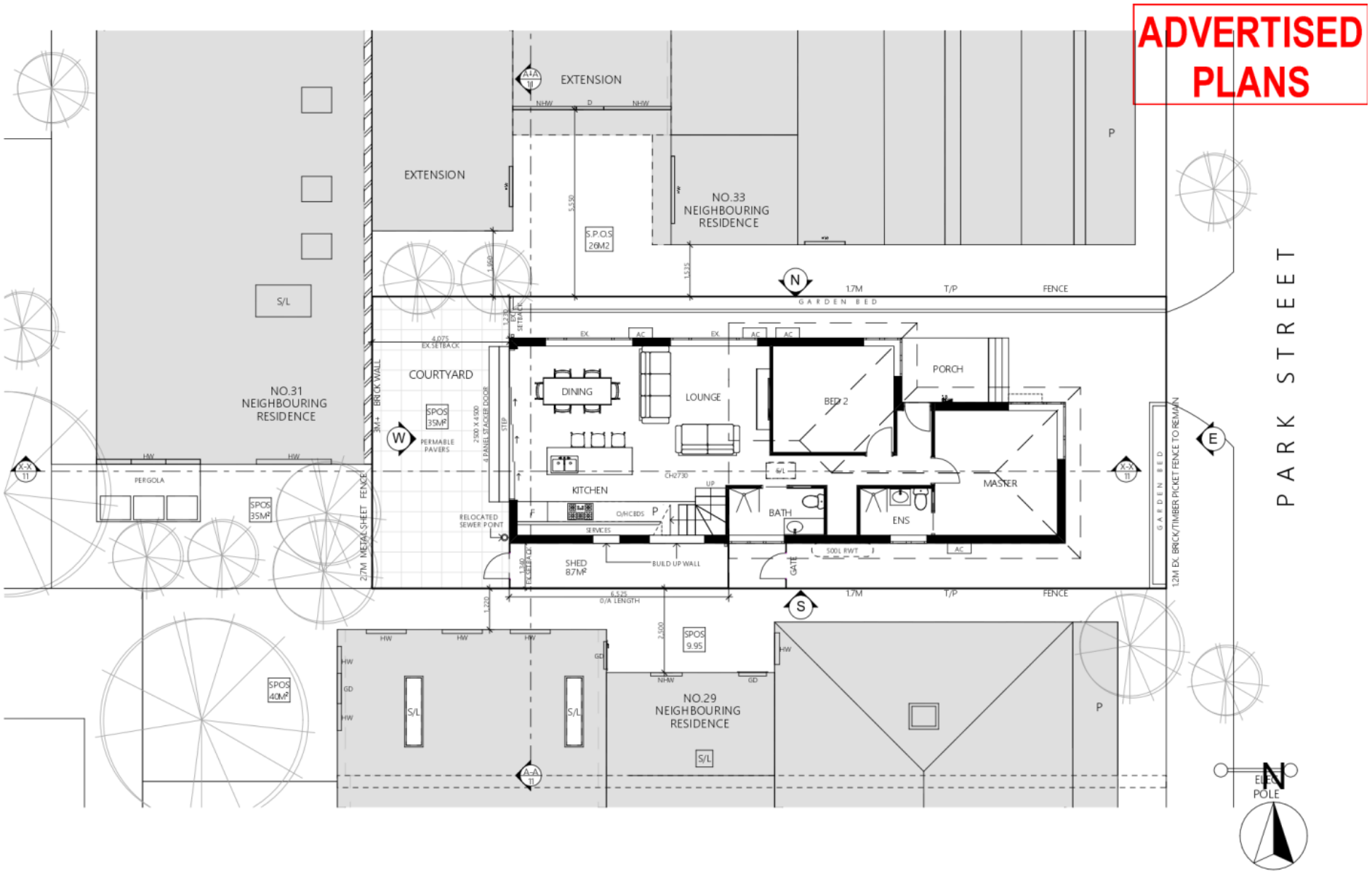
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Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans



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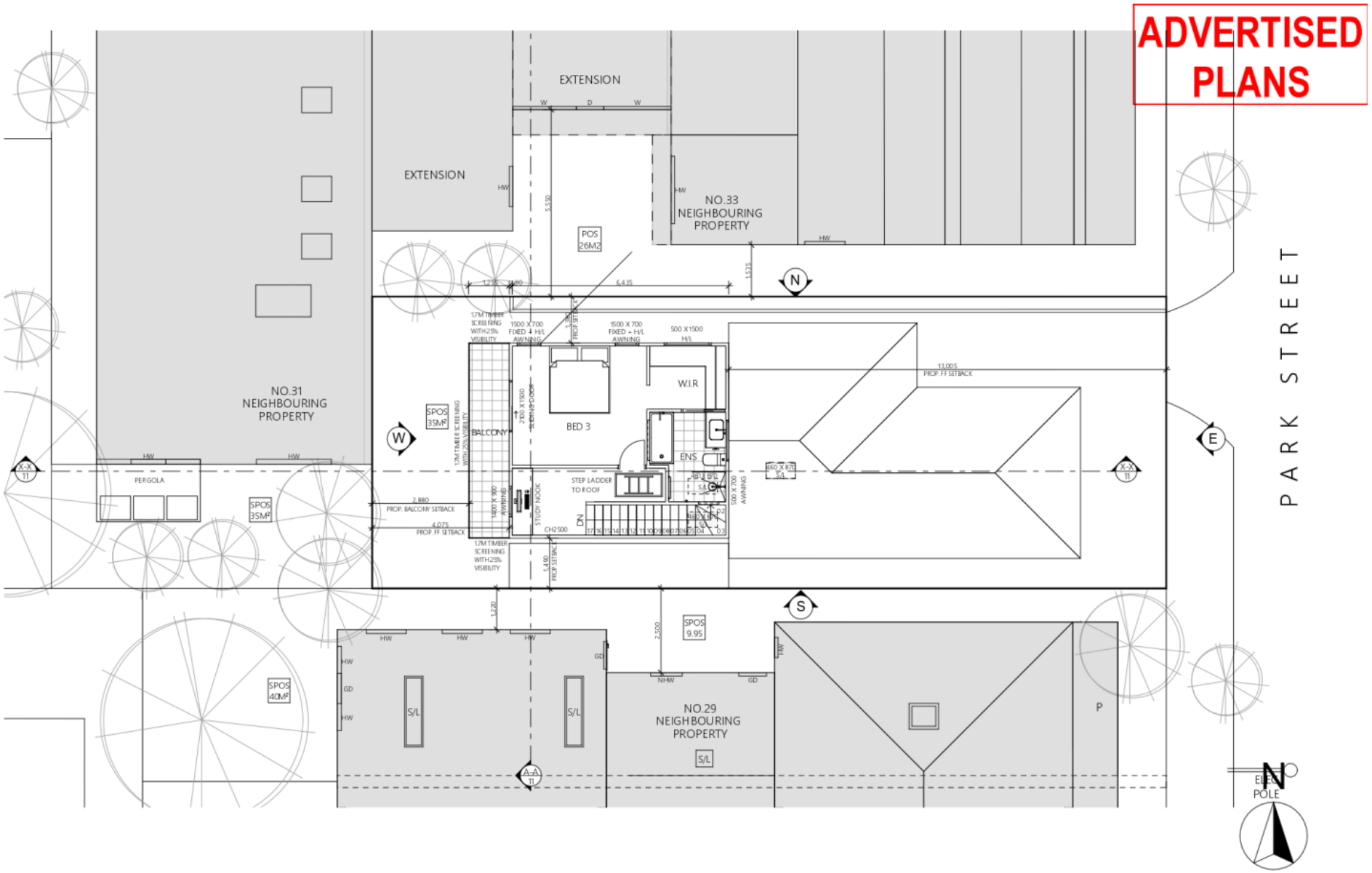
31 Park Street, Abbotsford
AMMAR AL - OBAIDI
31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	5 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING
PROPOSED GROUND FLOOR PLAN

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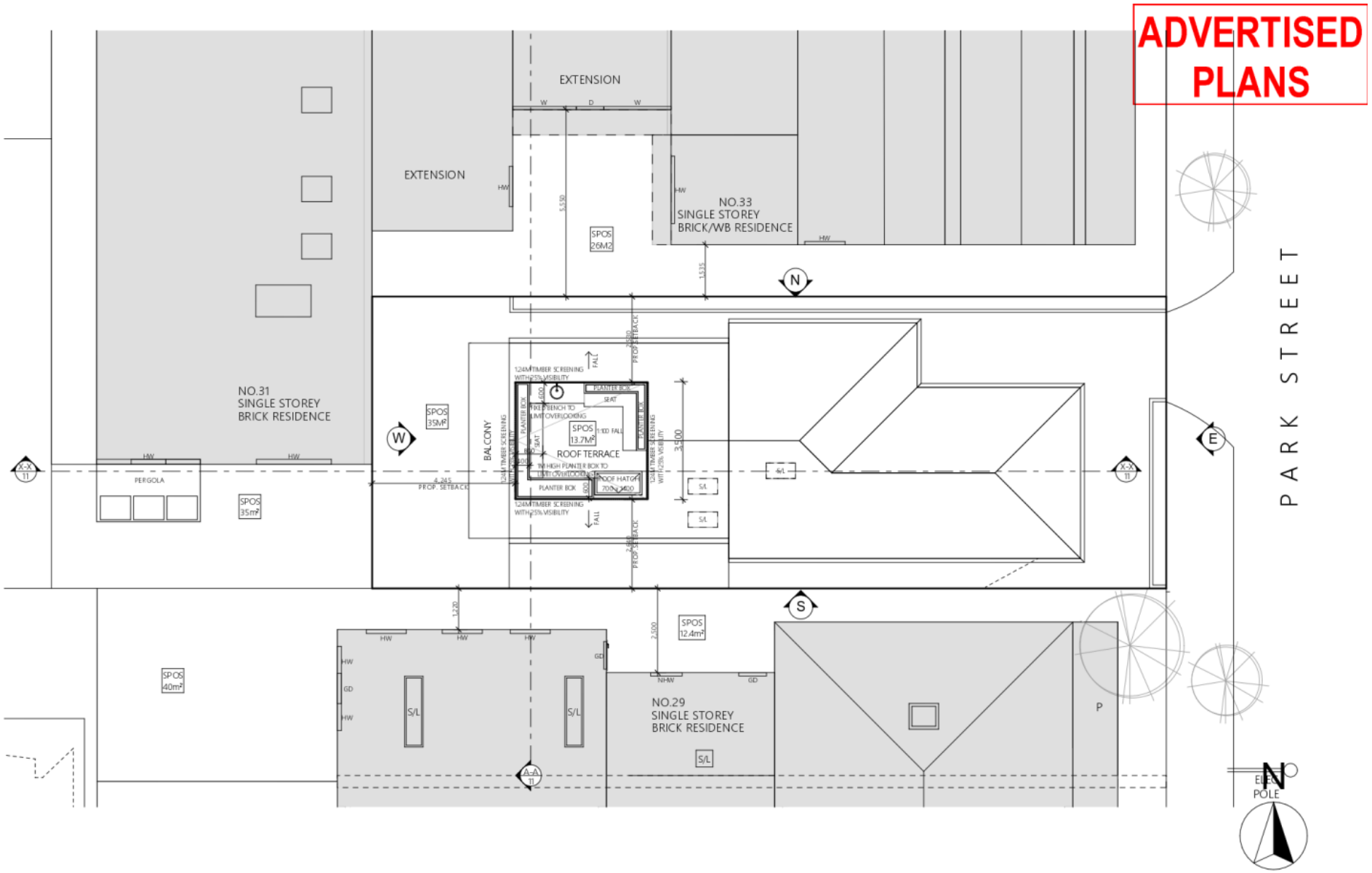
31 Park Street, Abbotsford
AMMAR AL - OBAIDI
31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	6 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING
PROPOSED GROUND FLOOR PLAN

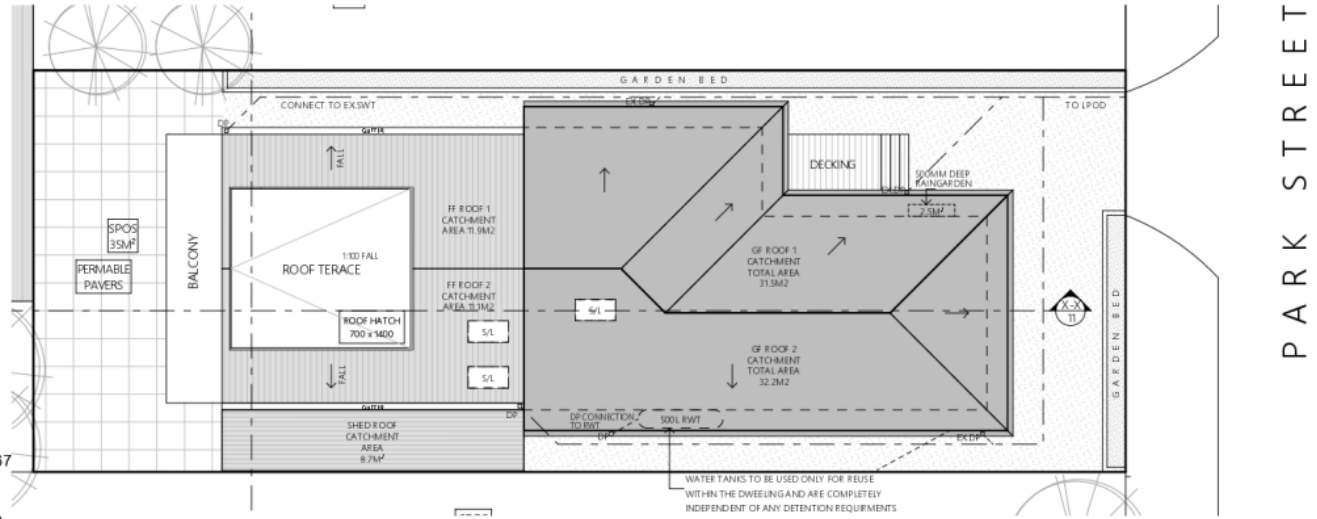
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Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans



Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS



Melbourne Water

TransactionID:	1285341
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	31 Park Street
	Abbotsford
	VIC 3067
Assessor:	
Development Type:	Residential - Extension
Allotment Site (m2):	211.00
STORM Rating %:	105

STORM Rating Report

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
EX. ROOF + PROP. FF ROOF 2 to RWT	43.30	Rainwater Tank	500.00	2	134.50	64.00
EX.ROOF	31.50	Raingarden 100mm	2.52	0	133.65	0.00
PROP.FF ROOF 1	11.90	None	0.00	0	0.00	0.00
SHED ROOF	8.70	None	0.00	0	0.00	0.00

N

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JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	8 OF 17
DESIGN: JC	DRAWN: JC

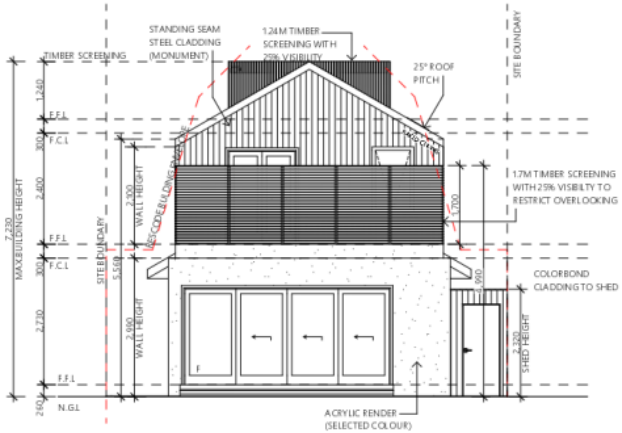
TOWN PLANNING

ROOF PLAN

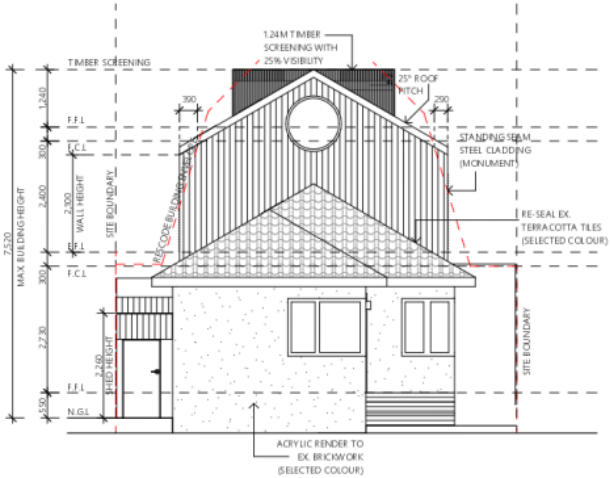
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Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS



WEST ELEVATION SCALE:- 1:100



EAST ELEVATION SCALE:- 1:100

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31 Park Street, Abbotsford
AMMAR AL - OBAIDI
31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	9 OF 17
DESIGN: JC	DRAWN: JC

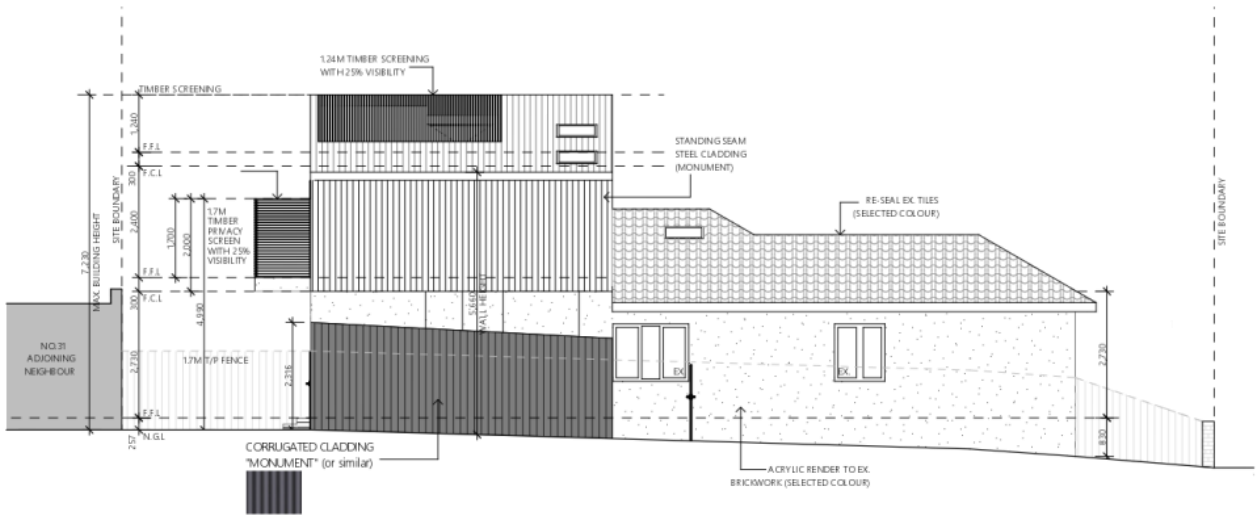
TOWN PLANNING

ELEVATIONS

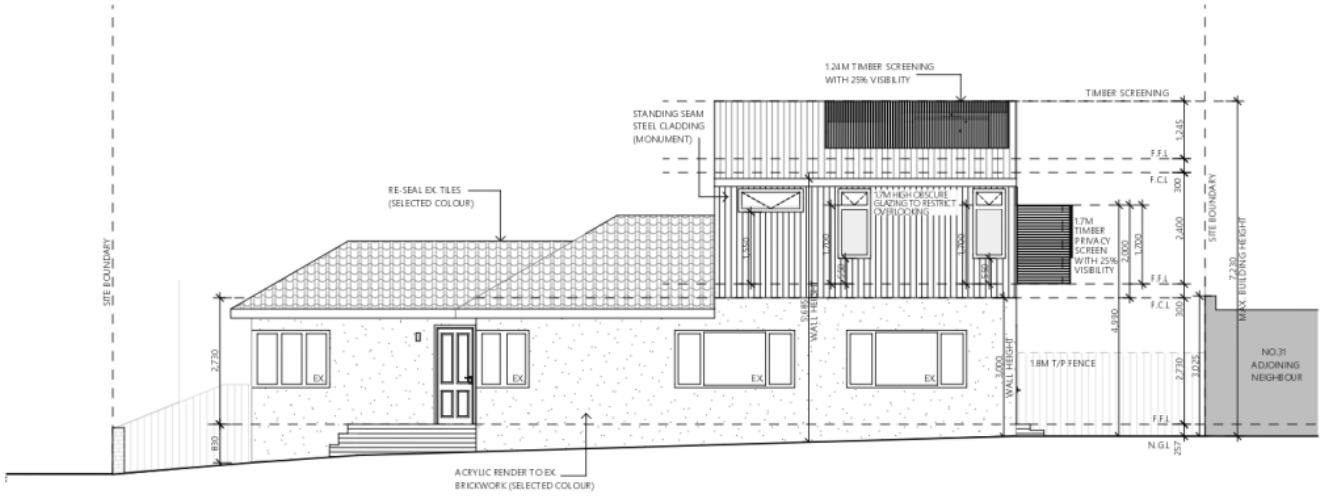
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Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS



SOUTH ELEVATION SCALE:- 1:100



NORTH ELEVATION SCALE:- 1:100

GRANGE DESIGN & BUILD

SIGNATURES:
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Owner/s .....
.....
Builder .....

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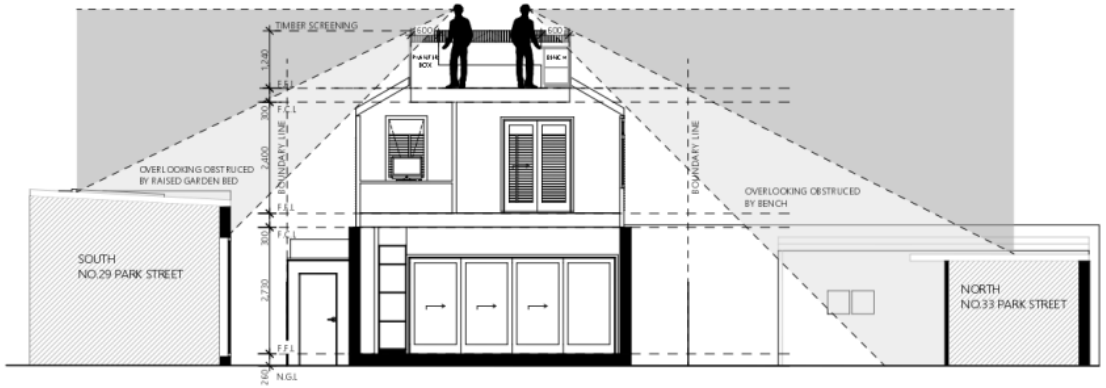
JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	10 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING
ELEVATIONS

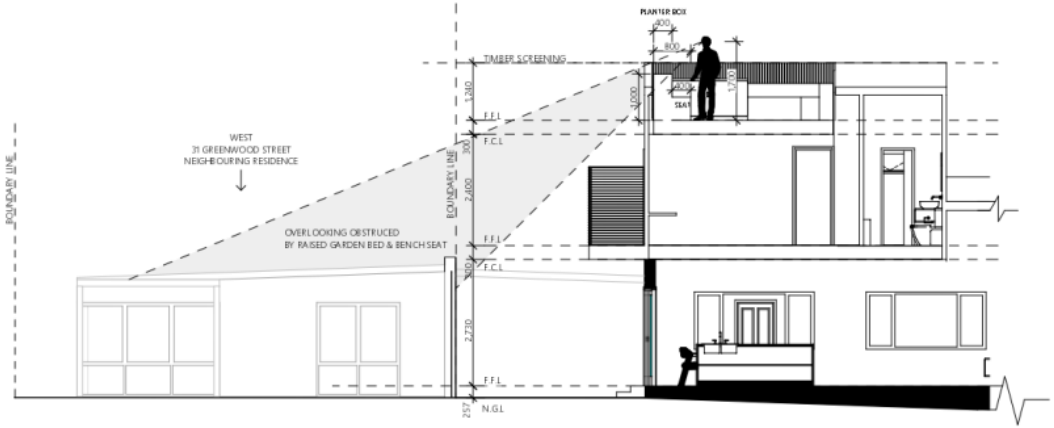
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Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS



SECTION A-A SCALE:- 1:100

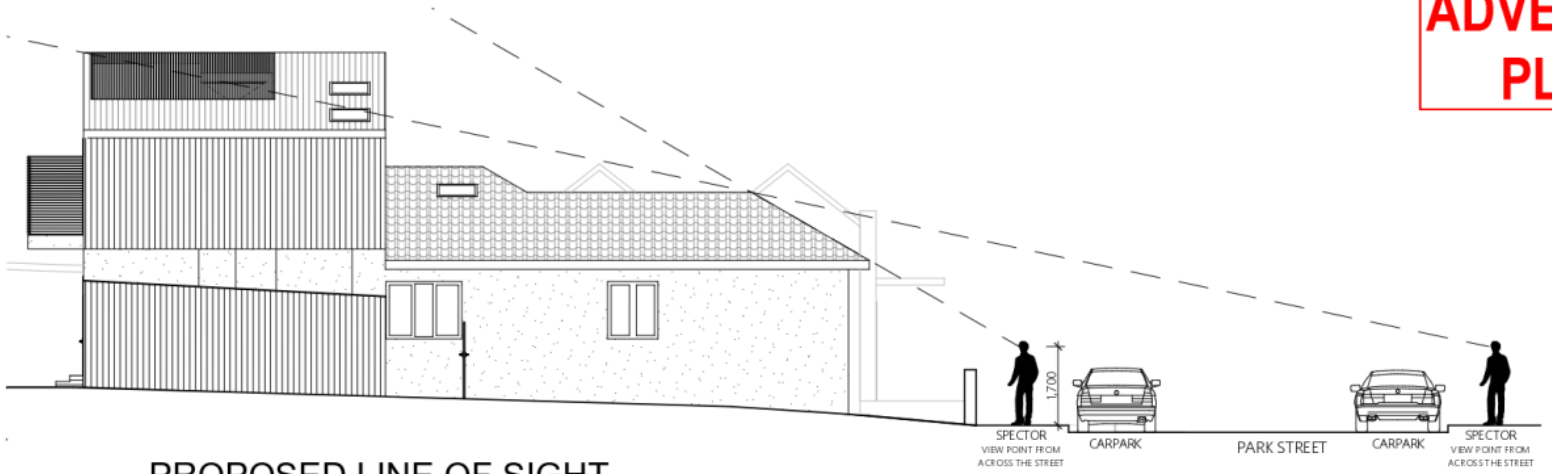


SECTION X-X SCALE:- 1:100

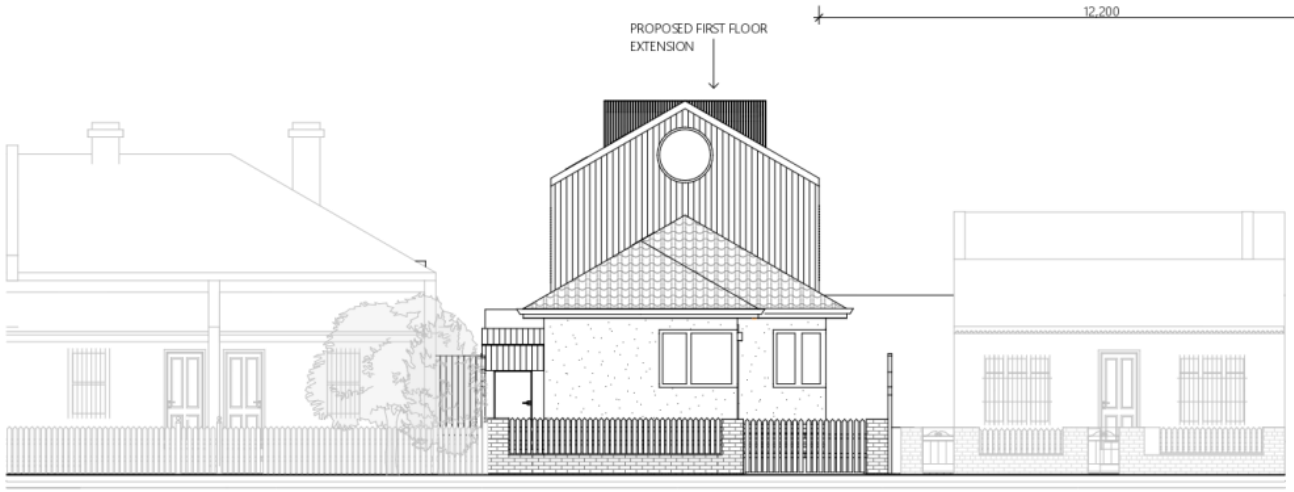
GRANGE DESIGN & BUILD	SIGNATURES: This is the drawing referred to in the contract dated / / . Owner/s ..... Builder	© COPYRIGHT WARNING THESE PLANS ARE THE EXCLUSIVE PROPERTY OF GRANGE DESIGN & BUILD AND ARE SUBJECT TO THE COPYRIGHT LAWS OF AUSTRALIA. THE UNAUTHORISED USE, BUILDING, COPYING OR ADAPTATION OF IDEAS CONTAINED IN THESE PLANS IS AN INFRINGEMENT OF COPYRIGHT AND OFFENDERS WILL BE PROSECUTED TO THE FULL LIMITS OF THE LAW.	31 Park Street, Abbotsford AMMAR AL - OBAIDI 31 PARK STREET, ABBOTSFORD 3076	JOB NO: DATE: 8/12/2021 SCALE: 1:100 SHEET: 11 OF 17 DESIGN: JC DRAWN: JC	TOWN PLANNING OVERLOOKING DIAGRAMS THESE ARE THE DRAWINGS REFERRED TO IN THE CONTRACT. THESE DRAWINGS, CONTRACT AND SPECIFICATIONS ARE THE ONLY DOCUMENTS RECOGNISED BY GRANGE DESIGN & BUILD. NO VERBAL ARRANGEMENTS WILL BE RECOGNISED. ANY ALTERATIONS, ADDITIONS OR DELETIONS MUST BE SIGNED FOR IN A "VARIATION ORDER" FORM.

Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS



PROPOSED LINE OF SIGHT SCALE:- 1:100



WEST ELEVATION STREETSCAPE SCALE:- 1:100

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31 Park Street, Abbotsford
AMMAR AL - OBAIDI
31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	12 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING

PROP. LINE OF SIGHT & STREETSCAPE

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Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

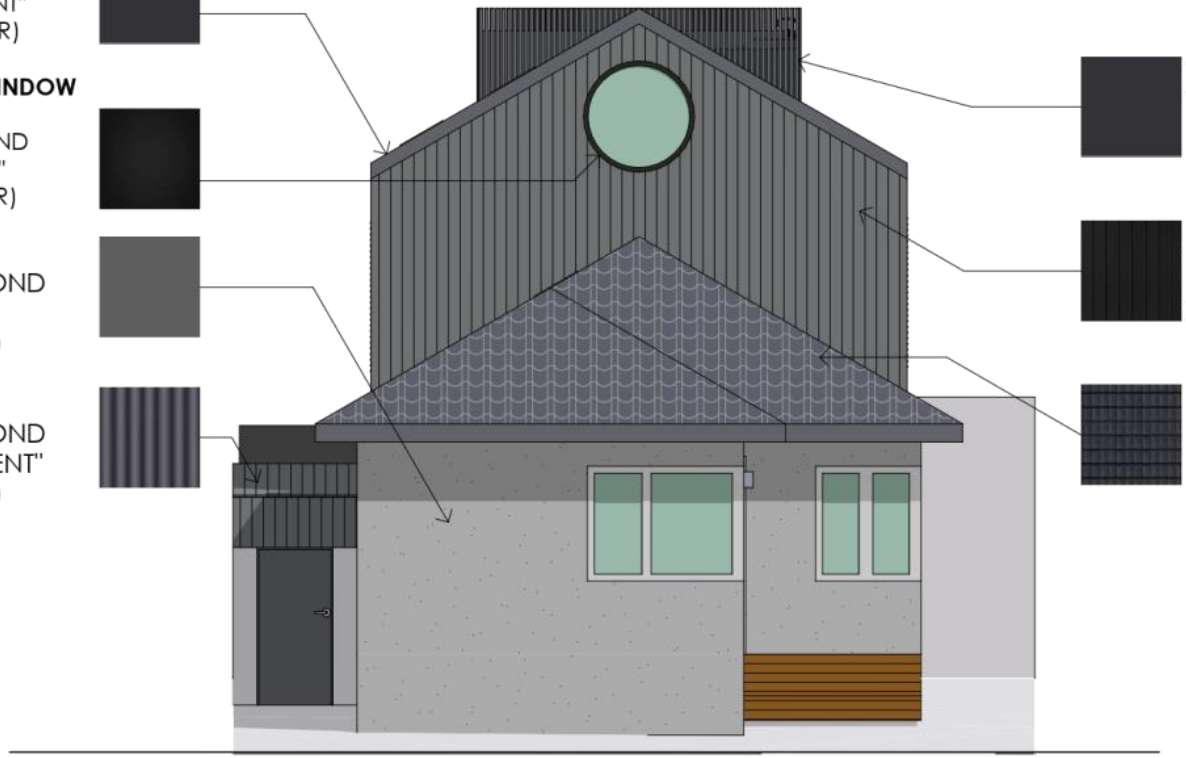
ADVERTISED PLANS

FASCIA, GUTTERS & DOWNPIPES
COLORBOND
"MONUMENT"
(OR SIMILAR)

DOOR & WINDOW FRAMES
COLORBOND
"NIGHT SKY"
(OR sIMILAR)

RENDER:
COLORBOND
"BASALT"
(or similar)

SHED:
COLORBOND
"MONUMENT"
(or similar)



TIMBER SCREENING:
"MONUMENT"
(or similar)

CLADDING:
COLORBOND
STANDING SEAM
"MONUMENT"
(or similar)

EX.TERRACOTTA ROOF TILES:
RE-SEALED IN
"MONUMENT"
(OR SIMILAR)

MATERIAL SCHEDULE SCALE:- 1:50

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JOB NO:	
DATE:	8/12/2021
SCALE:	1:50
SHEET:	13 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING

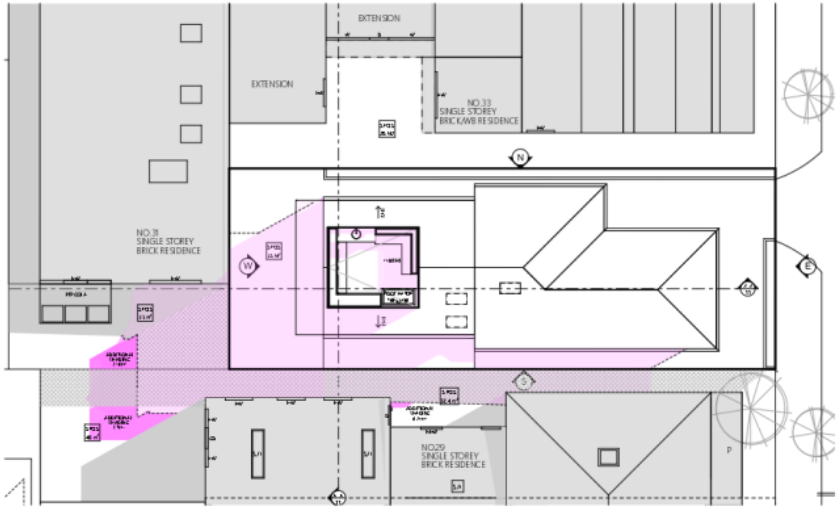
MATERIAL SCHEDULE

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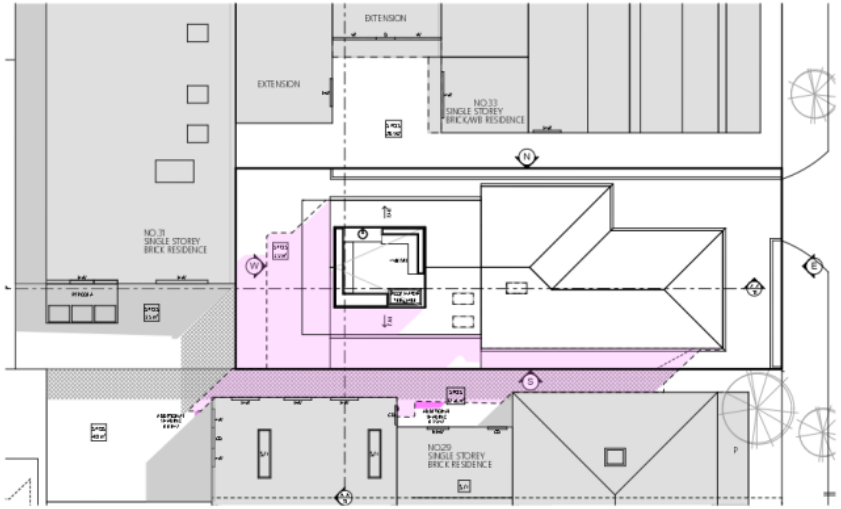
Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS

9AM - 22 SEPTEMBER SPRING EQUINOX



10AM - 22 SEPTEMBER SPRING EQUINOX



NO.29 PARK STREET - POS APPROX. 40M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	12.7M²	3.7M²	9.0M²
10AM	19.4M²	22.3M²	0.03M²	22M²
11AM	14.2M²	27.5M²	N/A	27.5M²
12PM	9.4M²	29.8m²	N/A	29.8m²

NO.29 PARK STREET - SPOS APPROX. 12.4M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	9.1M²	3.3M²	0.21M²	3.1M²
10AM	8.8M²	3.7M²	0.35M²	3.35M²
11AM	8.9M²	3.5M²	1.0M²	2.5M²
12PM	9.0m²	3.4m²	1.7m²	1.7M²

NO.31 GREENWOOD STREET - POS APPROX. 35M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	26.8M²	8.2M²	2.10M²	6.1M²
10AM	24.2M²	10.8M²	N/A	10.8M²
11AM	21.6M²	13.4M²	N/A	13.4M²
12PM	18.3M²	16.7M²	N/A	16.7m²

- ADDITIONAL SHADOW
- PROPOSED SHADOW
- EXISTING FENCE SHADOW
- EXISTING NEIGHBOURING SHADOWS
- EXISTING SHADOWS FROM SUBJECT SITE NO.31

N

GRANGE DESIGN & BUILD

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AMMAR AL - OBAIDI
31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	8/12/2021
SCALE:	1:200
SHEET:	14 OF 17
DESIGN: JC	DRAWN: JC

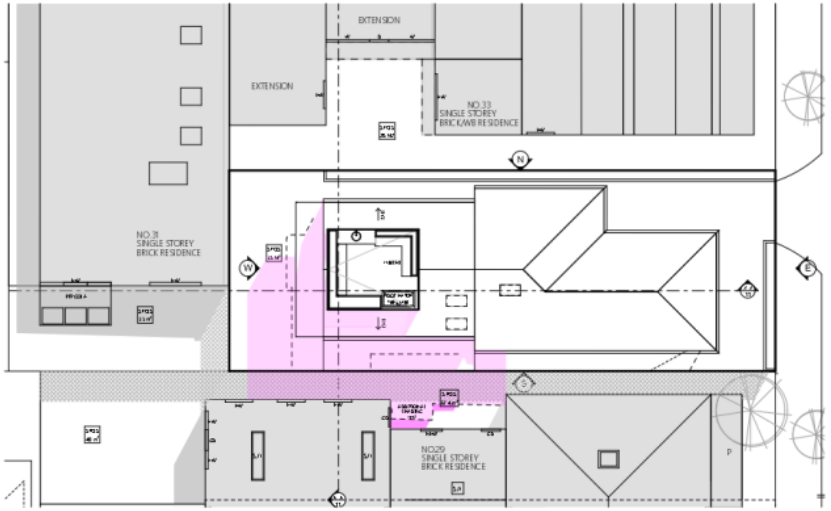
TOWN PLANNING
SHADOW DIAGRAM

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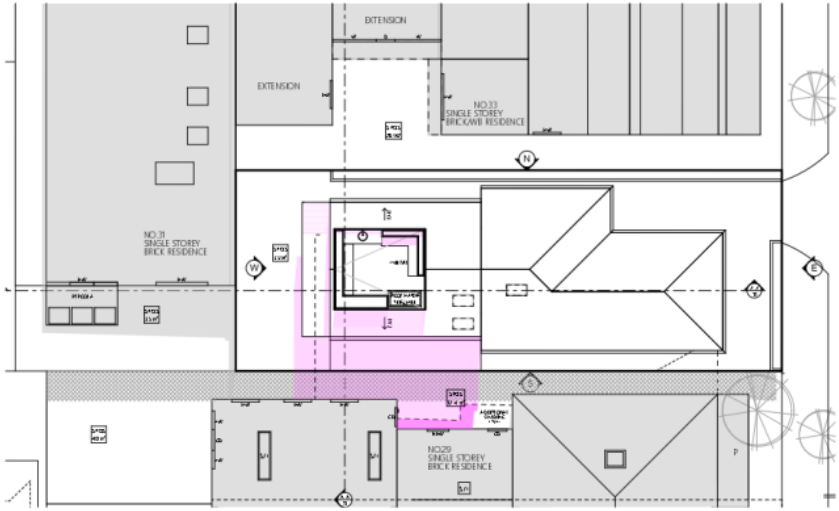
Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS

11AM - 22 SEPTEMBER SPRING EQUINOX



12PM - 22 SEPTEMBER SPRING EQUINOX



NO.29 PARK STREET - POS APPROX. 40M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	28.1M²	12.7M²	3.7M²	9.0M²
10AM	19.4M²	22.3M²	0.03M²	22M²
11AM	14.2M²	27.5M²	N/A	27.5M²
12PM	9.4M²	29.8m²	N/A	29.8m²

NO.29 PARK STREET - SPOS APPROX. 12.4M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	9.1M²	3.3M²	0.21M²	3.1M²
10AM	8.8M²	3.7M²	0.35M²	3.35M²
11AM	8.9M²	3.5M²	1.0M²	2.5M²
12PM	9.0m²	3.4m²	1.7m²	1.7M²

NO.31 GREENWOOD STREET - POS APPROX. 35M²

TIME	EXISTING SHADED M²	EXISTING UNSHADED M²	ADDITIONAL M²	PROPOSED UNSHADED M²
9AM	26.8M²	8.2M²	2.10M²	6.1M²
10AM	24.2M²	10.8M²	N/A	10.8M²
11AM	21.6M²	13.4M²	N/A	13.4M²
12PM	18.3M²	16.7M²	N/A	16.7m²

- ADDITIONAL SHADOW
- PROPOSED SHADOW
- EXISTING FENCE SHADOW
- EXISTING NEIGHBOURING SHADOWS
- EXISTING SHADOWS FROM SUBJECT SITE NO.31

N

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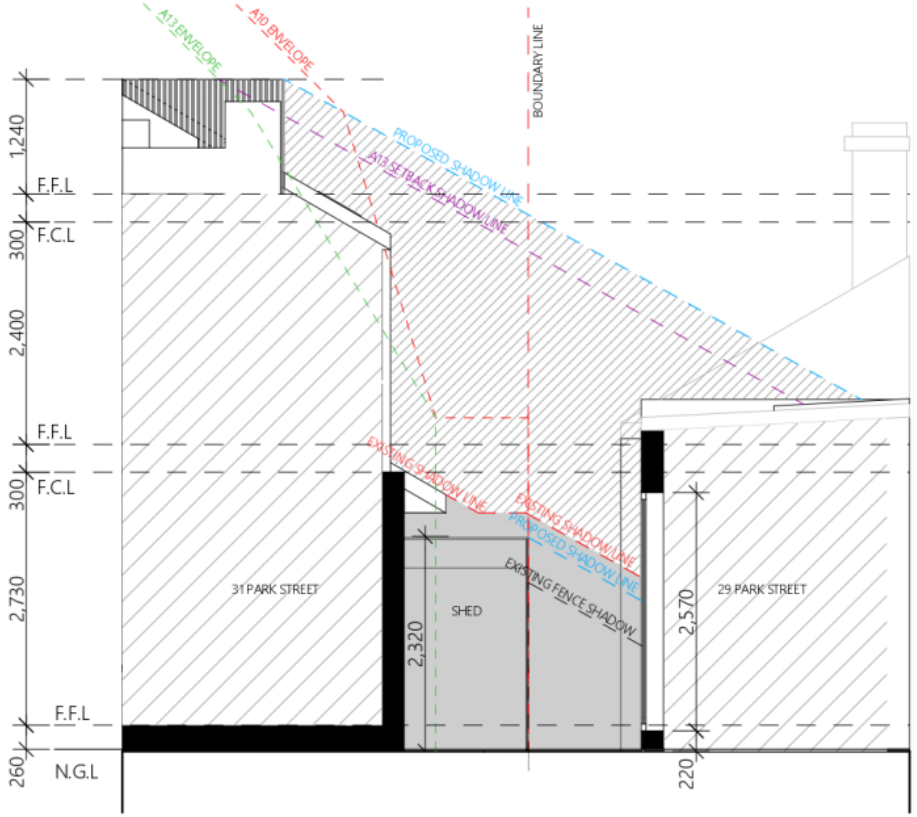
JOB NO:	
DATE:	8/12/2021
SCALE:	1:200
SHEET:	15 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING
SHADOW DIAGRAM

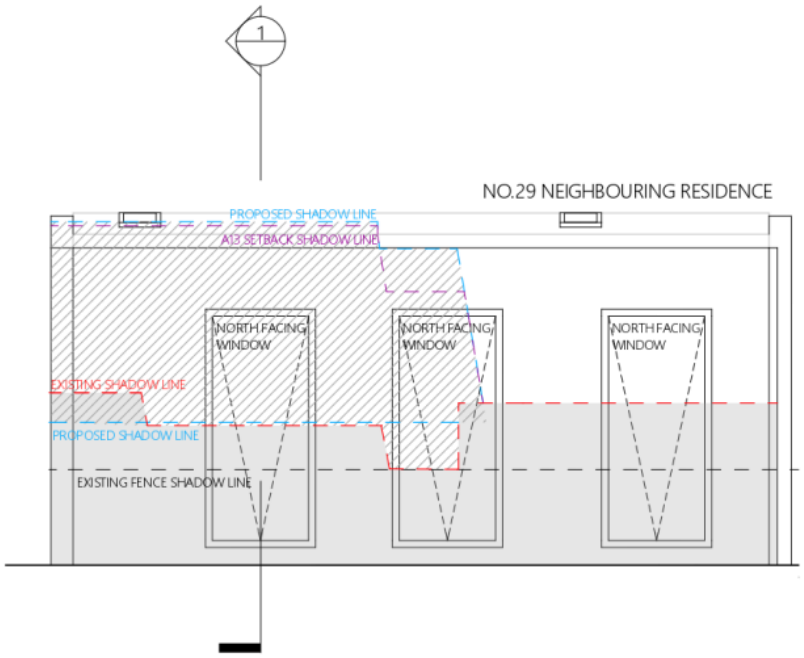
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Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS



WINTER SOLSTICE SUN DIAGRAM 1 - 12PM SCALE:- 1:50



WINTER SOLSTICE SUN DIAGRAM 12PM SCALE:- 1:50

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JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	16 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING
SECTIONAL SHADOW DIARGAM

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Attachment 3 - PLN21/0646 - 31 Park Street Abbotsford - Advertised Plans

ADVERTISED PLANS

SHADOWS TO NO. 29 PARK STREET - DAYLIGHT TO EXISTING WINDOWS - 22 SEPTEMBER, SPRING EQUINOX



9AM



10AM



11AM



12PM



1PM



2PM



3PM

GRANGE DESIGN & BUILD

SIGNATURES:

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Owner/s .....

.....

Builder .....

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31 Park Street, Abbotsford
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31 PARK STREET, ABBOTSFORD 3076

JOB NO:	
DATE:	8/12/2021
SCALE:	1:100
SHEET:	17 OF 17
DESIGN: JC	DRAWN: JC

TOWN PLANNING

DAYLIGHT TO EX. WINDOWS

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6.4 PLN20/0683 - 406 - 410 Bridge Road, Richmond - Part demolition to allow for the construction of a mixed use, multi-level building and a reduction in the car parking requirement of the Yarra Planning Scheme.

Executive Summary

Purpose

1. This report provides Council with an assessment of planning application PLN20/0683 for part demolition to allow for the construction of a mixed use (comprising food and drink premises, office and dwellings), multi-level building and a reduction in the car parking and bicycle requirements of the Yarra Planning Scheme.

Key Planning Considerations

2. Key planning considerations include:

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

Key Issues

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

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

Submissions Received

4. Ten (10) objections were received to the application, the grounds of which can be summarised as:

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

Conclusion

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

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

6.4 PLN20/0683 - 406 - 410 Bridge Road, Richmond - Part demolition to allow for the construction of a mixed use, multi-level building and a reduction in the car parking requirement of the Yarra Planning Scheme.

Reference	D22/55280
Author	John Theodosakis - Principal Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Melba Ward
Proposal:	Part demolition to allow for the construction of a mixed use (comprising food and drink premises, office and dwellings), multi-level building and a reduction in the car parking requirement of the Yarra Planning Scheme.
Existing use:	Licensed Tavern / Restaurant
Applicant:	Vicky Grillakis / Urbis Pty. Ltd.
Zoning / Overlays:	Commercial 1 Zone / Design and Development Overlay (Schedule 21) / Development Contributions Plan Overlay (Schedule 1) / Heritage Overlay (Schedule 310)
Date of Application:	29/09/2020
Application Number:	PLN20/0683

Planning History

1. The subject site has the following planning history:

   406 Bridge Road, Richmond

   (a) Planning permit No. PL02/0865 was issued on 12 December 2002 for a "*Liquor Licence to sell and consume liquor between 7:30am and 11pm Sunday to Thursday, 7:30am and midnight Friday and Saturday, in association with a food and drinks premises (restaurant) (including partial waiver in the car parking requirements).*"
   (b) Planning permit No. PL03/1234 was issued on 13 May 2004 for "*Partial demolition, buildings and works to an existing building, use of premises as a bar (tavern) with associated liquor license for 72 patrons, and partial waiver in the car parking requirements."*
   (c) Planning permit No. PL05/0532 was issued on 23 March 2006 for "*Use of the land for the sale and consumption of liquor; bar (tavern) and the waiver of car parking."*

   408 – 410 Bridge Road, Richmond

   (a) Planning permit No. PL02/0088 was issued on 9 July 2002 for "*Part Demolition, Buildings and Works, Liquor Licence and an associated waiver of car spaces*."
   (b) Planning permit No. PL02/0920 was issued on 17 October 2002 for "*Part demolition, alterations, and additions including facade alteration to the existing building."*
   (c) Planning permit No. PL03/0127 was issued on 2 May 2003 for a "*Liquor Licence in association with a food and drinks premise (restaurant), and an associated waiver of car spaces*."

(d) Planning permit No. PL03/0365 was issued on 8 December 2003 to increase the number of seats associated with the existing restaurant from 60 to 90 and a waiver of the required number of car parking spaces.
(e) Planning permit No. PL05/0587 was issued on 23 March 2006 for the "*Use of land to sell and consume liquor; restaurant and waiver of car parking*".

Lodgement of amended plans

2. On 28 September 2021 the applicant submitted amended plans under Section 57A of the *Planning and Environment Act, 1987 ("the Act")* in response to referral comments provided from Council's Urban Design Unit, Heritage Advisor, Engineering Services Unit, Environmentally Sustainable Development Officer, Services Contracts and Strategic Transport Unit. The referral comments are an attachment to this report.

3. The key changes (amongst others) include:

(a) The car parking allocation confirmed with two car spaces allocated to the dwellings and eight to the commercial uses and an EV charging station provided (refer to the Basement Plan).
(b) The bicycle store confirmed as having eight horizontal and eight vertical bicycle racks (total of 16 spaces) comprised of four visitor spaces.
(c) The solid-to-void ratio across the northern and eastern elevations at Levels 1 and 2 of the new built form modified.
(d) The sliding doors across the western, eastern and southern elevations at Level 3 modified and their number increased with ease of access provided to the terrace in either direction of the office area.
(e) The provision of bi-fold screen across the west-facing windows of the dwellings at Level 4 and the dwelling at Level 5.
(f) The eastern and southern (rear) elevations modified to have the Black Metal Shroud (incorrectly depicted as the Black Standing Seam Perforated Metal) extend across the second-floor walls whilst serve as a screen to the windows.
(g) The second floor modified to have a setback of 1.2m (modified from zero) from the southern (rear) boundary (inaccurately depicted on the eastern elevation as 3.98m – refer to the floor plans instead).
(h) The rooftop terrace associated with the dwelling at Level 5 reduced in area from 93.7sq.m. to 77.8sq.m, the services area reduced from 83.6sq.m. to 43.1sq.m. and installation of solar panels to the south of the service area and the roof above Level 5.
(i) A modified design response that reduces the height of the lift overrun and the angled roof with a less accentuated profile and reduced building height. The building height measures approximately 19.29m above the natural ground level (NGL) as measured from the laneway (reduced from 21.57m as depicted on the advertised / original application plans).

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

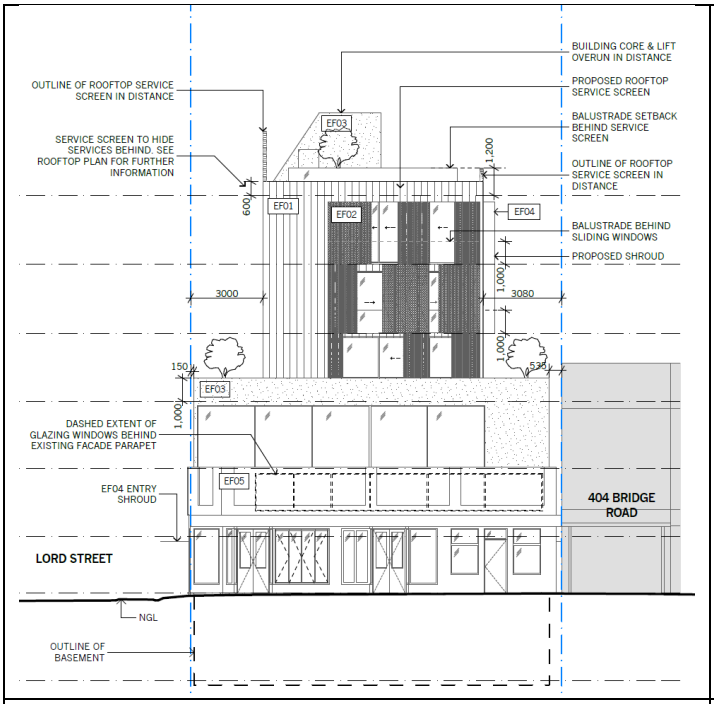


Figure 1: Proposal viewed from the north – Bridge Road (Advertised Plans)

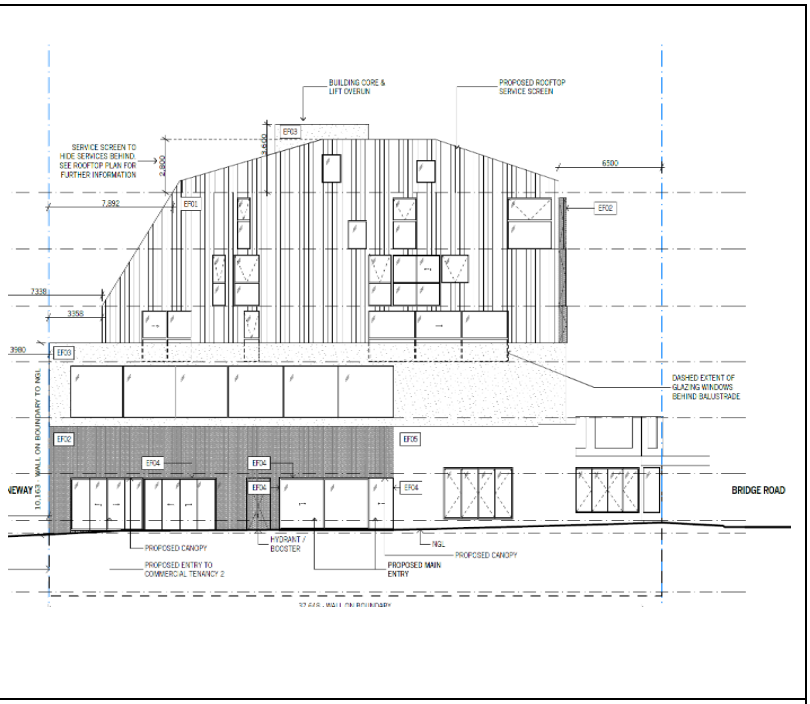


Figure 2: Proposal viewed from the east – Lord Street (Advertised Plans)

To:

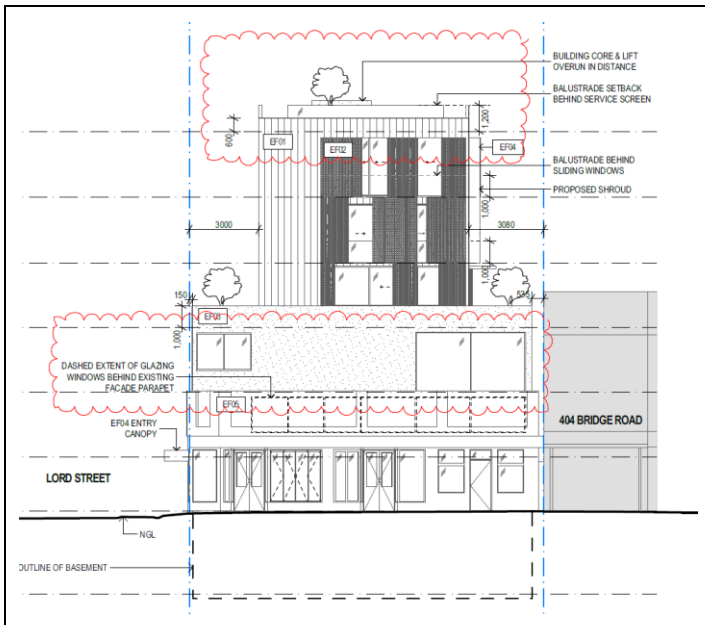


Figure 3: Proposal viewed from the north – Bridge Road (former S57A Amended Plans)

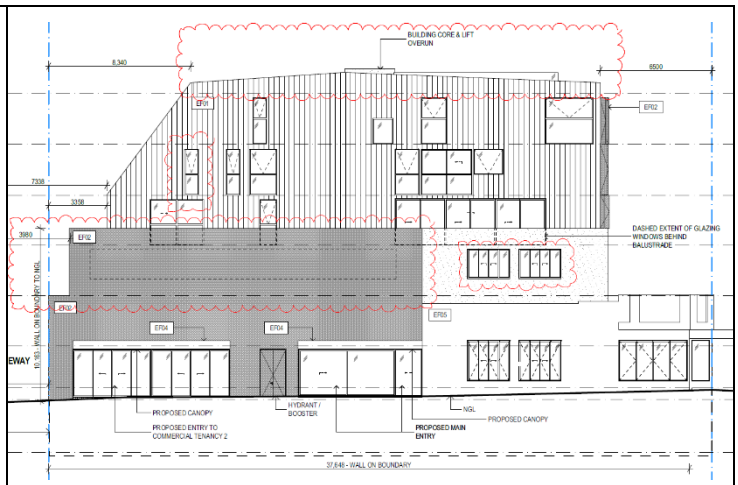


Figure 4: Proposal viewed from the east – Lord Street (former S57A Amended Plans)

5. Following receipt of the above, the permit applicant submitted amended plans on the 4 March 2022, that included the above-mentioned changes but with the exception of a reduced parapet height (and hence modified profile) to ensure compliance with the mandatory building height of 18m above the NGL. With this in mind the building has been further modified as follows:

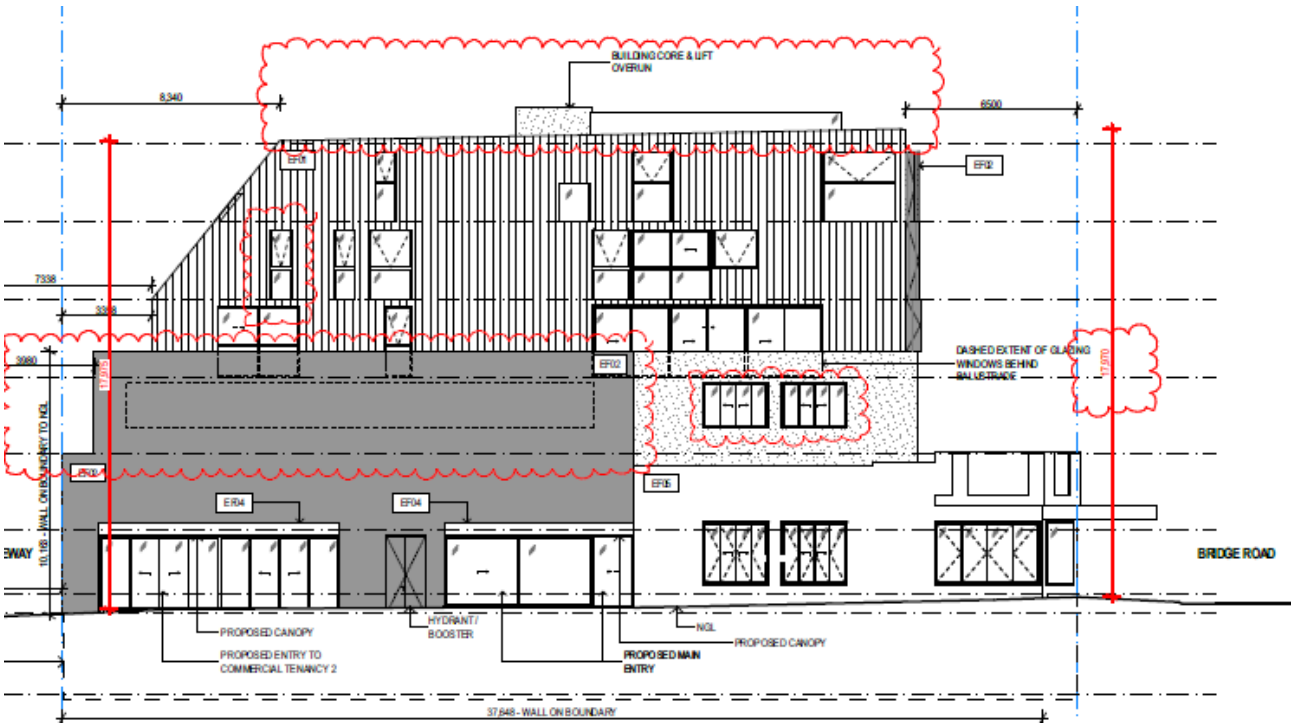


Figure 5: Proposal viewed from the east – Lord Street (S57A Amended Plans received 4th March 2022)

6. The amended plans received on 4th March 2022, were formally submitted under Section 57(a) of the Act, and these will be considered for the purpose of this assessment. The amended plans were not advertised but have been circulated to all objector parties with the invites to the meeting.

Planning Scheme Amendments

Planning Scheme Amendment C290 – (Interim DDO21 control)

7. On 16 September 2021, Planning Scheme Amendment 'C290yara' was adopted to extend the expiry date of the built form controls associated with the Bridge Road Major Activity Centre (MAC) to 30 June 2022, which, under the current Yarra Planning Scheme ('the Scheme') relates to the interim Design and Development Overlay (Schedule 21).

Planning Scheme Amendment C291- (Draft DDO42 control)

8. At the time of writing, the Planning Scheme Amendment had already been publicly exhibited with a Council resolution made on 21 December 2021 to request the Minister for Planning refer Planning Scheme Amendment to the *Yarra Activity Centre Standing Advisory Committee*. The Standing Advisory Committee is scheduled to commence in the week beginning Monday 4 April 2022. A Directions Hearing will precede the Standing Advisory Committee and will occur on Friday 4 March 2022.

9. The subject site is located within Precinct 2 of the Bridge Road MAC. The Planning Scheme Amendment incorporates built form controls for Precinct 2 into a new Schedule 42 to the Design and Development Overlay (DDO42). Given that this has been exhibited and is entertained, regard to this will be provided within the body of the assessment of this report. It is also worth highlighting that a key change to this is the exclusion of the sight line diagrams which will be discussed in the body of the assessment.

Planning Scheme Amendment C238

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

Planning Scheme Amendment VC174

11. Amendment VC174 was introduced into all Planning Schemes on 20 December 2021 and inserted a range of changes relating to apartment design, including:
    (a) Updating the reference to the Apartment Design Guidelines for Victoria in Clauses 11.03-1S (Activity centres), 15.01-1S (Urban design) and 15.01-2S (Building design) of the Planning Policy Framework.
    (b) Amending Clause 55 (Two or more dwellings on a lot and residential buildings) to modify apartment design requirements.
    (c) Amending Clause 58 (Apartment developments) to:
        (i) Include new and revised requirements for communal and private open space, landscaping, access, external building design, building entries and site services.
        (ii) Introduce a new standard at Clause 58.04-4 (Wind impacts objective) for developments of five or more storeys.
        (iii) Introduce a new standard at Clause 58.06-4 (External walls and materials objective).
        (iv) Make consequential changes to existing provision, standard and table numbers.
    (d) Introducing a transitional provision for applications lodged before the approval date of this amendment, including for the Commercial 1 Zone (Clause 34.01).
12. As transitional provisions apply to the subject application, the enclosed Clause 58 assessment is made against provisions that were in effect before this amendment was introduced.

The Proposal

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

    General:

    (a) A ground floor food and drink premises of 279.9sqm (labelled Commercial Tenancy 1);
    (b) A ground floor food and drink premises of 82.6sq.m. (labelled Commercial Tenancy 2);
    (c) 1,125.9sq.m. of office space spread across Levels 1, 2 and 3;
    (d) 3 dwellings:
        (i) 2 x 2 bedroom at Level 4; and
        (ii) 1 x 2 bedroom (plus study) at Level 5.
    (e) 10 car parking spaces (with all being allocated to the dwellings);
    (f) 16 bicycle spaces;
    (g) A building height of approximately 19.29m above the NGL as measured from the laneway.

Demolition:

(h) The demolition of all fabric on the site, with the exception of the principal façade to Bridge Road and 17m length of the return across the Lord Street interface;
(i) Demolition of all roof forms behind the parapet and associated fencing (gate, roller door and masonry fencing) in the south-west corner of the site; and
(j) Demolition of the exiting cross-over to Lord Street.

Basement

(k) Built to all site boundaries and containing the following:

    (i) A services / storage area of 109.2sq.m., end-of-trip facilities, two lobbies with one linked to the residential lift and the other to the office lift, a car park with up to 10 car spaces accessed via a vehicle ramp from the laneway in the south-west corner.

Ground floor

(l) Primarily built to all site boundaries (with some minor setbacks in the form of the existing splay in the north-east corner, principal entrance to Lord Street, and boundary alignment to the rear and west) and containing the following:

    (i) Commercial tenancy 1 addressed to Bridge Road, with immediate access from the footpath;
    (ii) Commercial tenancy 2 addressed to Lord Street with large sliding doors providing immediate access from the footpath with a separate office / residential entrance measuring 7.5m containing a lobby, two lifts and a stairwell, including a DDA compliant unisex toilet;
    (iii) A separate rear pedestrian entrance from the southern laneway for access to the bicycle and waste store and the rear of each commercial tenancy; and
    (iv) Vehicle access in the south-west corner from the rear laneway into the basement.

First floor

(m) Built to the western, eastern and southern boundaries with a minimum setback of 6m from the northern (Bridge Road) boundary; and
(n) This floor contains 458.1sq.m. of office area, including service amenities.

Second floor

(o) Built to the western and eastern boundaries with a minimum setback of 6m from the northern (Bridge Road) boundary and a minimum setback of 1.2m from the southern (rear) boundary; and
(p) This floor contains 439.6sq.m. of office area, including service amenities.

Third floor

(q) Set back 3m from the western and eastern boundaries with a setback of 6.5m from the northern (Bridge Road) boundary and a setback of 3.3m from the southern (rear) boundary;
(r) A terrace will extend around the perimeter of this level and into the said setbacks, commensurate with the building envelope and the setback of walls at Level 2; and
(s) This floor contains 228.1sq.m. of office area, including service amenities.

Fourth floor

(t) Set back 3m from the western and eastern boundaries and setback 8.5m from the northern (Bridge Road) boundary with a minimum setback of 5.7m from the southern boundary, with the exception of terraces of 19.2sq.m. (each associated with one dwelling) extending into the two latter setbacks detailed; and
(u) Two dwellings are located on this level, each with two bedrooms and an open plan living, dining and kitchen area with service amenities. One dwelling also contains a small study.

Fifth floor

(v) Set back 3m from the western and eastern boundaries and setback 6.5m from the northern (Bridge Road) boundary with a minimum setback of 8.2m from the southern boundary, with the exception of a terrace of 22.7sq.m. that would extend into the southern setback; and
(w) One dwelling is located on this level containing an open plan living, dining and kitchen area and two bedrooms (inclusive of a study with lightweight glazed walls) with a stairwell that will provide access to the rooftop terrace of 77.8sq.m.

Materials and finishes

(x) The retained façade walls will have a rendered white finish and the new walls are proposed to be constructed of a mixture of exposed concrete, and concrete covered in a metal shroud, with the upper levels constructed of seamless metal cladding;
(y) A large expanse of glazing is applied across the façades to Bridge Road and Lord Street with the upper levels punctuated with black framed clear fenestration either covered by the metal shroud applied to the walls or provided with bi-fold, perforated metal mesh screens.

14. Images of the development are provided at Figures 5 and 6.



Figure 6: Proposal viewed from north-east – Bridge Road (S57A Amended Plans)



Figure 7: Proposal viewed from the east – Lord Street (S57A Amended Plans)

Environmental Sustainable Design features:

15. An amended Sustainable Management Plan was submitted that was prepared and authored by EcoResults, with the following key ESD commitments (amongst others) outlined:

    (a) The dwellings / apartments demonstrate an average NatHERS rating of 6.5-stars;
    (b) The development claims a BESS score of 52% representing 'best practice';
    (c) 3-star electric heating and cooling systems for the dwellings / apartments;
    (d) Water efficient fixtures and appliances throughout;
    (e) Low Volatile Organic Compound paints/adhesives to be used throughout the development;
    (f) Bicycle parking provided for residents and visitors;
    (g) Energy efficient lighting 20% improvement on NCC lighting power densities;
    (h) The BESS Report indicates a 63% reduction in green-house gas emissions for the dwellings / apartments;
    (i) A minimum 2kW rooftop solar PV system;
    (j) A STORM rating of 114% with water being diverted to an 8,000L rainwater tank connected to the toilets associated with the offices; and
    (k) Provision of an EV charger / station in the north-west corner of the basement car park.

Existing Conditions

Subject Site

16. The subject site is rectangular in shape and located on the south-west corner of Bridge Road and Lord Street, in Richmond, approximately 500m from the south-east corner of the Bridge Road and Church Street intersection, and 270m from the south-west corner of the Bridge Road and Burley Street intersection. The site has a frontage to Bridge Road of 16m, a secondary frontage to Lord Street (depth) of 38.9m and a site area of approximately 612.7sq.m. The subject site abuts a rear laneway along the southern title boundary.

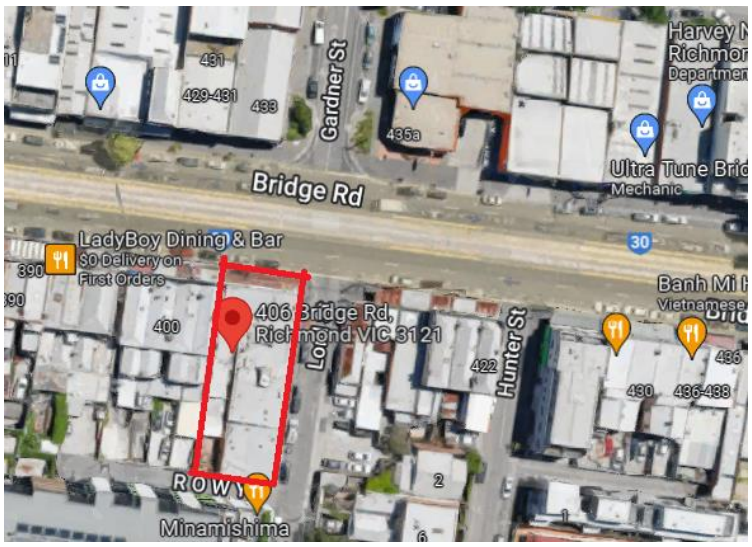


Figure 8: Aerial sourced from Google



Figure 9: Subject site viewed from Bridge Road to the north (photo taken 09/02/2022)



Figure 10: Subject site viewed from Bridge Road to the north-east (photo taken 09/02/2022)

17. The site is occupied by two single-storey, Victorian-era buildings (that have been amalgamated and form the one title namely Lot 1 on Plan of Subdivision TP834462V, associated with Certificate of Title Volume No. 11364 and Folio No. 104), with three modified shop-fronts, painted and tiled walls and large expanses of glazing, including tall parapets and awning structures that extend over the footpath along Bridge Road. Combined the buildings are constructed to all four boundaries with the exception of a beer garden located in the south-west corner that is associated with a licenced bar fronting Bridge Road, at No. 406 Bridge Road. Part of this garden is undercover and a roller door is located on the southern boundary that is used for wheeling bins out onto the laneway and onto Lord Street during rubbish collection.

18. The *City of Yarra Review of Heritage Overlay Areas 2007* identifies the subject site as having a "Contributory" grading with the row of four buildings to the west, graded "Individually Significant". A further description of the subject building is provided under the following heading, that includes the heritage citation.

19. The subject site has been operating as a licensed bar and food drink premises (café, bakery and restaurant) with a capacity for 72 patrons at No. 406 Bridge Road (i.e. the "bar") and up to 90 seats at No. 408-410 Bridge Road (i.e. the food and drink premises comprising a café, restaurant and bakery). Operating times differ with a closing time of 11pm Monday to Wednesday and a closing time of 3am from Thursday to Saturday for the bar, and a closing time of 1am Monday to Saturday, and a closing time of 11pm on Sunday for the food and drink premises.

20. The subject site is affected by one boundary wall easement that extend across the western shared boundary. The land is gradient falls by up to 690mm, north to south.

Surrounding Land

21. The surrounding land is defined by commercial offerings within the Bridge Road Major Activity Centre (MAC), which is a business and retailing strip within the City of Yarra. Bridge Road is a Road Zone Category 1, with two lanes of traffic east and west bound and with a two-lane central tram route serving the CBD and eastern suburbs (i.e. Bridge Road tram routes Nos. 48 & 75 directly in front of the site). Beyond this are various single and double-storey commercial premises. The activity centre runs from Hoddle Street in the west and provides a range of business types, including offices, shops, restaurants and bars, interspersed with a number of dwellings.

22. The built form in the surrounding area of Bridge Road is a mixture of Victorian and Edwardian-era commercial buildings, and more contemporary commercial buildings on the northern side of Bridge Road. Predominantly, both the heritage and contemporary buildings are single or double-storey and built to the front and side title boundaries. Evidence of further contemporary buildings is located to the south of the laneway, and immediately opposite the subject site.

23. The subject site is located in the Commercial 1 Zone (C1Z) with properties to the west and immediately east along Bridge Road also zoned C1. The General Residential Zone (GRZ2) and Neighbourhood Residential Zone (NRZ1) is to the south-east and opposite side of Lord Street, with land on the southern side of the laneway (also facing Lord Street) zoned Mixed Use (MUZ).

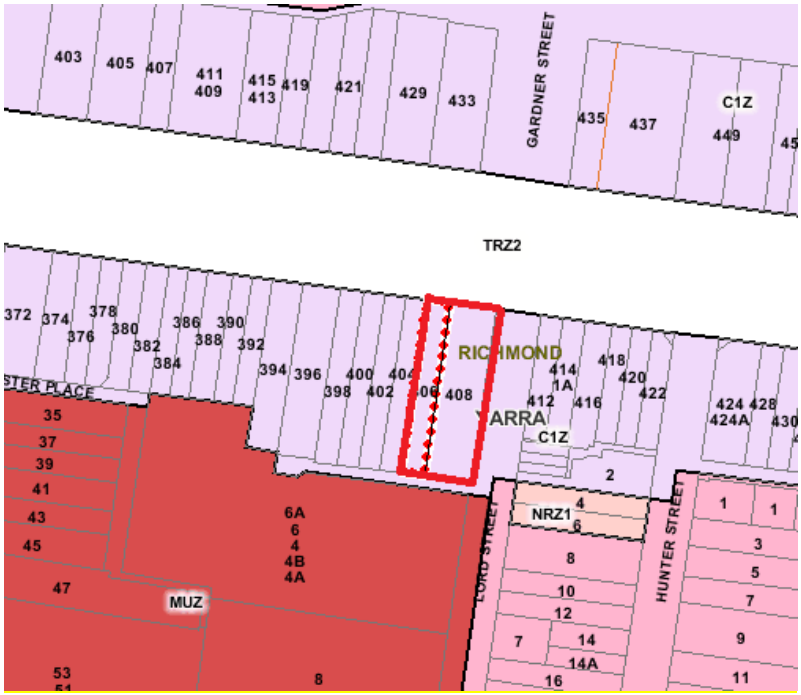


Figure 11: Zoning context of the subject site.

24. In line with MAC locality buildings fronting Bridge Road include a mix of uses ranging from shops to offices and restaurants/bars. Buildings fronting Bridge Road on the opposite, northern side, have characteristics of former warehouse buildings and contemporary infills and provide a mix of retail, warehouse uses including, motor vehicle repairs.

25. As already indicated, the subject site is classified as 'Contributory' to the Bridge Road Heritage Precinct by the *City of Yarra Review of Heritage Areas 2007 Appendix 8 (revised from time to time*), with this same document identifying buildings between No's. 398 to 404 Bridge Road (to the immediate west of the subject site), grade as 'Individually Significant' to the same precinct. To the east, the shops on the opposite corner with Lord Street at No's. 412, 414 and 416 Bridge Road are graded 'Not Contributory'. Apart from the 'Contributory' single storey Victorian brick building at No. 433 Bridge Road at the corner with Gardner Street, built form on the opposite north side of Bridge Road is generally ungraded.

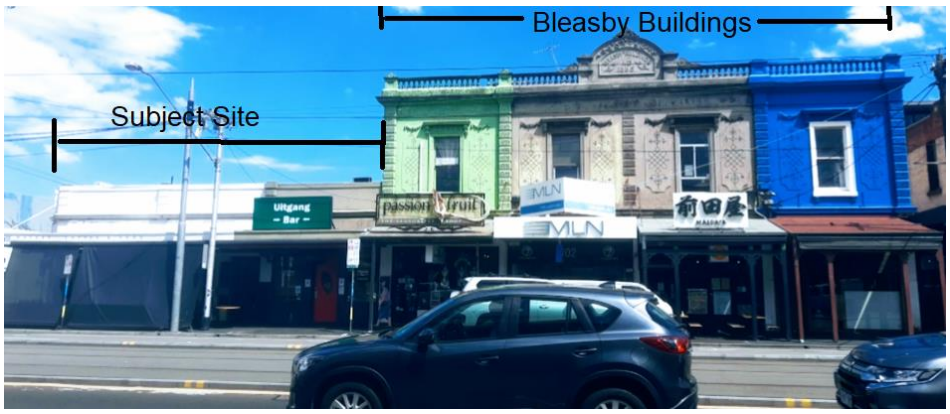


Figure 12: Subject Site and "Bleasby Buildings" viewed from Bridge Road to the north (photo taken 09/02/2022)

26. To the immediate west, is the row cited at No's. 398 to 404 Bridge Road. This uniform row of four buildings commencing from No. 398 Bridge Road, is known as the "Bleasby Buildings" (see Figure 12). The buildings are double-storey terraces of the Victorian era with frontages to Bridge Road. The buildings comprise glass shopfronts at ground level and single windows at their first level along the Bridge Road frontage.

Their first-floor walls have atypical detailing engraved that is unique to these buildings with a tall parapet that extends for the combined length of their frontage with a central arched pediment that identifies the name and year of construction. The immediate western building in this row (no.404), is constructed to the subject site's title boundary and shares a boundary wall easement of 14.44m. A single-storey lean-to is located its rear setback, including an area that has been identified as a car park on the permit applicant's survey plan.



Figure 13: Building and rear context opposite to the east viewed from Lord Street (photos taken 09/02/2022)



Figure 14: Building and rear context opposite to the south-east viewed from Lord Street (photo taken 09/02/2022)

27. To the east is Lord Street, which has experienced some transformation from former industrial warehouse uses to higher density residential developments (noticeably to the south, heading towards Abinger Street including that opposite the southern laneway discussed later). Directly opposite the subject site (i.e. opposite corner – see Figure 13) is a single-storey commercial building addressed to Bridge Road with a hard-edged interface to Lord Street and an open-air car park at its rear. South of this, are the secluded private open spaces and outbuildings of dwellings fronting onto Hunter Street, including a more recently constructed development (under planning permit No. PLN15/0783) of two, angular and contemporary, three-storey dwellings at No. 8 Hunter Street, with one dwelling now fronting Lord Street (see Figure 14).



Figure 15: Development to the south of the laneway, south of the subject site viewed from Lord Street (photo taken 09/02/2022)



Figure 16: Laneway to the south of the subject site viewed from Lord Street (photo taken 09/02/2022)

28. To the south of the site is a 3m wide laneway, and opposite that is a site developed in accordance with planning permit No. PL07/0552 (the endorsed plans of this planning permit are an attachment to this report). The site is developed with a six-storey, mixed use residential building with a three-storey, hard-edged podium to Lord Street. The building is rectilinear in its form with applied materials that include concrete, timber cladding and facades punctuated with balconies and windows. Where opposite the subject site, the building is setback 3.4m at the ground floor with the upper levels cantilevering with several habitable room windows and balconies and terraces of dwellings / apartments. The setback at the ground floor (as shown on the endorsed plan despite the encroachment of bins seen in this setback in Figure 16) has resulted in two-way, laneway access to the vehicle entrance located at the building's north-west corner. Properties fronting Bridge Road that back onto this laneway have shared access, including the subject site. The ground floor of this building to Lord Street is occupied by a licenced restaurant and bar.

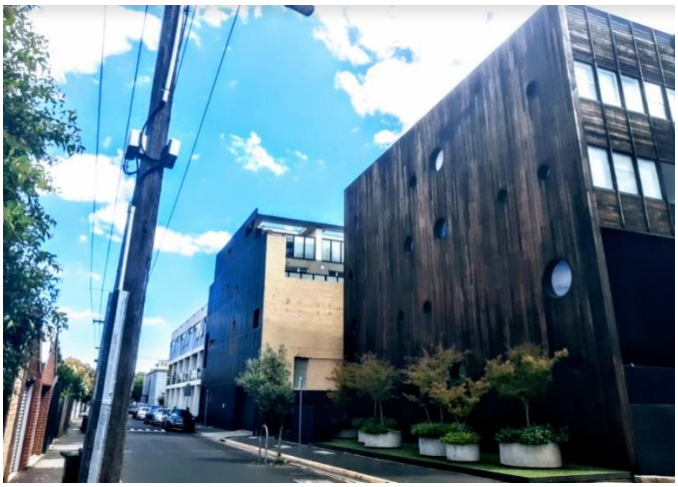


Figure 17: Building further south viewed from Lord Street (photo taken 09/02/2022)

29. Further south is two five-storey, apartment buildings. These buildings have a sheer presentation to Lord Street and are derivative of their former industrial past with a brutalist presentation with a robust application of timber, metal and masonry. Like that to the south and opposite side of the laneway, these buildings are rectilinear.

30. The following public transport services are within walking distance (to name a few more options):

(a) Bridge Road tram services to the immediate north of the subject site that provide an excellent connection to the CBD;
(b) Church Street tram services located 500m west of the site;
(c) Swan Street tram services located approximately 810m south of the site;
(d) Victoria Street trams located approximately 920m north of the site that service the northern suburbs; and
(e) Burnley railway station located approximately 940m south of the site.

Planning Scheme Provisions

Zoning

Commercial 1 Zone

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

Use

32. Pursuant to Clause 34.01-1 of the Scheme, a planning permit is not required to use the land for 'food and drink premises' or 'office'.

33. The 'dwelling' use requires a planning permit if 'any frontage at ground floor level exceeds 2m'. The residential frontage (also forming part of the office frontage) for this development addresses Lord Street, with the entrance greater than 2m in width (i.e. 7.3m wide as identified on the proposed ground floor plan). Accordingly, a permit is required for this dwelling use.

Development

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

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

Overlays

Heritage Overlay (Schedule 310 – Bridge Road Precinct, Richmond)

36. The subject site is affected by the Heritage Overlay (HO310 – Bridge Road Precinct, Richmond).

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

38. The buildings on the subject site are located within Schedule 310 and identified as 'Contributory' to the Bridge Road precinct as outlined in the incorporated document City of Yarra Review of Heritage Areas 2007 Appendix 8.

Design and Development Overlay (Schedule 21) – Bridge Road Activity Centre

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

40. The following built form controls apply to the subject site, which is located in Precinct 2 of the Bridge Road MAC:

Item	Control
Building height (mandatory)	18m maximum
Street wall height – Bridge Road (preferred)	Retain heritage frontage or 11m street wall (where there is no heritage frontage)
Upper level setback – Bridge Road (mandatory)	6m minimum
Upper level setback – Lord Street (preferred i.e. not identified as a significant heritage streetscape)	6m minimum

41. The DDO21 is an interim control and is set to expire on 30 June 2022. Permanent controls are proposed to be introduced through the full amendment process, these controls are currently on exhibition. The DDO21 has a number of design directives relating to the public realm experience, vehicle access, materiality and the response to nearby heritage buildings. These will be articulated where relevant through the assessment section of this report. It is also highlighted that the rear setback requirements of DDO21 are not applicable as the property to the south is zoned Mixed Use.

42. As previously highlighted, Planning Scheme Amendment C291 is an entertained document and incorporates built form controls for Precinct 2 into a new Schedule 42 to the Design and Development Overlay (DDO42). Regard to this will be provided within the body of the assessment of this report. With regard to the subject site, a principal change proposed by the exhibited DDO42 (as related to the application) is the exclusion of the sight line setback diagrams i.e. Figures 1 to 4.

Development Contributions Plan Overlay (Schedule 1) (DCPO1)

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

44. 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

45. Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 8 (North Richmond) and both development and community infrastructure levies are applicable.

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

Particular Provisions

Clause 52.06 Car parking

47. Pursuant to Clause 52.06-2 of the Scheme, before a new use commences, the required car parking spaces must be provided on the land. Table 1 of this clause sets out the car parking requirement that applies to the land.

In this instance, the subject site is located within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (*State Government of Victoria, August 2018*) and based on this, the statutory rates outlined in Column B of Table 1 apply. Under the provisions of Clause 52.06-5 of the Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated	Reduction required
Two-two bedroom dwellings	2	1 space per dwelling	2	0	2
One three bedroom dwelling	1	2 spaces per dwelling	2	2	0
Office	1,125sq.m.	3 to each 100sq.m of net floor area	33	8	25
Retail (includes food and drink premises)	376sq.m.	3.5 spaces per 100sqm of leasable floor area	13		13
		Total	**50 Spaces**	**10 Spaces**	**40 spaces**

48. Based on the above, and pursuant to Clause 52.06-3, a planning permit is required to reduce 40 car spaces.

Clause 52.34 Bicycle Facilities

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	1,129 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	4 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	1 visitor spaces	
Dwellings	3	1 resident space per 5 dwellings	resident space	
		1 visitor space per 10 dwellings for visitors	0 visitor spaces	
Retail	376 sqm	1 employee space to each 300 sqm of net floor area	1 employee spaces	
		1 visitor space to each 500 sqm of net floor area	1 visitor spaces	
		Bicycle Parking Spaces Total	**6 resident / employee spaces**	**12 resident / employee spaces**
			2 visitor	**4 visitor**

		spaces	**spaces**
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 shower / change room**	**4 showers / change rooms**

50. The development provides a total of 12 resident / employee and 4 visitor spaces with 8 of those above the requirements of the Scheme.

Clause 53.18 Stormwater Management in Urban Development

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

Clause 58 Apartment Developments

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

General Provisions

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

Planning Policy Framework (PPF)

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

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

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

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

Clause 15.01-1R – Urban design - Metropolitan Melbourne

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

Clause 15.01-2S – Building design

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

58. Relevant strategies include:

(a) *Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.*

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

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

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

Clause 15.01-4S – Healthy neighbourhoods

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

Clause 15.01-4R – Healthy neighbourhoods - Metropolitan Melbourne

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

Clause 15.01-5S – Neighbourhood character

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

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

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

64. Relevant strategies include:

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

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

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

66. Relevant strategies include:

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

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

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

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

Clause 16.01-1R – Housing Supply - Metropolitan Melbourne

69. Strategies include:

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

Clause 17.01 – Employment
Clause 17.02-1S – Business

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

Clause 18.01 – Land Use and Transport
Clause 18.02 – Movement Networks
Clause 18.02-1S – Walking

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

Clause 18.02-2S – Cycling

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

Clause 18.02-3S – Public Transport

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

Clause 18.02-3R – Principal Public Transport Network

74. Strategies include:

(a) Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.
(b) Identify and plan for new Principal Public Transport Network routes.
(c) Support the Principal Public Transport Network with a comprehensive network of local public transport.

Clause 18.02-4S – Roads

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

76. It is a strategy to all*ocate land for car parking considering*:

(a) *The existing and potential modes of access including public transport.*
(b) *The demand for off-street car parking.*
(c) *Road capacity.*
(d) *The potential for demand-management of car parking.*

Local Planning Policy Framework (LPPF)

Municipal Strategic Statement

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

77. Objectives and strategies include:

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

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

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

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

Clause 21.04-2 – Activity Centres
Clause 21.04-3 – Industry, office and commercial
Clause 21.05 – Built form
Clause 21.05-1 – Heritage

78. Objectives and strategies include:

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

(i) *Strategy 14.2 – Support the restoration of heritage places*
(ii) *Strategy 14.3 – Protect the heritage skyline of heritage precincts*

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

Clause 21.05-2 – Urban design

79. The relevant objectives are:

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

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

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

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

Clause 21.05-3 – Built form character

80. General objectives of this clause are

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

Clause 21.05-4 – Public environment

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

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

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

Clause 21.06 – Transport

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

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

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

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

Clause 21.07-1 – Ecologically sustainable development

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

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

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

Clause 21.08-10 Neighbourhoods (Central Richmond)

84. At Figure 23 clause 21.08-10 of the Scheme, the Built Form Character Map shows that the subject site is within the heritage overlay built form character area where the objective is to ensure that development does not adversely affect the significance of the heritage place.

Relevant Local Policies

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

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

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

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

87. *For a contributory building:*

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

Clause 22.02-5.3 - Reconstruction and Restoration

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

Clause 22.02-5.4 - Painting and Surface Treatments

89. It is policy to (as relevant):

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

Clause 22.02-5.7 – New Development, Alterations or Additions

90. The relevant policies of Clause 22.02-5.7.1 of the Scheme encourages the design of new development to a heritage place or a contributory element to:

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

Clause 22.02-.5.7.2 - Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)

Corner Sites and Sites with Dual Frontages

91. It is policy to:

    (a) *Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.*
    (b) *Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.*

Industrial, Commercial and Retail Heritage Place or Contributory Elements

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

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

Clause 22.05 – Interfaces Uses Policy

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

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

Clause 22.07 - Development abutting laneways

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

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

Clause 22.12 – Public Open Space Contribution

96. The subject site is in an area where land is the preferred method of public open space contribution (area 3121D). However, this is not feasible given the site constraints and a cash contribution will be requested instead.

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

97. 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

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

Other Documents

Plan Melbourne

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

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

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

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

(a) Outcome 2: *'Melbourne provides housing choice in locations close to jobs and services.'*
(b) Direction 2.2 of Plan Melbourne is to *'Deliver more housing closer to jobs and public transport'*.

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

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

Advertising

103. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 580 letters sent to surrounding owners and occupiers and by two signs displayed on site, with one displayed to Bridge Road and the other to Lord Street.

104. Ten (10) objections were received to the application, the grounds of which can be summarised as:

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

105. A planning consultation meeting was not held.

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

Referrals

107. All referral comments are based on the decision plans (i.e. advertised plans) except for the heritage advice (dated 9 February 2022), based upon the amended plans received by Council on the 28th September 2021. It is highlighted that the only change to the amended plans received on 4th March 2022 is confirmation of the building height at 18m above the NGL and hence did not warrant further referral.

External Referrals

108. No external referrals were required by the application.

Internal Referrals

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

(a) Heritage Advisor;
(b) Engineering Services Unit;
(c) Urban Design Unit;
(d) Environmentally Sustainable Development (ESD) Advisor;
(e) Strategic Transport Unit; and
(f) Waste Services Unit;

110. Referral comments have been included as an attachment to this report.

OFFICER ASSESSMENT

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

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

Policy and Strategic Support (with regard to the dwelling use)

112. The subject site is located within the Commercial 1 Zone (C1Z), with a key purpose of which is *to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses*. The retail / food and drink premises and offices are Section 1 uses (no permit required) which indicates strong strategic support for a mixed-use development. However, the residential use is considered to have a frontage to Lord Street at the entrance point that exceeds 2m and requires a planning permit.

113. The food and drink tenancies at the ground floor will provide an active interface along the Bridge Road commercial strip and Lord Street and will help to support the retail focus of the MAC. The development provides for improved office supply within the well serviced Bridge Road MAC, and the overall development will help to support the long term viability of the activity centre, particularly with the provision of offices above generating customers for the retail, dining, community, health and business services along Bridge Road.

114. Clause 17.02-1S of the PPF *encourages development that meets the community's needs for retail, entertainment, office and other commercial services*. Clause 21.04-3 of the LPPF aims to *increase the number and diversity of local employment opportunities*. The food and drink and office tenancies will provide an employment source for the community and is in accordance with the PPF and LPPF.

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

116. State and local policies encourage the concentration of development in and around activity centres with more intense development on sites well-connected to public transport, thereby ensuring efficient use of existing infrastructure and fostering diverse employment opportunities.

The site is well connected to public transport, with trams along Bridge Road and Church Street, offering 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). With the above in mind, the use of the site for dwellings above a commercial component is undoubtedly supported by policy. It follows that the next consideration is the development and form and its response to development controls.

117. Urban consolidation is not the only relevant planning issue to be considered, with heritage and neighbourhood character being equally as important. The proposal must ensure new development responds to its built form and policy context. Clauses 15.01, 21.05-2 and 22.02 of the Scheme which call for development that appropriately responds to the surrounding context and urban character which in this case is commercial but with a residential interface along Lord Street. Furthermore, the DDO21 and Council-adopted DDO42 provide clear directions for new development in the Bridge Road MAC which will be discussed throughout this report.

118. The scale of the proposed development at six storeys appropriately responds to the site context and surrounding built form with no unreasonable overshadowing, visual bulk or overlooking impacts (addressed by way of condition) on nearby residential land (to be discussed in detail later in the report). A number of critical architectural improvements will be required, to address the Bridge Road interface.

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

Built Form – Heritage and Urban Design

120. This section of the report considers the built form of the proposed development and is guided principally by the interim DDO21 controls at Clause 43.02-17. This assessment is also guided by the decision guidelines of the Commercial 1 Zone at clause 34.01-7 and State and local planning policy at clauses 15.01-2 – Urban design principles, 21.05 – Urban design, 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay, 22.05 - Interface Uses Policy and 22.07 – Development abutting laneways policy.

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

Site Context

122. The existing character of the surrounding area is somewhat varied, with the majority of built form along Bridge Road being double-storey in height on the south side and with a significant taller development to the south of the laneway, fronting onto Lord Street also visible from Bridge Road. The north side of Bridge Road, in the vicinity of the subject site, is a single-storey brick warehouse/ factory at No. 433 Bridge Road on the corner with Gardner Street, with modern building stock to the east and west of this.

123. To the immediate west, is the row cited at No's. 398 to 404 Bridge Road. This uniform row of four buildings commencing from No. 398 Bridge Road, is known as the "Bleasby Buildings". The buildings are double-storey terraces of the Victorian era with frontages to Bridge Road. To the east is Lord Street, and opposite the subject site, at the opposite corner, is a single-storey commercial building addressed to Bridge Road with a hard-edged interface to Lord Street and an open-air car park at its rear.

South of this, are the secluded private open spaces and outbuildings of dwellings fronting onto Hunter Street, including contemporary, three-storey dwellings at No. 8 Hunter Street, with one dwelling fronting Lord Street. To the south, and opposite the laneway, is a six-storey, mixed use building with a three-storey, hard-edged podium to Lord Street. Where opposite the subject site, the building is setback 3.4m at the ground floor with the upper levels cantilevering with several habitable room windows and balconies and terraces of dwellings / apartments orientated to the site.

124. In this context, the proposed development at six storeys will not appear as an incongruous element, particularly when having regard to its building height. When compared against the six-storey building, south of the laneway, and the two five-storey buildings further beyond, the development is complementary to an emerging pattern of development along Lord Street and in this regard is fully supported. On the other hand, the proposed upper-level setbacks to Bridge Road, whilst compliant with the mandatory setback requirements of the DDO21, are required to be considered against the competing requirements and objectives of the Scheme, including referral advice provided by both Council's Urban Design Unit and Heritage Advisor.

125. Site coverage in the immediate area is also generally high and a number of developments have been approved, are under construction, or have been built on sites within proximity to the subject site that includes those to the south of the laneway. Taller buildings are predominantly located on the north side of Bridge Road, west of Church Street and range in height from 6-13 storeys. It is evident that the area is undergoing significant change and redevelopment in a broader sense. Further evidence of this is the recently developed Richmond Plaza at the north-west corner of the Bridge Road and Church Street intersection, which provides the added benefit of a supermarket and other shops to the area, particularly for the residential component being considered.

126. As noted within the 'Planning Scheme Amendments' section of this report, Council adopted built form controls associated with the Bridge Road MAC, which, under the current Scheme relate to the interim controls at DDO21. The interim DDO21 outlines mandatory height requirements that would apply to the subject site, with a maximum building height of 18m attributed to this land. A height of up to 11m is permitted to the boundary with a mandatory setback of 6m applied to the Bridge Road interface and a preferred setback of 6m to the Lord Street interface. The draft DDO42 control includes the same requirements. Where it differs, it is principally in its exclusion of the sight line setback diagrams i.e. Figures 1 to 4.

127. The draft DDO42 control is still in preliminary stages and subsequently cannot be given weight in determining the current application. However, the proposal has responded to the interim controls in its strictest application of these. However, due to the competing objectives of the DDO and Council's heritage and urban design advice, the development is not supported in its current form, and a condition will increase the uppermost setback from Bridge Road. This is discussed later.

128. The interim DDO21 does not apply rear setbacks. The context of the laneway and existing condition justifies the design response that will be discussed in further detail later in this assessment. It is highlighted, that the most sensitive interface is the residential context to the south, immediately opposite the laneway. A detailed assessment of amenity impacts on the residential interface will be provided in a later section of this report.

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

Demolition and heritage (retention of the ground floor heritage façade) and restoration works

130. The buildings on the subject site are located within Schedule 310 and identified as 'Contributory' to the Bridge Road precinct as outlined in the incorporated document City of Yarra Review of Heritage Areas 2007 Appendix 8 (last revised March 2020). Clause 22.02-5.1 of the Scheme generally discourages the full demolition of a building unless the building is not contributory.

131. The proposal is to incorporate the original facade and side elevation to Lord Street to a depth of 17m as measured from Bridge Road. The existing street awnings to all three addresses will also be retained. The balance of the buildings, including the interiors, remaining external elevations, roof forms and elements to the rear including fences in the rear will be demolished. In determining whether the extent of demolition is appropriate, the permit applicant submitted a heritage report, labelled *Heritage Impact Statement*, prepared and authored by Bryce Raworth Pty. Ltd. and dated September 2020. The report provides a history and description of the subject site and includes an MMBW map that identifies the site as potentially having formed part of the "Bleasby Buildings" originally constructed in 1885 to the west. However, based on existing conditions, it is evident that this connection has been lost.

132. The proposed extent of demolition is consistent with the Scheme's policy at Clause 22.06-3.2 which is to *"encourage retention of contributory or significant heritage fabric required to maintain the original streetscape appearance"* given that demolition is limited to fabric that is secondary in character, or not visible from the public realm. Council's Heritage Advisor agrees with the findings in the heritage report and on this basis, the proposed extent of demolition is supported.

Shopfront interfaces at the ground floor

The development is considered to successfully integrate the frontages of the existing 'Contributory' shops or the retained portion into the new multi-storey building envelope in a manner that respects and upholds the significance of this part of the Bridge Road Precinct (HO310).

133. To ensure that the contributory elements of the building are properly retained and (if necessary) restored to their original detailing, a condition will require the submission of a structural report and a Façade Strategy and Materials and Finishes Plan whichincludes a detailed set of annotated drawings, showing specific works and areas, submitted for approval

New development – tower behind façade – building height and setback to Bridge Road

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

135. It is considered important to consider the site's "Contributory" grading and the "Individually Significant" row of buildings to the west together when assessing the development against the specific requirements at Clause 22.02-5.7.2 (Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail) which encourage new upper level additions and works to:

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

136. The DDO21 also provides the following relevant directives for upper-level development on land within a heritage overlay:

(a) *be visually recessive and not visually dominate the heritage building and the heritage streetscape;*
(b) *retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism';*
(c) *utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades;*
(d) *incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape;*
(e) *be articulated to reflect the fine grained character of the streetscape.*

137. The precinct design requirements for Precinct 2 (Bridge Road South) are as follows:

(a) Development must:

(i) retain the visual prominence of heritage buildings in the streetscape and the significant 'High Street' streetscape in the vista along the Bridge Road;
(ii) retain the visual prominence of the return facades of corner buildings;
(iii) be consistent in form, massing and façade treatment as existing upper level development (where this exists) for any upper level development behind rows of identical or similar residences;
(iv) maintain and reinforce the prominence of the street wall character of Bridge Road and Church Street;
(v) maintain a sense of openness along Bridge Road and Church Street.

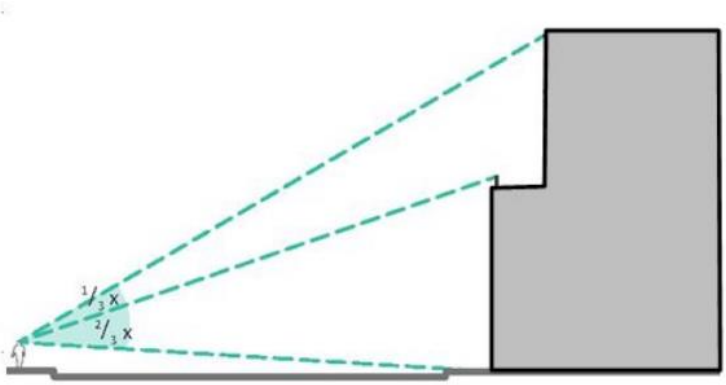
138. The maximum building height adopted is 18m above the NGL and satisfies the built form controls of the DDO21, including that of the draft DDO42. Where it differs, it is in the setback applied to the Lord Street interface above the two to three-storey podium that will be discussed later in this assessment. To Bridge Road the development has a minimum 6m setback behind the parapet of the retained portion.

139. Council's Heritage Advisor indicated that the height would be generally acceptable with a further setback adopted to the Bridge Road interface to alleviate the visual impact of the tower. Council's Urban Designer also raised concerns with the building height and indicated a preference for the deletion of one level, reducing the development to five storeys to ameliorate views. However, the latter has discounted the fact that the site has a comparable context of six storeys to the south that cannot be ignored. Given the immediate context with a six-storey building of comparable height, and the 18m height limit that is already permitted on this site and is strictly applied, it is unreasonable to delete one level. This height issue is one that relates to the front setback, that whilst compliant with the mandatory setback to Bridge Road is considered to have heritage failings with the policy provided earlier.

140. Council's Heritage Advisor turned their mind to the area west of Church Street and north of Bridge Road for guidance, where upper-level development has consistently achieved a setback of approximately 13 – 15m. Council's Heritage Advisor in deliberating the development's setback and the guidance sought from this area, is quoted as follows:

(a) *The result is that in the narrower part of Bridge Road these levels have been held back so as to retain the heritage buildings and their primacy along the street frontage, and also to hold them back from the principal viewline along Bridge Road i.e. they effectively form a layer further back. This is in stark contrast to the development site where 6 – 6.5 metre setbacks are proposed in a part of Bridge Road where the topography is flat, the streetscape is wide and open and where it has a reasonably uninterrupted skyline and which will be adversely impacted upon notwithstanding compliance with the setbacks in DDO21. The upper levels will not be visually recessive and will visually dominate the heritage buildings and this part of the heritage streetscape.*

141. Of further relevance, new development along Bridge Road within Precinct 2 should also have regard to the Figure 3 requirements, that is *development must occupy no more than one third of the vertical angle defined by the whole building in the view from a sightline at a height of 1.7m above the footpath on the opposite side of the street*, as set out by the diagram below:



DDO21 Figure 3 setback requirement

142. The intention of this policy is to ensure that upper-level additions do not proportionally overwhelm the retained heritage forms. The proposal does not comply with this requirement given the presence of single storey buildings on the site. The subject site is an anomaly in a predominantly two-storey streetscape. It is clear that strict application of these policy guidelines is not reasonable for the site, particularly when State and Local Policy direct higher density developments within well serviced activity centres such as the Bridge Road MAC.

143. It is also important to acknowledge that the Figure 3 requirement relates the sitghline to typical heritage, hard-edged terrace-style facade of two-storeys (approximately 11m in height), as are typically found along Bridge Road. With regard to the significant constraints presented by the subject site that is occupied by a single-storey building, determining the appropriate height to setback ratios that should be employed at the subject site in this instance is best served by acknowledging this context and ensuring the built form will sit comfortably within this.

144. Precinct 2 of DDO21 allows for this context-based assessment approach when it stipulates that new development *must retain the visual prominence of the return facades of corner buildings*. Whilst the development exceeds the 6m mandatory setback requirements (i.e. is 6.5m) which is to be commended and is considered to adequately address the western row of heritage buildings, it remains that it does not comply with the Figure 3 upper-level setback requirement. This context-based analysis offered by the DDO21 provides a useful additional assessment criterion in instances where proposals do not fully comply with all of the height and setbacks design assessment criterion provided in the DDO21.

145. It is also important to consider the purpose and intent of the controls already depicted in the DDO21 as well as the emerging character of surrounding taller built forms, and the continuous, attached built forms of immediate surrounding buildings that will partially obscure the development to the west from the public realm. As such, the prominent views of the upper levels are to the north and north-east, and even more so from the opposite side of Bridge Road, making these broader and lengthier, as opposed to immediate and therefore, more impactful.

146. The interim DDO21 controls pave the way for a taller building on this site and evidently the setbacks to upper-level additions are not intended to produce an outcome that is invisible but rather, assist in producing a more subservient outcome to the original heritage fabric, in this case the façade of existing buildings, and row of terraces to the west. The setbacks are considered to afford the existing heritage fabric with an appropriate separation and clearance in demarcating between old and new fabric, whilst ensuring that the prominent element to the street is the heritage façade. Details of any heritage restoration works that will be requested by condition will further assist in this aspect. To this extent the design and building height is considered acceptable.

147. When considering the policy conflict, and Council's heritage advice, it is appropriate to rely on guidance offered by DDO21 which has a starting mandatory setback point at 6m for the upper levels to Bridge Road. When combined with the sightline at Figure 3 and Council's Heritage Advisor's guidance from built form west of Church Street and to the north of Bridge Road, it is reasonable to require a 13m setback at the fifth floor (including roof terrace above) to assist in a more subservient and more transitional outcome particularly when viewed from the north and north-east (i.e. opposite side) of Bridge Road. This will reduce some of the built and whilst not fully compliant, will better relate to the intent of the sight line at Figure 3. This setback will also strike a balance between the competing objectives, mandatory and preferred controls (i.e. will also reduce some built form to Lord Street) and the referral advice provided by Council's Heritage Adviser and Urban Designer. The following figure is only provided as a guide to demonstrate the application of Figure 3 in deliberating the requirement for a minimum 13m setback as a balanced position against this.

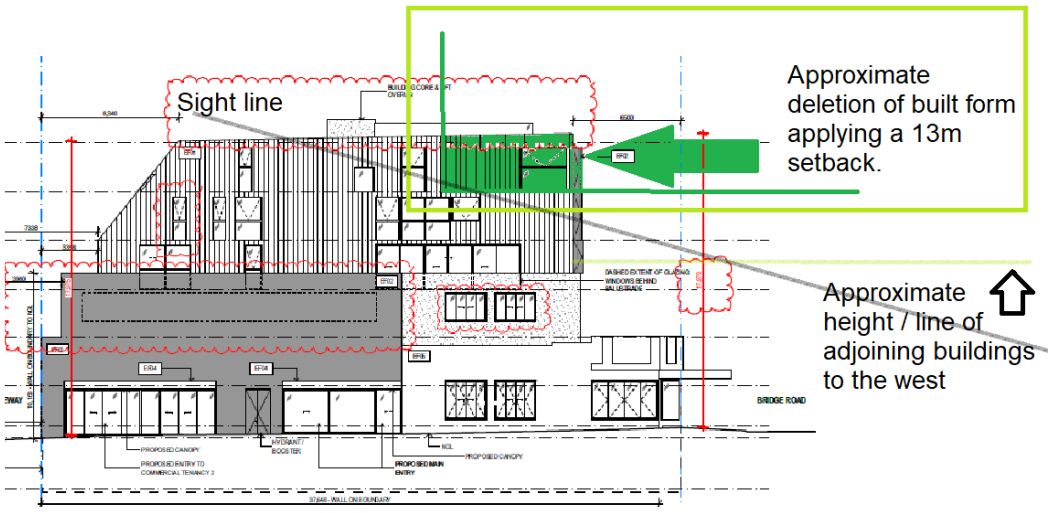


Figure 18: Officer's application of Figure 3 – Sight line diagram (an approximation for the purpose of assisting the recommendation put forward) with line of sight and height of "Bleasby Buildings" identified.

148. *The setback would result in the deletion of a significant portion of the open plan living area of the penthouse and roof terrace above. However, the scope the development is capable of absorbing the setback with a revision to its layout, that may result in a split level apartment and hence reduced number of dwellings, or further revisions that may result in the loss of commercial space.*

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

149. The Lord Street interface is depicted at Figure 18 and the height is comparable to the building height adopted to the south which is 19.6m above the NGL. The building to the south has a three-storey podium that measures 10.9m above the NGL and the proposal has adequately referenced this with a podium height of 10.1m above the NGL as depicted on the eastern elevation (see extracted version at Figure 19 below). The endorsed plans of the southern development are an attachment to this report.

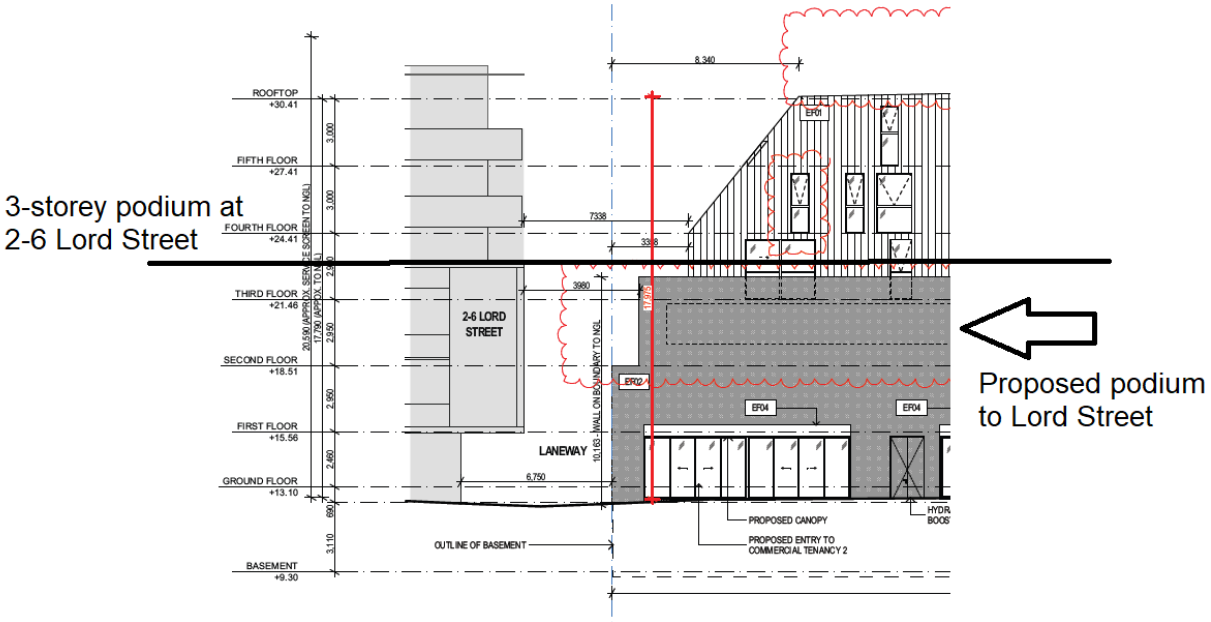


Figure 19: Comparable building height and comparable podium height to Lord Street between proposed and existing southern building at No. 2-6 Lord Street.

150. The development provides setbacks from the southern development tailored to reduce the shadow impacts across the northern interface of the southern development in the order of 3.3m that will graduate to 8.34m and form an acute angle at the highest point of the built form. The adopted setbacks to the south, combined with a minimum setback of 3m across the Lord Street interface, are considered to have adequately addressed the character of Lord Street in terms of this built form context, and are considered to meet the objectives of the DDO as demonstrated at Figure 19. Further discussion on these setbacks with regard to off-site amenity will be provided in later sections of this report.

Public realm and pedestrian spaces

151. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. This outcome has been achieved at ground level, with generous glazing along the Bridge Road and Lord Street frontages, allowing views between the ground floor commercial tenancies and lobby areas to the footpaths.

152. The principal pedestrian entry point has also been provided along Lord Street and will provide a high level of street activation in accordance with policy objectives of the DDO21.

153. The existing and provision of additional awnings across Lord Street provide for weather protection at the principal entrances with space for visitors and employees of the building readily available on the footpaths to circulate prior to entry. A portion of the Lord Street frontage has also been reserved for services which is appropriately located, only occupying a significantly small area of the Lord Street elevation. The continuity of glazing across the Lord Street elevation will enhance the appearance of the façade and is also a further reference point to the building on the southern side of the laneway that also provides a significantly glazed ground floor to Lord Street.

Council's Engineer have also required conditions relating to the reconstruction of the footpath (inclusive of the removal of the redundant crossover) along the property's frontage that will be addressed with conditions. The reconstruction of the footpath and removal of the crossover are also in accordance with the DDO.

154. Vehicle access has been provided off the rear laneway as supported by the DDO21, which encourages vehicle access off the laneway. As will be discussed in a later section of this report, Council's Engineering Services Unit confirmed that vehicle access from the laneway is supported.

155. The reinstatement of the redundant crossover on Lord Street also presents an opportunity for additional street tree planting within the roadway and Council's Urban Designer has requested that the applicant contribute to the cost of one new street tree, which would cover tree sourcing, planting and 2 years of maintenance. This will be addressed with a condition.

Architectural quality

156. As is evidenced by existing conditions, contemporary developments in the area provide for more robust, rectilinear designs, straight lines, high proportions of glazing across facades, and roof forms that are generally flat.

157. The application proposes retained façade walls that will have a rendered white finish and the new walls are proposed to be constructed of a mixture of exposed concrete, and concrete covered in a metal shroud, with the upper levels constructed of seamless metal cladding. Glazing is a facet that is applied across the façades to Bridge Road and Lord Street at the ground level that will enhance the pedestrian experience, with the upper levels punctuated with black framed clear fenestration either covered by the metal shroud applied to the walls or provided with bi-fold, perforated metal mesh screens for articulation and enhanced amenity.

158. Council's Urban Designer raised concerns with the extent of glazing initially applied at Level 2 and this has been addressed in the amended plans by reducing their continuity (see Figures 1, 2, 3 and 4) and increasing the solid ratio. Council's Heritage Advisor is not supportive of the applied standing seam metal to the upper levels citing this as a non light-weight material, as well as its colour scheme. However, standing seam metal is a lightweight material, when compared to concrete, and this is valued by its weight. It is onerous to modify or request changes to the palette of materials which is in clear contradiction to the DDO that asks for the application of lightweight materials at upper levels. Council's Heritage Advisor's comments in relation to this will not be applied.

159. The colour scheme is also comparable to other more modern infills that have dark screens and beams attached to concrete walls (i.e. southern apartment building), or a dark timber finish (property further south on Lord Street). The setback applied at the upper level, discussed at length in earlier sections, will assist in reducing some of the massing of the building and is considered to go far enough to remedy the obvious transition in materiality and colour.

Landscaping

160. Some modest landscaping is provided in the form of planter boxes to the terraces / balconies of the office at Level 3 and the dwellings to their south. This treatment is considered appropriate in this commercial context where landscaping does not contribute to the character of the area.

161. The terrace planter boxes will assist with the appearance of the southern façade, softening the appearance of the building where opposite the apartment building to the south of the laneway. The application does not include a landscape plan. This is needed to ensure that the landscaping outcome can be fully realised and maintained effectively with an appropriate selection of plant species. As such, a condition will require that a landscape plan be included to show the sketch plan landscaping outcome.

Site coverage

162. The site will be fully covered in built form, and this is acceptable given the proposed site coverage is identical to that existing on site, and to commercial buildings in proximity to the land, with intensive development a characteristic of the Bridge Road MAC, but also in part across the western side of Lord Street, south of the site.
The proposed site coverage is also consistent with the objectives of the interim DDO21 and Council-adopted DDO42 which calls for street walls with 0m street setbacks.

Laneway Abuttal

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

164. The subject site abuts a laneway to the south which provides a 'back of house' context. As outlined throughout this report, the proposed vehicle access from the laneway is supported by both DDO21, Council-adopted DDO42 and is also supported by Council's Engineering Services Unit.

165. Council's Engineering Services Unit has assessed the tandem car spaces and their location and is generally supportive of the location. However, to ensure the safety and efficacy of vehicle entry and exit vehicle movements from the laneway, has requested a 1 in 20 cross sectional drawing showing the reduced level of the north and south edge of the laneway, the centreline of the laneway, and the finished floor level of the slab with the 40 mm lip from the edge of the laneway to demonstrate adequate access for a B85 design vehicle. This will be included as a condition.

166. In terms of passive surveillance opportunities, the development provides vehicle access to the laneway and balconies and terraces at its upper levels. The development opposite has also pedestrianised the laneway with its existing condition as is evidenced by its reliance for access to back-of-house services, vehicle access to its car park, and upper-level cantilevering balconies, and windows that provide an immediate outlook into the laneway.

Light and shade

167. The general overshadowing controls of the DDO21 state that a permit cannot be granted for development that overshadows the southern footpath of Bridge Road to a distance of 3m from the kerb between 11am and 2pm at 22nd September. The development is located on the southern side of Bridge Road and will therefore not overshadow the footpath given the site's orientation. As such, it can be conceded that the development will not unduly affect solar access amenity to the public realm.

Clause 58 - On Site Amenity

Standard D1 – Urban context

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

Standard D2 – Residential Policies

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

Standard D3 –Dwelling diversity

170. The provision of a diverse housing stock assists in achieving broader strategic goals by promoting housing choice, adaptability and encouraging a diverse range of people within a neighbourhood, including families. The proposal provides 2 x 2 bedroom and 1 x 3 bedroom apartments. The dwelling sizes and amenities would adequately provide for the needs of the occupants in a resource rich area. It is also acknowledged that the setback requirement will resolve in a potential variation to the diversity offered, but overall still a good response to this part of Richmond due to the location.

Standard D4 - Infrastructure

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

Standard D5 – Integration with the street

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

Standard D6 – Energy efficiency

173. Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme encourages ecologically sustainable development with regard to water and energy efficiency, building construction and ongoing management. Positive attributes of the proposed development are outlined in the amended Sustainable Management Plan that was provided in an effort to address Council's ESD advisor's initial advice, submitted with the amended plans and include the following:

    (a) The dwellings / apartments demonstrate an average NatHERS rating of 6.5-stars;
    (b) The development claims a BESS score of 52% representing 'best practice';
    (c) 3-star electric heating and cooling systems for the dwellings / apartments;
    (d) Water efficient fixtures and appliances throughout;

(e) Low Volatile Organic Compound paints/adhesives to be used throughout the development;
(f) Bicycle parking provided for residents and visitors;
(g) Energy efficient lighting 20% improvement on NCC lighting power densities;
(h) The BESS Report indicates a 63% reduction in green-house gas emissions for the dwellings / apartments;
(i) A minimum 2kW rooftop solar PV system;
(j) A STORM rating of 114% with water being diverted to an 8,000L rainwater tank connected to the toilets associated with the offices; and
(k) Provision of an EV charger / station in the north-west corner of the basement car park.

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

(a) Consider increasing rainwater storage to service flushing needs of apartments.
(b) Consider a small pallet of materials and construction techniques that can assist in disassembly.
(c) Consider pipes, cabling, flooring to not contain PVC or meeting best practice guidelines for PVC.
(d) Consider a green roof or wall to improve the ecological value of this site.
(e) Consider additional responses which extend beyond 'best practice' to future-proof the building.
(f) Consider Head contractor to be ISO14001 accredited.
(g) Consider that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

175. Much of the above and the outstanding information required by Council's ESD advisor was captured in the initial amended SMP that accompanied the first round of amended plans (i.e. not those received by Council on 4th March 2022). Condition 1 will require the changes to the development detailed earlier and it is therefore considered appropriate to request an updated SMP by condition to reflect the revised plans at Condition 1.

Standard D7 – Communal open space

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

Standard D8 – Solar access to communal open space

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

Standard D9 – Safety

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

Standard D10 – Landscaping

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

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

Standard D11 – Access

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

Standard D12 – Parking location

182. The location of parking in the basement is considered to achieve an acceptable design response. The basement car park is easily accessible from the laneway, with direct access to the lift and stairway from this space. Clear access will also be available to this space from the residential lobby and the bicycle storage room to the EOT facilities provided.

183. An acoustic report has not been provided but a condition will require the submission of one. The acoustic report should ensure that noise levels from the vehicle access tilt door is designed to achieve compliance with sleep disturbance targets. Any condition 1 plans must also address any attenuation measures prescribed and / or design changes necessary to accommodate for appropriate noise volumes between floors.

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

Standard D13 – Integrated water and stormwater management

185. The amended plans include an 8,000L rainwater tank which would be connected to the toilets of the offices. Given that the amended plans are now void of reports, a condition will require a new STORM report for endorsement purposes. The report will be required to achieve the minimum STORM rating of 100% and will be made to be consistent with the policy direction under clause 22.16 – Stormwater Management (Water Sensitive Urban Design) of the Scheme. On this basis, the Standard will be met.

Standard D14 – Building setbacks

186. As outlined within the built form review of this assessment, the height and setbacks of the building, are considered to achieve an acceptable design response to the character of the surrounding area, particularly to this part of Bridge Road and Lord Street.

Standard D15 – Internal views

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

188. The southern balconies / terraces of the dwellings will have planter boxes across their full length, preventing an occupant or tenant from looking into the balcony terrace on the level below i.e. from the balcony of the penthouse on the fifth floor, to the balcony of the dwelling below labelled 4.1 on the plans. The balconies also face a public laneway and face the southern development opposite with off-site amenity discussed under its own heading. Whilst the development has adequately addressed this standard a condition will require further details of the planter boxes to ensure that these assist in adequately preventing internal views

Standard D16 – Noise impacts

189. The specific noise controls outlined in this Standard are not required to be met, however given the site's proximity to tram and traffic noise along Bridge Road to the north, it is considered that the new dwellings must be designed and constructed to include acoustic attenuation measures to reduce noise levels from any off-site noise sources.

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

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

191. As such, a condition will require the submission of an acoustic report that incorporates acoustic attenuation to the development with consideration to limiting noise impacts of tram and traffic noise along Bridge Road to the north. Any design changes will be required to be incorporated by way of condition.

Mechanical plant noise

192. A condition will require full compliance with the Environment Protection Regulations under the *Environment Protection Act 2017* and *Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues* (Publication 1826.2, Environment Protection Authority, March 2021)

Commercial noise

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

Standard D17 – Accessibility objective

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

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

195. A detailed assessment of the apartments indicates that all dwellings are compliant with the above requirements. All dwellings have been designed to achieve an outcome that is DDA compliant and the standard is clearly met.

Standard D18 – Building entry and circulation

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

Standard D19 – Private open space

197. Two out of three dwellings will have terraces / balconies that will have a northern aspect. In this instance dwelling 4.1 will have a balcony with a southern aspect, but given the generous area of 19.2sq.m and the north-south orientation of the site, it is acceptable.

198. This Standard requires the following dimensions for balconies:

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

199. Whilst the development exceeds the minimum requirements of this standard with generous areas of a minimum 19.2sq.m., meeting the standard, The southern balcony to Dwelling 4.1 has a depth that is compromised by the planter box. A condition will require this to meet the minimum dimension of 2m.

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

Standard D20 – Storage

201. Each of the proposed dwellings will have generous amounts of storage with up to a minimum 14.6 cubic metres for dwelling 4.1, with storage located within the basement. The functionality and location of the storage spaces are considered reasonable and the Standard will be met.

Standard D21 – Common property

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

Standard D22 – Site services

203. The site services would be located in the basement and at ground level within the building, adjacent to the bin store. This location is acceptable and will ensure that these services can be installed and easily maintained.

204. The mailboxes have not been identified but it would suffice to assume that these would be located within the easy reach either to the lobby. A condition will require the plans to provide details of the location of mailboxes.

Standard D23 – Waste and recycling

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

Standard D25 – Functional layout

Bedrooms

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

Living areas

207. Table D8 within this Standard states that living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions for a 2 or more bedroom dwelling specified below:

(a) 2 or more bedroom dwelling – minimum width 3.6m, with a minimum area 12sqm.

208. The dwellings meet the minimum requirements of this standard as these apply to the living areas of each with open plan living and dining kitchen areas that are generous in size and well designed. The setback of the upper most level will result in a reduction to the open plan living area of the penthouse and further revisions will require the internal layouts to be modified. This may result in a reduced number of dwellings on site, or further exploration of a modified design resulting in one split level apartment, or further reduction of commercial space. The development is not void of options and the building envelope will continue to provide space with ample options afforded to the permit holder.

Standard D26 – Room depth

209. The Standard aims to allow adequate daylight into single-aspect habitable rooms, by ensuring that these rooms do not exceed a room depth of 2.5m times the ceiling height. In this instance two bedrooms (i.e. the master bedroom of dwelling 4.1 and second bedroom of dwelling 4.2) have a single aspect but none exceed a depth of 3m.

Standard D27 – Windows

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

Standard D27 – Natural ventilation

211. All dwellings are provided with an adequate amount of windows that are operable and will achieve effective cross ventilation.

212. With regard to the wider ESD features proposed for the development; energy efficient lighting and water efficient fixtures / taps will be installed and sustainable products will be used throughout the design. To further increase the development's energy efficiency, Council's ESD Advisor recommended improvements and updates that can be included as conditions for an updated Sustainability Management Plan.

Off-Site Amenity Impacts

213. Clause 15.01-2S of the Scheme and the general design objectives of the DDO21 aim to provide building design that minimises the detrimental impacts on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing of SPOS, loss of daylight to windows, visual bulk and overlooking of sensitive areas.

The relevant policy framework for amenity considerations is contained within clauses 22.05 (interface Uses Policy) as well as the decision guidelines of the Commercial 1 Zone at Clause 34.01-7of the Scheme and the DDO21.

214. As previously identified, land surrounding the site to the west and east is commercial with dwellings opposite and to the south of a laneway.

Daylight to windows, overlooking and overshadowing

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

(a) Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September; and
(b) If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

216. The only sensitive interface to the site is the northern interface of the six-storey apartment building to the south of the laneway that faces the subject site. The subject site is separated from the apartment building by the laneway, with the ground floor occupied by back-of-house services associated with a commercial tenancy facing Lord Street, and a substation. At the ground floor this development has a minimum setback of 3.42m. The first floor and above, is occupied by apartments that have several north-facing, habitable room windows and balconies. The first and second floor windows, where opposite the subject site are heavily screened. West of these windows are balconies with green balustrades.

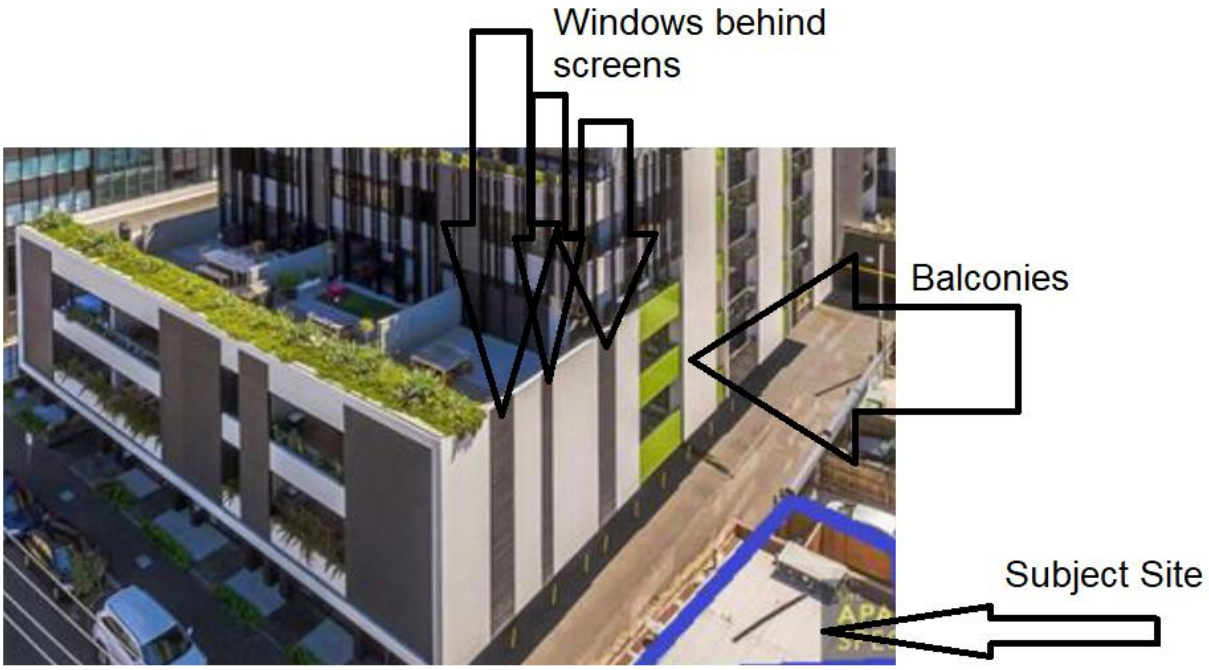


Figure 20: Extracted image from permit applicant's Town Planning Report at p.25 and modified to identify windows and balconies facing the Subject Site at No. 2-6 Lord Street.

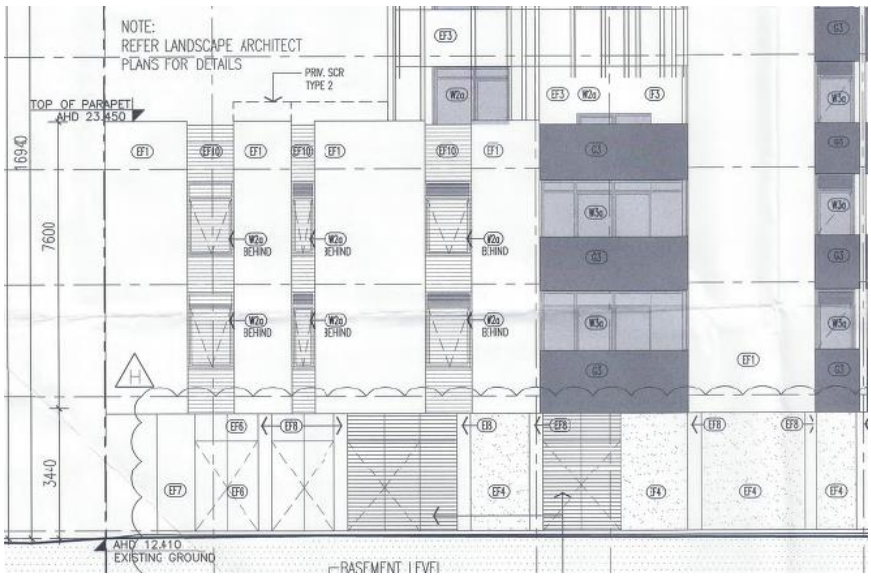


Figure 21: Extracted from the endorsed plans at No. 2-6 Lord Street that correlate with the extracted image at Figure 20.

217. The habitable room windows directly to the south of the subject site are covered with privacy screens. To their west, at first and second floors are north-facing terraces with approximately 1m (above finished floor level) high green balustrades that are repeated at the levels above (see Figure 22).

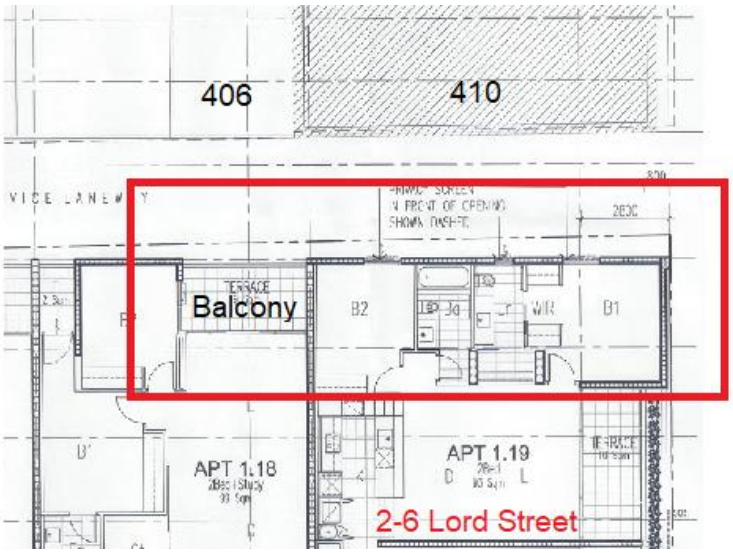


Figure 22: Extracted from the endorsed plans at No. 2-6 Lord Street to show location of balcony and layout.

218. Screening has been provided to the south-facing office windows at first and second floors to limit overlooking opportunities. At the third floor, the south-facing balcony is set back 5.23m and the at the fourth floor, the south-facing balcony is setback 7.4m from the nearest habitable room window or private open spaces of the apartment building opposite, with the latter providing a planter for additional visual relief to prevent overlooking. Above this, the setbacks have a separation of 9.6m and screening is not required.

219. Whilst some effort has been made to identify overlooking opportunities to surrounding secluded private open spaces and habitable room windows, a condition will require these details to be properly shown for clarity. The balconies of several apartments in the southern apartment building are also located opposite the subject site and within the 9m radius and a condition will require the adoption of mitigation measures as necessary to ensure that these balconies are protected from overlooking and bring the development into full compliance with Clause 22.05.

220. The development has also responded to the northern interface of the development south of the laneway by ensuring that there is no shadow impact to the balconies of these apartments at the Equinox (September 22nd). The shadow diagrams include the sectional shadows at Figure 23 which show sectional shadow and demonstrate that the shadow line does not travel up the wall and into the balconies of the apartments opposite. In other words, the balconies of apartments opposite will be unaffected by the additional shadows cast at the Equinox. In fact, the most impactful shadow is cast across the road and into the secluded private open space at No. 4 Hunter Street, on the east side of Lord Street. However, this is only limited to 3pm at the Equinox and is supported on this limited basis.

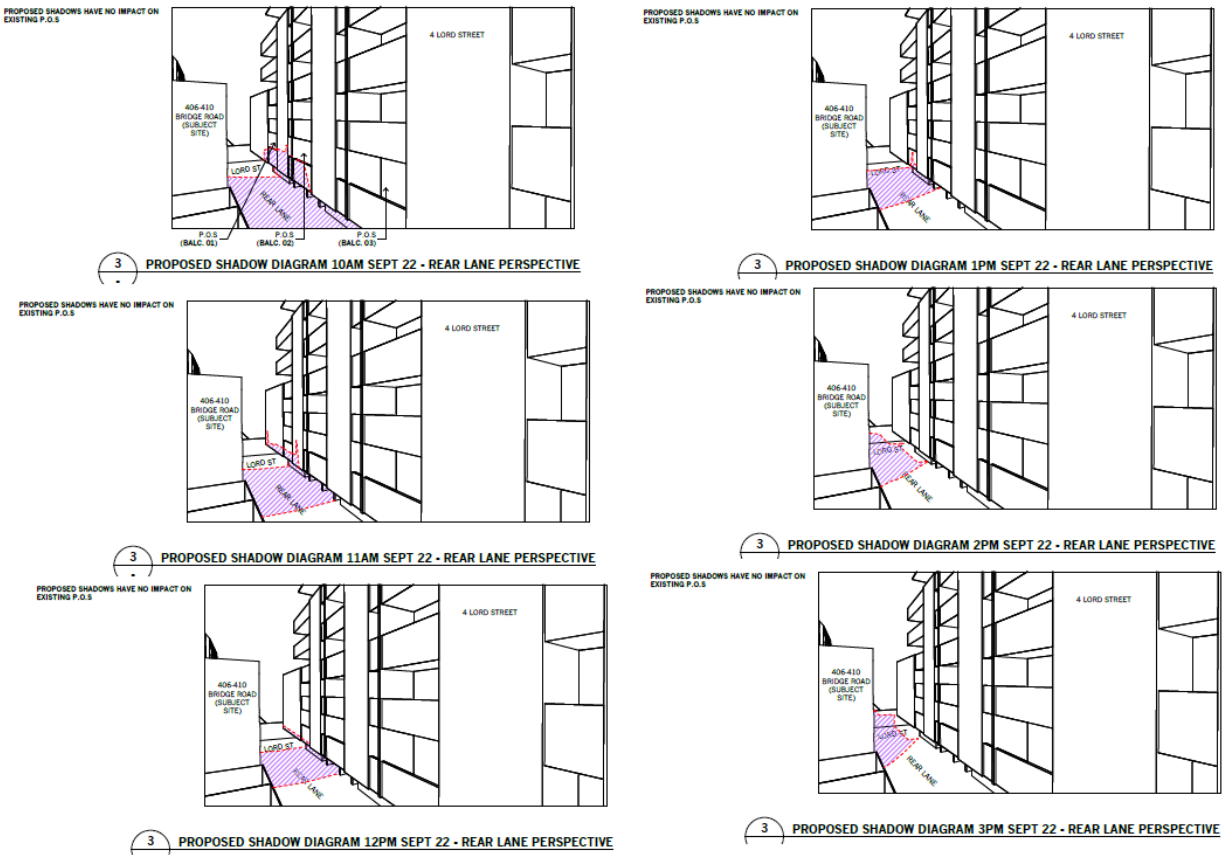


Figure 23: Sectional proposed shadows cast across the northern interface of the apartment building south of the subject site.

Visual Bulk

221. To the west, the boundary walls will measure a height between 9.5m and 9.98m above the NGL with the upper level setbacks a minimum 3m, and will be located adjacent to the walls and built form of the adjoining double-storey commercial building, including rear lean-to, flat roofed area and car park at the rear. Whilst the walls across the boundary are concrete, those above, are articulated with a combination of fenestration, and screening devices. The southern elevation will include the continuation of the encasement from the Lord Street elevation, with upper levels articulated with balconies and openings, including landscaping.

The development has been contextually designed to have regard to each setting and will not result in visual bulk.

Wind Impacts

222. A Wind Impact Assessment will be required by condition to confirm that wind mitigation measures have been appropriately considered in the design of the development with regard to the amended plans and with particular regard to the laneway and a wind tunnel test as related to the balconies. This is unlikely to result in significant changes to the proposal, and normally limited to increased screening and/or landscaping.

Equitable Development

223. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the *Planning and Environment Act* (1987), matters of equitable development must be considered. The interim DDO21 requires upper levels to be provided with a building separation of at least 3m where windows are proposed in a commercial development. In this instance the western setback is 3m and the adjoining site is commercial.

224. The site is also separated from land to the south by a laneway, land to the north by Bridge Road and land to the east, by Lord Street. In light of this context, the proposed development will not unreasonably affect equitable development opportunities to surrounding properties.

225. The sites to the west and east are located within the C1Z with heritage controls and the same DDO controls applicable to the subject site. Based on their site dimensions and orientation, it is anticipated that these sites could achieve a similar outcome to that proposed by the scheme before Council. The adopted scheme is in accordance with the requirements of the interim DDO21 and it would be an unreasonable expectation to adopt setbacks from the side boundaries given the site constraints. Given this interface and zoning that entertains the intensification of development and a co-existence of sensitive and commercial land uses, the scheme is considered to have been in anticipation of development to the west.

Noise and Light Spill

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

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

228. As previously indicated, a condition will require an acoustic report that includes acoustic attenuation to the development with particular consideration of limiting noise impacts of tram and traffic noise along Bridge Road to the north. Any design changes will be required to be incorporated by way of condition.

Car parking, vehicle access, traffic, loading and waste

Provision of car parking

229. The proposed development would provide a total of 10 tandem, on-site car parking spaces.

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

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

(b) The site has excellent access to public transport, including tram services on Bridge Road (direct access) as well as Church Street tram services (500m west) and Swan Street tram services (810m south), all of which are within walking distance.

(c) The provision of bicycle infrastructure in the surrounding area. The proposal provides in-excess of the bicycle space requirements prescribed by the Scheme for staff and occupants with measures and on-site facilities that will encourage bicycle use.

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

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

(f) Council's Engineering Services Unit reviewed the proposed car parking provision and raised no issue to the proposed reduction, stating that the initial distribution of car parking was excessive and that it required to be better distributed. Since advertising, the application was amended to allocate a provision of 8 car spaces to the commercial uses and two to the dwellings. This is a much more favourable distribution of car parking. Further, the site has its frontage to an activity centre and has very good links to public transport and a reduced parking provision onsite, is supported.

Vehicle Access

231. Other than requesting additional information to be shown on the plans or minor layout changes, Council's Engineering Services Unit did not raise any issues with vehicle access and safety. Further, the relatively low number of on-site car spaces will provide an acceptable outcome with regards to vehicle access and safety outcomes.

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

(a) The width of the carriageway and kerbs for the internal accessway are to be dimensioned on the drawings.
(b) The headroom clearance at the roller door and along all internal critical headroom clearances are to be dimensioned on the drawings.
(c) The clearances of car spaces adjacent to a wall is to be dimensioned on the drawings.
(d) a 1 in 20 scale cross sectional drawing, with dimensions, together with the B85 design vehicle ground clearance template demonstrating access into and out of the development.
(e) The canopies along the development's Lord Street frontage setback 750 mm from the edge of the kerb to satisfy the *Building Regulations 2018*.

(f) Any service cabinet door opening onto a Public Highway must swing180-degrees and be latched to the building when opened.

233. Whilst it is acknowledged that some items may have been addressed, for clarity, all of the above items can be achieved by condition which will ensure appropriate and safe vehicle access.

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

(a) The kerb and channel along the property's Lord Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
(b) The footpath along the property's Lord Street frontage must be reconstructed in asphalt to Council's satisfaction and at the Permit Holder's cost. The footpath (constructed in asphalt) must have a cross-fall of no steeper than 1 in 33 or unless otherwise specified by Council.
(c) The half width road pavement of Lord Street (in between the west kerb and the centreline of the road) must be profiled (grinded) and re-sheeted to Council's satisfaction and at the Permit Holder's cost. These re-sheeting works are be undertaken outside the property's Rokeby Street frontage, in between the northern boundary and the southern boundary. Any isolated areas of pavement failure must be reinstated with full-depth asphalt.
(d) All redundant vehicle crossing are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
(e) 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.
(f) 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.
(g) 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.
(h) 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.
(i) Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
(j) 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.

235. The majority of these additional recommendations can be appropriately captured under general infrastructure, drainage and construction management conditions and/or notes that are usually placed on a permit of this type.

Traffic

236. The application has located vehicle access from the rear laneway. This is considered to be the preferred location with respect to pedestrian and traffic safety, as encouraged by the interim DDO21.

Loading, unloading and waste

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

238. This is considered to be an acceptable outcome given that the development is associated with a commercial component that is similar to its existing conditions. This will ensure that the development does not impose any unreasonable loading requirements on Bridge Road, given that the existing building is already commercial and would already generate a loading component.

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

    (a) The size of the bin storage area provided in M^2,
    (b) More information on a fourth waste stream with regard to the management off glass separation.

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

Bicycle Facilities

241. Council's Strategic Transport Unit supports the on-site bicycle parking provision and whilst previously supported the lack of visitor parking by acknowledging the traffic report that notes visitors to the site could be granted access to the internal bicycle parking area, the permit applicant has allocated at least 4 visitor spaces on the amended plans

242. Council's Strategic Transport Unit has requested notations to be included that indicate the bicycle racks and dimensions of bicycle spaces to demonstrate compliance with clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority, including provision for electrical infrastructure for the car parking areas. Conditions will require these details to be annotated on the plans. It is highlighted that the car parking area in the basement has been amended to include an EV charging station.

243. The submission of a Green Travel Plan containing the following items that will also be addressed by condition:

    (a) *Description of the location in the context of alternative modes of transport;*
    (b) *Employee welcome packs (e.g. provision of Myki/transport ticketing);*
    (c) *Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;*
    (d) *A designated 'manager' or 'champion' responsible for co-ordination and implementation;*
    (e) *Details of bicycle parking and bicycle routes;*
    (f) *Details of Green Travel funding and management responsibilities;*
    (g) *The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);*
    (h) *Security arrangements to access the employee bicycle storage spaces;*
    (i) *Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and*
    (j) *Provisions for the GTP to be updated not less than every five years.*

Objector Concerns

244. Objector's concerns are addressed as follows:

(a) Excessive height and overdevelopment of the site;

245. Height is discussed in paragraphs 134 to 150 of this report. The site is capable of being developed of the scale entertained by the application and its assessment is a clear indicator that it is not an overdevelopment.

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

246. The architectural response is well resolved within the context in which it is located.

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

247. Heritage is discussed in paragraphs 120 through to 150 given that height is also factored into this consideration.

(d) *Reduction in the car parking provision;*

248. The reduced car parking rate is supported for the reason detailed at paragraphs 229 and 240.

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

249. An increase in traffic congestion cannot be attributed to a site in a isolated scenario. The area is already facing a congestion of traffic and this is significantly attributed to high car ownership in an inner city context.

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

250. Off-site amenity impacts are discussed at paragraphs 213 to 228.

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

251. Taller built form than existing is already anticipated for the area as is evidence of the application of the DDO controls.

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

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

RECOMMENDATION

That having considered all objections and relevant planning policies, the Planning Decisions Committee resolves to issue a Notice of Decision to Grant a Planning Permit for partial demolition, construction of a multi-level building, dwelling use and a reduction in the statutory car parking requirement at 406 – 410 Bridge Road, Richmond subject to the following conditions:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans, prepared by Pitch Architecture and Design (revision 03/03/2022) and received by Council on 04th March 2022 but modified to show:

(a) The fifth floor and roof terrace above set back a minimum distance of 13m from the northern boundary to Bridge Road;
(b) Details of the planter boxes to demonstrate prevention of internal views between the south-facing terraces of the apartments;
(c) The southern terrace at the fourth floor to have a minimum dimension of 2m, excluding the planter box;
(d) Details to demonstrate that there are no unreasonable overlooking opportunities from the south-facing balconies into surrounding habitable rooms and open spaces (including balconies) of surrounding dwellings within a 9m radius.
(e) Measures to mitigate overlooking from the upper level south-facing balconies / terraces required as a consequence of Condition 1(d).
(f) 1 in 20 scale cross sectional drawing showing the reduced level of the north and south edge of the laneway, the centreline of the laneway, and the finished floor level of the slab with the 40 mm lip from the edge of the laneway to demonstrate adequate access for a B85 design vehicle;
(g) The width of the carriageway and kerbs for the internal accessway are to be dimensioned on the drawings.
(h) The headroom clearance at the roller door and along all internal critical headroom clearances are to be dimensioned on the drawings.
(i) The clearances of car spaces adjacent to a wall is to be dimensioned on the drawings.
(j) The canopies along the development's Lord Street frontage set back 750 mm from the edge of the kerb.
(k) The service cabinet door opening onto a Public Highway must swing180-degrees and be latched to the building when opened.
(l) Any changes required by the Façade Strategy and Materials and Finishes Plan at Condition 5.
(m) Any changes required by the Landscape Plan at Condition 7;
(n) Any changes required by the Sustainability Management Plan at Condition 9;
(o) Any changes required by the Acoustic Report at Condition 11;
(p) Any changes required by the Wind Assessment at Condition 14; and
(q) Any changes required by the Waste Management Plan at Condition 16.

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.

Structural Report

3. Before the demolition commences, a structural report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended structural report will be endorsed and will then form part of this permit. The amended structural report must be prepared by a suitably qualified structural engineer, or equivalent, and demonstrate the means by which the retained portions of building will be supported during demolition and construction works to ensure their retention.

Ongoing Structural Report Requirement

4. The provisions, recommendations and requirements of the endorsed structural report must be implemented and complied with to the satisfaction of the Responsible Authority.

Façade Strategy and Materials and Finishes Plan

5. In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of

this permit. This must detail:

(a) Full details relating to the façade restoration methodology;
(b) Elevations at a scale of 1:20 or 1:50 illustrating typical podium and tower details, entries and doors;
(c) Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
(d) A materials schedule coloured drawings and renders outlining colours, materials including glare and reflectivity levels from glazing of the walls to the tower and graffiti proofing of walls to the street, including doors, perforations and upper levels (where necessary).

Ongoing architect involvement

6. As part of the ongoing progress and development of the site, Pitch Architecture and Design 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

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

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

to the satisfaction of the Responsible Authority.

Ongoing Landscape Plan Requirement

8. 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.

Sustainability Management Plan

9. Before the development commences, an amended Sustainability Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainability Management Plan will be endorsed and will form part of this permit.

The amended Sustainability Management Plan must include or show:

(a) An average NatHERS rating of 6.5-stars to the dwellings;
(b) A BESS score of 52% representing 'best practice';
(c) 3-star electric heating and cooling systems for the dwellings / apartments;
(d) Water efficient fixtures and appliances throughout;
(e) Low Volatile Organic Compound paints/adhesives to be used throughout the development;
(f) Bicycle parking provided for residents and visitors;
(g) Energy efficient lighting 20% improvement on NCC lighting power densities;
(h) The BESS Report indicates a 63% reduction in green-house gas emissions for the dwellings / apartments;
(i) A minimum 2kW rooftop solar PV system;
(j) A STORM rating of 114% with water being diverted to an 8,000L rainwater tank connected to the toilets associated with the offices; and
(k) Provision of an EV charger / station in the north-west corner of the basement car park.
(l) Consideration to increasing rainwater storage to service flushing needs of apartments.
(m) Consideration of a small pallet of materials and construction techniques that can assist in disassembly.
(n) Considered use of pipes, cabling, flooring to not contain PVC or meeting best practice guidelines for PVC.
(o) Consideration of a green roof or wall to improve the ecological value of this site.
(p) Consideration of additional responses which extend beyond 'best practice' to future-proof the building.
(q) Consideration of a head contractor to be ISO14001 accredited.
(r) Consideration of an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

Ongoing Sustainable Management Plan Requirement

10. 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

11. Before the development commences, an Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must include / show or address:

(a) Reference to the plans required by Condition 1;
(b) Noise levels from the vehicle access door to the basement and the car park area;
(c) Noise impacts of tram and traffic noise along Bridge Road;
(d) The management of noise associated with the commercial uses within the building; and
(e) any attenuation necessary to achieve compliance with all relevant requirements relating to the dwellings in addressing sleep noise targets as these relate to all of the above i.e. (b), (c) and (d).

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

Ongoing Acoustic Report Requirement

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

Wind Assessment

14. Before the development commences, a 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 Wind Assessment Report must include:

    (a) Reference to the plans required by Condition 1; and
    (b) A wind tunnel model study of the environmental wind conditions which explore the wind conditions of the balconies / terraces and whether additional mitigation treatments are required to satisfy relevant criteria.

Ongoing Wind Assessment Requirement

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

Waste Management Plan

16. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by One Mile Grid and dated and dated 1st September 2020, but modified to include or show:

    (a) Reference to the plans required by Condition 1; and
    (b) The size of the bin storage area provided in M^2, and large enough to form an effective waste system with provision for a fourth waste stream (glass separation).

Ongoing Waste Management Plan Requirement

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

Green Travel Plan

18. In conjunction with the submission of development plans under Condition 1, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel Plan will be endorsed and will form part of this permit. The Green Travel Plan must include the following:

    (a) The proposal as amended pursuant to Condition 1.
    (b) Description of the location in the context of alternative modes of transport;
    (c) Employee welcome packs (e.g. provision of Myki/transport ticketing);
    (d) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
    (e) A designated ‘manager’ or ‘champion’ responsible for co-ordination and implementation;
    (f) Details of bicycle parking and bicycle routes;
    (g) Details of Green Travel funding and management responsibilities;

(h) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);
(i) Security arrangements to access the employee bicycle storage spaces;
(j) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
(k) Provisions for the GTP to be updated not less than every five years.

Ongoing Green Travel Plan Requirement

19. 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

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

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

to the satisfaction of the Responsible Authority.

Public Realm Works / Road Infrastructure

21. Prior to the occupation of the building or by such later date as is approved by the Responsible Authority, a Public Realm Works plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The Public Realm Works plan must show the works associated with:

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

22. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the works shown on the endorsed Public Realm Plan must be carried out and completed to the satisfaction of the Responsible Authority.

Street Tree

23. Before the development commences, the permit holder must make a one-off contribution of $1,037.00 to the Responsible Authority to be used for a new street tree on the footpath outside the property frontage to Lord Street as a result of the development.

General

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

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

(b) to the satisfaction of the Responsible Authority.

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

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

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

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

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

28. 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.

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

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

30. 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.

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

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

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

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

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

36. Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

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.

Developer Contribution

38. Prior to the commencement of the development:

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

39. Prior to the issue of a building permit:

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

Construction Management Plan

40. 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.

41. 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.

Ongoing Construction Management Plan Requirement

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

Construction Times

43. 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

44. This permit will expire if:

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

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

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

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

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

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.

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

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

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

The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit.

Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

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.

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

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

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 developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs.

Attachments

1 PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans

2 PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Heritage Consultant Report

3 PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Traffic Assessment Report

4 PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

5 PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on original (advertised) plans

6 PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Urban Design comments on original (advertised) plans

7 PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

8 PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Strategic Transport Unit on original (advertised) plans.

9 PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Engineering Services Unit on original (advertised) plans.

10 PLN20/0683 - 406 - 410 Bridge Road, Richmond - Council's advise on waste management on original (advertised) plans.

11 PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on Amended Plans.

12 PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS

13 PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

14 PL07/0552 - 2-6 Lord St Richmond - Planning Permit

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans

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PROJECT
406-410 BRIDGE ROAD RICHMOND VIC 3125

STAGE
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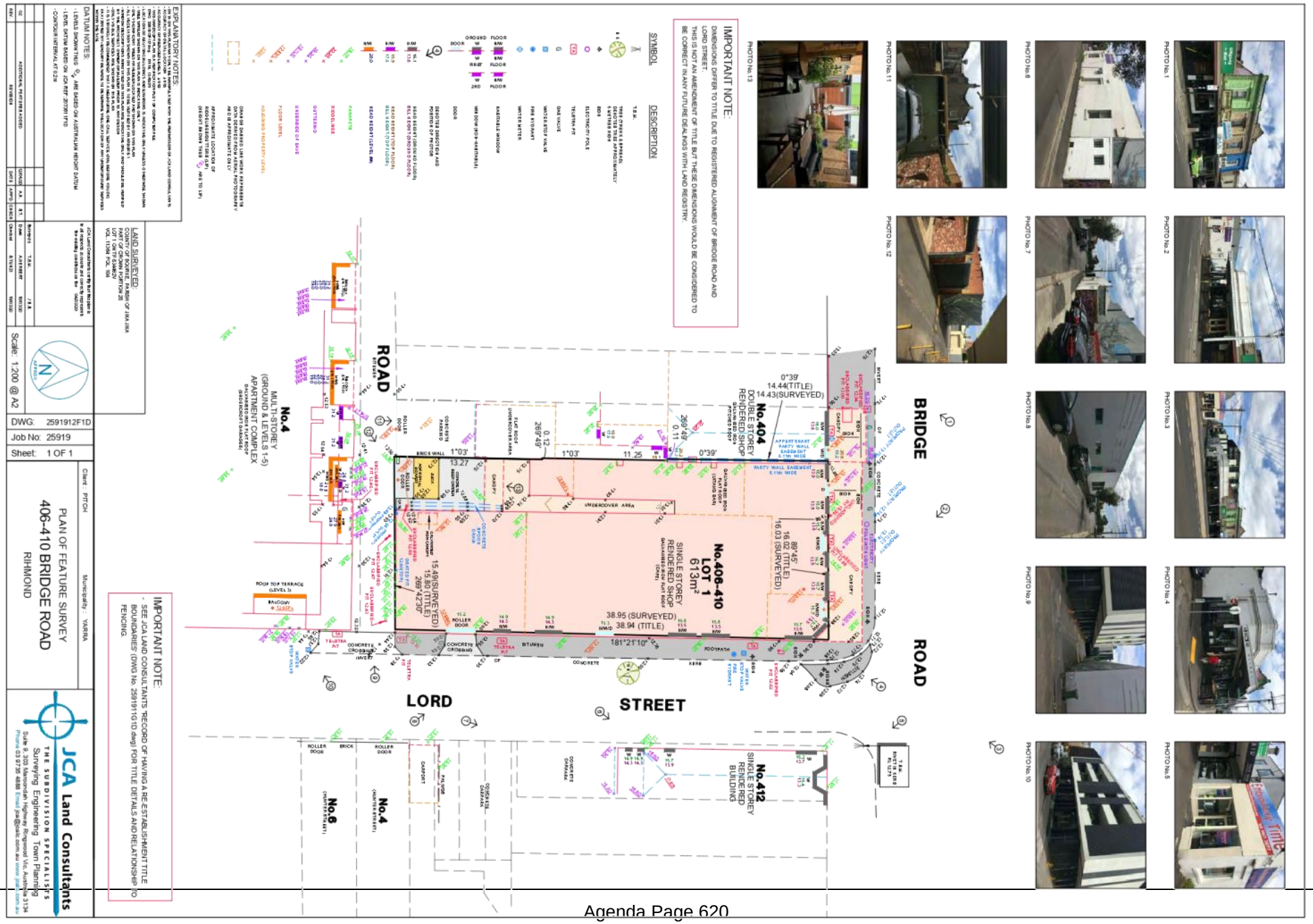
TOWN PLANNING DRAWING SET

DRAWING NO.	DRAWINGS TITLE	17/12/20
TP0-102	SURVEY PLAN	-
TP0-103	EXISTING SITE PLAN	-
TP0-104	DEMOLITION PLAN	-
TP0-105	EXISTING BRIDGE ROAD STREETSCAPE ELEVATION	-
TP0-106	EXISTING LORD STREET STREETSCAPE ELEVATION	-
TP0-107	DEMOLITION LORD STREET STREETSCAPE ELEVATION	-
TP0-108	DEMOLITION SOUTH ELEVATION	-
TP0-109	DEMOLITION WEST ELEVATION	-
TP1-101	BASEMENT PLAN	-
TP1-102	GROUND FLOOR PLAN	-
TP1-103	FIRST FLOOR PLAN	-
TP1-104	SECOND FLOOR PLAN	-
TP1-105	THIRD FLOOR PLAN	-
TP1-106	FOURTH FLOOR PLAN	-
TP1-107	FIFTH FLOOR PLAN	-
TP1-108	ROOFTOP TERRACE PLAN	-
TP2-101	NORTH ELEVATION	-
TP2-102	EAST ELEVATION	-
TP2-103	SOUTH ELEVATION	-
TP2-104	WEST ELEVATION	-
TP2-105	PROPOSED BRIDGE ROAD STREETSCAPE ELEVATION	-
TP2-106	PROPOSED LORD STREET STREETSCAPE ELEVATION	-
TP3-101	PROPOSED SECTION	-
TP5-101	SHADOW DIAGRAMS 9AM SEPT 22	-
TP5-102	SHADOW DIAGRAMS 10AM SEPT 22	-
TP5-103	SHADOW DIAGRAMS 11AM SEPT 22	-
TP5-104	SHADOW DIAGRAMS 12PM SEPT 22	-
TP5-105	SHADOW DIAGRAMS 1PM SEPT 22	-
TP5-106	SHADOW DIAGRAMS 2PM SEPT 22	-
TP5-107	SHADOW DIAGRAMS 3PM SEPT 22	-
TP6-113	MATERIALS AND FINISHES	-

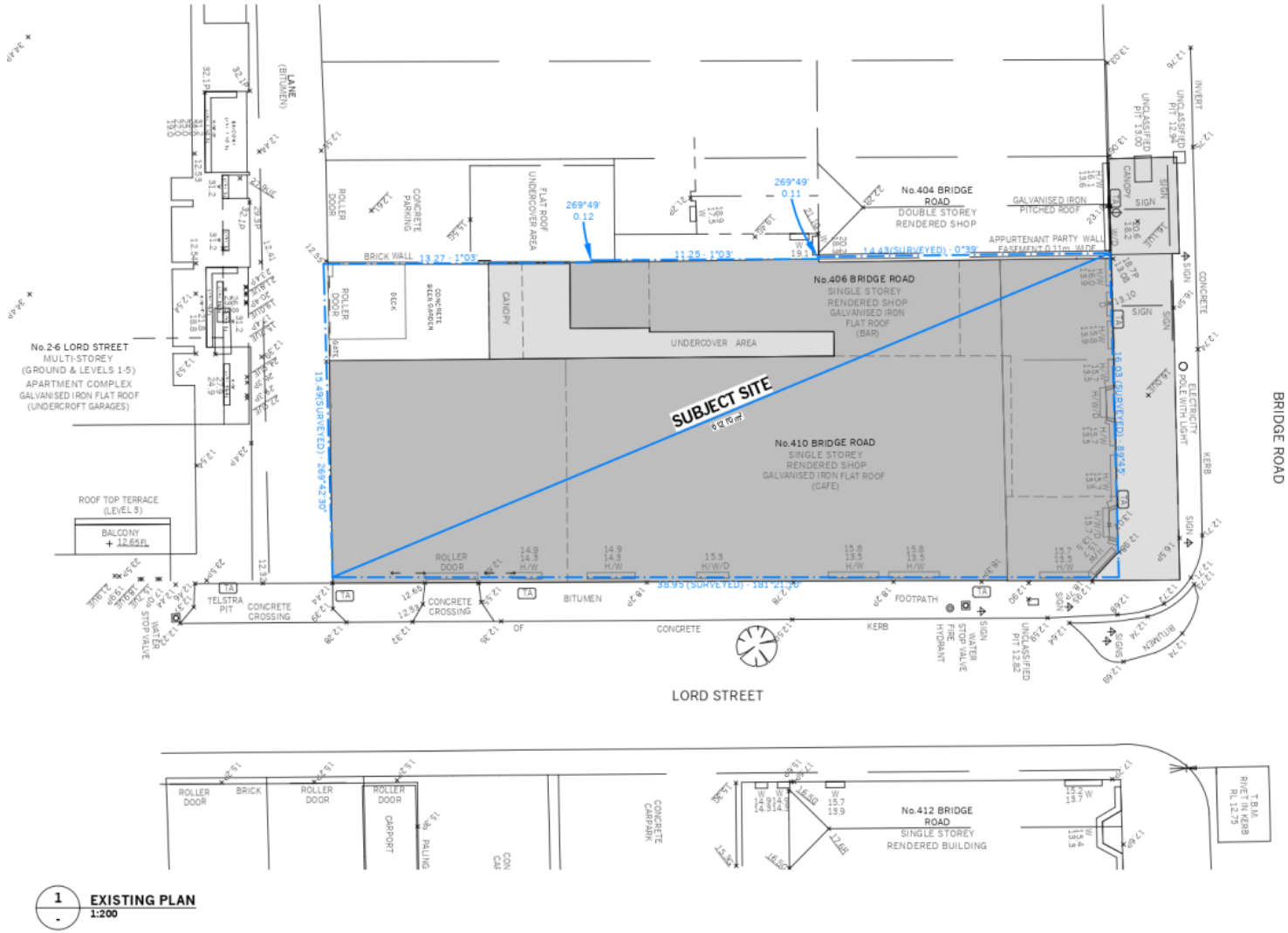
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PROJECT
P19010 - 406-410 BRIDGE ROAD
RICHMOND VIC 3125

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 - **EXISTING PLAN**
1:200

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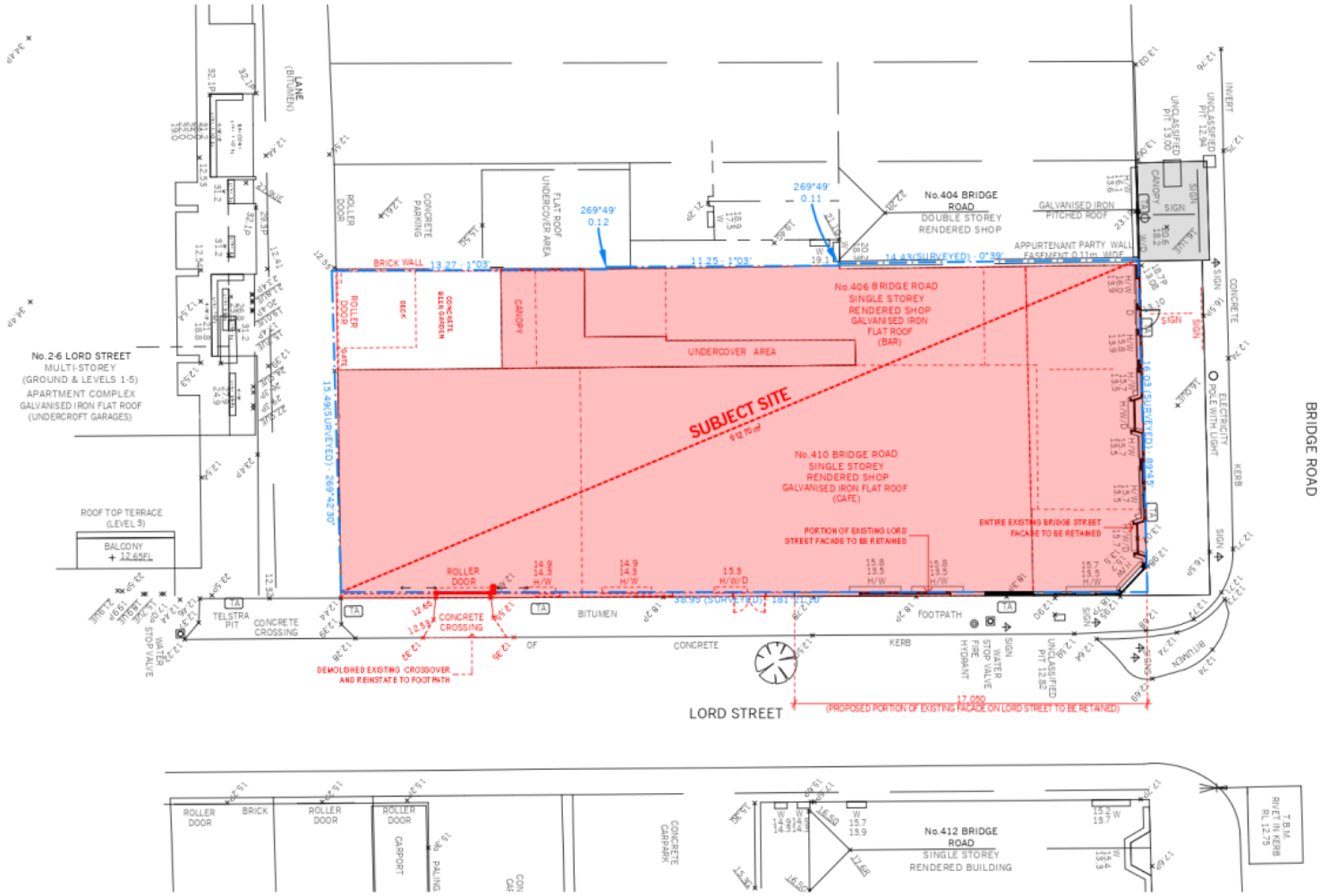
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ID	DATE	REVISION

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SCALE: AS SHOWN @ A3
DRAWING NO.: TP0-103
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: EXISTING SITE PLAN
STAGE: TP

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1 - **DEMOLITION PLAN**
1:200

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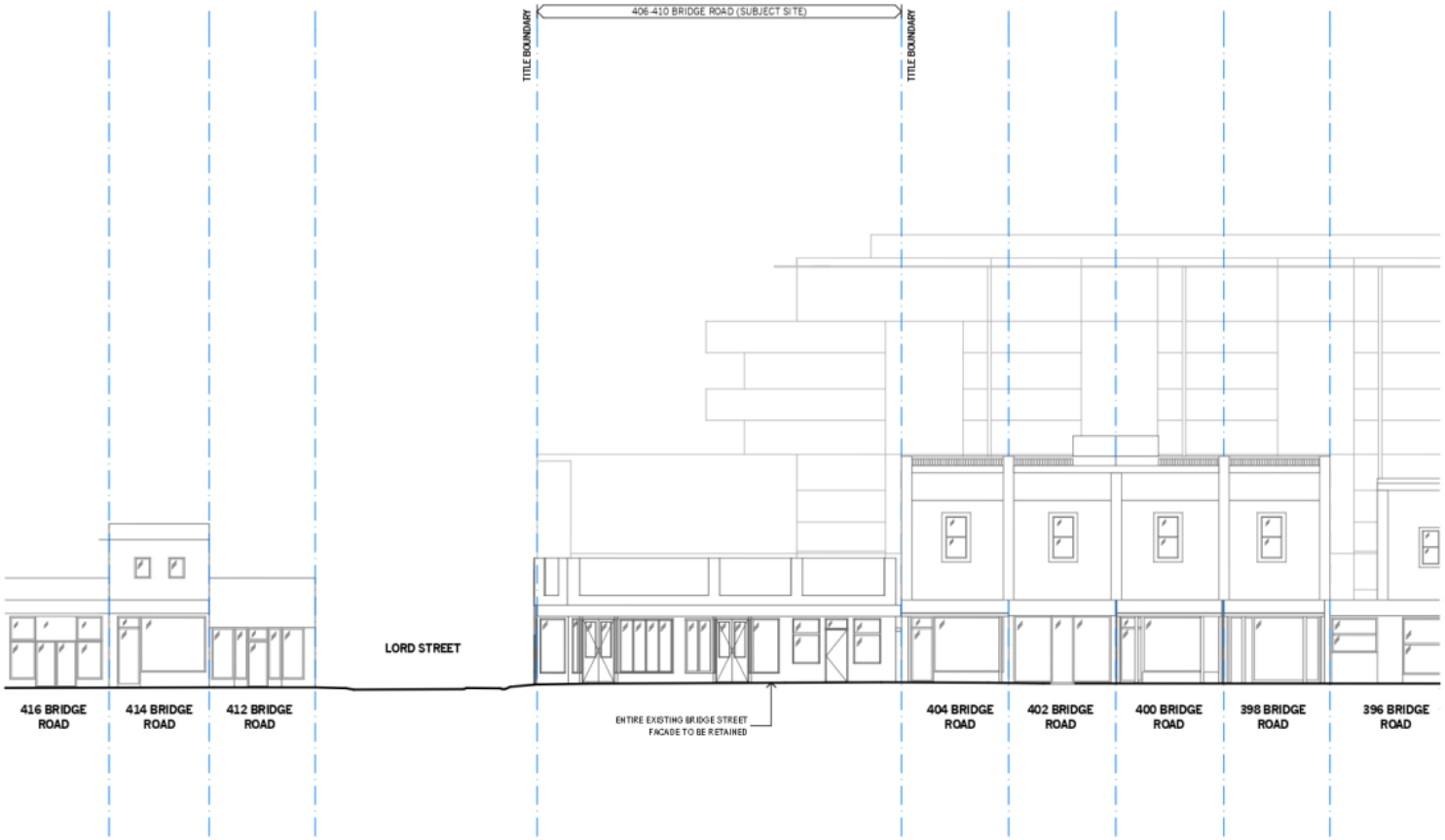
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JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 17/12/2020
DRAWING NO.: TP0-104
DRAWING TITLE: DEMOLITION PLAN
REVISION: -
STAGE: TP

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1 / - EXISTING BRIDGE RD STREETSCAPE ELEVATION
1:200

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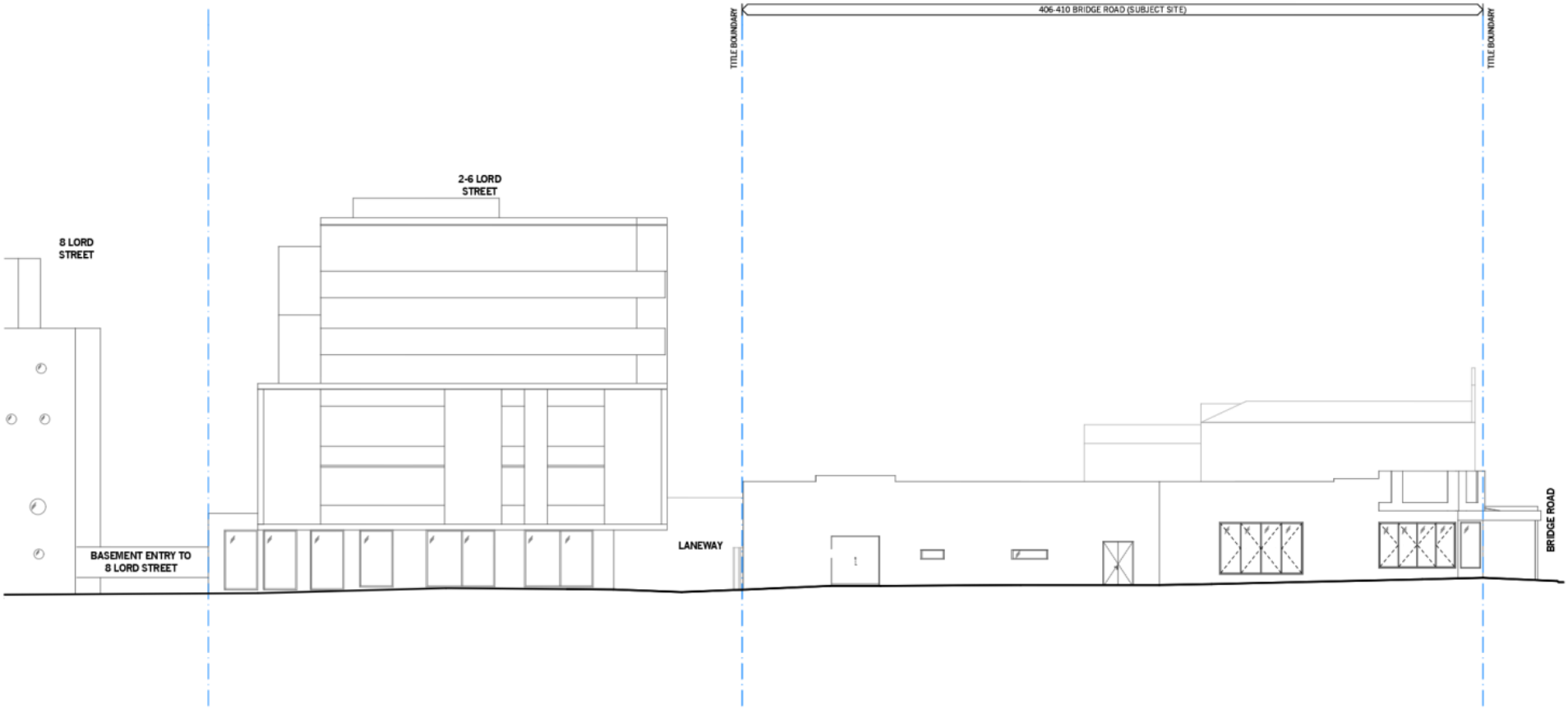
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ID	DATE	REVISION

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JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 17/12/2020
DRAWING NO.: TP0-105
DRAWING TITLE: EXISTING BRIDGE ROAD STREETSCAPE ELEVATIO
REVISION: -
STAGE: TP

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1 / - EXISTING LORD ST STREETSCAPE ELEVATION
1:200

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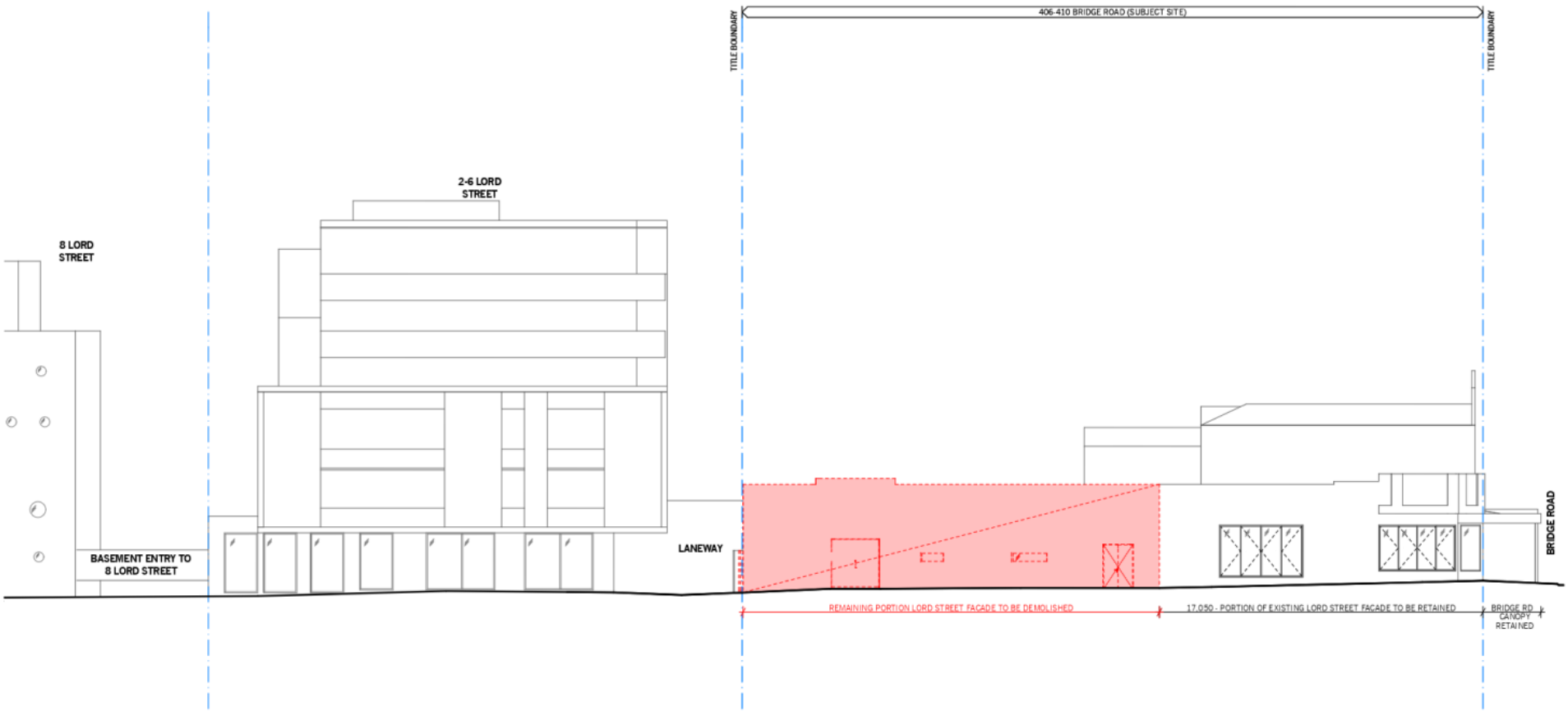
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JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 17/12/2020
DRAWING NO.: TP0-106
DRAWING TITLE: EXISTING LORD STREET STREETSCAPE ELEVATION
REVISION: -
STAGE: TP

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1 / - **DEMOLITION LORD ST STREETSCAPE ELEVATION**
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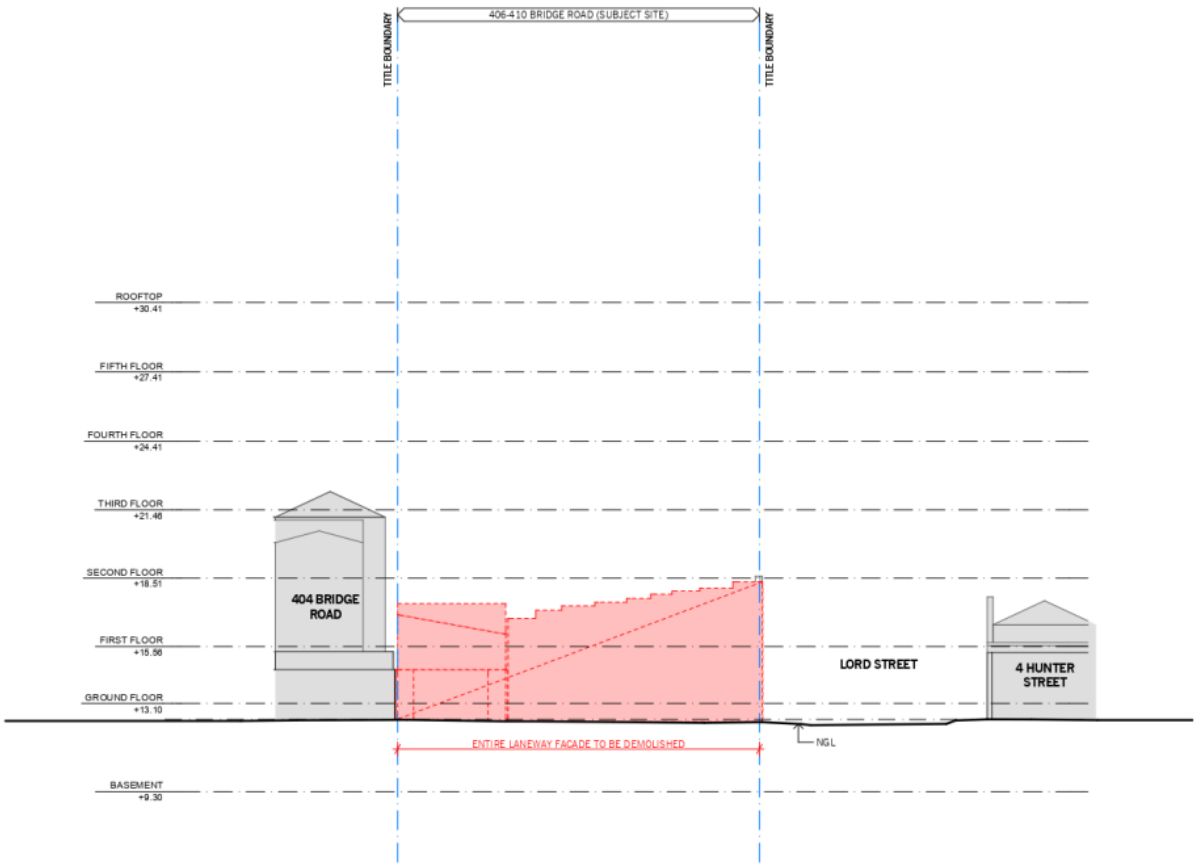
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REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: DEMOLITION LORD STREET STREETSCAPE ELEVATION
STAGE: TP

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1 - **DEMOLITION SOUTH ELEVATION**
1:200

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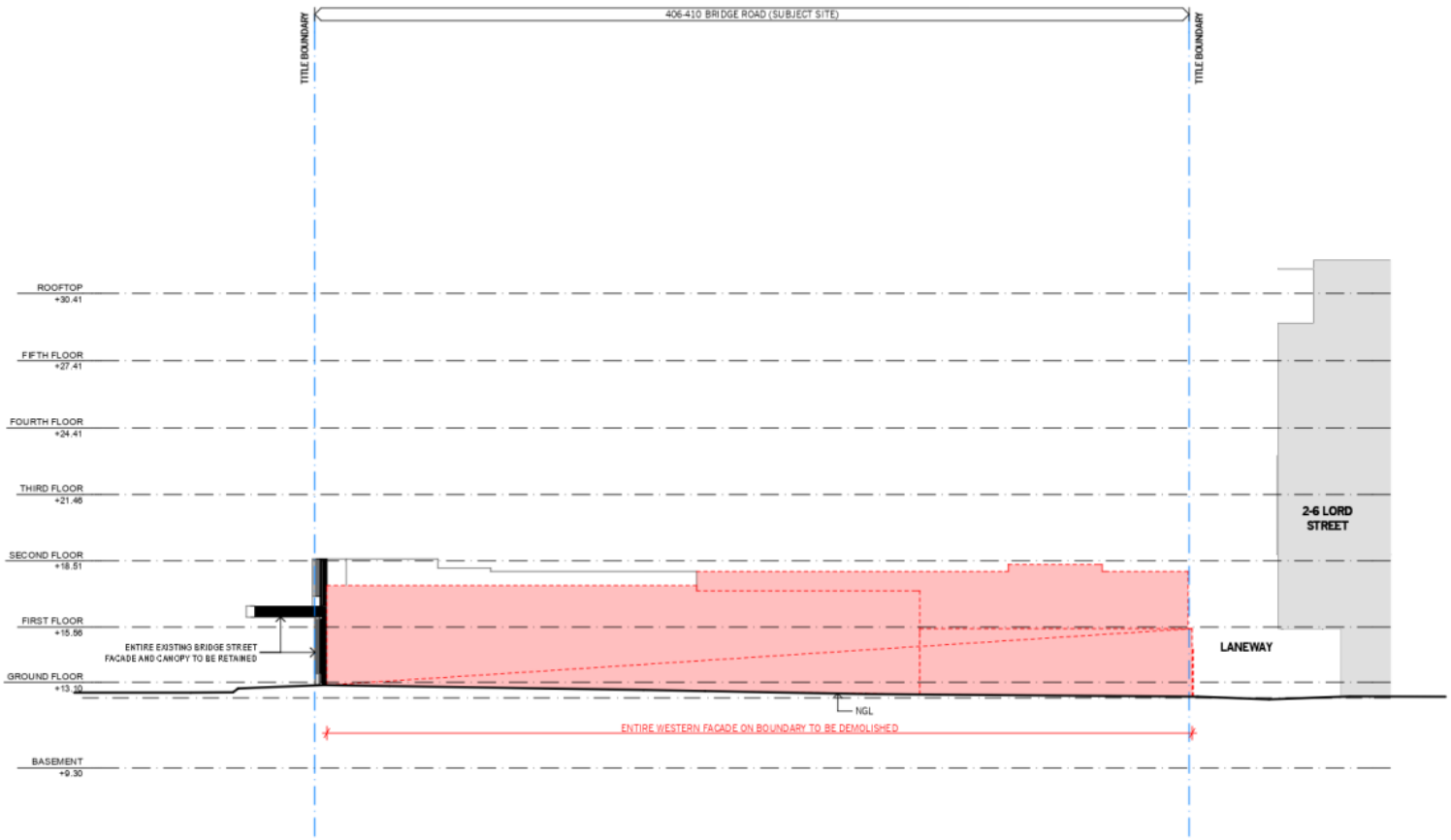
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REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: DEMOLITION SOUTH ELEVATION
STAGE: TP

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1 - **DEMOLITION WEST ELEVATION**
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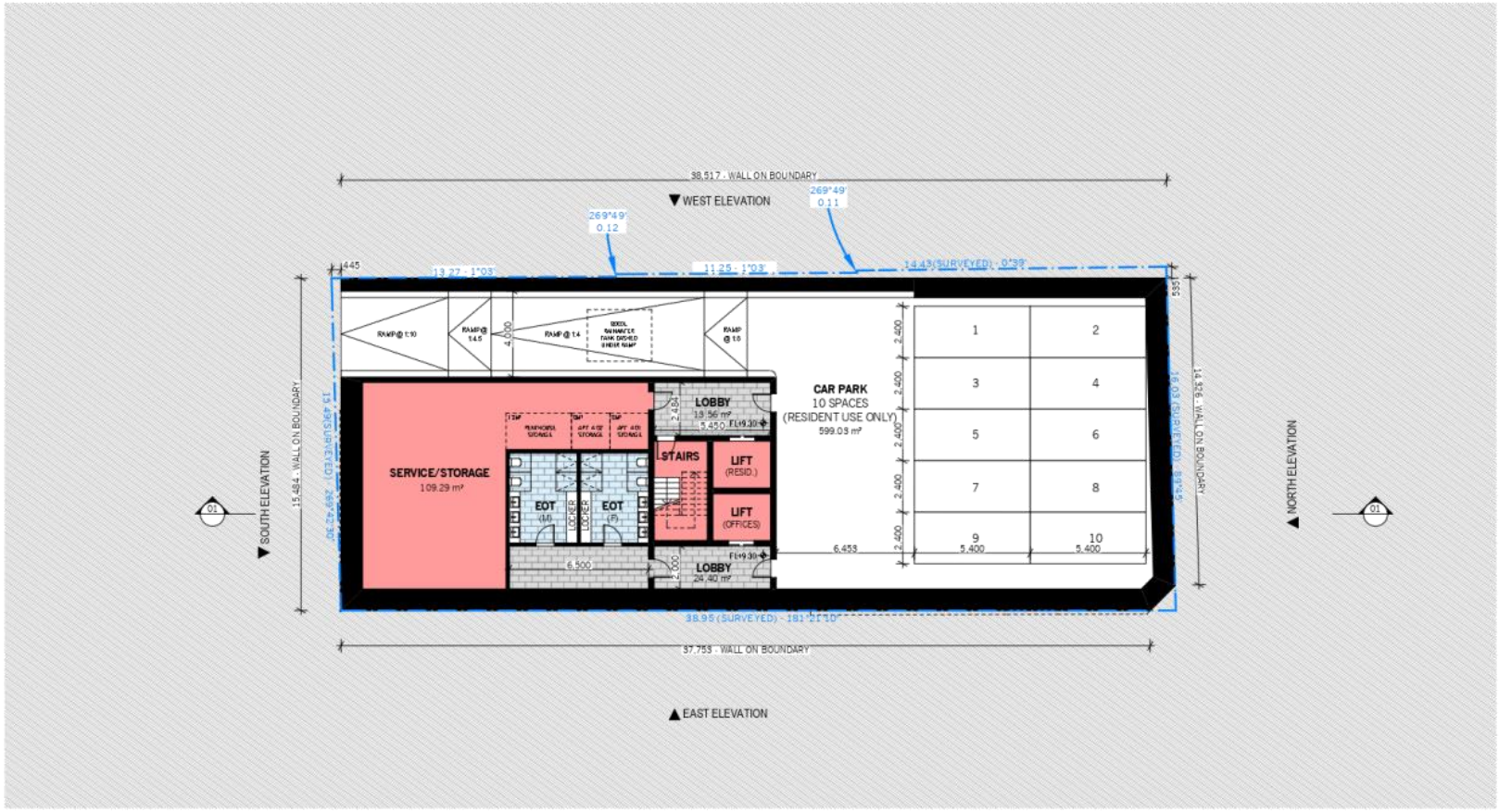
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SCALE: AS SHOWN @ A3
DRAWING NO.: TP0-109
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: DEMOLITION WEST ELEVATION
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 / - **BASEMENT PLAN**
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87MP	3.4 X 3.05M / 3 X 3M	21MP / YES	2.7M / YES	19.2MP / 1.42M / NO	YES	11MP / 8MP / YES
4.02 / 2 BED 2 BATH / 105.36MP	3.4 X 3.1M / 3 X 3.1M	29MP / YES	2.7M / YES	19.2MP / 2.00M / YES	YES	13MP / 8MP / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93MP	4.91 X 3M / 3.4 X 3M	35MP / YES	2.7M / YES	106.4MP / 2.00M / YES	YES	26.9MP / 13MP / YES

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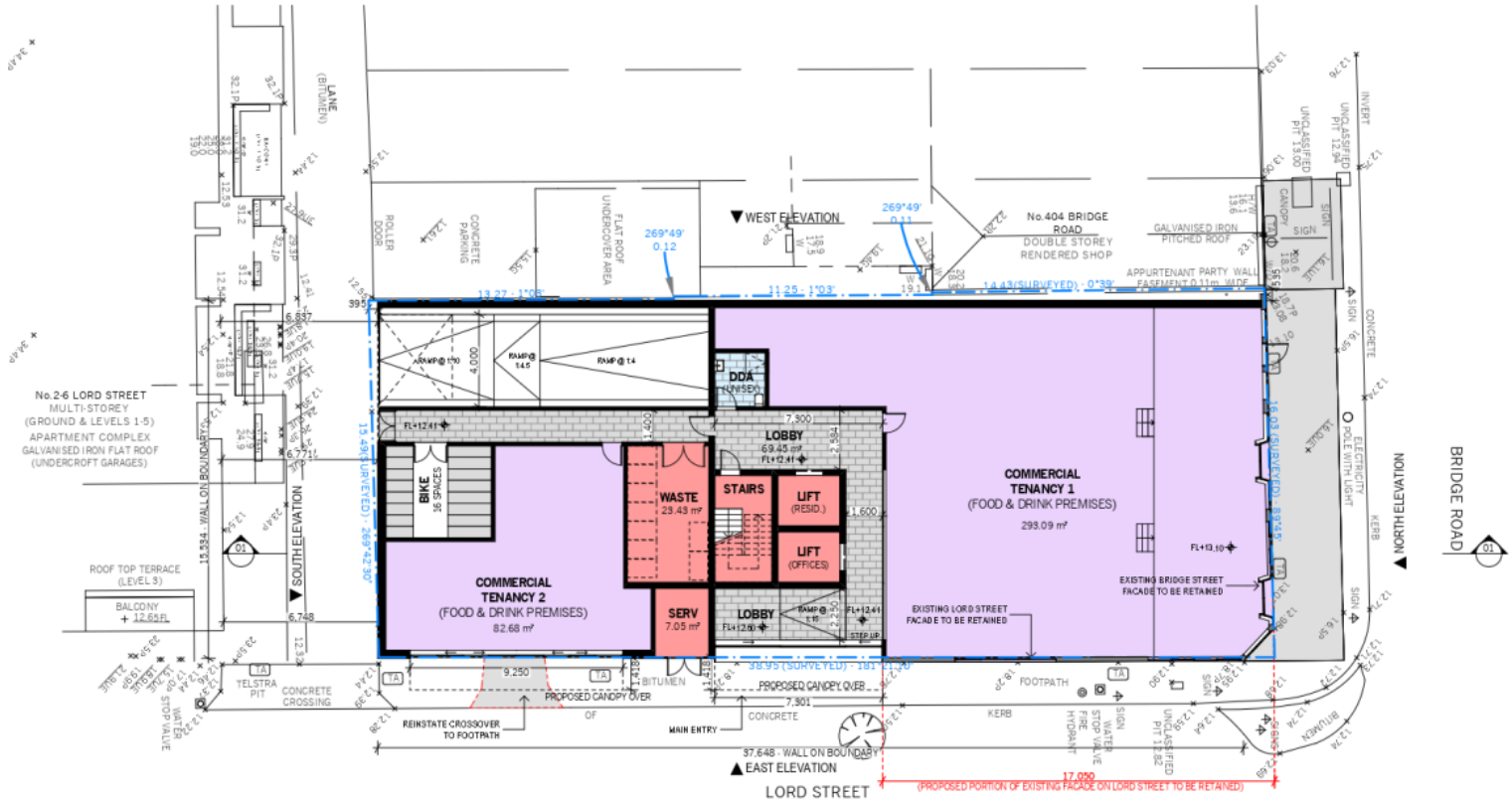
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ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: AS SHOWN @ A3
DRAWING NO.: TP1-101
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: BASEMENT PLAN
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87MP	3.4 X 3.05M / 3 X 3M	21MP / YES	2.7M / YES	19.2MP / 1.42M / NO	YES	11MP / 8MP / YES
4.02 / 2 BED 2 BATH / 105.36MP	3.4 X 3.1M / 3 X 3.1M	29MP / YES	2.7M / YES	19.2MP / 2.00M / YES	YES	19MP / 8MP / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93MP	4.91 X 3M / 3.4 X 3M	35MP / YES	2.7M / YES	106.4MP / 2.00M / YES	YES	26.9MP / 13MP / YES

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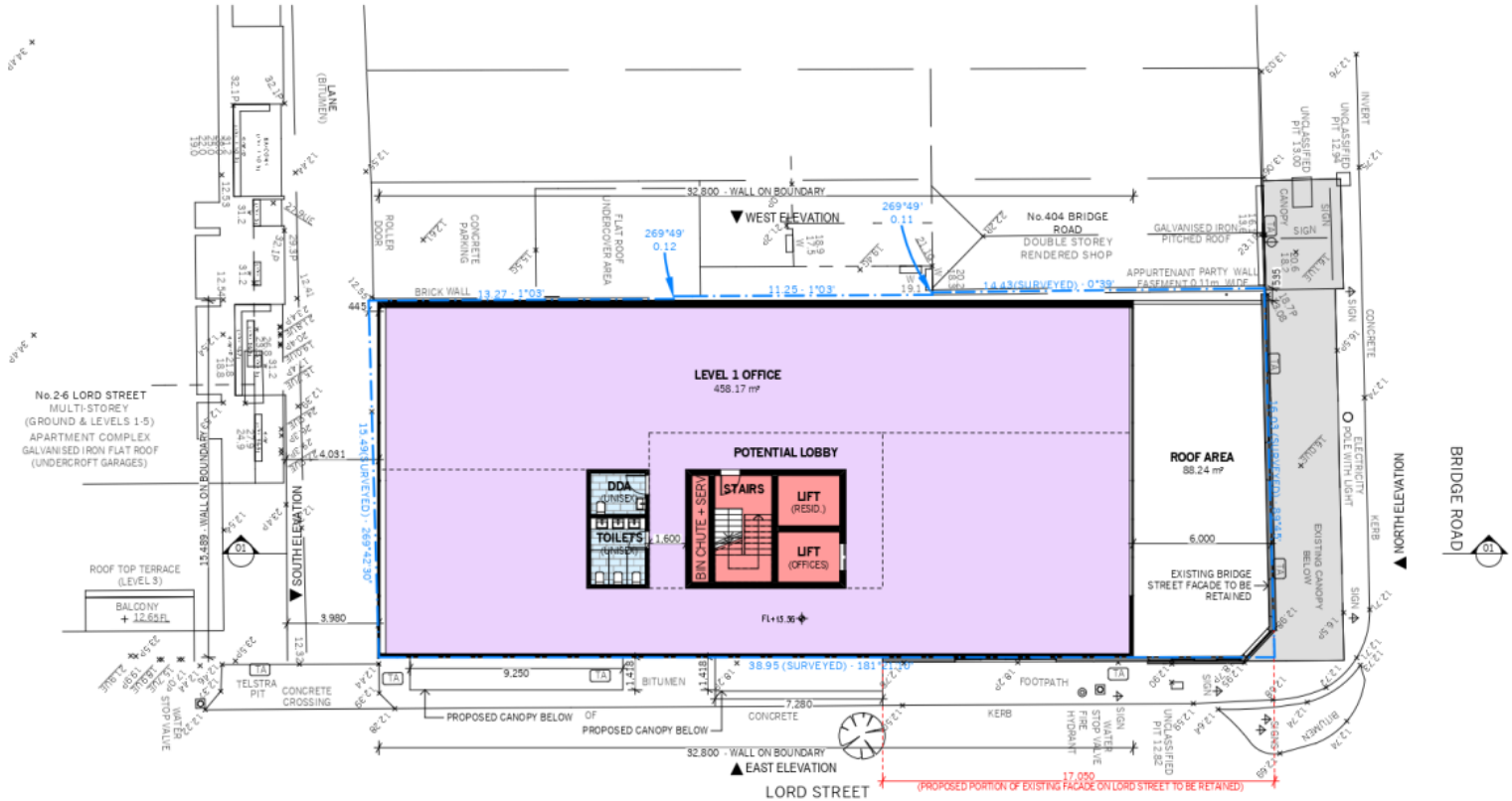
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ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO: P19010
SCALE: AS SHOWN @ A3
DATE: 17/12/2020
DRAWING NO: TP1-102
DRAWING TITLE: GROUND FLOOR PLAN
REVISION: -
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 - FIRST FLOOR PLAN
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
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PENTHOUSE / 2 BED 2.5 BATH / 201.93MP	4.91 X 3M / 3.4 X 3M	35MP / YES	2.7M / YES	106.4MP / 2.00M / YES	YES	26.9MP / 13MP / YES

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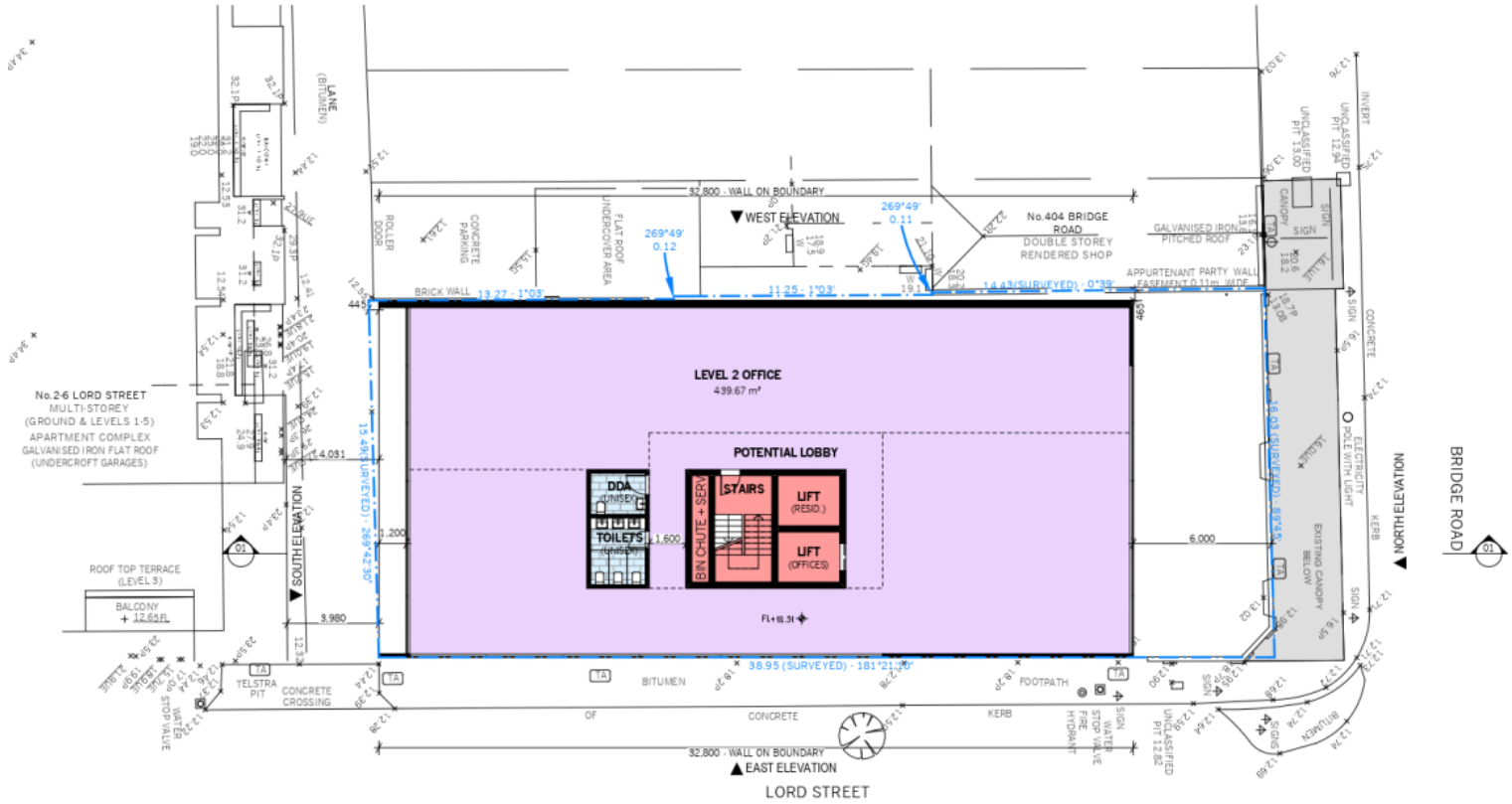
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO: P19010
SCALE: AS SHOWN @ A3
DATE: 17/12/2020
DRAWING NO: TP1-103
DRAWING NAME: FIRST FLOOR PLAN
REVISION: -
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 / - **SECOND FLOOR PLAN**
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87MP	3.4 X 3.05M / 3 X 3M	21MP / YES	2.7M / YES	19.2MP / 1.42M / NO	YES	11MP / 8MP / YES
4.02 / 2 BED 2 BATH / 105.36MP	3.4 X 3.1M / 3 X 3.1M	29MP / YES	2.7M / YES	19.2MP / 2.00M / YES	YES	19MP / 8MP / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93MP	4.91 X 3M / 3.4 X 3M	35MP / YES	2.7M / YES	106.4MP / 2.00M / YES	YES	26.9MP / 13MP / YES

TOWN PLANNING

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mail@pitchAD.com.au

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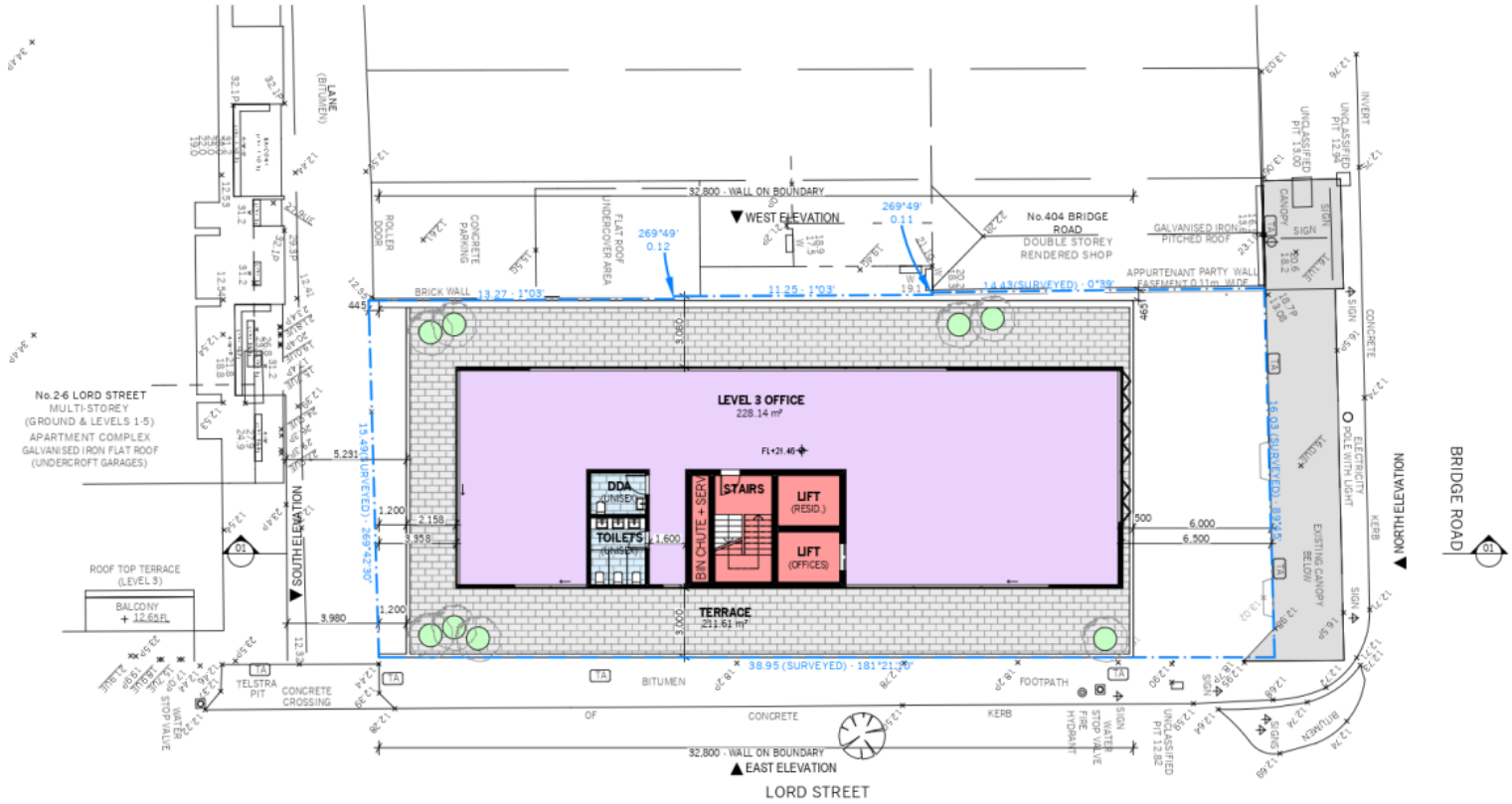
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO: P19010
SCALE: AS SHOWN @ A3
DATE: 17/12/2020
DRAWING NO: **TP1-104**
DRAWING TITLE: SECOND FLOOR PLAN
REVISION: -
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 / - THIRD FLOOR PLAN
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87MP	3.4 X 3.05M / 3 X 3M	21MP / YES	2.7M / YES	19.2MP / 1.42M / NO	YES	11MP / 8MP / YES
4.02 / 2 BED 2 BATH / 105.36MP	3.4 X 3.1M / 3 X 3.1M	29MP / YES	2.7M / YES	19.2MP / 2.00M / YES	YES	19MP / 8MP / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93MP	4.91 X 3M / 3.4 X 3M	35MP / YES	2.7M / YES	106.4MP / 2.00M / YES	YES	26.9MP / 13MP / YES

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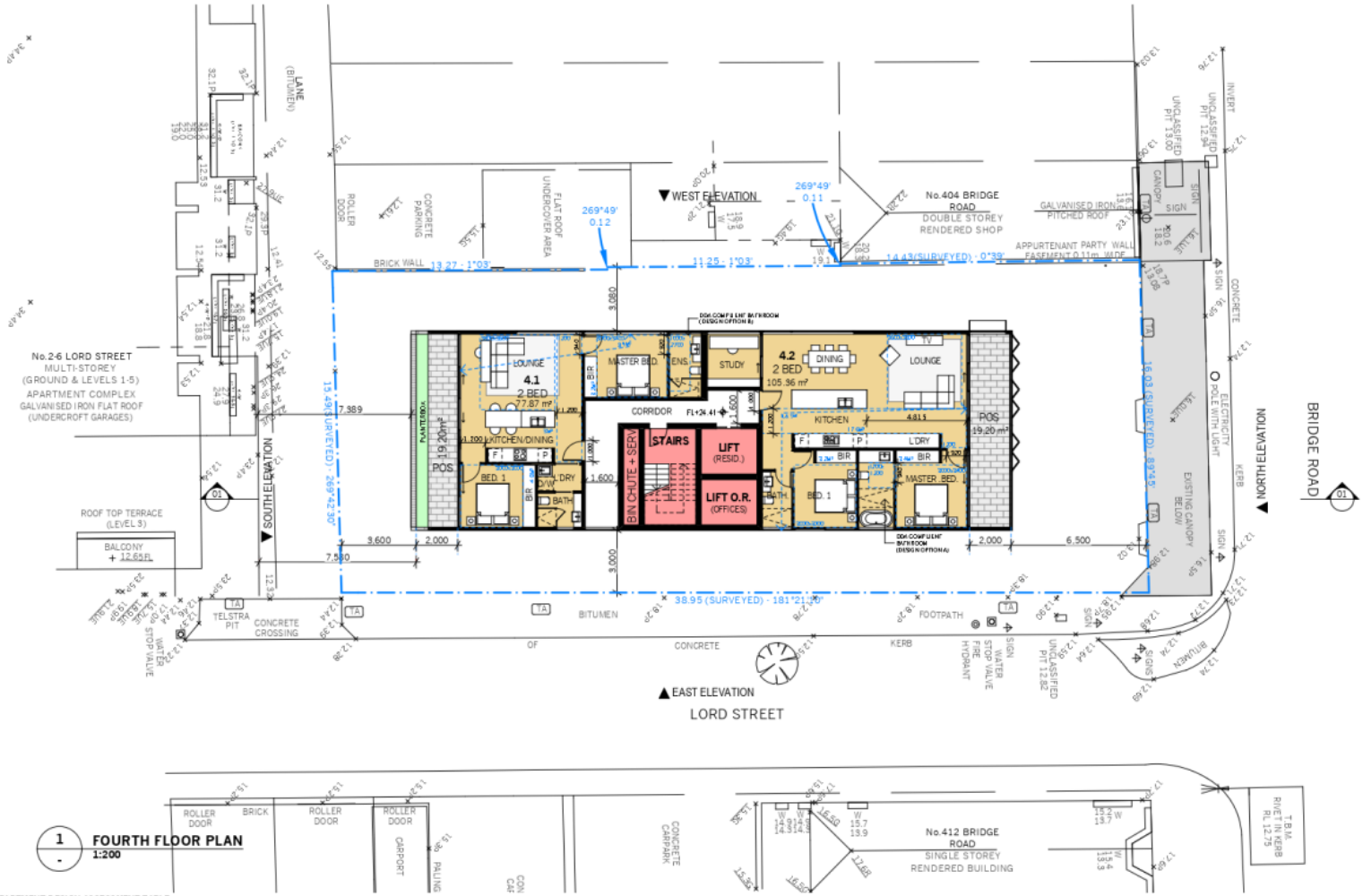
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: AS SHOWN @ A3
DRAWING NO.: TP1-105
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING NAME: THIRD FLOOR PLAN
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 - FOURTH FLOOR PLAN
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87MP	3.4 X 3.05M / 3 X 3M	21MP / YES	2.7M / YES	19.2MP / 1.42M / NO	YES	11MP / 8MP / YES
4.02 / 2 BED 2 BATH / 105.96MP	3.4 X 3.1M / 3 X 3.1M	29MP / YES	2.7M / YES	19.2MP / 2.00M / YES	YES	19MP / 8MP / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93MP	4.91 X 3M / 3.4 X 3M	35MP / YES	2.7M / YES	106.4MP / 2.00M / YES	YES	26.9MP / 13MP / YES

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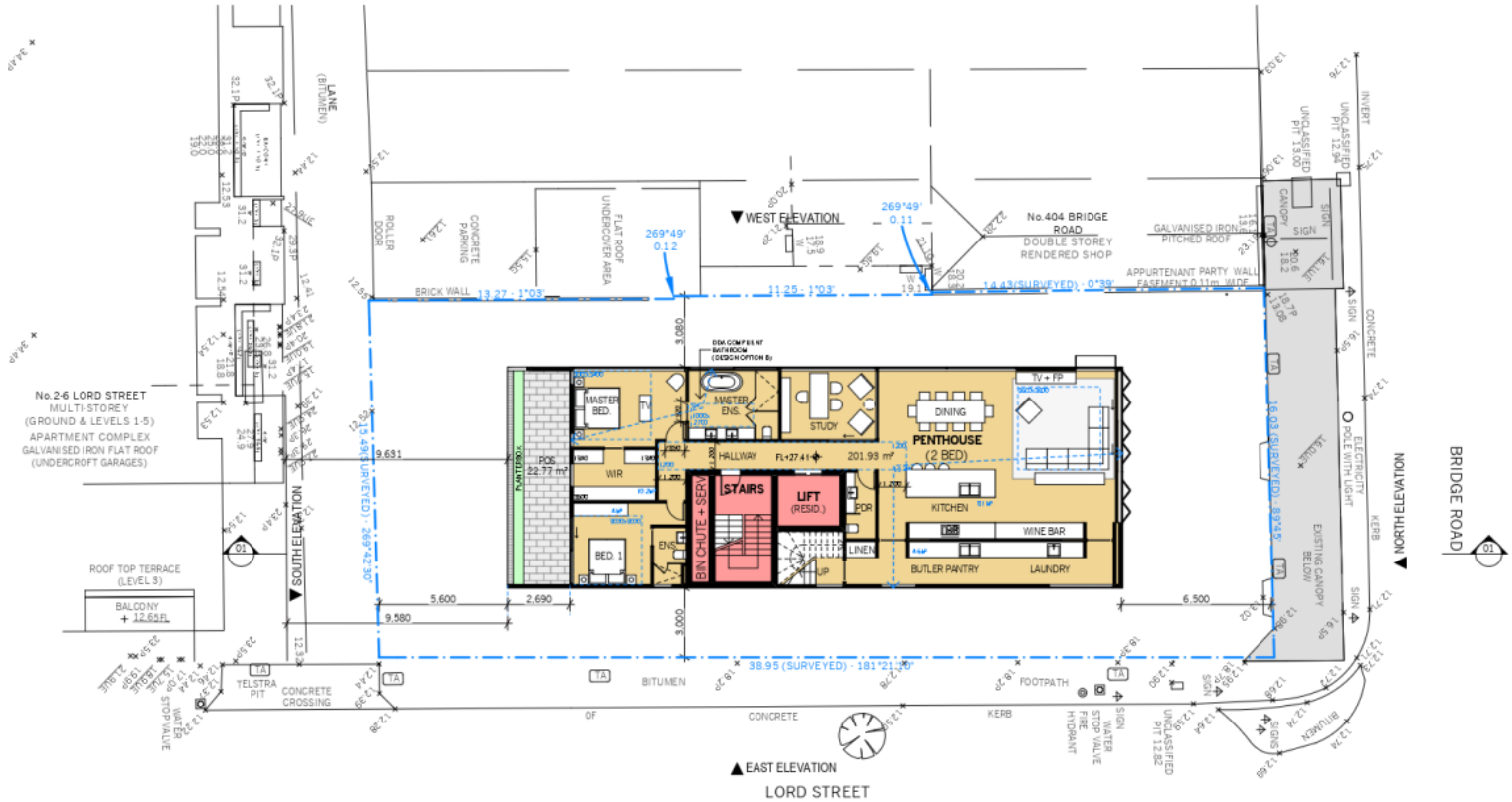
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: AS SHOWN @ A3
DRAWING NO.: TP1-106
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: FOURTH FLOOR PLAN
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans





1 / - **FIFTH FLOOR PLAN** 1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87MP	3.4 X 3.05M / 3 X 3M	21MP / YES	2.7M / YES	19.2MP / 1.42M / NO	YES	11MP / 8MP / YES
4.02 / 2 BED 2 BATH / 105.36MP	3.4 X 3.1M / 3 X 3.1M	29MP / YES	2.7M / YES	19.2MP / 2.00M / YES	YES	19MP / 8MP / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93MP	4.91 X 3M / 3.4 X 3M	35MP / YES	2.7M / YES	106.4MP / 2.00M / YES	YES	26.9MP / 13MP / YES

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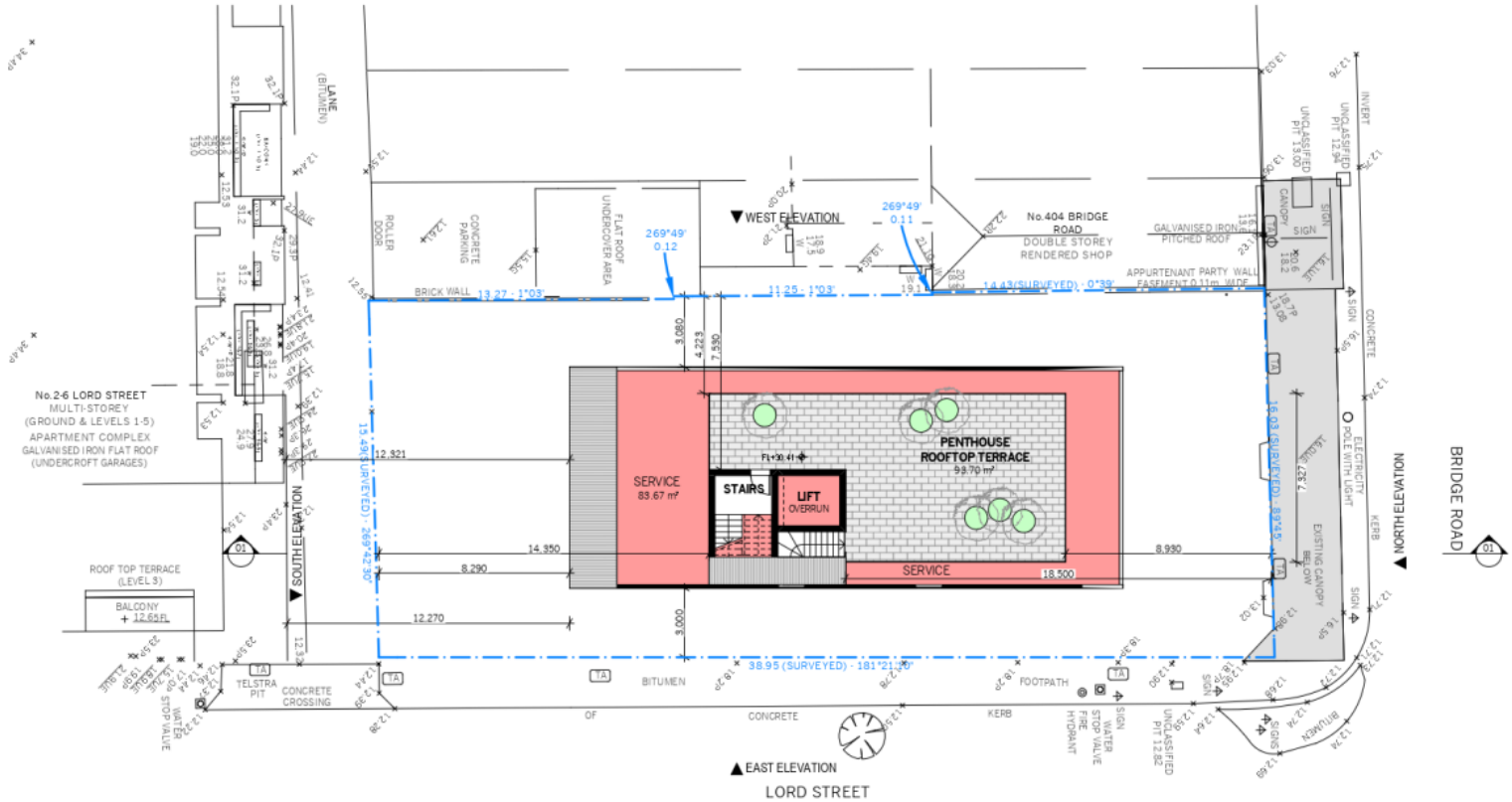
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: AS SHOWN @ A3
DRAWING NO.: TP1-107
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING NAME: FIFTH FLOOR PLAN
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 / - **ROOF PLAN** 1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87MP	3.4 X 3.05M / 3 X 3M	21MP / YES	2.7M / YES	19.2MP / 1.42M / NO	YES	11MP / 8MP / YES
4.02 / 2 BED 2 BATH / 105.36MP	3.4 X 3.1M / 3 X 3.1M	29MP / YES	2.7M / YES	19.2MP / 2.00M / YES	YES	19MP / 8MP / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93MP	4.91 X 3M / 3.4 X 3M	35MP / YES	2.7M / YES	106.4MP / 2.00M / YES	YES	26.9MP / 13MP / YES

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NORTH POINT

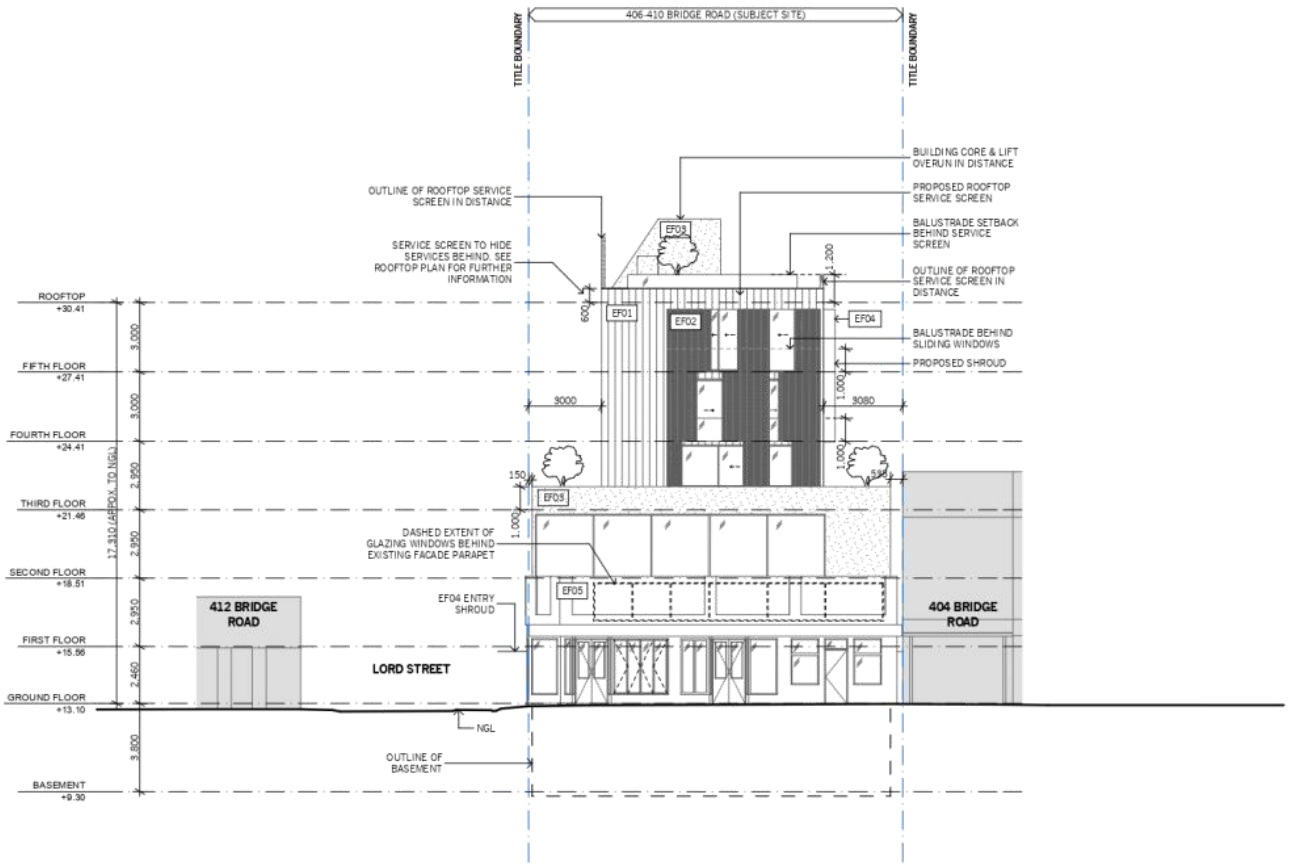
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ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: AS SHOWN @ A3
DRAWING NO.: TP1-108
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: ROOFTOP TERRACE PLAN
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans

EXTERNAL FINISHES LEGEND	
EF01	BLACK STANDING SEAM METAL
EF02	BLACK STANDING SEAM PERFORATED METAL
EF03	CONCRETE
EF04	BLACK METAL SHROUD
EF05	RENDER FINISH



1 / - **NORTH ELEVATION** 1:200

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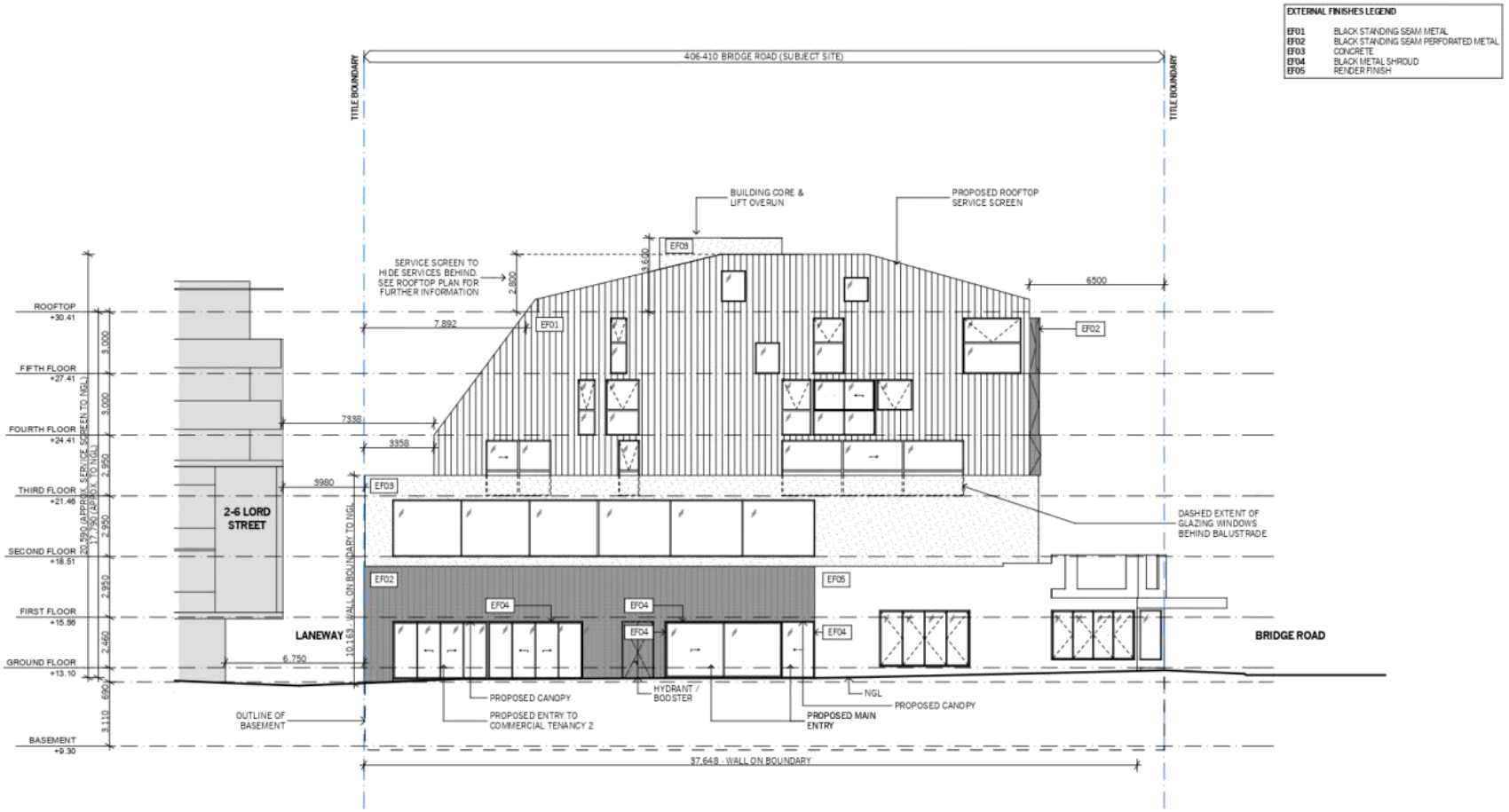
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: AS SHOWN @ A3
DRAWING NO.: TP2-101
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: NORTH ELEVATION
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 - **EAST ELEVATION**
1:200

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NORTH POINT

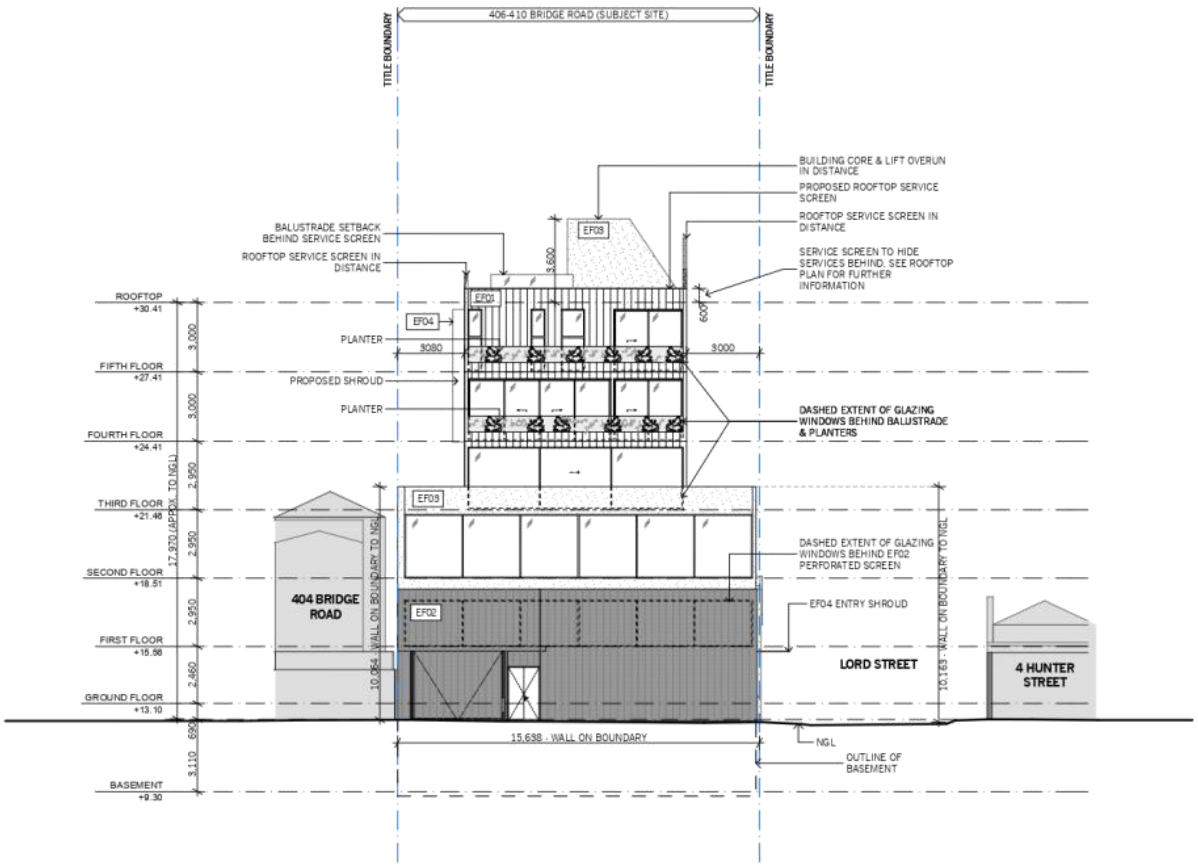
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ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: AS SHOWN @ A3
DRAWING NO.: TP2-102
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: EAST ELEVATION
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans

EXTERNAL FINISHES LEGEND	
EF01	BLACK STANDING SEAM METAL
EF02	BLACK STANDING SEAM PERFORATED METAL
EF03	CONCRETE
EF04	BLACK METAL SHROUD
EF05	RENDER FINISH



1 - **SOUTH ELEVATION**
1:200

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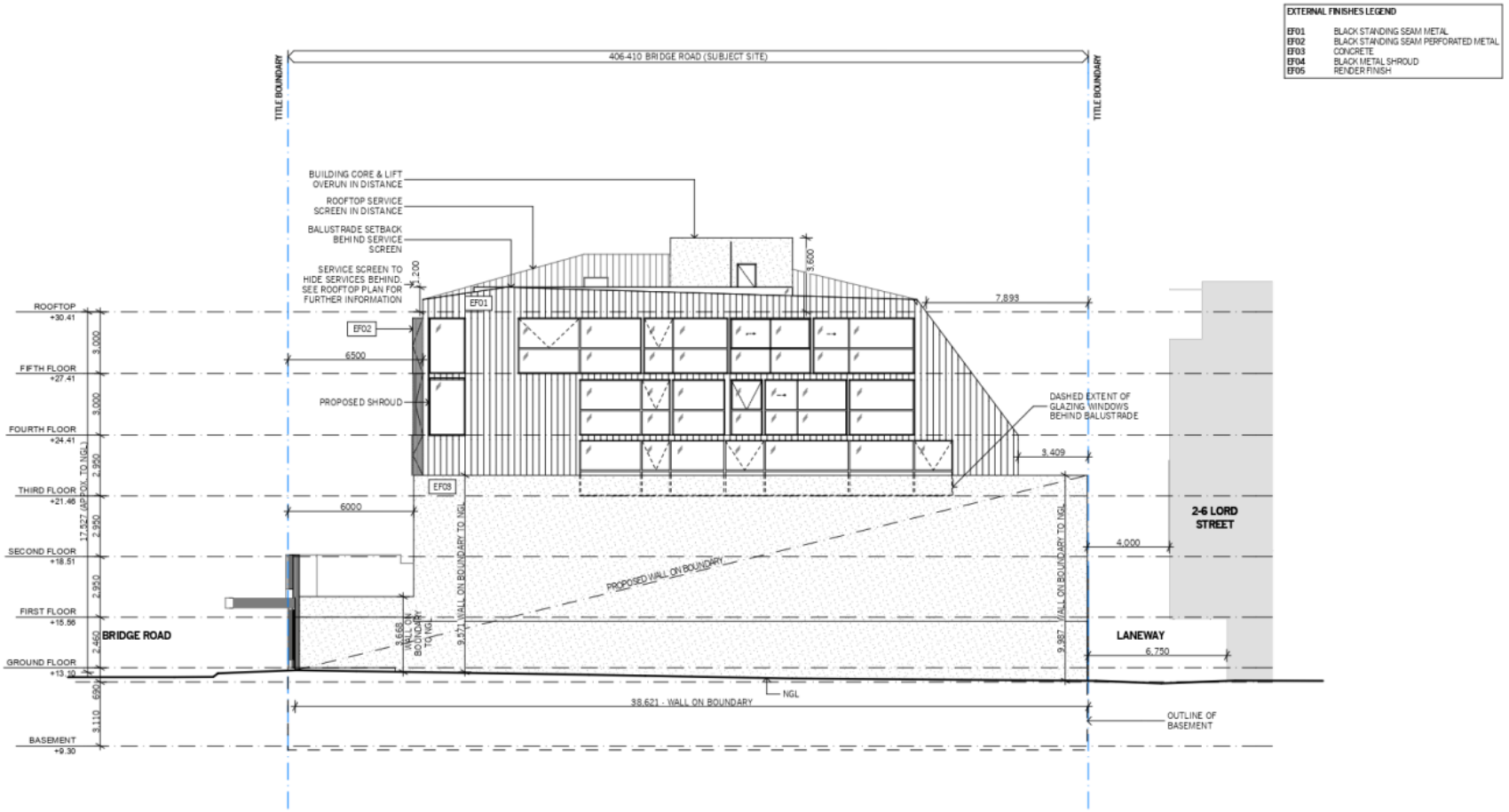
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT	SCALE	DRAWING NO.	REVISION
406-410 BRIDGE ROAD RICHMOND VIC 3125	AS SHOWN @ A3	TP2-103	-
JOB NO.	DATE	DRAWING TITLE	STAGE
P19010	17/12/2020	SOUTH ELEVATION	TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 / - **WEST ELEVATION**
1:200

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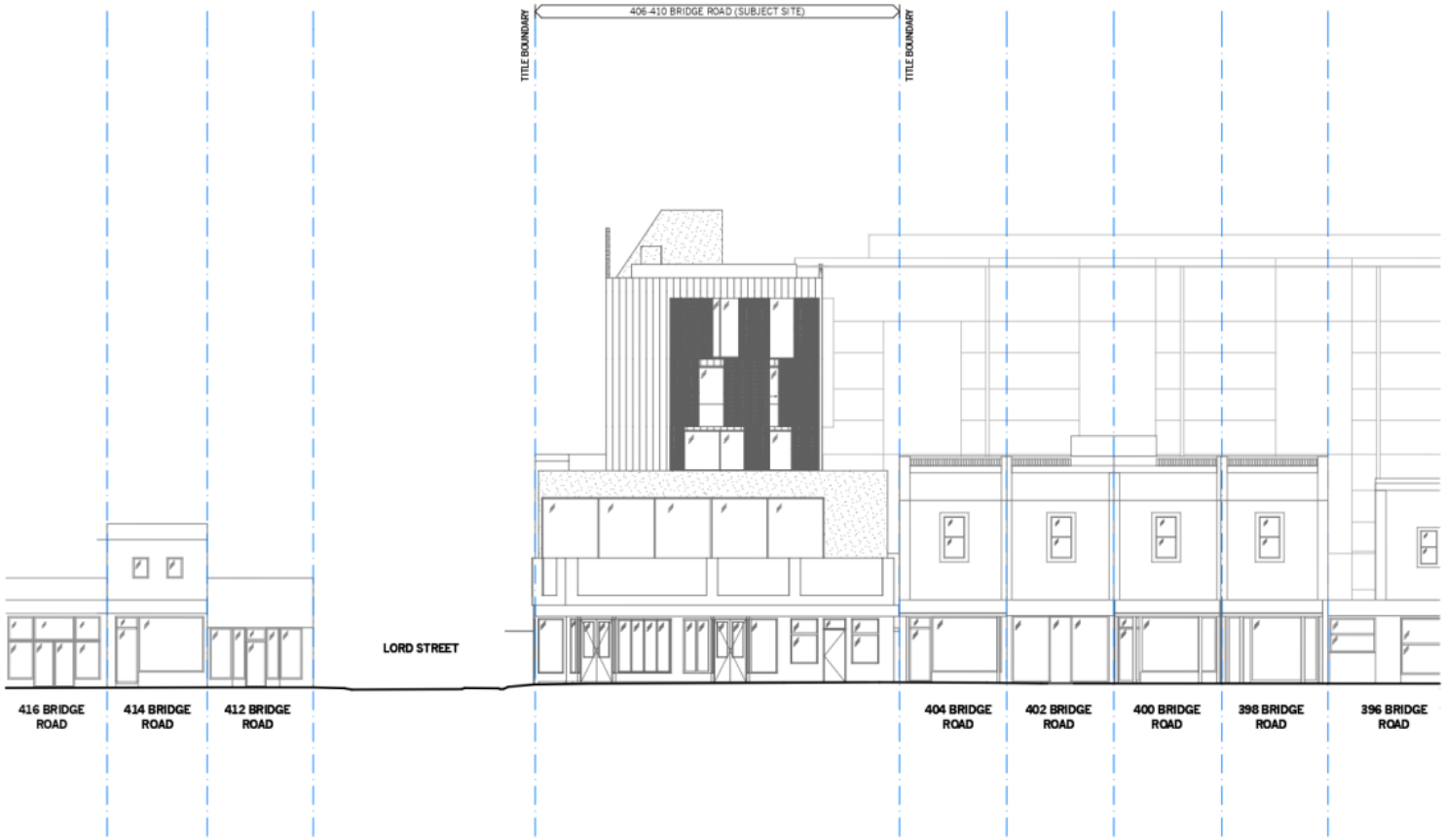
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: AS SHOWN @ A3
DRAWING NO.: TP2-104
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: WEST ELEVATION
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 / - **PROPOSED BRIDGE RD STREETSCAPE ELEVATION**
1:200

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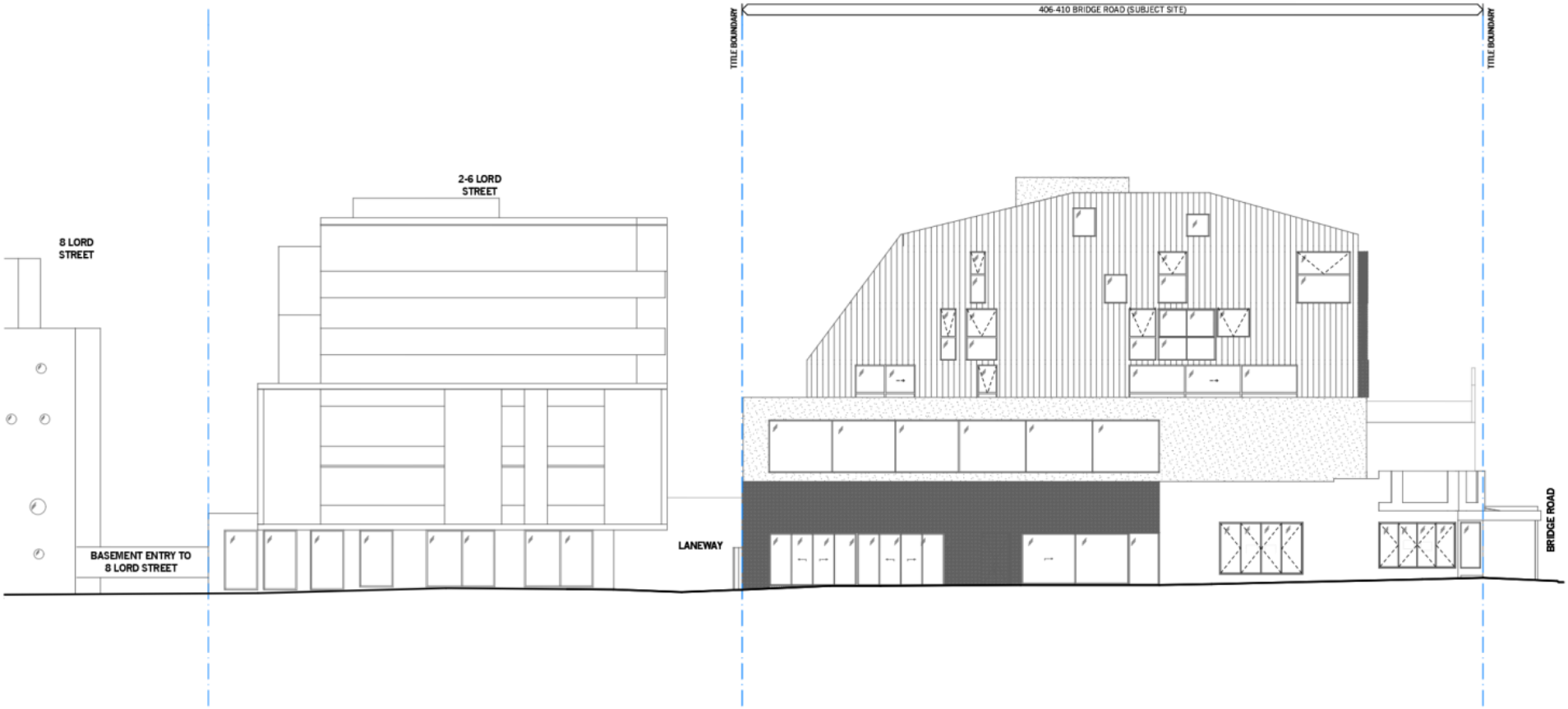
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ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 17/12/2020
DRAWING NO.: TP2-105
REVISION: -
DRAWING TITLE: PROPOSED BRIDGE ROAD STREETSCAPE ELEVATION
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 - PROPOSED LORD ST STREETSCAPE ELEVATION
1:200

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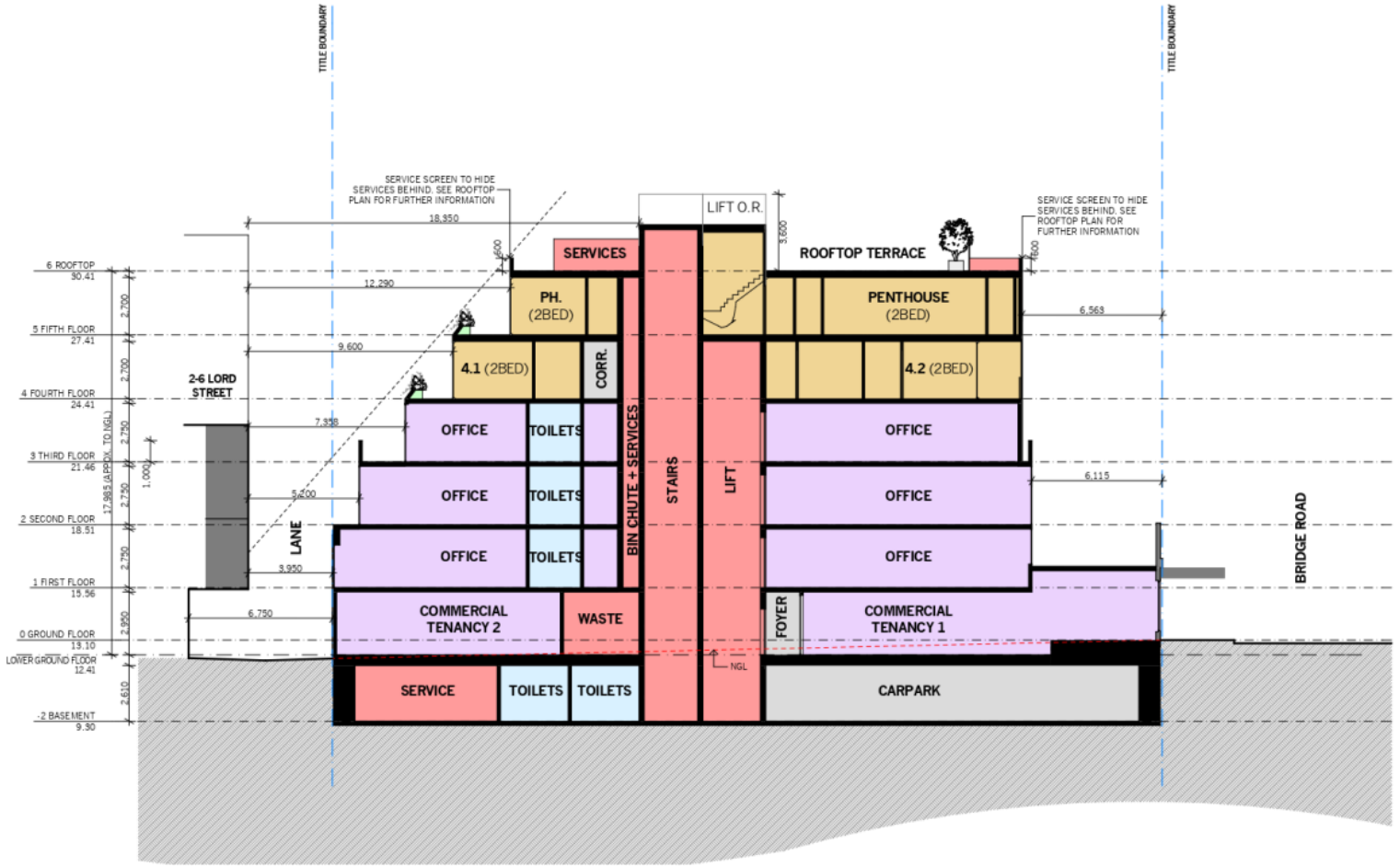
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 17/12/2020
DRAWING NO.: TP2-106
DRAWING TITLE: PROPOSED LORD STREET STREETSCAPE ELEVATION
REVISION: -
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 / - 01 SECTION 1:200

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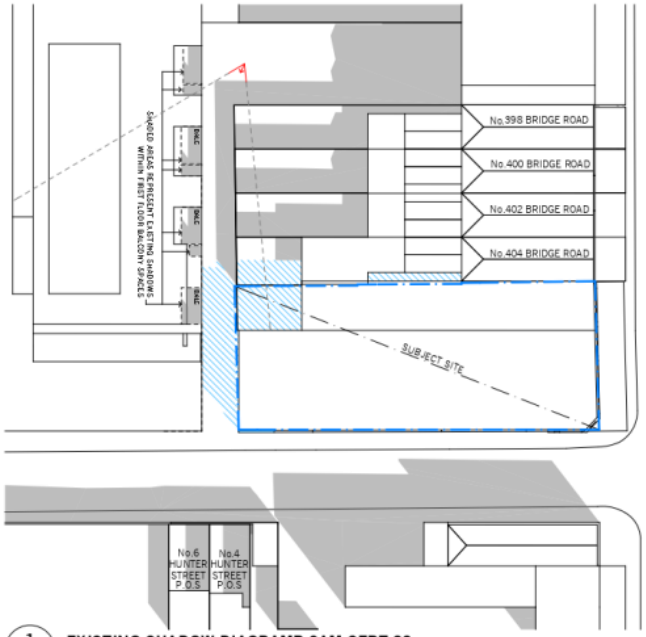
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ID	DATE	REVISION

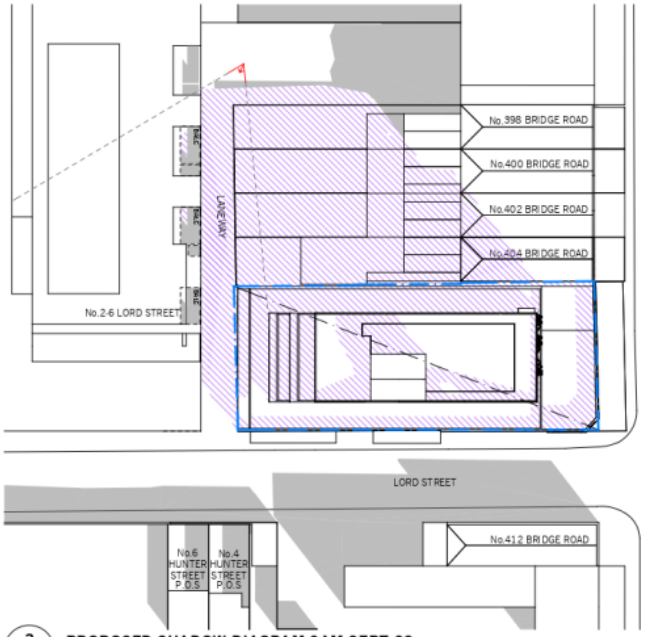
ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: AS SHOWN @ A3
DRAWING NO.: TP3-101
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: PROPOSED SECTION
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



1 - EXISTING SHADOW DIAGRAMP 9AM SEPT 22

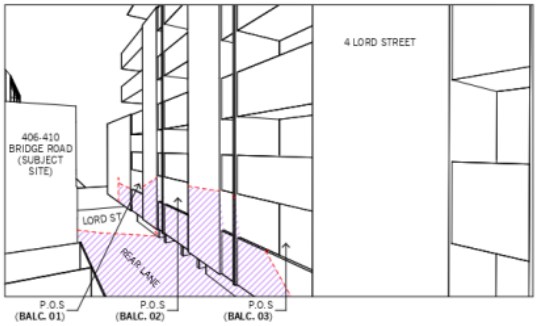


2 - PROPOSED SHADOW DIAGRAM 9AM SEPT 22

BALC. 01
SURVEYED P.O.S AREA: 8sqm
EXISTING 9AM SHADOW: 7.17sqm (89.6%)
PROPOSED 9AM SHADOW: 7.17sqm (89.6%)

BALC. 02
SURVEYED P.O.S AREA: 8sqm
EXISTING 9AM SHADOW: 7.17sqm (89.6%)
PROPOSED 9AM SHADOW: 8.00sqm (100%)

BALC. 03
SURVEYED P.O.S AREA: 8sqm
EXISTING 9AM SHADOW: 7.17sqm (89.6%)
PROPOSED 9AM SHADOW: 7.64sqm (95.5%)



3 - PROPOSED SHADOW DIAGRAM 9AM SEPT 22 - REAR LANE PERSPECTIVE

TOWN PLANNING

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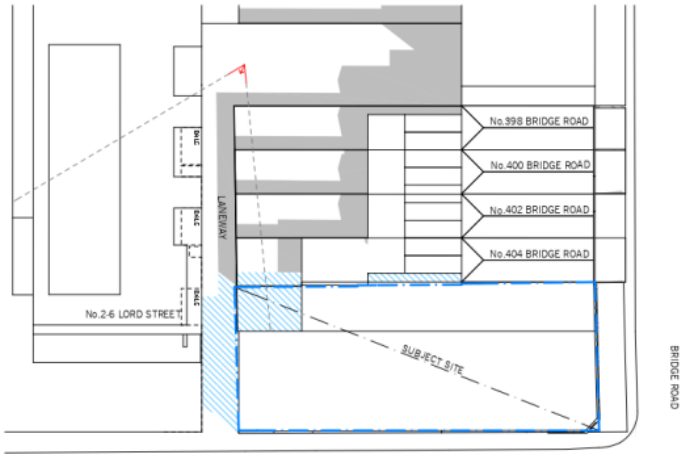
NORTH POINT

ID	DATE	REVISION

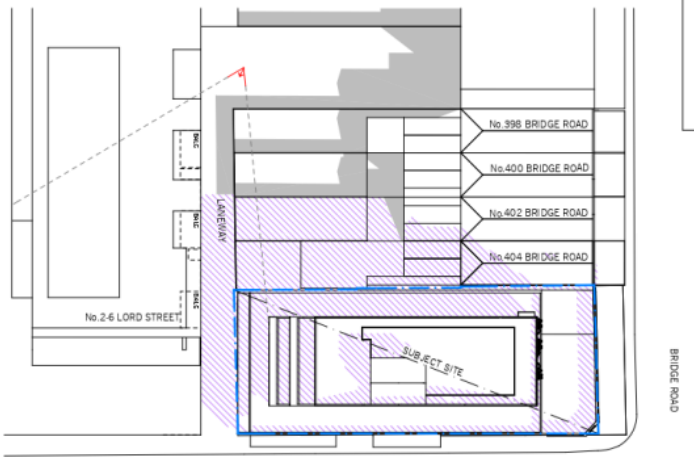
ID	DATE	REVISION

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SCALE: NTS
DRAWING NO.: TP5-101
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING NAME: SHADOW DIAGRAMS 9AM SEPT 22
STAGE: TP

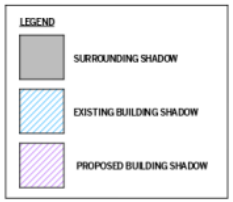
Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



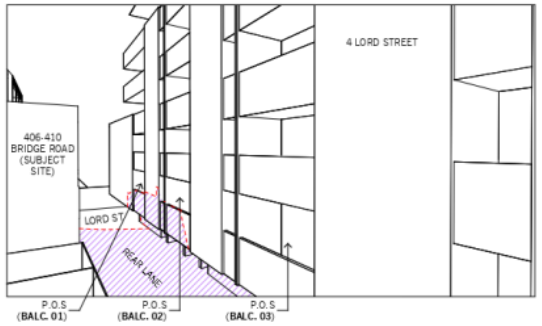
1 - EXISTING SHADOW DIAGRAM 10AM SEPT 22



2 - PROPOSED SHADOW DIAGRAM 10AM SEPT 22



PROPOSED SHADOWS HAVE NO IMPACT ON EXISTING P.O.S



3 - PROPOSED SHADOW DIAGRAM 10AM SEPT 22 - REAR LANE PERSPECTIVE

TOWN PLANNING

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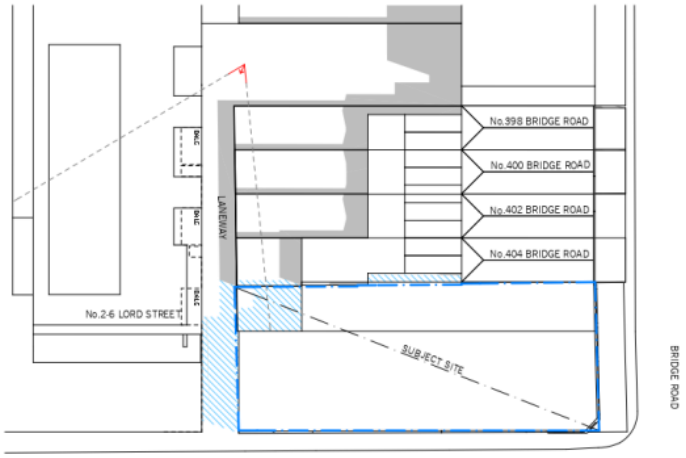
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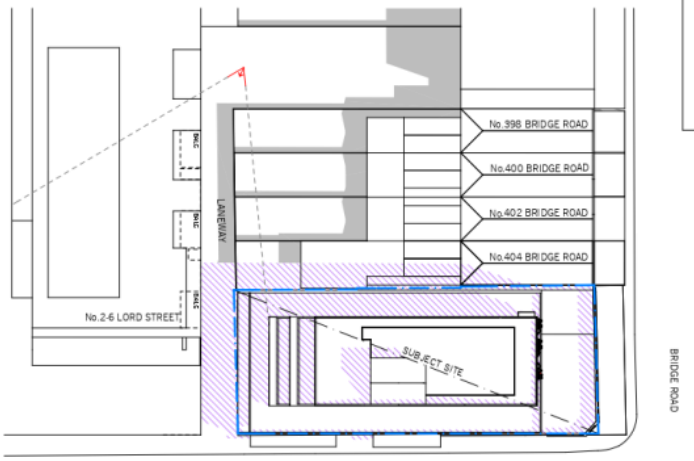
ID	DATE	REVISION

PROJECT	SCALE	DRAWING NO.	REVISION
406-410 BRIDGE ROAD RICHMOND VIC 3125	NTS	TP5-102	-
JOB NO.	DATE	DRAWING NAME	STAGE
P19010	17/12/2020	SHADOW DIAGRAMS 10AM SEPT 22	TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans

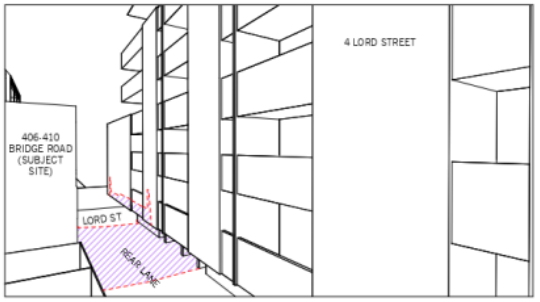


1 - EXISTING SHADOW DIAGRAM 11AM SEPT 22



2 - PROPOSED SHADOW DIAGRAM 11AM SEPT 22

PROPOSED SHADOWS HAVE NO IMPACT ON EXISTING P.O.S



3 - PROPOSED SHADOW DIAGRAM 11AM SEPT 22 - REAR LANE PERSPECTIVE

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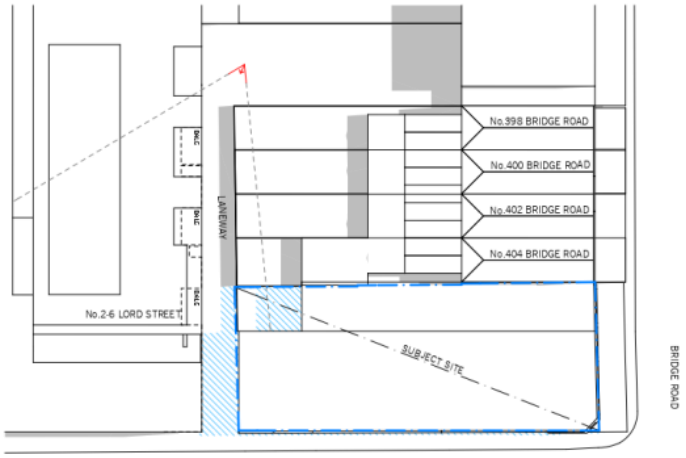
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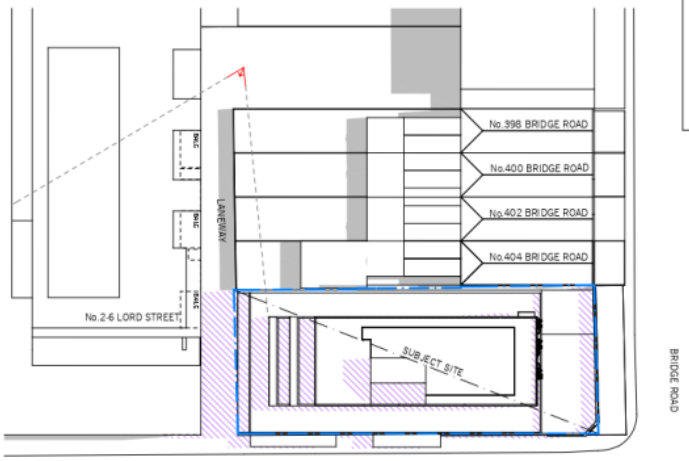
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SCALE: NTS
DRAWING NO.: TP5-103
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING NAME: SHADOW DIAGRAMS 11AM SEPT 22
STAGE: TP

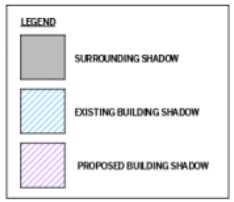
Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



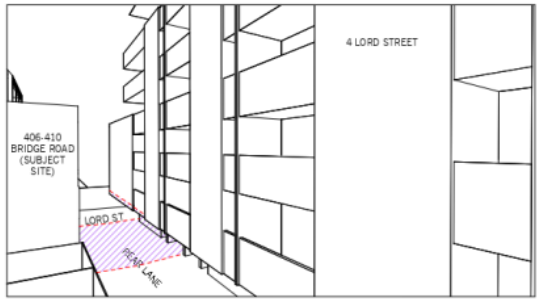
1 - EXISTING SHADOW DIAGRAM 12PM SEPT 22



2 - PROPOSED SHADOW DIAGRAM 12PM SEPT 22



PROPOSED SHADOWS HAVE NO IMPACT ON EXISTING P.O.S



3 - PROPOSED SHADOW DIAGRAM 12PM SEPT 22 - REAR LANE PERSPECTIVE

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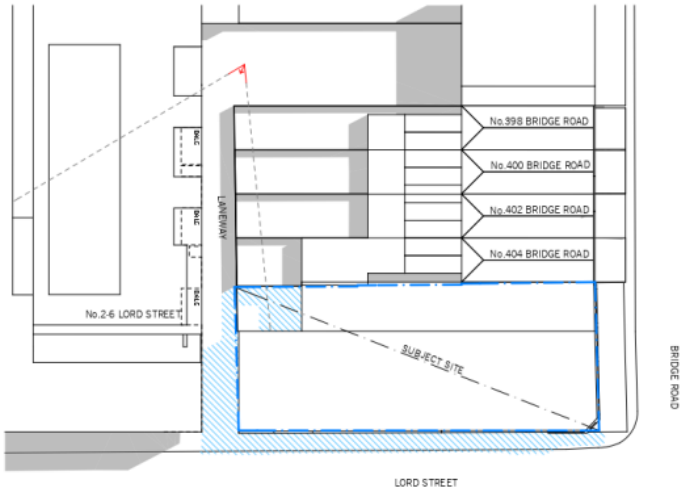
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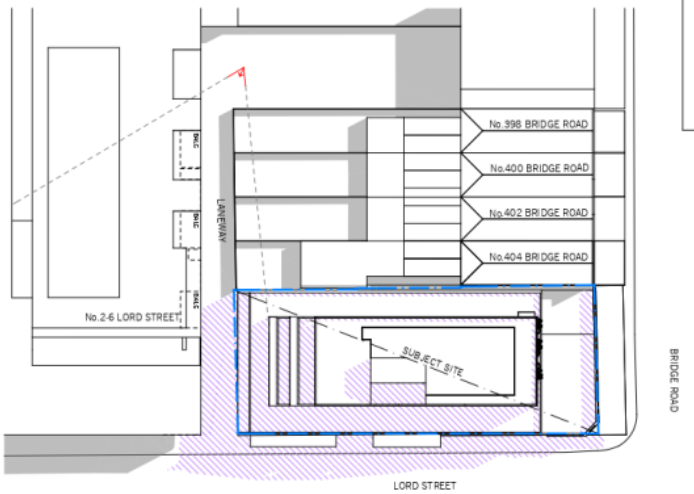
ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: NTS
DRAWING NO.: TP5-104
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING NAME: SHADOW DIAGRAMS 12PM SEPT 22
STAGE: TP

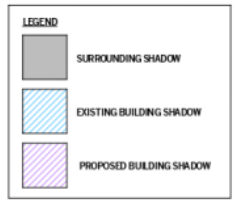
Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



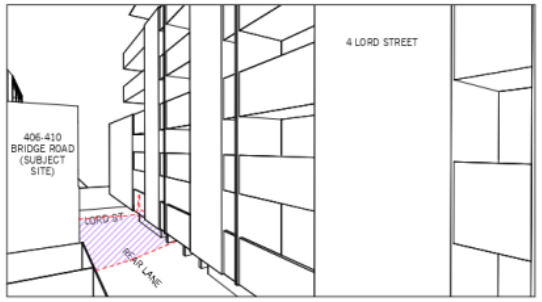
1 - EXISTING SHADOW DIAGRAM 1PM SEPT 22



2 - PROPOSED SHADOW DIAGRAM 1PM SEPT 22



PROPOSED SHADOWS HAVE NO IMPACT ON EXISTING P.O.S



3 - PROPOSED SHADOW DIAGRAM 1PM SEPT 22 - REAR LANE PERSPECTIVE

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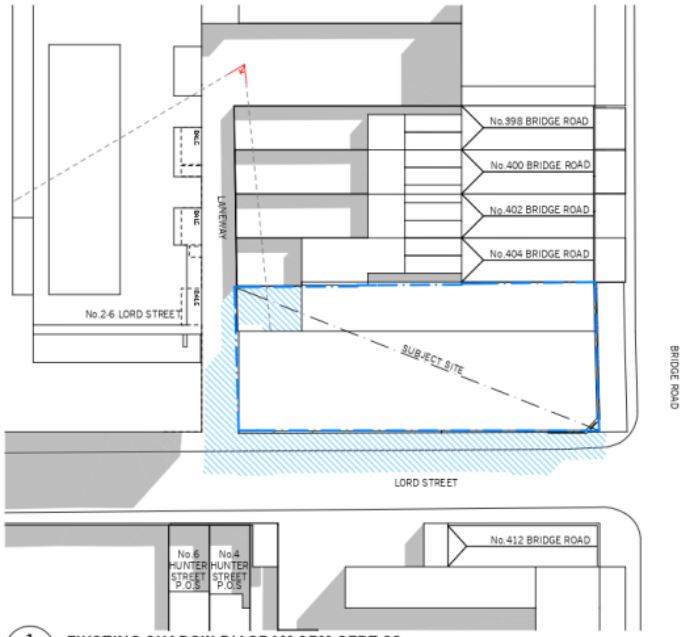
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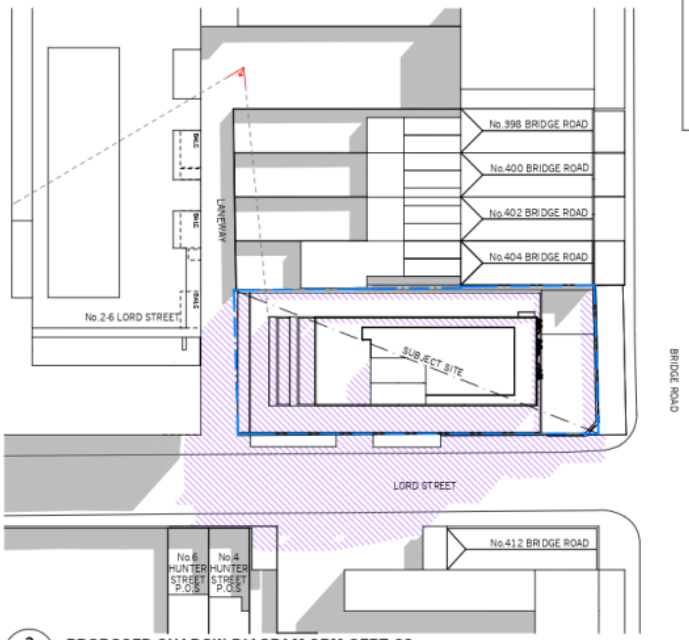
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SCALE: NTS
DRAWING NO.: TP5-105
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
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STAGE: TP

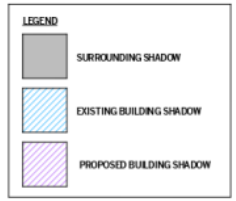
Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



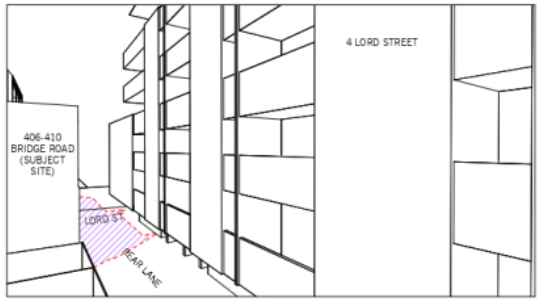
1 - EXISTING SHADOW DIAGRAM 2PM SEPT 22



2 - PROPOSED SHADOW DIAGRAM 2PM SEPT 22



PROPOSED SHADOWS HAVE NO IMPACT ON EXISTING P.O.S



3 - PROPOSED SHADOW DIAGRAM 2PM SEPT 22 - REAR LANE PERSPECTIVE

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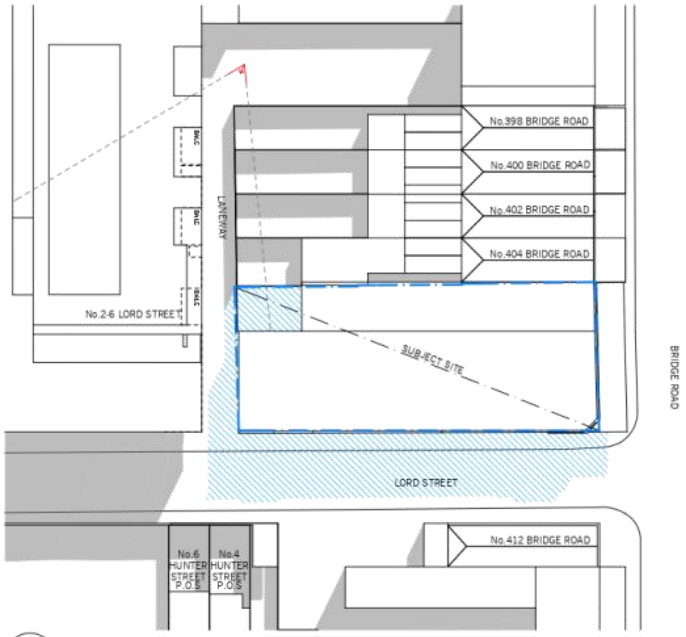
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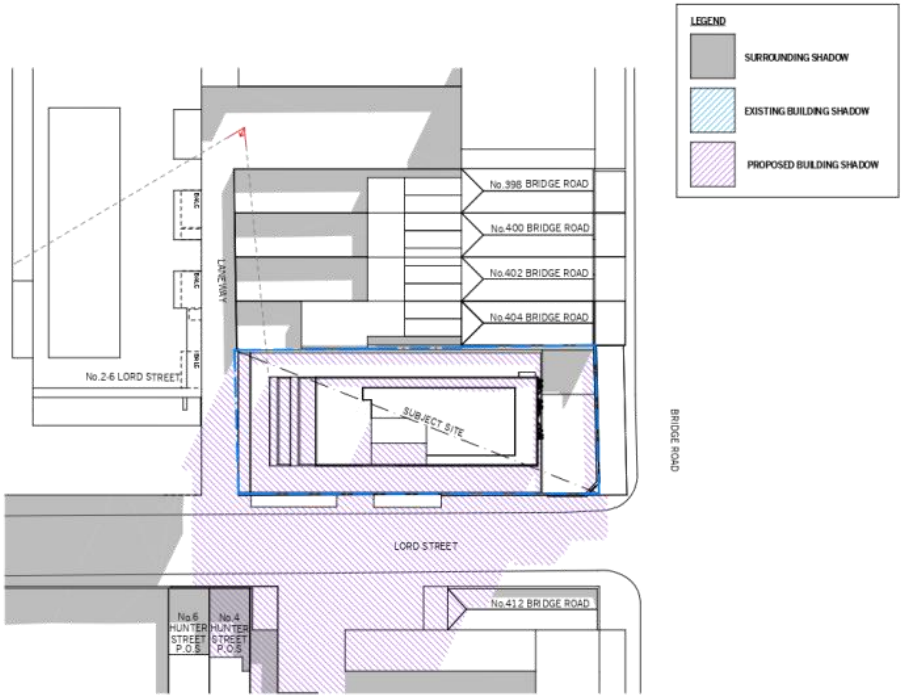
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SCALE: NTS
DRAWING NO.: TP5-106
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING NAME: SHADOW DIAGRAMS 2PM SEPT 22
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



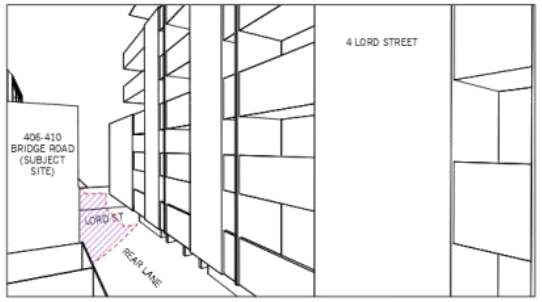
1 - EXISTING SHADOW DIAGRAM 3PM SEPT 22



No.4 HUNTER STREET
SURVEYED P.O.S AREA: 33.32sqm
EXISTING 3PM SHADOW: 23.82sqm (71.5%)
PROPOSED 9AM SHADOW: 33.32sqm (100%)

2 - PROPOSED SHADOW DIAGRAM 3PM SEPT 22

PROPOSED SHADOWS HAVE NO IMPACT ON EXISTING P.O.S



3 - PROPOSED SHADOW DIAGRAM 3PM SEPT 22 - REAR LANE PERSPECTIVE

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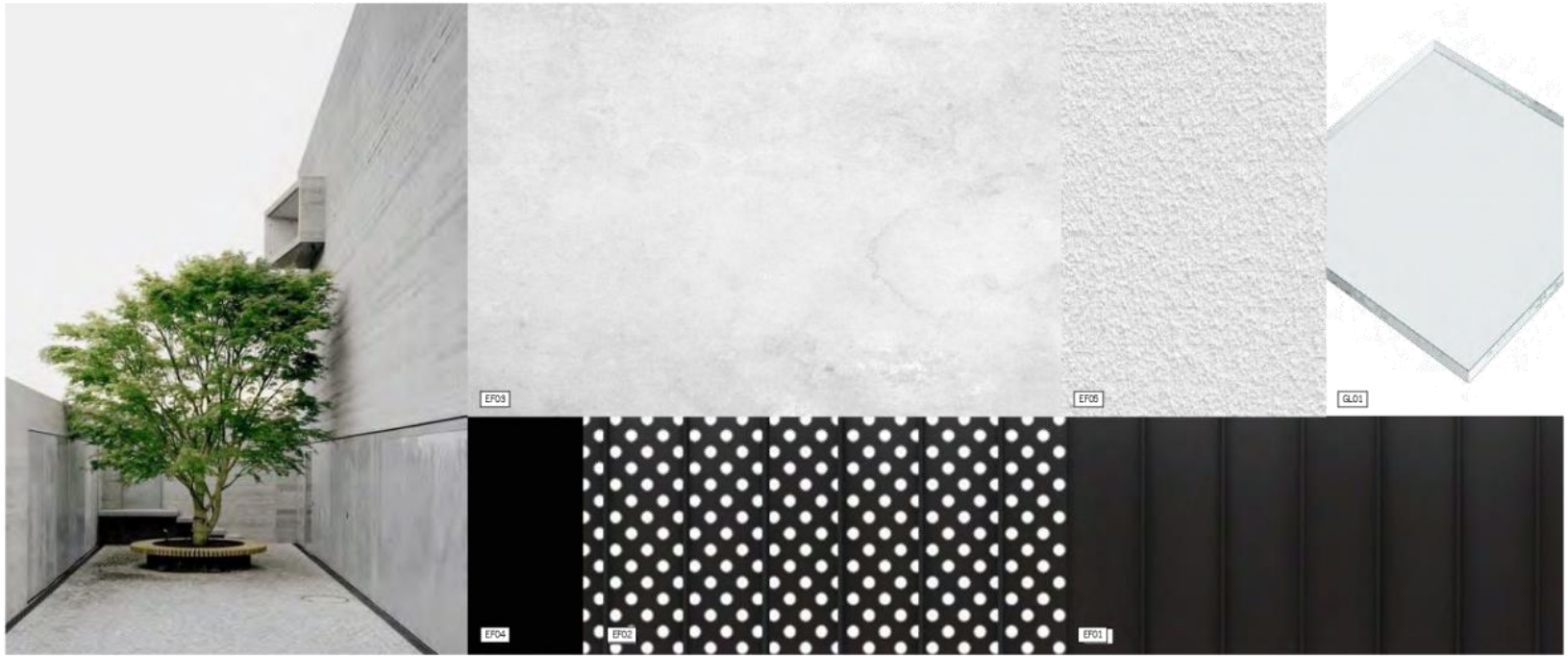
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: NTS
DRAWING NO.: TP5-107
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: SHADOW DIAGRAMS 3PM SEPT 22
STAGE: TP

Attachment 1 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Original Plans



PROPOSED MATERIALS

EF01 | BLACK METAL CLADDING
EF02 | BLACK PERFORATED METAL CLADDING
EF03 | CONCRETE
EF04 | BLACK METAL SHROUD
EF05 | RENDER FINISH
GL01 | GLAZING

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NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: NTS
DRAWING NO.: TP6-113
REVISION: -
JOB NO.: P19010
DATE: 17/12/2020
DRAWING TITLE: MATERIALS AND FINISHES
STAGE: TP

Attachment 2 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Heritage Consultant Report

Bryce Raworth
CONSERVATION | HERITAGE

Heritage Impact Statement

406-410 Bridge Road, Richmond

Application for permit – Proposed Works
September 2020

246 Albert Road
South Melbourne VIC 3205
+61 3 9525 4299
info@bryceraworth.com.au

bryceraworth.com.au

Attachment 2 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Heritage Consultant Report

Bryce Raworth
CONSERVATION | HERITAGE

Project Address:
406-410 Bridge Road
Richmond, VIC

Contents

1.0 Introduction 2

2.0 Sources of Information 2

3.0 History & Description 3

4.0 Significance 9

5.0 Heritage Controls & Policy 11

6.0 Proposed Works 16

7.0 Discussion 17

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Attachment 2 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Heritage Consultant Report

1.0 Introduction

This assessment of heritage impacts was prepared on behalf of the owner of the subject site at 406–410 Bridge Road, Richmond (also known as 406, 408 and 410 Bridge Road) in relation to a proposal to undertake partial demolition works and construct a multi-storey mixed-use building on the site.

It reviews the significance of the existing built form on the site, and the contribution it makes the adjacent streetscapes and the Heritage Overlays in which it is located. It then comments on whether the proposed works are appropriate in character and detail, and whether the scheme is acceptable in terms of its impacts upon the significance of the existing graded building and broader heritage context.

2.0 Sources of Information

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

- Heritage Policy (*Clause 22.02*), Heritage Overlay (*Clause 43.01*) and Schedule 21 to Design and Development Overlay (*Clause 43_02s21_yara)* in the *Yarra Planning Scheme*
- *City of Yarra Review of Heritage Overlay Areas 2007 (Statements of Significance)*
- *City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8 (Revised May 2018)*
- *Yarra Heritage Database*, *http://vhd.heritage.vic.gov.au/local/search/yarra*
- *Historic MMBW Plans, State Library of Victoria*
- *Historic newspapers accessed via Trove Online*, *https://trove.nla.gov.au/*

The report has been prepared by Bryce Raworth Pty Ltd, and is to be read in conjunction with the drawings and other documents prepared by Pitch Architect & Design and submitted with respect to this application.

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3.0 History & Description

By the 1890s, the south side of Campbell Parade (as Bridge Road was then known) west of Fraser Street had been subdivided into a series of narrow fronted allotments and was closely developed with rows of retail and commercial buildings. The 1897 MMBW plan shows the land now known as 406, 408 and 410 Bridge Road on the south-west corner with Lord Street as containing the existing three shops by this time. 408 and 410 Bridge Road may have originally comprised a single tenancy, with the rear yards to each partially extending across the land of the other. A verandah is shown projecting across the shopfronts and over the footpath of the Bridge Road side of the buildings, and this included a corner return to Lord Street at 410 Bridge Road. West of these shops at 398-404 Bridge Road is an adjacent row of four double-storey Victorian shops known as 'Bleasby Buildings', which were constructed in 1885.

406-410 Bridge Road may have originally been constructed as part of the Bleasby Buildings development, or soon after. The remaining portions to the parapets share the same vermiculated rendered detailing. Furthermore, an auction notice appearing in *The Argus* in 1896 for Bleasby Buildings appears to have also included 406-410 Bridge Road as part of that property.

> *Magnificent Terrace of Central Shops, Bleasby Buildings, No.s 398-410 Bridge Road and Lord Street, City of Richmond … All that piece of land having a frontage to Bridge-road, Richmond, of about 115ft. by a depth of about 128ft., being part of Crown Portion 28, parish of Jika Jika, being the untransferred portion of the land in certificate of title, volume 1537, folio 307, 349. Upon the land are erected six substantial brick shops and dwellings, always let to good tenants.*[1]

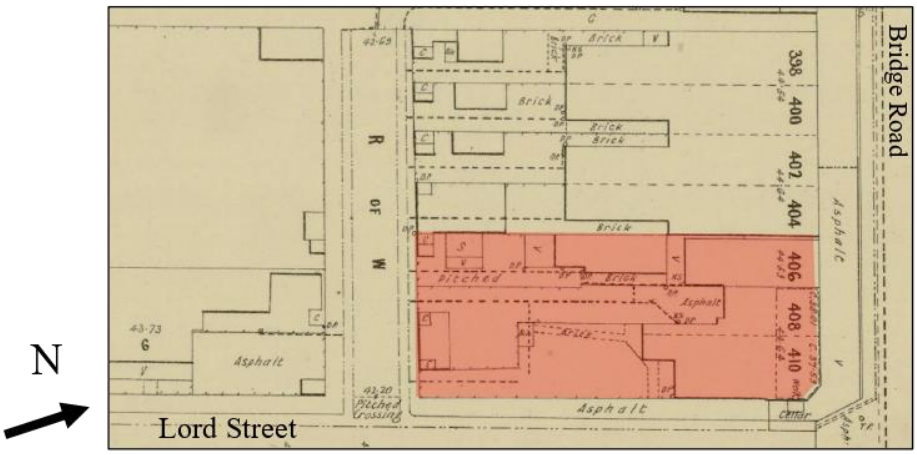


Figure 1 *1897 MMBW plan extract showing the outline of the built form including the existing shops (shaded red) located on the subject land at this time. Only the front portion of the existing structures on the site date from the nineteenth century. Source: State Library of Victoria.*

[1] *Argus*, 1896, 6 November, p.3.

Attachment 2 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Heritage Consultant Report

The subject site comprises two adjacent portions of land (numbered 406 and 408-10 Bridge Road) with a primary frontage onto Bridge Road to the north and to Lord Street to the east. The site and its surroundings are flat in topography.

The land contains three identical single-storey Victorian shops addressing Bridge Road. These present as modern shopfronts to Bridge Road, including tiled frontages to 408 and 410. The shop at 410 Bridge Road includes a corner return. A continuous non-original cantilevered awning of a simple character extends across the frontages of all 3 shops, replacing the original verandah shown in the 1897 MMBW plan (see Figure 1). Above this is a rendered masonry parapet, which has been truncated. It appears to have originally either supported pediments and/urns or orbs, or to have possibly supported an upper level, now removed. The parapet to 406 retains its original unpainted character, while those to 408 and 410 Bridge Road have been overpainted white. 410 Bridge Road presents a relatively plain rendered and painted side elevation to Lord Street to the east.

A brick garage fronting Lord Street was constructed abutting the rear of the shop at 410 Bridge Road in the c.1940s-50s. This presents a blank brick wall to the laneway to the south. 406 Bridge Road presents a timber paling fences and garage roller door to the rear laneway.

Bridge Road is a broad major thoroughfare containing a single lane of traffic in each direction. It features a central tramline, and is flanked by on-street parking, bluestone gutters, and broad, asphalted footpaths with some street trees along the north side of the street. Lord Street is a narrow one-way street accessed from the south, with narrow asphalted footpaths and parallel parking. The short laneway running along the south side of the subject site is modern and utilitarian in character, and is not considered a heritage environment.

406-410 Bridge Road sit in a varied urban context. On the adjacent site to the west is a row of four double-storey, rendered masonry Victorian classically styled shops known as the 'Bleasby Buildings'. The retained intact decorative upper level facades, with modern shopfronts and verandahs with prominent signage above. The site on the opposite south-east corner with Lord Street contains an altered single storey shop of no architectural interest, with several more similarly undistinguished shops further east before a series of double-storey, rendered masonry Victorian shops. The north side of Bridge Road in the vicinity of the subject site contains a c.1900s-1910s single-storey brick warehouse/ factory at 433 Bridge Road on the corner with Gardner Street, with modern building stock to the east and west of this.

Lord Street to the south is not a heritage environment. The adjacent site to the south at 4-6 Lord Street contains a substantial contemporary apartment development of at least six storeys, including a three-storey podium addressing Lord Street. The opposite east side of Lord Street contains the rear frontages of properties addressing Hunter Street further to the east.

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Figure 2 *View of the subject site at 406-410 Bridge Road from the north-east, with Bridge Road at the right, and Lord Street at left. The site contains three single-storey Victorian shops, which incorporate later additions to the rear.*



Figure 3 *The north Bridge Road elevation to the subject site, with 406 at right, 408 at centre and 410 at left on the corner with Lord Street. The original verandahs have been replaced with cantilevered awnings. The parapet to the facade may have originally included orbs, urns or other decorative detailing.*

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Figure 4 *Modern shopfronts have been installed to the Bridge Road frontage.*



Figure 5 *The northern portion of the eastern side elevation of 410 Bridge Road to Lord Street. Beyond the more decorative treatment of the corner return bay, this elevation is plain in character.*



Figure 6 *A c.1940s-50s brick garage has been constructed at the rear of 408-410 Bridge Road, occupying the balance of those sites. It presents an imposing brick elevation to Lord Street to the east, containing a garage door.*



Figure 7 *View west along the service lane abutting the southern boundary of the subject site. This is not a sensitive heritage environment.*



Figure 8 *View south down Lord Street with part of the east elevation to 410 Bridge Road visible at right, and more substantial contemporary apartment developments on the adjacent sites further south across the laneway visible centre and centre left.*



Figure 9 *The adjacent double-storey Victorian shops known as 'the Bleasby Buildings' at 398-404 Bridge Road are highly intact.*



Figure 10 *View west along Bridge Road from the central tramline, showing the street's very broad proportions. 406-410 Bridge Road are at far left.*

4.0 Significance

The *City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8 (Revised May 2018)* graded each building within Heritage precincts as 'individually significant', 'contributory' or 'not contributory', which were defined respectively as follows:

> *Individually Significant: Aesthetically, historically, scientifically, and/or socially significant at the Local level and contributory or complementary to the Heritage Overlay Area.*
>
> *Contributory: Contributory to identified cultural values of heritage overlay area as stated in the Statement of Significance.*
>
> *Not Contributory: Not contributory to identified cultural values of heritage overlay area as stated in the Statement of Significance.*

The shops at 406, 408 and 410 Bridge Road are graded 'Contributory' in this document.

The adjacent Victorian shops to the west at 398-404 Bridge Road (known as 'the Bleasby Buildings') are graded 'Individually Significant'. To the east, the shops on the opposite corner with Lord Street at 412, 414 and 416 Bridge Road are graded 'Not Contributory'. Apart from the 'Contributory' single storey Victorian brick building at 433 Bridge Road at the corner with Gardner Street, built form on the opposite north side of Bridge Road is generally ungraded, this opposite streetscape being of low significance.

Attachment 2 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Heritage Consultant Report

406-410 Bridge Road are located within the Heritage Overlay precinct known as the Bridge Road Precinct, HO310. This precinct is linear in form, extending along most of both sides of Bridge Road between approximately Burnley Street to the east, and Punt Road to the west. The *City of Yarra Heritage Review* (2007) included the following Statement of Significance for the precinct.

Bridge Road Heritage Overlay Area, Richmond is significant:

- *As one Richmond's principle thoroughfares that leads to the first bridge to connect Richmond to Hawthorn, retaining many Victorian-era shops;*
- *As an important commercial precinct in Richmond, particularly expressive of the 19th and early 20th centuries and incorporating Richmond's civic hub;*
- *For the architectural continuity and high integrity of upper level façades to their construction date;*
- *For some well-preserved early shopfronts from the Victorian to the inter-war period;*
- *For the good and distinctive examples of Victorian and Edwardian-era architectural styles and ornamentation as evocative of the street's premier role in Richmond;*
- *For the architecturally significant examples of shop buildings from the 1920s and 1930s that relate well to the dominant Victorian-era and Edwardian-era scale and character;*
- *For the tramlines as the functional descendants of those originally installed in 1885;*
- *For traditional street elements such as bluestone kerbs, pitched crossings, gutters and asphalt footpaths;*
- *For the landmark quality of the Richmond Town Hall, with associated Court House and Police Station; and*
- *For the contribution of individually significant or well preserved buildings that express a range of key development periods in the street and the City.*

[…]

Contributory elements

One and two-storey Victorian and Edwardian-era shops with (but not exclusively):

- *Typically living accommodation over or at the rear of ground level shops;*
- *Typically configured as continuous rows with no front or side boundary setbacks, typically set out on a 6m wide module;*
- *Some distinctive individually significant building designs;*
- *Typically parapeted building forms with concealed pitched roofs;*
- *Typically vertically oriented rectangular openings, symmetrically arranged, to the upper level facades;*
- *Typically stuccoed facades having trabeation and ornamentation derived from Italian Renaissance architecture but also with some face brick for early Victorian-era (bichrome, polychrome) and Edwardian-era (pressed red brick) buildings;*
- *Some use of upper level verandahs or loggias for residential use;*
- *Once typically extensive post-supported street verandahs, timber and iron construction, with some cantilever awnings for 20th century buildings; and*
- *Once typically large display windows at ground level, timber framed with plinths, and recessed tiled or stone paved entries, some remaining (see 383 Bridge Rd) also some metal framed (brass, copper) shopfronts for early 20th century buildings;*

Contributory elements also include (but not exclusively):

- *Well preserved inter-war buildings, with original or early shop fronts;*
- *Architecturally significant buildings that express a range of key commercial development periods in the City;*
- *Tramlines and associated tram shed sites;*
- *Traditional street elements such as bluestone pitched crossings, kerbs, and gutters, cast-iron grates, and asphalt paved footpaths; and*
- *The Richmond City Hall complex, with associated former Court House and Police Station.*

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5.0 Heritage Controls & Policy

As noted above, 406-410 Bridge Road are located in the Bridge Road Precinct (HO310) in the *Yarra Planning Scheme*. This precinct is linear in form, encompassing most of the properties addressing Bridge Road between approximately Burnley Street to the east and Punt Road to the west. In the vicinity of the subject site, the south side of Bridge Road, but only 433 Bridge on the north side are located within the overlay, reflecting the absence of heritage building stock in that environment. External paint controls apply under the provisions of this overlay, but no internal controls.

A short distance to the south-east is an individual Heritage Overlay, HO269, which relates to the pair of terraces at 4-6 Hunter Street. This overlay presents only secondary rear frontages to Lord Street, with their significant primary frontages addressing Hunter Street.

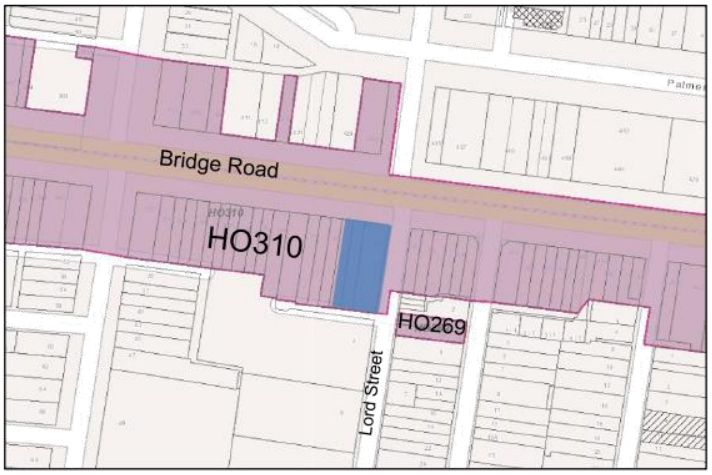


Figure 11 *Heritage Overlay map extract, showing the subject land at 406-410 Bridge Road (shaded blue), which is located in the Bridge Road Precinct, HO310. HO269 is an individual Heritage Overlay located a short distance to the south-east.*

As the site is included in the Heritage Overlay, it is subject to the provisions of *Clause 43.01*, the Heritage Overlay. The purposes of the Heritage Overlay are as follows:

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

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

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*

[…]

Yarra's heritage policy (*Clause 22.02*) relating to demolition and new development within heritage places is as follows.

> *22.02-5.1 Demolition*
> *Full Demolition or Removal of a Building*
> *[…]*
> *Removal of Part of a Heritage Place or Contributory Elements*
> *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.*
>
> *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*
> - *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
> - *For a contributory building:*
>   - *that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or*
>   - *the removal of the part would not adversely affect the contribution of the building to the heritage place.*
>
> *[…]*

Clause 22.02-5.7 offers the following guidance for new developments at heritage places, and alterations and additions to them.

> *22.02-5.7 New Development, Alterations or Additions*
> *22.02-5.7.1 General*
>
> *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*

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

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

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

Minimise the visibility of new additions by:

- *Locating ground level additions and any higher elements towards the rear of the site.*
- *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1)*
- *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).*

[…]

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

22.02-5.7.2 Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)

Corner Sites and Sites with Dual Frontages
Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.

Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.
[…]

Industrial, Commercial and Retail Heritage Place or Contributory Elements
Encourage new upper level additions and works to:

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

[…]

22.02-7 Decision Guidelines
Before deciding on an application the responsible authority will consider:

- *Whether there should be an archival recording of the original building or fabric on the site.*
- *The heritage significance of the place or element as cited in the relevant Statement of Significance or Building Citation.*

The site is also subject to a Design and Development Overlay, DDO21 (*Clause 43.02 Schedule 21*), which relates to the Bridge Road Activity Centre. This includes the following design objectives.

Design objectives

- *To support a mid rise scale built from character with lower built form at the interfaces streets and the adjoining low rise residential areas.*
- *To ensure that new development respects the values of heritage buildings and prominence of the heritage streetscape, heritage buildings and landmark buildings streetscape.*
- *To maintain a prominent street wall character along Bridge Road with new development upper levels setback, visually recessive and clearly distinct.*
- *To provide a comfortable level of street enclosure, maintain solar access to key ensure a high quality built form interface to all streets and public spaces.*
- *To minimise amenity impacts on residential properties adjoining the Bridge Centre including overlooking, overshadowing and visual bulk impacts.*

The subject site is identified as being within Precinct 2 – Bridge Road South of the Bridge Road Activity Centre.

The precinct design requirements for Precinct 2 are as follows:

Development must:

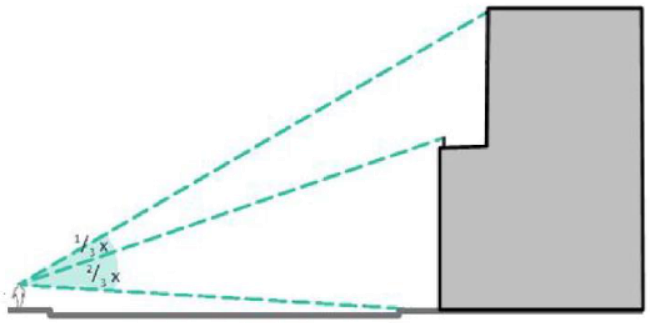
- *retain the visual prominence of heritage buildings in the streetscape and the significant 'High Street' streetscape in the vista along the Bridge Road;*
- *retain the visual prominence of the return facades of corner buildings;*
- *be consistent in form, massing and façade treatment as existing upper level development (where this exists) for any upper level development behind rows of identical or similar residences;*
- *maintain and reinforce the prominence of the street wall character of Bridge Road and Church Street;*
- *maintain a sense of openness along Bridge Road and Church Street.*

The associated building height and setbacks plan identifies a mandatory maximum height of 18 metres, with either a maximum 11 metre street wall height (with a 5 metre setback above) on sites with no heritage frontage, or a setback of 6 metres on sites where there is a heritage frontage. A design requirement is also provided in relation to the visibility of new building volumes behind the street wall, though it is recognised this may be in tension with above height and setback guidelines.

Must occupy no more than one third of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street) – see Figure 3.

Attachment 2 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Heritage Consultant Report

Figure 3 – Setback for Upper Level Development



There are also some specific design requirements with respect to heritage buildings.

Design Element	Design Requirement
Building facades and street frontages	*Infill Buildings and Development Adjoining a Heritage Building* Façade treatments and the articulation of infill buildings on land affected by a heritage overlay and of new buildings on land immediately adjoining a heritage building must: • *ensure the façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of the adjoining heritage building(s);* • *respect the vertical proportions of the nineteenth and early twentieth century facades of the heritage streetscape and/or adjoining heritage building(s);* • *avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts;* • *maintain the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building;* • *be articulated to reflect the fine grained character of the streetscape.* Contributory or Individually Significant Buildings Adaptation of contributory or individually significant buildings must: • *avoid highly reflective glazing in historic openings;* • *encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings;* • *maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings.*
Upper Levels (above street wall height)	Upper level development on land within a heritage overlay and on land immediately adjoining a heritage building must: • *be visually recessive and not visually dominate the heritage building and the heritage streetscape;* • *retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism';*

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

The requirements of this schedule to the DDO cease to have effect on 1 October 2020. It is anticipated the existing temporary DDO will be replaced with a similar permanent control.

6.0 Proposed Works

The proposed development scheme for 406-410 Bridge Road comprises partial demolition works and new construction. These components of the scheme are described as follows.

Demolition

It is proposed to retain the Bridge Road street facades to 406 and 408 Bridge Road. The facade to 410 Bridge Road will be retained, and also the side elevation of this building to a depth of 17.05 metres as measured from Bridge Road. The existing street awnings to all three addresses will also be retained.

The balance of the buildings, including the interiors, remaining external elevations, roof forms and elements to the rear including fences will be demolished.

New Works

It is proposed to construct a six-storey mixed use development (with an additional basement level) on the subject land. The new envelope will occupy all the subject site at ground floor to each property boundary, incorporating the retained heritage frontages to Bridge Road and Lord Street to form a single storey podium interfacing with the street. The upper levels will then incorporate increasing setbacks, commencing with first and second floor setbacks of 6 metres from the northern Bridge Road frontage and 1.2 metres from the south boundary. The third floor will have increased setbacks of approximately 6.5 metres from the north, 3 metres from Lord Street to the east, 3.36 metres from the southern laneway, and 3.08 metres from the boundary with the adjacent site to the west. The corresponding fourth and fifth floor measurements will be 6.5 metres, 3 metres, 5.6 metres and 3.08 metres.

The basement level will contain car spaces, storage and service areas, with vehicle entry provided via a ramp on the west side of the south elevation to the rear laneway. The ground floor will contain two commercial tenancies, with the larger on the north side occupying all three street level frontages. The pedestrian entry will be located mid-way along the eastern Lord Street elevation, and provide access to a ground floor lobby, lift and main stair. The first to third floors will each contain single office tenancies, with the third floor also including

an external terrace on its east, south and west sides. The fourth floor will contain pair of two bedroom apartments, with the top fifth floor containing a two bedroom apartment. The flat roof from will include a partial rooftop terrace to the north of the centrally located roof overrun and service plant area. The roof terrace will set back so as to reduce its visibility from the street.

Of contemporary architectural expression, the development will be articulated into three volumes by a combination of setbacks and variation in external treatment. The new ground and first floor facades along Lord Street and the southern rear laneway elevation will be clad with black standing seam perforated metal. This will provide differentiation from the masonry of the retained heritage fabric and continue the height of the shopfront parapets. The second floor above will be partially glazed, and have an exposed concrete finish to each elevation at this level, presenting as a second smaller volume set back behind the shop frontages.

The third to fifth floors will read as the top volume. Its facade to Bridge Road will include a greater setback, with black standing seam metal along its east and top sides, and the remainder featuring perforated metal panelling inset with vertically orientated window openings of varying sizes. The east elevation to Lord Street will also be clad with black standing seam metal at these levels, with a screen to the east side of the roof and south side of this facade of an angled profile, that gives this side of the building a raked silhouette. The south elevation will also be clad with black standing seam metal, and feature glazed doors and windows set behind balustrading incorporating the same finish.

The exiting shopfronts and parapets to the retained fabric of the 'Contributory' shops are in good general condition. In the absence of historical information as to the original form of the parapets, it is not possible to reinstate these in an authentic manner at the present time. It is proposed to retain the existing cantilevered awnings.

7.0 Discussion

From a heritage perspective, there are two separate considerations in relation to the proposal – firstly, the extent of demolition of the existing built from, and secondly, the appropriateness of the new works in terms of heritage impacts on the graded host buildings, and the heritage precinct.

Demolition

Relevant Council policy for demolition is reproduced as follows.

> *22.06-3.2 Demolition*
> *It is policy to:*
> - *Encourage retention of contributory or significant heritage fabric required to maintain the original streetscape appearance.*

The proposed extent of demolition is consistent with this policy, given the key heritage fabric that contributes to the adjacent streetscape and precinct is retained, with demolition limited to fabric that is secondary in character, or not visible from the public realm. Demolition of the shop interiors is acceptable given there are no internal controls under the provision of the Heritage Overlay. On this basis, the proposed extent of demolition is supported.

New Works

The proposed scheme successfully integrates the frontages to the existing 'Contributory' shops and introduces a new multi-storey building envelope in a manner that respects and upholds the significance of this part of the Bridge Road Precinct (HO310).

With respect to the existing shops on the site, the new building envelope interfaces with the retained fabric in a manner consistent with Council's policy guidelines at *Clause 22.02-5.7.1*. The new envelopes remain be *distinguishable from the original historic fabric*. It does *not remove, cover damage or change original [retained] historic fabric* or *obscure views of principle facades*. The setback of a minimum of six metres of the upper levels behind the Bridge Road facade ensures the existing shop parapets remain prominent and legible from Bridge Road. Along Lord Street, the location of the recessed and glazed entry lobby provides an appropriate transition to the south end of the retained shop wall. The location of part of the new first floor elevation above the retained shop wall is managed in an acceptable manner. The new first floor wall will be set back in line with the inner surface of the retained masonry wall, so that the original parapet along this elevation also remains legible. The different unpainted concrete finish to the new first floor elevation above will provide further differentiation from the retained heritage fabric. More generally, this portion of the building is a secondary side elevation of plain character, that is of lesser visibility from Bridge Road.

The construction of higher built form behind retain heritage frontages is an established development paradigm within the precinct along Bridge Road. The retained shop frontages will remain the primary interface of the development with Bridge Road, with the new multi-storey building envelope forming a secondary backdrop above and behind in views from the north in a manner that is *visually recessive* as recommended at *Clause 22.02-5.7.1* (dot point 3). The new envelope will be partially concealed in views from the west along Bridge Road by the adjacent double-storey Victorian shops at 398-404 Bridge Road, with setbacks to the upper levels further reducing visibility from this direction.

The relationship with 398-404 Bridge Road is managed by setting back the upper levels from the western boundary, and including a setback from Bridge Road at the first and second floor levels to allow clear views of the upper level corner return of 404 Bridge Road. The interface with the adjacent buildings to the east on the opposite side of Lord Street is less sensitive, given these buildings are ungraded and their sites are likely to receive more intensive development in future. More generally, this section of Bridge Road is a less significant portion of the precinct, as reflected by the omission of most of the properties along the opposite north side of the street from the Heritage Overlay.

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The massing of the building into three components of varying materiality arranged at increased setbacks results in the development presenting a series of smaller stacked volumes. The raked geometry to the screens to the roof terrace creates a pitched, roof-like profile in some more distant views, and adds interest to the building's silhouette.

The vertical scale and setbacks relative to the street frontages are consistent with the guidelines of *Clause 22.02* and *Clause 43.02* Schedule 21 of the DDO, which encourage more intensive development of this kind. The degree of visibility will be greater than that indicated in Figure 3 of the DDO, but this is considered acceptable given it otherwise reflects the recommended heights and setbacks and is otherwise of an appropriate design and character. It may be reasonably anticipated that further development of this nature will occur on nearby sites in future, including on the adjacent sites to the east across Lord Street, with the works proposed for the subject land reflecting the emerging character of this part of Bridge Road. At six storeys, the new building will be comparable in scale to the existing apartment building on the adjacent property to the south at 4-6 Lord Street, thus not represent an abrupt transition to the existing established scale of this part of Lord Street.

Along Lord Street, the transition in scale is successfully managed by means of the building's podium expression. The development will present a three-storey eastern facade to Lord Street, with the 3 metres setback to the levels above reducing their visibility in views from this street to an acceptable degree. Upper level terraces are common design elements in multi-storey office and apartment buildings. The balustrading to the terraces is discreetly integrated into the architecture behind a raised parapet to the podium, and as metal screens to the upper levels. The terraces are at a setback from Bridge Road and are not considered to have any negative impacts in views from that environment.

The scheme responds appropriately to Council policy in relation to corner sites and commercial and retail places as reproduced below.

> *Corner Sites and Sites with Dual Frontages*
> *Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.*
>
> *Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.*
> *[…]*

The development respects the character of the Bridge Road streetscape by retaining the frontages to the existing 'Contributory' shops, setting back the higher levels of the new envelope and employing a restrained contemporary architectural treatment.

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

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The proposal responds to dot point one of these guidelines by setting the upper levels back from the Bridge Road frontage, and to a lesser degree, the secondary Lord Street frontage. The proposed external treatment to the new building envelope is consistent with the second dot point. The raw concrete finish to the exterior of the ground and first floor provides differentiation from the painted, rendered facades to the retained shop frontages. This is a neutral toned material, that may be seen as visually recessive. The black metal cladding to the volume of the levels above is also a compatible treatment that makes this part of the building 'less apparent'. Both components to the upper levels will read as more distant, secondary components in views from Bridge Road. It is noted that the above Council policy does not require upper level additions and works to be concealed from view.

The scheme will not have any negative impacts on the significance the pair of terraces addressing 4-6 Hunter Street to the east (HO269). While a property boundary to these dwellings is located nearby on the opposite east side of Lord Street, this is a secondary rear elevation that is not considered a sensitive heritage interface.

In conclusion, the proposed development scheme for 406-410 Bridge Road is of an appropriate and responsive design that can be reasonably accommodated in this part of Bridge Road without diminishing the significance of the precinct. Key heritage fabric that contributes to the heritage values of Bridge Road precinct is retained. The setbacks, articulation and external treatment to the new envelope will reduce the visual impacts of its height in relation to the typically one or two storey scale of the heritage buildings along the adjacent south side of Bridge Road. The scheme reasonably sits within the parameters for height and character set by the DDO, and may be seen as reflecting the emerging character of this part of Bridge Road. It is appropriately responsive to relevant heritage policies at *Clauses 22.02* and *43.01* and this basis, is acceptable with respect to heritage impacts.

Attachment 3 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Traffic Assessment Report

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Attachment 3 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Traffic Assessment Report

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CONTENTS

1	INTRODUCTION	5
2	EXISTING CONDITIONS	5
2.1	**Site Location**	**5**
2.2	**Planning Zones and Overlays**	**7**
2.3	**Road Network**	**8**
2.3.1	Bridge Road	8
2.3.2	Lord Street	9
2.3.3	Right of Way	9
2.4	**Sustainable Transport**	**10**
2.4.1	General	10
2.4.2	Public Transport	11
2.4.3	Bicycle Facilities	12
2.5	**Walkability**	**13**
3	DEVELOPMENT PROPOSAL	13
4	DESIGN ASSESSMENT	14
4.1	**Yarra Planning Scheme – Clause 52.06**	**14**
4.1.1	Design Standard 1 – Accessways	14
4.1.2	Design Standard 2 – Car Parking Spaces	15
4.1.3	Design Standard 3 – Gradients	16
4.2	**Waste Collection**	**16**
4.3	**Bicycle Parking**	**16**
5	LOADING	17
6	BICYCLE PARKING	18
7	CAR PARKING	19
7.1	**Statutory Car Parking Requirements**	**19**
7.1.1	Car Parking Requirements – Clause 52.06	19
7.1.2	Proposed Car Parking Provision	19
7.2	**Car Parking Demand Assessment**	**20**
7.2.1	Dwellings	20
7.2.2	Café	20
7.2.3	Office	21
7.2.4	Anticipated Parking Demand	21
7.3	**Review of Car Parking Provision**	**22**
7.3.1	Planning Scheme Policies	22
7.3.2	On-Street Parking Restrictions	23
7.3.3	Alternative Modes of Transport	23
7.3.4	Adequacy of Proposed Car Parking Provision	23
8	TRAFFIC	24
9	CONCLUSIONS	25

Attachment 3 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Traffic Assessment Report

TABLES

Table 1 Public Transport Provision 11
Table 2 Proposed Development 13
Table 3 Clause 52.06-9 Design Assessment – Design Standard 1 14
Table 4 Clause 52.06-9 Design Assessment – Design Standard 2 15
Table 5 Clause 52.06-9 Design Assessment – Design Standard 3 16
Table 6 Clause 52.34 – Bicycle Parking Requirements 18
Table 7 Clause 52.34 – Bicycle Facility Requirements 18
Table 8 Clause 52.06 – Car Parking Requirements 19
Table 9 Nearby Office Developments 21

FIGURES

Figure 1 Site Location 5
Figure 2 Site Context (28 April 2020) 6
Figure 3 Planning Scheme Zones 7
Figure 4 Bridge Road, looking west from the frontage of subject site 8
Figure 5 Lord Street, looking north adjacent the subject site 9
Figure 6 The ROWY, looking west along the rear of the subject site 9
Figure 7 TravelSmart Map 10
Figure 8 Public Transport Provision 11
Figure 9 Strava Cycling Heatmap 12

APPENDICES

APPENDIX A SWEPT PATH DIAGRAMS 26

1 INTRODUCTION

onemile**grid** has been requested by Pitch to undertake a Transport Impact Assessment of the proposed mixed-use development at 406-410 Bridge Road, Richmond.

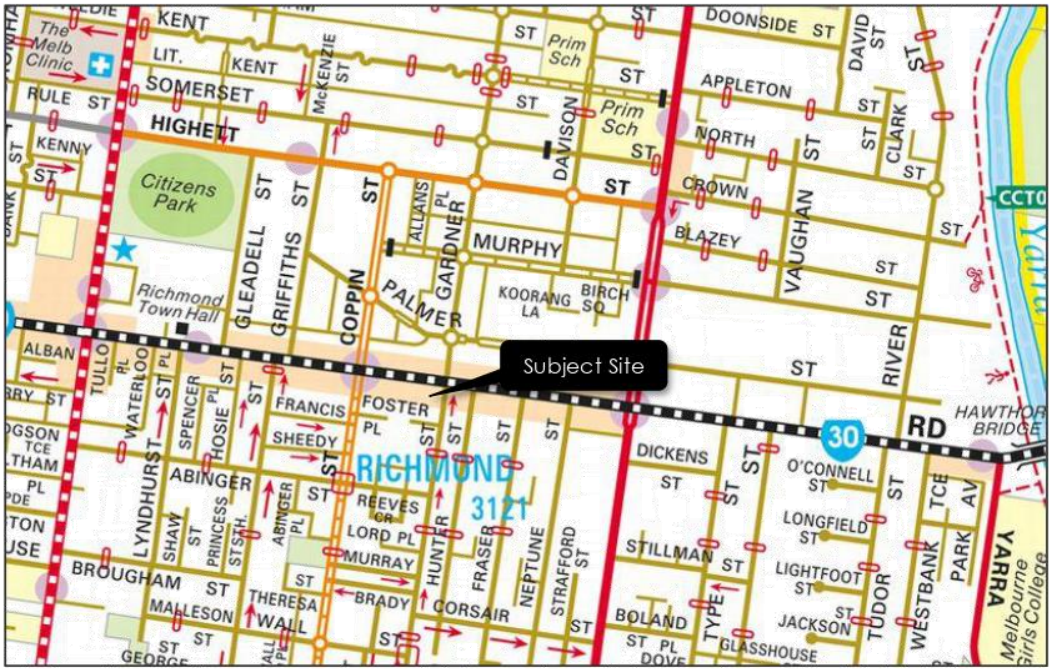
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic and parking data has been sourced and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site comprises two land titles, which are located on the southwest corner of the intersection of Bridge Road and Lord Street, as shown in Figure 1.

Figure 1 Site Location



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The site has a frontage of approximately 16 metres to Bridge Road, 39 metres to Lord Street, and a rear abuttal of approximately 15 metres to a rear laneway.

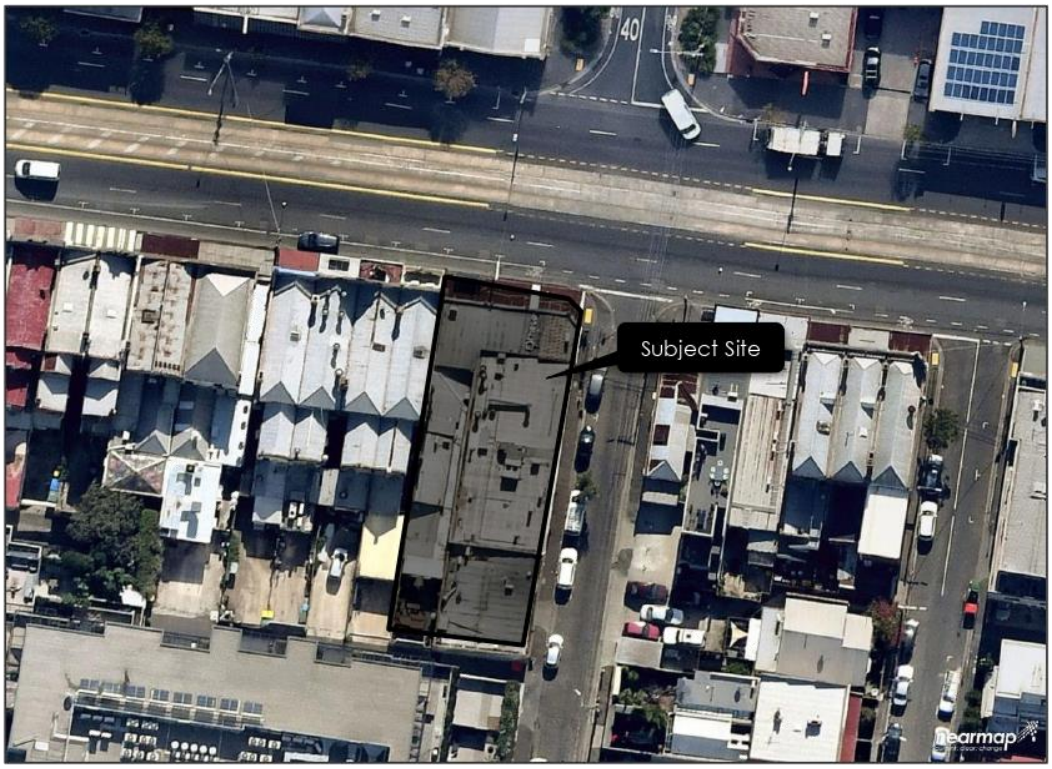
The site is currently occupied by a café and a bar.

Vehicular access is currently provided via a crossover to Lord Street, as well as a secondary access to the right of way which runs along the rear of the site.

Land use in the immediate vicinity of the site is generally commercial in nature along Bridge Road, with a mixture of medium to high density residential just off the main shopping precinct.

An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context (28 April 2020)

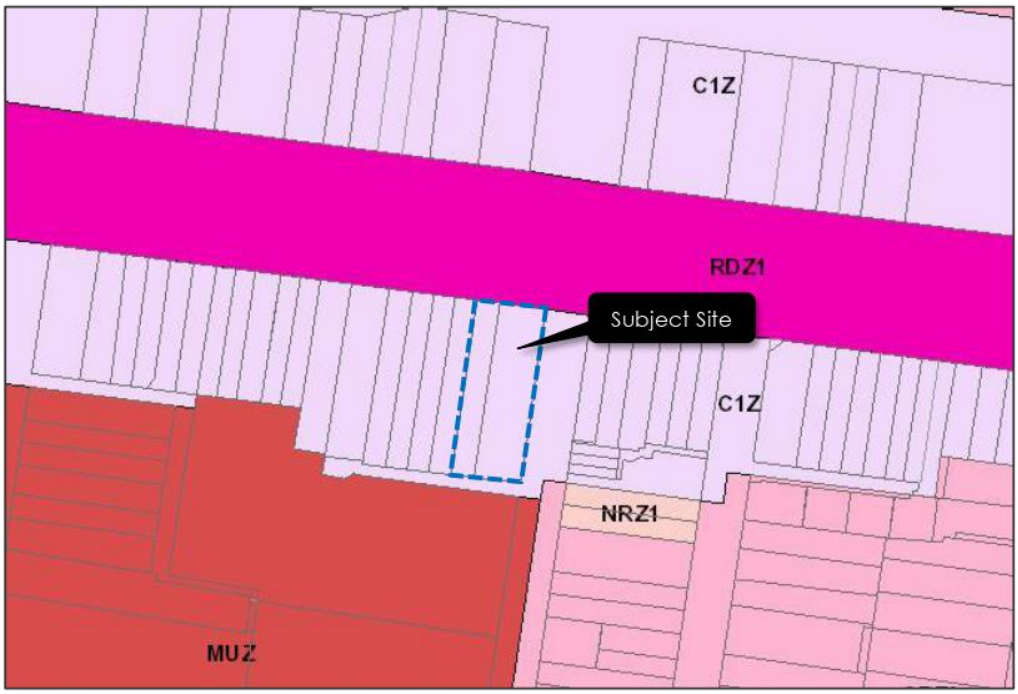


Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Commercial 1 Zone (C1Z). Additionally, the site abuts Bridge Road, which is within a Road Zone (RDZ).

Figure 3 Planning Scheme Zones



It is noted that the site is located within the Principal Public Transport Network (PPTN).

2.3 Road Network

2.3.1 Bridge Road

Bridge Road is a VicRoads controlled arterial road generally aligned east-west, running between Punt Road to the west and terminating at a junction between Burwood Road, Creswick Street and Church Street to the east.

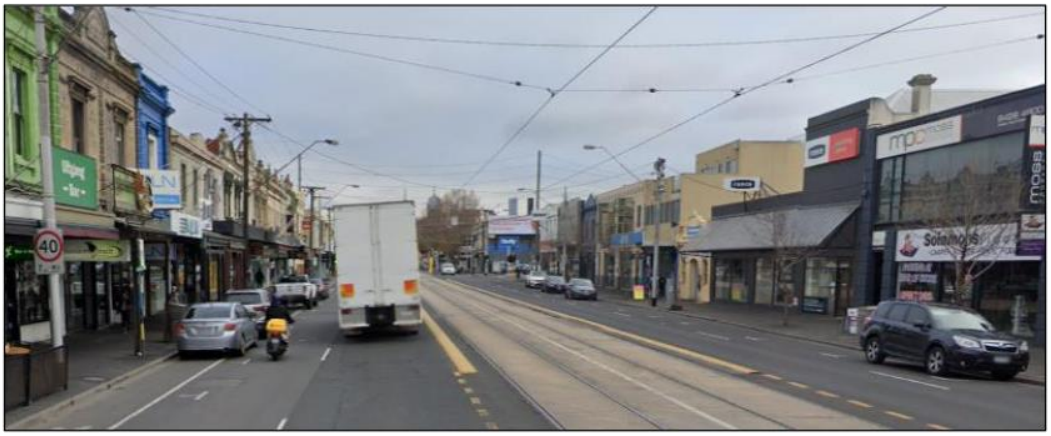
Bridge Road provides two traffic lanes in each direction (of which the outer lane is a narrow lane shared with kerbside parking), with an exclusive tramway at the centre of the road. Kerbside parking is provided on both sides of the road, generally restricted to 2-hour ticketed parking during the day.

Clearway restrictions are in place on both sides of the road in the peak direction (7:00am-9:15am westbound, 4:30pm-6:30pm eastbound), to allow for two through traffic lanes and a bike lane during weekday peak periods.

A 40km/h speed limit applies to Bridge Road in the vicinity of the site between 7:00am and 12:00pm and reverts to a 60km/h speed limit at all other times.

The cross-section of Bridge Road at the frontage of the site is shown in Figure 4.

Figure 4 Bridge Road, looking west from the frontage of subject site



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2.3.2 Lord Street

Lord Street is a local road generally aligned north-south. From Swan Street at the south to Wall Street, Lord Street facilitates two-way traffic. From Wall Street to Bridge Road at the far north, Lord Street facilitates one-way northbound traffic. In the vicinity of the site, kerbside parking is only provided on the west side of the street, and is generally restricted to 2P between 7am and 7pm.

Figure 5 Lord Street, looking north adjacent the subject site

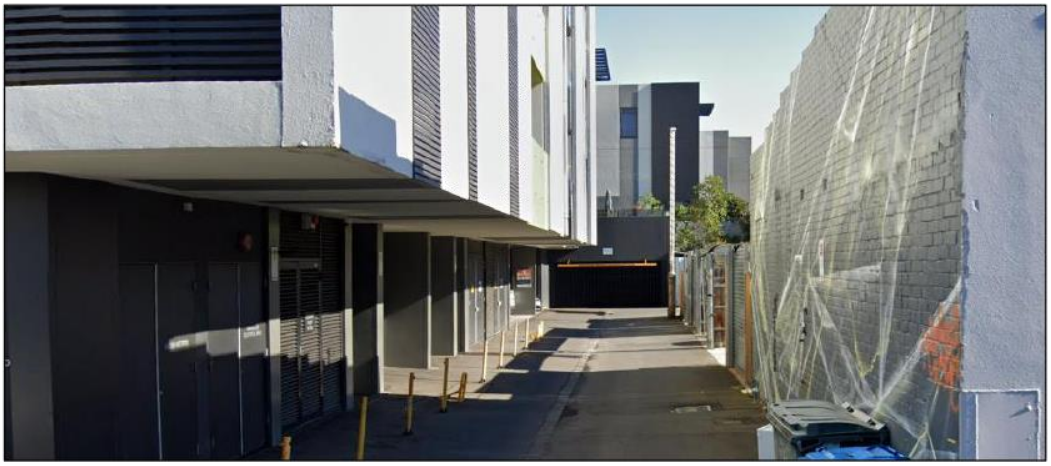


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2.3.3 Right of Way

A Right of Way (ROW) runs generally west from Lord Street, along the rear of the site for approximately 40 metres before terminating at a private car park access point. The ROW facilitates two-way traffic movements. The cross-section of ROW at the rear of the site is shown in Figure 6.

Figure 6 The ROWY, looking west along the rear of the subject site



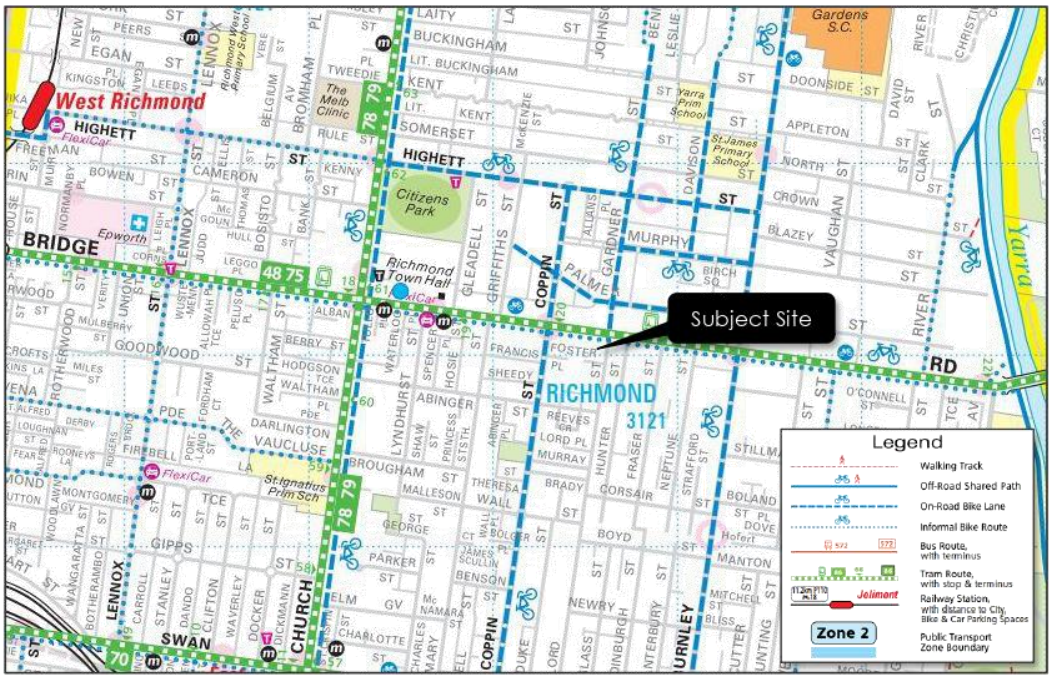
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2.4 Sustainable Transport

2.4.1 General

An extract of the TravelSmart Map for the City of Yarra is shown in Figure 7, highlighting the public transport, bicycle and pedestrian facilities in the area.

Figure 7 TravelSmart Map



2.4.2 Public Transport

It is shown that public transport in the area is generally limited to tram services, with two tram routes stopping near the frontage of the site, and a third route located on Church Street. West Richmond Station is located approximately 1.6km to the west of the site.

The full public transport provision in the vicinity of the site is shown in Figure 8 and detailed in Table 1.

Figure 8 Public Transport Provision

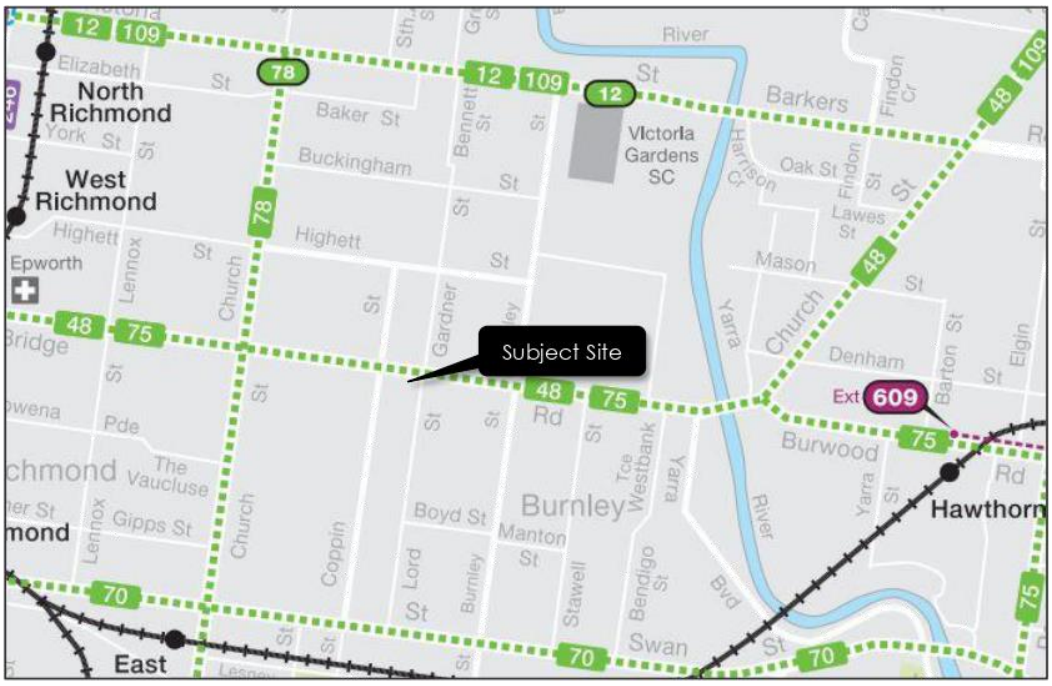


Table 1 Public Transport Provision

Mode	Route No	Route Description	Nearest Stop/Station
Tram	48	North Balwyn - Victoria Harbour Docklands	Coppin Street (80m)
	75	Etihad Stadium Docklands - Vermont South	
	78	North Richmond - Balaclava via Prahran	Church Street (515m)

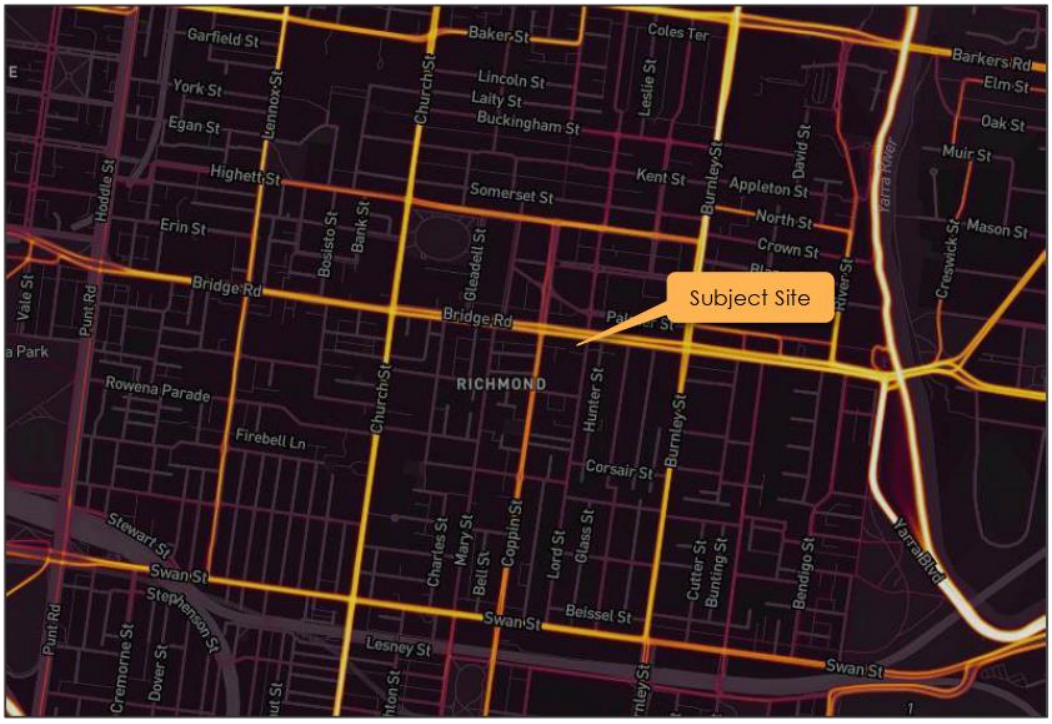
2.4.3 Bicycle Facilities

Strava is a social network and training tool for cyclists, runners and swimmers. Users record their physical activity using a dedicated GPS device or utilise the mobile app, and upload the file to their profile.

Strava anonymised this information and makes it available through their "Global Heatmap" tool, showing aggregated all public activities over the last two years across the world.

A view of the cycling heatmap in proximity to the study area is provided below in Figure 9. Routes of higher usage are brighter in colour.

Figure 9 Strava Cycling Heatmap



As shown above, primary routes in and out of the study area comprise:

- Church Street;
- Yarra Boulevard; and
- Bridge Road.

It is noted that this information includes all cycling activities recorded on the platform, inclusive of weekend trips, and all trips throughout the day. Additionally, the data is skewed towards sports cyclists, given that the bulk of commuter and recreational cyclists will not be tracking their rides.

2.5 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

The site has a Walk Score rating of 96/100 and is very walkable, with no requirement for a car to complete daily errands.

3 DEVELOPMENT PROPOSAL

It is proposed to develop the subject site for the purposes of a mixed-use development, comprising two café tenancies on the ground level, with three levels of office above and three 2-bedroom dwellings above the office. A summary of the development is shown in Table 2.

Table 2 Proposed Development

Component	No/Area
2-Bedroom Apartment	3
Café	376 m²
Office	1,129 m²

A total of 10 car spaces are proposed in a basement car park, with access via a crossover to the Right of Way at the rear of the site. All car parking is to be allocated to the dwellings.

The removal of the existing crossover to Lord Street will also result in the provision of one additional on-street parking space.

A total of 16 bicycle spaces are proposed in a secure bicycle storage room on the ground level of the development. The bicycle storage room is to be shared by all residents and employees within the building. End-of-trip facilities are located within the basement for use by employees.

4 DESIGN ASSESSMENT

4.1 Yarra Planning Scheme – Clause 52.06

onemile**grid** has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following section.

4.1.1 Design Standard 1 – Accessways

A summary of the assessment for Design Standard 1 is provided in Table 3.

Table 3 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	*Comments*
Be at least 3 metres wide	Satisfied – minimum width of ramp is 4 metres.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide	N/a – no change in direction along accessway.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre	N/a – private car park.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres	Satisfied – a minimum height clearance of 2.18 metres is achieved
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction	Satisfied – all vehicles exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone	N/a – does not connect to a road zone.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	N/a – the primary element of this requirement is to provide visibility to pedestrians on the footpath. As no footpath is provided within the laneway with the propensity of any pedestrians to walk down the middle of the lane rather than against a solid wall, this requirement is not applicable. In any case, all movements to and from the site will be slow moving and low in frequency thereby the non-provision of the splays is considered acceptable.
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.	N/a – does not connect to a Road Zone.

4.1.2 Design Standard 2 – Car Parking Spaces

A summary of the assessment for Design Standard 2 is provided in Table 4.

Table 4 Clause 52.06-9 Design Assessment – Design Standard 2

Requirement	*Comments*
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied – Car parking spaces are designed in accordance with the Australian Standard, which is considered to be acceptable.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2, other than: - A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. - A structure, which may project into the space if it is at least 2.1m above the space.	Satisfied - The car park is designed in accordance with Diagram 1, as applied to the Australian Standard dimensions utilised. A height clearance of 2.18 metres is provided.
Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage or carport.	N/a – Spaces are within a car park.
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	N/a – spaces are designed to the Australian Standard dimensions, and therefore do not require additional length.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	Satisfied – All spaces are under cover.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 of Design Standard 2 by 500mm.	N/a – No accessible spaces are provided or required, as all parking will be allocated to the apartments

Standard car spaces have been designed with a length of 5.4 metres a minimum width of 2.4 metres and are accessed from an aisle of no less than 6.4 metres in excess of the requirements of the Australian Standard for Off-Street Car Parking AS2890.1. It is noted that Design Standard 2 recommends the use of the Planning Scheme dimensions in preference to the Australian Standard however the Australian Standard dimensions still provides for safe and efficient access to car spaces and is considered acceptable.

Furthermore, an additional clearance of 400mm is provided to the adjacent basement wall for door opening, in excess of the requirements of the Australian Standard.

A dead-end aisle extension is provided in excess of 1 metre, in accordance with the Australian Standard.

Due to the use of Australian Standard dimensions, being 5.4 metres long, an additional 0.5 metre separation between spaces in tandem arrangement is not required.

In addition, swept path diagrams have been provided within Appendix A demonstrating access to and from the Right of Way with a 99th percentile passenger vehicle (B99).

4.1.3 Design Standard 3 – Gradients

A summary of the assessment for Design standard 3 is provided in Table 5.

Table 5 Clause 52.06-9 Design Assessment – Design Standard 3

Requirement	*Comments*
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	Satisfied – A maximum grade of 1:10 is proposed for the first 5 metres from the property boundary
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 (of Design standard 3) and be designed for vehicles travelling in a forward direction.	Satisfied – a maximum grade of 1:4 is proposed
Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	Satisfied – a maximum change in grade of 12.5 % is proposed

The first 5 metres at the top of the ramp has been provided with a grade of 1:10 while the maximum grade of the remainder of the ramp is no more than 1:4, in accordance with the requirements of Design Standard 3. Transitions are provided where changes of grade exceed 12.5%, and transition lengths have been designed to prevent potential scraping.

4.2 Waste Collection

A bin storage area is located within the ground level.

Refer to the Waste Management Plan for further information.

4.3 Bicycle Parking

Bicycle parking is proposed to be provided in a mixture of vertically mounted and staggered bicycle racks and on-ground bicycle hoops.

The vertical mounted racks have been designed in accordance with the Australian Standards; specifically, they are located at 500 mm centres, with an envelope of 1.2 metres provided for bicycles and a 1.5 metre access aisle.

The bicycle hoops have been designed in accordance with the Australian Standards; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.

In addition, 8 of the 16 bicycle parking spaces proposed have been provided as on-ground hoops exceeding the Australian Standard requirement for 20% of spaces being provided on-ground.

5 LOADING

Clause 65 (Decision Guidelines) of the Yarra Planning Scheme identifies that "*Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*"

It is proposed to accommodate all loading within the existing Loading Zone along the site frontage to Bridge Road, which provides for exclusive loading use between 9:15am and 5:30pm, Monday to Saturday. Given the existing café and bar uses on-site, this is consistent with the current operation.

The provision for loading is therefore considered appropriate for the proposed use.

6 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Yarra Planning Scheme, which specifies the following requirements for the different components of the proposed development. In this regard, it is noted the café use is nested under 'retail'.

Table 6 Clause 52.34 – Bicycle Parking Requirements

Component	No/Area	Requirement	Total
Dwelling	3 dwellings	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors	1 0
Office	1,129 m²	1 space per 300m² for employees 1 space per 1000m² for visitors	4 1
Café (Retail)	376 m²	1 space per 300m² for employees 1 space per 500m² for visitors	1 1
Total		**Resident spaces** **Employee spaces** **Visitor spaces**	**1** **5** **2**

Furthermore, where 5 or more employee bicycle spaces are provided, employee facilities are required in accordance with Clause 52.34 of the Yarra Planning Scheme, as identified below.

Table 7 Clause 52.34 – Bicycle Facility Requirements

Facility	Employee Bicycle Spaces	Requirement	Total
Showers	5 spaces	1 shower for the first 5 employee bicycle spaces; plus 1 to each 10 employee bicycle spaces thereafter	1

Showers must have access to a communal change room, or combined shower and change room

It is proposed to provide a total of 16 bicycle parking spaces within a dedicated storage room on the ground level, provided for residential and employee use. Additionally, residents may choose to use their storage space in the basement or install an above bonnet rack within their car space in the basement, if required. Considering the above, the proposed provision of resident and employee bicycle parking exceeds the requirements of the Planning Scheme and is therefore considered appropriate. Additionally, the provision of bicycle facilities (in the form of showers and change rooms) exceeds the requirements of the Planning Scheme, and is therefore considered appropriate.

In regard to visitors, office staff may allow visitors access to the secure on-site bicycle parking, whilst visitors to the café may use existing on-street infrastructure, as per existing conditions.

7 CAR PARKING

7.1 Statutory Car Parking Requirements

7.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Yarra Planning Scheme. In this regard, Clause 52.06 also identifies that where any part of the land is identified as being within the Principal Public Transport Network Area, the Column B car parking rates apply to the proposed development. As the site is located within the Principal Public Transport Network Area, the Column B rates apply, as shown below.

Table 8 Clause 52.06 – Car Parking Requirements

Use	No/Area	Rate	Car Parking Measure	Total
Dwelling	3	1	to each one or two bedroom dwelling, plus	3
	0	2	to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as bedrooms), plus	0
	3	0	for visitors to every 5 dwellings for developments of 5 or more dwellings	0
Food and drink premises	376 m²	3.5	to each 100m² of leasable floor area	13
Office	1,129 m²	3	to each 100m² of net floor area	33
Total				**49**

Based on the above calculations, a total of 49 parking spaces are required for the proposed development.

7.1.2 Proposed Car Parking Provision

It is proposed to provide parking for the residential component of the development in excess of the Planning Scheme requirements above, therefore the provision of residential car parking is considered to be appropriate to satisfy the residential parking demands.

With regard to the commercial components, it is proposed to provide no car parking spaces on-site, which generates to a shortfall of 46 spaces when compared to the Planning Scheme requirements.

Clause 52.06-7 of the Yarra Planning Scheme indicates that an application to reduce (including reduce to zero) the requirement for car spaces must be accompanied by a Car Parking Demand Assessment. The Assessment must assess the car parking demand likely to be generated by the proposed development, having consideration to:

- 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.

7.2 Car Parking Demand Assessment

7.2.1 Dwellings

It is proposed to provide 10 car parking spaces for the dwellings which exceeds the Planning Scheme requirements. In this regard, the full residential parking demand will be accommodated on-site and no waiver is sought.

Additionally, the use of tandem parking for a residential use is considered to be appropriate, providing both spaces in a tandem pair are allocated to the one residence. As a result, parking will be allocated with 2 dwellings having 4 parking spaces, and 1 dwelling having 2 spaces, in excess of the requirements of the Planning Scheme.

7.2.2 Café

Typically, the car parking demands of a café tenancy are broken up into two components: staff demand and customer demand.

From the statutory car parking rate, it is anticipated that approximately 1 space per 100m^2 accounts for the staff demands, with the remaining 2.5 spaces per 100m^2 accounting for the visitor demand. As such, it is expected that under normal circumstances, the proposed café uses could generate a demand for 4 staff spaces and 9 visitor spaces.

It should be noted that no parking is proposed on-site for staff, and that a review of the parking restrictions in the surrounding area shows very limited long-term parking which would be suitable for staff. As a consequence, it is anticipated that staff will be highly unlikely to drive to the site, and will elect to travel to the site via alternative transport means. This can be facilitated by the existing tram services along Bridge Road, and the increased supply of bicycle parking and end-of-trip facilities, such that it is expected that there will be no discernible demand for staff parking by the café tenancies.

In relation to customers, it is expected that the vast majority of visitors will be from the immediately surrounding area (including businesses, residences and people visiting the area in general). With the site's location within the Bridge Road shopping precinct, it is anticipated that visitors who do drive to the site will be traveling there as part of a trip to the broader activity centre rather than generating a trip to the café in its own right. The amount of primary vehicle trips to the proposed café uses is therefore expected to be negligible.

Further, it is noted that the existing ground floor operation includes similar uses to that proposed, and therefore, any car parking demand associated with the proposed café use would be comparable to existing conditions.

7.2.3 Office

As above, no parking is proposed on-site for staff, and with very limited long-term parking in the vicinity, and excellent public transport access and bicycle parking provision, it is anticipated that staff will be highly unlikely to drive to the site.

This is reflected in a number of office developments which have been approved by the City of Yarra over the last few years with very low levels of parking, including the following.

Table 9 Nearby Office Developments

Site Location	Floor Area	Approved Rate (per 100m²)
242 Bridge Road, Richmond	476m²	1.26
33 Balmain Street, Cremorne	1,788m²	0.78
4 Brown Street, Collingwood	371m²	1.35
3/29 Cromwell Street, Collingwood	640m²	1.40
71-93 Gipps Street	8,923m²	0.96
2-16 Northumberland Street, Collingwood	15,300m²	0.89
122 Johnston Street, Collingwood	725m²	0.56
Average		**1.03**

Based on the foregoing, it is expected that with good access to public transport, and no on-site parking provision, the parking demand generated by the office is expected to be negligible. Regardless, for the purposes of a conservative assessment, it is assumed that the office may generate a demand for long-term parking of up to 0.5 spaces per 100m², equivalent to 6 staff spaces.

7.2.4 Anticipated Parking Demand

It is proposed to provide a total of 10 car parking spaces on-site, all of which are to be allocated to the residential component. Based on the assumed conservatively high office parking generation, a shortfall of 6 long-term staff spaces results when compared to the anticipated parking demand outlined above.

Clause 52.06-7 of the Yarra Planning Scheme further indicates that a permit may be granted to reduce the number of parking spaces, in consideration of the following:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- 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.
- 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.

7.3 Review of Car Parking Provision

7.3.1 Planning Scheme Policies

The Yarra Planning Scheme includes a number of polices with regard to transport and environmentally sustainable development. These include Clause 21.06 – Transport and Clause 22.17 – Environmentally Sustainability Development. The relevant objectives within each of the policies is provided below:

Clause 21.06 – Transport

- *"To provide safe and convenient pedestrian and bicycle environments"*
- *"To facilitate public transport usage"*
- *"To reduce the reliance on the private motor car"*
- *"To reduce the impact of traffic"*

Clause 22.17 – Environmentally Sustainable Development

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

Clause 21.06 also identifies that "*in Yarra unrestricted car use and parking is neither practical nor achievable*" and further "*Car parking will be managed to optimise its use and to encourage sustainable transport options.*"

The above policy objectives are driven towards sustainable transport outcomes and the encouragement of alternative methods of transport compared to private motor vehicle use. To achieve these outcomes, the use of public transport, walking and cycling as methods of transport are paramount. The proposed development is ideally located in this regard to promote the use of public transport, walking, and cycling through the limiting of car parking provided on-site.

7.3.2 On-Street Parking Restrictions

On-street parking is restricted in the vicinity, to encourage short-term parking (for visitors and customers) and to ensure that staff without a parking space will be encouraged to shift their travel behaviour to sustainable transport modes, such as public transport.

Further, the removal of the existing crossover to Lord Street will also result in the provision of one additional on-street parking space.

7.3.3 Alternative Modes of Transport

As indicated in Section 2.4.2, the site has excellent access to Public Transport, with numerous trams in the immediate vicinity. The provision of excellent public transport ensures that staff and visitors with no parking will have good access to alternate transportation modes.

7.3.4 Adequacy of Proposed Car Parking Provision

It is expected that the proposed supply of car parking is appropriate for the proposed development, considering the following:

- The site has excellent access to sustainable transport modes with various tram services in the immediate vicinity and access to formal and informal cycling routes, providing access options for employees and visitors;
- The proposed development provides bicycle parking in excess of the Planning Scheme requirements, therefore providing an alternate means of transportation;
- The development is within easy walking distance of amenities, including shops, education, entertainment and recreational facilities;
- Existing parking restrictions in the area will encourage employees with low car ownership rates, and ensure staff do not park long-term on-street;
- The removal of the existing crossover to Lord Street will also result in the provision of one additional on-street parking space; and
- Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity.

8 TRAFFIC

Surveys undertaken by other traffic engineering firms at residential dwellings have shown that the daily traffic generation rates vary depending on the size, location and type of the dwelling, the parking provision and proximity to local facilities and public transport.

Medium to high density dwelling in inner areas generate traffic with rates between 3.0 and 6.0 movements per dwelling. Considering the location of the subject site, the access to public transport, and the provision of on-site car parking, it is expected that generation rates will be towards the lower end of the range, and for the purposes of this assessment a daily rate of in the order of 4.0 movements per day per dwelling will be adopted with 10% occurring during the peak hours.

Application of the above rates indicates that the 3 dwellings with car parking will generate 12 movements per day, inclusive of up to 1 vehicle movement during the morning and afternoon peak hours.

This level of traffic is obviously very low in traffic engineering terms and as such is expected to have a negligible impact on the operation of the surrounding road network.

Attachment 3 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Traffic Assessment Report

9 CONCLUSIONS

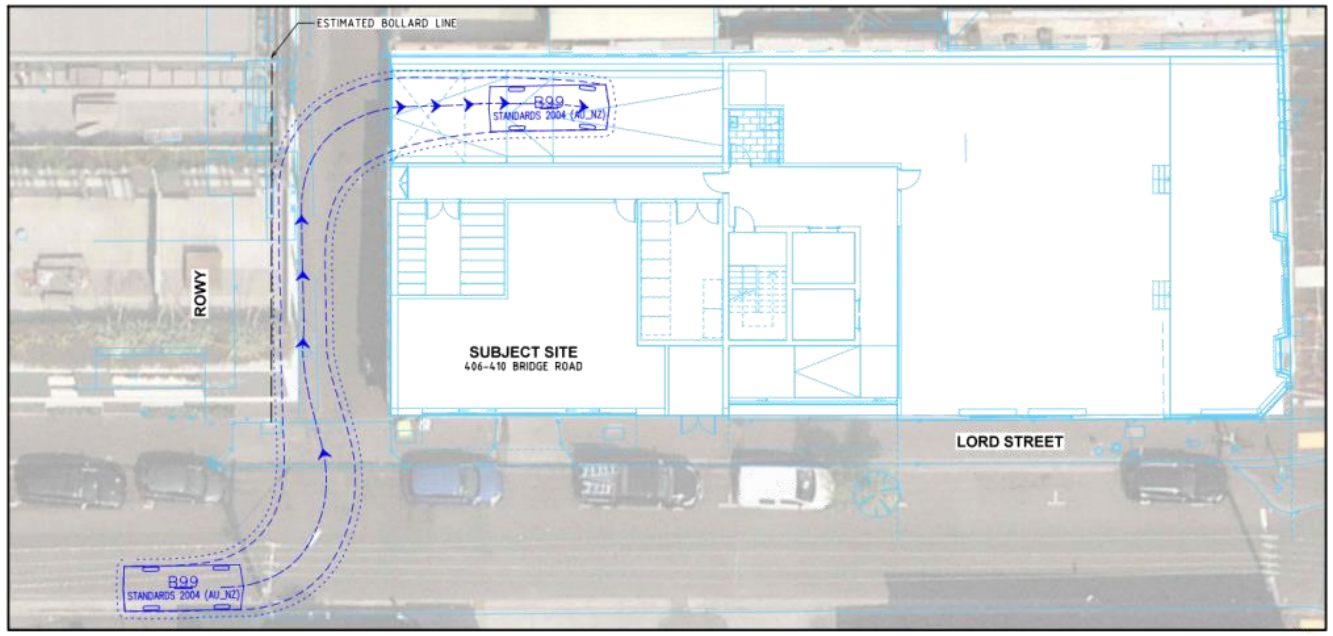
It is proposed to develop the subject site for the purposes of mixed-use development. The development comprises of residential apartments with basement car parking, as well as café and office uses with no on-site car parking provided.

Considering the analysis presented above, it is concluded that:

- The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- The proposed provision of bicycle parking exceeds the statutory requirements and is considered appropriate;
- The proposed provision of car parking meets the statutory requirements for resident car parking and is considered acceptable;
- The provision of no office or café car parking spaces on the site equates to a shortfall of 43 spaces under the Planning Scheme;
- Any car parking demand associated with the proposed café use would be comparable to existing conditions;
- The proposed car parking provision is considered appropriate for the development considering:
  - Reduced car parking provision assists with the Council's desired reduction in private vehicle usage;
  - The proposed development provides bicycle parking and end-of-trip facilities in excess of the Planning Scheme requirements;
  - The development is within easy walking distance of amenities;
  - The site has excellent access to public transport;
  - One additional on-street parking space will be provided on Lord Street; and
  - Existing parking restrictions in the area will encourage staff with low car ownership rates.
- The anticipated traffic volumes generated by the development is expected to have a negligible impact on the operation of the surrounding road network.

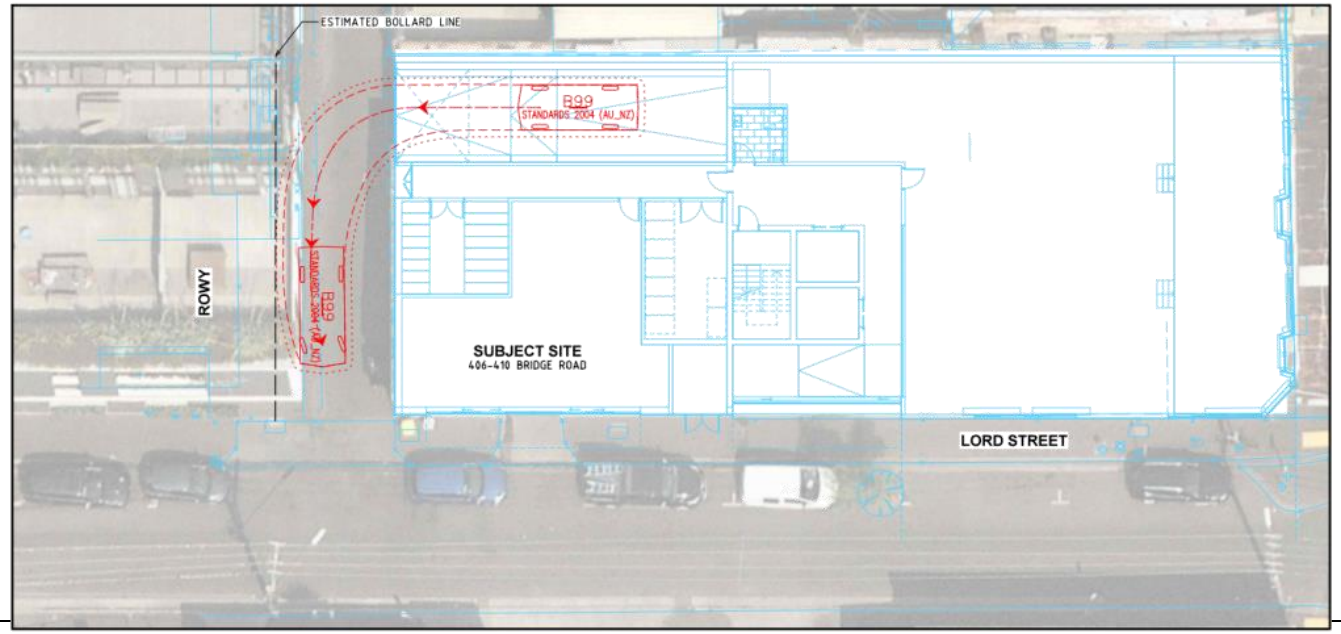
Appendix A Swept Path Diagrams

Attachment 3 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Traffic Assessment Report



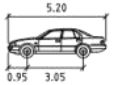
ENTRY MANOEUVRES

DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED



B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

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TRAFFIC ENGINEERING

Drawing Title
406-410 BRIDGE ROAD RICHMOND
GARAGE VEHICLE ACCESS GROUND FLOOR
SWEPT PATH ANALYSIS

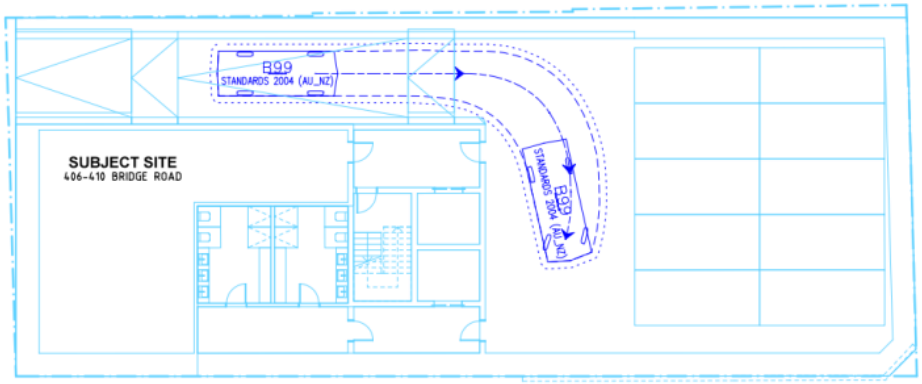
Designed	Approved	Railway Ref
MOB	RBH	44 G9

Scale	Project Number	Drawing Number	Revision
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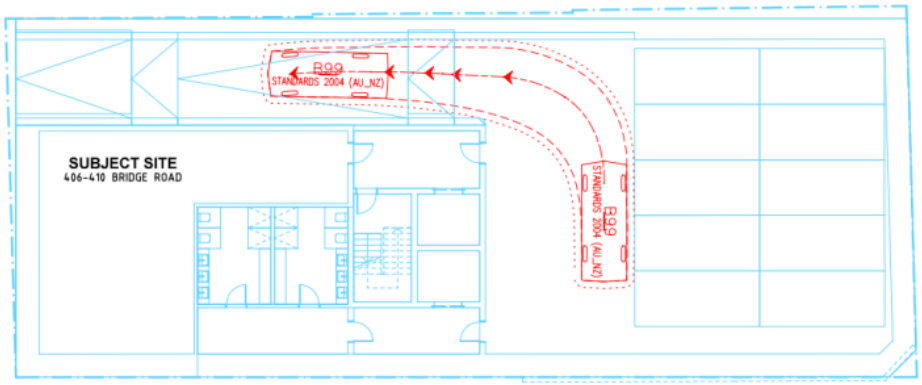
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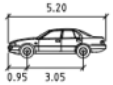
ENTRY MANOEUVRES

DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED



EXIT MANOEUVRES

DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
300mm CLEARANCE ENVELOPE SHOWN DOTTED



B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

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TRAFFIC ENGINEERING

Drawing Title
406-410 BRIDGE ROAD RICHMOND
GARAGE VEHICLE ACCESS BASEMENT
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
MOB	RBH	44 G9

Scale	Project Number	Drawing Number	Revision
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Sustainability Management Plan

Report No: 2020-2149-SMP

Date: 9th September 2020

Address: 406-410 Bridge Road, Richmond, Victoria, 3125

Pages: 72

Your EcoResults Consultant: Yvonne Hill

SMP

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Questions?

We have answers.

Call: 1300 66 45 32

Email: info@ecoresults.com.au

Table of Contents

Purpose & Scope of Report	4
City of Yarra Council ESD Policy	6
City of Yarra WSUD Policy	10
ESD Schedule of Commitments	12
Implementation Schedule	14
Objective: Indoor Environment Quality	17
Objective: Energy Efficiency	19
NatHERS Energy Rating Results	22
Objective: Stormwater Management (WSUD)	25
Objective: Building Materials	27
Objective: Transport	28
Objective: Waste Management	32
Objective: Urban Ecology	33
Objective: Innovation	34
Objective: Construction and Building Management	35
BESS assessment and scores for this project	36
Conclusion	37
Legal statement	38

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Project Details

Project Info		
	Property Address	406-410 Bridge Road, Richmond
	Council	City of Yarra
	Site Area	613m^2
	Project Description	Mixed Use Development including: • 2 Commercial Tenancies • 3 Office Spaces • 3 Apartments
	Client Contact	Juliana Junqueira @ Pitch Architecture and Design

Tracking	Date	Revision	Description
	9th September 2020	1	Original Report issue

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Purpose & Scope of Report

EcoResults has been engaged as ESD consultants for the proposed development to ensure that the development adequately responds to the City of Yarra Planning Scheme Local Policy Clause 22.17 (ESD) and Clause 22.16 (WSUD).

The purpose of this report is to detail how the proposed design and operation of the building, as detailed in the planning drawings and our comments and recommendations listed in this herein, satisfies both clauses.

- EcoResults has consulted extensively with the designer, planning consultant and other relevant sub-consultants on how best to incorporate sustainability principles in the proposed design, and to comply with the current benchmarks required.
- The FirstRate5, BESS, JV3 Verification Method and STORM tools have been used as benchmark assessment tools. The proposed development meets, and in most areas exceeds by a considerable margin, the benchmarks set out by BESS.
- This report should be attached to and read in conjunction with the town planning drawings as well as the BESS printouts in the appendix.
- The Better Apartment Design Standards (BADS) were introduced as a mandatory aspect of the planning process for apartment buildings in 2017. This Sustainability Management Plan (SMP) also addresses BADS Clauses 58.03-1 (Energy efficiency objectives), 58.03-8 (Integrated water and stormwater management objectives).
- An in-depth list of all ESD commitments for this project is located on page 9 of this report.

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Better Apartment Design Standards

Clause 58.03 | Better Apartment Design Standards (BADS)

The Better Apartment Design Standards (BADS) were introduced into Clauses 55.07 (apartment developments of up to 4 storeys including basement) and 58.03 (apartment developments above 4 storeys including basement) of the Victorian Planning Provisions in 2017 to improve apartment design in Victoria.

The following objectives of BADS were assessed as part of this SMP, please note the relevant section of the report for detailed responses:

58.03-1 | Energy efficiency objectives | Section 2

58.03-8 | Integrated water and stormwater management objectives | Section 4

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City of Yarra Council ESD Policy

Clause 22.17-1 | Policy Basis

This policy builds on and implements the sustainability objectives and strategies expressed in Clause 21.07 of the MSS relating to sustainable design and development.

The City of Yarra is committed to creating an environmentally sustainable city. Critical to achieving this commitment is for development to incorporate appropriate environmentally sustainable design standards. This policy aims to integrate environmental sustainability principles into land-use planning, new developments and redevelopment of existing infrastructure.

This policy provides a framework for early consideration of environmental sustainability at the building design stage in order to achieve the following efficiencies and benefits:

- Easier compliance with building requirements through passive design;
- Reduction of costs over the life of the building;
- Improved affordability over the longer term through reduced running costs;
- Improved amenity and liveability;
- More environmentally sustainable urban form; and
- Integrated water management.

If environmentally sustainable design is not considered at the time of planning approval, the ability to achieve environmentally sustainable development may be compromised by the time these matters are considered as part of a building approval. In addition, there may be difficulties or extra costs associated with retrofitting the development to implement environmentally sustainable design principles.

This policy does not prescribe performance outcomes. The policy enables the provision of information and provides decision guidelines, which will assist in the assessment of whether development meets environmentally sustainable development objectives.

This policy complements a range of non-statutory measures aimed at encouraging environmentally sustainable development. These measures include educating residents and applicants, assisting applicants to use Environmentally Sustainable Development (ESD) tools, leading by example with Council projects, promotion of exemplary private projects and promotion of use of materials with favourable life cycle impacts.

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Clause 22.17-2 | Objectives

The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

In the context of this policy best practice is defined as a combination of commercially proven techniques, methodologies and systems, appropriate to the scale of development and site-specific opportunities and constraints, which are demonstrated and locally available and have already led to optimum ESD outcomes. Best practice in the built environment encompasses the full life of the build.

The following objectives should be satisfied where applicable:

Energy performance

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

Water resources

- To improve water efficiency
- To reduce total operating potable water use
- To encourage the collection and reuse of stormwater
- To encourage the appropriate use of alternative water sources (e.g. greywater)

Indoor Environment Quality

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

Stormwater Management

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

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Transport

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

Waste management

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

Urban Ecology

- To protect and enhance biodiversity within the municipality
- To provide environmentally sustainable landscapes and natural habitats, and minimise the urban heat island effect
- To encourage the retention of significant trees
- To encourage the planting of indigenous vegetation
- To encourage provision of space for productive gardens, particularly in larger developments

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Clause 22.17-3 & 22.17-4 | Policy & Application Requirements

It is policy that applications for the types of development listed in Table 1 be accompanied by information, which demonstrates how relevant policy objectives, will be achieved:

A Sustainability Management Plan (SMP) and Green Travel Plan (GTP) is required for:

- **Development of a non-residential building with a gross floor area of more than 1000m²**

A Sustainability Management Plan should:

- provide a detailed assessment of the development. It may use relevant tools from the examples listed in the table or an alternative assessment approach to the satisfaction of the responsible authority; and
- identify achievable environmental performance outcomes having regard to the objectives of this policy (as appropriate); and
- demonstrate that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- document the means by which the performance outcomes can be achieved.

Various assessment tools have been listed in Table 1, which may be used to assess how the proposed development addresses the objectives of this policy, as appropriate.

Example tools listed include FirstRate5, JV3 Verification Method, STORM and BESS, which have been used in preparing this SMP

Clause 22.17-5 | Decision Guidelines

In determining an application, the responsible authority will consider as appropriate:

- The extent to which the development meets the objectives and requirements of this policy from the design stage through to construction and operation
- Whether the proposed environmentally sustainable development performance standards are functional and effective to minimize environmental impact
- Whether the proposed environmentally sustainable development initiatives are reasonable having regard to the type and scale of the development and any site constraints
- Whether an appropriate assessment method has been used
- Whether an ESD plan or framework has previously been approved by the responsible authority (whether under a planning control or otherwise)

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City of Yarra WSUD Policy

Clause 22.16-2 | Objectives:

- To promote the use of water sensitive urban design, including stormwater re-use
- 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
- To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays
- To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and wellbeing

Clause 22.16-3 | Policy

It is policy to:

- Ensure that developments comply with 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, Victoria Stormwater Committee 1999 as amended
  - Refer to Appendix for more information on these requirements and an explanation of the STORM assessment scoring system
- Require the use of stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways, including, but not limited to:
  - Collection and reuse of rainwater and stormwater on site
  - Vegetated swales and buffer strips
  - Rain gardens
  - Installation of water recycling systems
  - Multiple uses of water within a single manufacturing site
  - Direction of flow from impervious ground surfaces to landscaped areas.
- Encourage the use of measures to prevent litter being carried off-site in stormwater flows, including:
  - Appropriately designed waste enclosures and storage bins, and
  - The use of litter traps for developments with the potential to generate significant amounts of litter

Clause 22.16-4 | Application requirements

An application must be accompanied by the following information, as appropriate:

- A site layout plan showing the location of proposed stormwater treatment measures

  Architect / relevant consultant to show capacity, source, usage and location (as applicable) of all WSUD measures listed in the ESD schedule below

- Demonstrated compliance, such as a report from an industry accepted performance measurement tool, with the best practice performance objective set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999

  See STORM details below under the heading WSUD measures

- Design details, such as cross sections, to enable the Council to assess the technical effectiveness of the proposed stormwater treatment measures
- A site management plan which details how the site will be managed through construction and which sets out future operational and maintenance arrangements

  The builder, project manager or similar to complete this prior to commencement of works

  A site management plan can be incorporated in a broader Construction Management Plan

Clause 22.16-5 | Decision guidelines

Before deciding on an application, the responsible authority will consider, as appropriate:

- The extent to which the development meets the objectives and requirements of this policy
- The Water Sensitive Urban Design Response
- Whether the application meets the best practice performance objective and treatment measures.
- Whether the proposal is designed and incorporates works to maintain, or improve, the quality of stormwater within or exiting the site
- Whether the proposal will significantly add to the stormwater discharge or adversely affect water quality entering the drainage system
- Opportunities for water conservation and reuse that influence the use of water sensitive urban design
- The level of ongoing management required to achieve and maintain the desired stormwater quality measures that will be used during the construction phase to prevent a loss of stormwater quality as a result of building activities, such as silt traps

  A STORM score of 114% means that the proposal exceeds the Best Practice standard by 14%. Refer to ESD schedule below for detailed specific requirements for compliance with STORM

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ESD Schedule of Commitments

All ESD measures listed below are commitments and should be shown / noted on plans

Building Fabric	▪ Minimum 6.4 star average NatHERS rating for the apartments ▪ A commitment has been made to meet the minimum requirement of the NCC2019. A preliminary JV3 Verification Method Assessment report has been completed to show compliance ○ Refer to EcoResults Report No. 2020-2149-JV3 ▪ This will be submitted with this SMP and uploaded to BESS supporting documents when published ▪ Carbon Monoxide monitoring to control the operation and speed of the ventilation fans
Lighting	▪ LED downlights and other high efficiency light fittings to be used throughout ▪ The maximum illumination power density (W/m^2) in at least 90% of the relevant Building Class will be at least 20% lower than required by Table J6.2a of the Building Code of Australia) (NCC) Volume 1 for the apartments ▪ External lighting will be controlled by a motion detector
Appliances	▪ 3 star electric split heating and cooling system for dwellings ▪ 5 star gas instantaneous hot water system for dwellings
Water	▪ 5 star WELS rated basin taps ▪ 5 star WELLS rated toilets ▪ 3 star WELS rated shower heads (flow between 7.5 and 9.0 L/min) ▪ A commitment to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems ▪ Refer to WSUD Commitments below

WSUD	▪ Office toilets ***ONLY*** connected to 8,000L rainwater tank(s)
	  – Tank(s) and any associated filtration to be specified by civil/services engineer so as to be appropriate for the intended usage of harvested water
	  – Selected fittings and appliances to be suitable for the RWT/filtration system specified
	▪ See detailed WSUD measures required to achieve the STORM score below
	▪ All requirements will need to be noted/shown on plans

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IEQ	▪ 5% Minimum Natural Ventilation has been provided for all rooms as required by NCC Part F3 ▪ A Daylight assessment report has been conducted – Refer to EcoResults Report No. 2020-2149-DA – This will be submitted with this SMP and uploaded to BESS supporting documents when published
Shading	▪ As shown on plans dated 14th August 2020, assessed by EcoResults ▪ Commercial Tenancy 2 features a canopy on the east elevation reducing unwanted solar heat gains from the rising sun during the summer months
Transport	▪ 16 secure bike parking spaces provided for residents, visitors and staff ▪ These spaces are located on the ground level of the development ▪ Facilities are provided for charging of electric vehicles ▪ End of trip facilities are located on the basement level including separate showers/lockers for male and females
Construction	▪ A commitment has been made to recycle at least 80% of demolition and construction waste
Waste	▪ Recycling facilities are adjacent to general waste and are therefore will be as convenient as facilities for waste to landfill
Urban Ecology	▪ A commitment to provide a tap and floor waste on every balcony/terrace has been made
Management	▪ Utility Meters to be provided for all individual dwellings/tenants ▪ Major common area services to be separately sub metered ▪ A Building Users Guide will be issued to occupants/users

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Implementation Schedule

The ESD initiatives set out in this report will be coordinated by the Development Manager in conjunction with the listed project design team members

#	Requirement (Refer to ESD Schedule of Commitments above)	Responsibility	Stage
Coordination	Full Implementation of all ESD Commitments as per this SMP	Development Manager	All Stages
Building Fabric	NCC Reports for Building Approval	ESD Consultant (EcoResults)	Construction Documentation
	Drawings and specifications to reflect requirements of NCC Reports when completed	Architect Services Engineer	Construction Documentation
Materials	Specify materials in accordance with nominated schedule. Refer also to Building Materials section within this SMP for additional specific commitments	Architect Builder	Construction Documentation
Appliances	All appliances must be specified in line with SMP	Services Engineer Builder	Construction Documentation
Lighting	Specification of nominated energy efficiency lighting types to the relevant commitment (noting there may be a commitment over NCC requirements in the SMP). Refer to ESD Schedule of Commitments above for details	Building Services Engineer	Construction Documentation

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Stormwater	Specify all WSUD treatment measures required by this SMP	Services Engineer	Construction Documentation
Waste	Specify bin and associated waste management equipment in line with Waste Management Section within this SMP and Waste Management Plan (if available)	Architect Waste Management consultant	Construction Documentation Occupation
Water	Specify water fixtures and fittings in line with SMP. Refer to ESD Schedule of Commitments within this SMP for details	Architect Services Engineer	Construction Documentation
Transport	All Transport commitments must be specified in line with SMP	Architect Builder	Construction Documentation Occupation
Construction	All endorsed ESD Commitments to be implemented	Builder	Construction
Commissioning	Specification to include performance standards for commissioning	Services Engineer	Construction Documentation
	Commission and tune all equipment in accordance with performance standards and targets	Services Contractor Independent Commissioning Agent (if applicable)	Pre- Occupancy Post-Occupancy

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Confirmation	ESD Implementation Report confirming all ESD commitments are included as built. Please contact EcoResults prior to construction to confirm process	ESD Consultant (EcoResults)	Post-Construction Pre-Occupancy
Maintenance	Maintain all ESD measures in accordance with ESD commitments	Owners Corporation Building Manager	Occupancy

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10 Key Sustainable Building Categories

The objectives below explain how the design and operation addresses the 10 key sustainable building categories identified by the Municipal Association of Victoria's SDAPP (Sustainable Design Assessment in the Planning Process) program.

Objective: Indoor Environment Quality

City of Yarra Clause 22.17

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

Indoor Environment Quality		
Indoor Environment Quality	**Issue**	**Assessment Results and Design Response**
	BESS IEQ Score	BESS requires a pass score of 50% for this category. The IEQ score for the development is 52% and is contributing 9% to the overall BESS score
	Natural Ventilation	All habitable rooms feature windows/doors with openability to enable good ventilation and passive cooling for the occupants
	Thermal Comfort	▪ Double glazing (or better) is provided for habitable/conditioned room windows which contributes to comfortable indoor spaces and reduce energy needed for heating and cooling ▪ Living rooms to Apartment 4.2 and the Penthouse are orientated to the north which provides the best opportunity for passive heating ▪ See also comments regarding the Preliminary NatHERS Assessments which model thermal comfort outcomes
	Natural Daylight	**Residential** ▪ All habitable rooms feature direct (not borrowed) openings for natural daylight ▪ 100% of bedrooms achieve a daylight factor greater than 0.5% and 100% of living areas achieve a daylight factor greater than 1% ○ Please refer to BESS inbuilt tools for more details ▪ 90% of all dwellings have an external window to all bedroom

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		Commercial ▪ 31% of the combined area of the assessed commercial tenancies have at least 2% daylight factor ▪ 43% of the combined area of the assessed office spaces have at least 2% daylight factor ○ Refer to Appendix below and Daylight Assessment 2020-2149 uploaded into the BESS supporting documents for breakdown of areas assessed
	Hazardous Materials & VOC	Low Volatile Organic Compounds (VOC) paints and/or adhesives not specified for this development
	Winter Sun	70% of dwellings receive at least 3 hours of direct sunlight in all Living areas between 9am and 3pm in mid-winter
	Efficient Shading	Commercial Tenancy 2 features a canopy on the east elevation reducing unwanted solar heat gains from the rising sun during the summer months
	Acoustics	▪ Acoustic rating will apply to party walls ▪ Concrete flooring reduces noise from neighbouring dwellings
	External Views	**Residential** External views from the apartments are featured onto a private terrace with the potential to host potted plants for the residents to enjoy **Commercial** External views from the commercial spaces features passive surveillance onto the street frontage of Lord Street In addition, the office on level 3 features external views onto a terrace which has the potential to host potted vegetation, providing a pleasant outdoor experience for the visitors/staff of the development

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Objective: Energy Efficiency

City of Yarra Clause 22.17

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

BADS Clause 58.03-1

- To achieve and protect energy efficient dwellings and buildings
- To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy
- To ensure dwellings achieve adequate thermal efficiency

Energy Efficiency		
Energy Efficiency	**Issue**	**Assessment Results and Design Response**
	BESS Energy Score	BESS requires a pass score of 50% for this category. The Energy score for the development is 58% and is contributing 16% to the overall BESS score
	Non-residential areas **NCC Energy Efficiency Requirements**	A commitment has been made to meet the minimum requirement of the NCC2019. A preliminary JV3 Verification Method Assessment efficiency report has been completed to show compliance ○ Refer to EcoResults Report No. 2020-2149-JV3 ○ This will be submitted with this SMP and uploaded to BESS supporting documents when published
	Residential areas **NCC Energy efficiency Requirements**	Minimum 6.4 star average NatHERS ratings for the apartments ○ Based on preliminary NatHERS modelling of 3 dwellings undertaken, EcoResults has determined the specifications required to achieve an average of 6.4 stars, which is 0.4 stars higher than the minimum required by the NCC. The lowest rating in the sample group is 5.9 stars and the highest is 7.1 stars ○ Refer below for the results of the energy ratings conducted on these dwellings, and the specifications required to achieve the ratings ○ Final ratings will be completed at building approval stage, once construction information has been finalised

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BADS Energy Efficiency Requirements Exceeded	▪ Under Clause 58.03-1(Energy efficiency objectives), Standard D6 applies, which includes the requirement that all apartments should not exceed the maximum NatHERS (National House Energy Rating Scheme) annual cooling load of 30 as specified in Table B4 (Cooling Load) ▪ Preliminary NatHERS assessments show an annual cooling load of 25.7
Appliances/Fittings	▪ 5 star instantaneous gas hot water system for dwellings ▪ 3 star electric split cooling and heating systems ▪ LED downlights and other high efficiency light fittings will be used throughout (not incandescent or halogen)
Greenhouse Gas Emissions	Based on initial BESS calculations there is a reduction of 53% in greenhouse gas emissions in comparison with the baseline benchmark for apartments
Peak Demand	Based on initial BESS calculations there is a reduction of 2% in the instantaneous (peak-hour) demand in comparison with the baseline benchmark for apartments
Electricity Consumption	Based on initial BESS calculations there is a reduction of 59% in annual electricity consumption in comparison with the baseline benchmark for apartments
Gas Consumption	Natural Gas will be connected. Based on initial BESS calculations there is a reduction of 18% in annual gas consumption in comparison with the baseline benchmark for apartments
Hot Water	5 star instantaneous gas hot water systems will be connected Based on initial BESS calculations there is a reduction of 16% in annual hot water system energy use (gas and electricity) in comparison with the baseline benchmark for apartments
External Lighting	External lighting will be controlled by a motion detector
Internal Lighting	**Residential Multiple Dwellings** ▪ The maximum illumination power density (W/m2) in at least 90% of the relevant building class is at least 20% lower than required by Table J6.2a of the NCC 2019 Vol 1 (Class 2-9) **Commercial** ▪ The maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meets the requirements in Table J6.2a of the NCC 2019 Vol 1
Renewable Energy Systems	Not proposed for this development
Passive Solar Design	Openable windows will facilitate passive ventilation cooling in summer

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	Clustered Design	Many walls, floors and ceilings being shared with another conditioned area, this building can potentially be much more energy efficient than individually constructed dwellings
	Energy Sub-Metering	All of the apartments and commercial spaces will feature their own electricity and gas meters, which incentivises energy efficiency for occupants/owners All common areas will be serviced separately
	Carpark Ventilation	Carbon Monoxide monitoring to be provided to control the operation and speed of the ventilation fans

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NatHERS Energy Rating Results

Energy Rating Results	Unit	Conditioned Floor Area	Heating MJ/m²	Cooling MJ/m²	Total MJ/m²	Star Rating
	4.1	230	95	23	118	5.9
	4.2	215	49	30	78	7.1
	Penthouse	217	80	24	104	6.3
	Average	220.7	74.7	25.7	100.0	**6.4**
	6 Star Benchmark for this climate zone (Moorabbin): 114 MJ per m² annually BADS cooling load limits for this NatHERS Climate Zone: 30 MJ per m²					

NatHERS Energy Rating Specifications for dwellings Construction of energy ratings was based on the below		
Roofs	Concrete Roofs	▪ R3.0 added insulation at ceiling level
	Downlights	▪ Downlights have been modelled according to the default values under NatHERS protocol
Walls	Lightweight Clad Walls	▪ R2.5 added insulation
	Party Walls	▪ R4.0 added insulation
	Hallways Adjacent Walls	▪ R2.0 added insulation
	Remaining Internal Walls	▪ No added insulation

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	Suspended Concrete Floors	▪ No added insulation
Glazing	Dwelling 4.1	▪ All other glazing to have combined frame and glass values of U=2.5 and SHGC=0.28 ▪ The glazing requirements above are based on the assumption all windows will have a minimum open ability of 50%
	All Remaining Glazing	▪ All glazing to have combined frame and glass values of U=2.91 and SHGC=0.44
	Glazing Notes	▪ Any windows may be used as long as the U-value does not exceed the values listed and the SHGC is within a 5% tolerance above or below the values listed

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Objective: Water Resources

City of Yarra Clause 22.17

- To improve water efficiency
- To reduce total operating potable water use
- To encourage the collection and reuse of stormwater
- To encourage the appropriate use of alternative water sources (e.g. Grey water)

Water Resources		
Water Resources	**Issue**	**Assessment Results and Design Response**
	BESS Water Score	BESS requires a pass score of 50% for this category. The Water score for the development is 50% and is contributing 4% to the overall BESS score
	Potable Water Use Reduction	▪ BESS has calculated a 31% reduction in Potable Water Consumption due to efficient fixtures, appliances, rainwater and recycled water use ▪ Rainwater tank(s) with a total capacity dedicated to re-use of 8,000L will store stormwater for re-use in the flushing of some toilets
	Fixtures/Fittings and Connections	▪ 5 star WELS rated kitchen and bathroom taps ▪ 3 Star WELS rated shower heads (flow between 7.5 and 9.0 L/min) ▪ 4 star WELS rated toilets will reduce mains flushing demand
	Water Meter	All dwellings/tenants are to have individual water meters, which will have the effect of incentivising water efficiency for occupants
	Landscaping and Irrigation	None proposed due to site constraints
	Building Systems Water Use Reduction	A minimum of 80% recycled water will be used for fire testing and building systems such as evaporative cooling or air conditioning chillers. This will reduce the total operating potable water use

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Objective: Stormwater Management (WSUD)

City of Yarra Clause 22.16

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

BADS Clause 58.03-8 Standard D13

- To promote the use of water sensitive urban design, including stormwater re-use
- 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
- To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays
- To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and wellbeing

Stormwater Management (WSUD)		
Srotmwater Managment	**Issue**	**Assessment Results and Design Response**
	BESS Stormwater Score	BESS requires a pass score of 100% for this category. The Stormwater score for the development is 100% and is contributing 14% to the overall BESS score
	STORM Rating	Stormwater quality for this project is assessed as performing at 114%, exceeding the current best practice design for urban pollutant loads by 14% ▪ To comply with the objectives outlined in Clause 22.16 and 58.03-8 Standard D13 a STORM assessment has been conducted, which includes proposed rainwater capture and reuse in order to comply with Melbourne Water's STORM assessment tool benchmarks ▪ A compliant STORM assessment meets the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater Best Practice Environmental Management Guidelines (BPEM). We have noted the results and required treatment measures listed below ▪ Plans and design details to be shown on plans by designer. See below for more information and contact EcoResults with any queries on compliance.
	WSUD Measures	▪ Runoff from the roof (556m^2) to be diverted to an 8,000L rainwater tank dedicated to reuse – The tank is to be connected to the toilet flushing for offices ***ONLY*** – The tank may be connected to other uses, e.g. outdoor taps, laundry etc, but this is not required to achieve the STORM score – The tank capacity may be achieved by installing several independent tanks as long as they are connected to operate in series as if they were one tank

		▪ The detailed, site specific design of WSUD measures should be undertaken by a suitably qualified person ▪ All areas measured in STORM are in a horizontal plan and open to sky
	Maintenance for WSUD measures	▪ **Rainwater tanks** ▪ The project's hydraulic/services engineers will be responsible for the design of the tanks and rainwater reticulation, shall inform the building facility manager and/or owners corporation in writing, of the required maintenance tasks to keep the system operational including: ▪ Regular inspections of the tank(s), pump(s), reticulation system and toilets to ensure that the system is operating for toilet flushing as designed ▪ Periodic cleaning and major maintenance of the tank(s), pump(s) and reticulation system to ensure the long-term viability of the system ▪ The building facility manager and/or owners corporation shall include on their building maintenance schedule the required maintenance tasks specified by the hydraulic/services engineers at the required intervals.

STORM Rating Results

Melbourne Water

STORM Rating Report

TransactionID:	1002365
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	406-410 Bridge Rd
	Richmond
	VIC 3121
Assessor:	Savannah McMaster
Development Type:	Residential - Mixed Use
Allotment Site (m2):	613.00
STORM Rating %:	114

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Roofs & Rooftop Terrace	556.00	Rainwater Tank	8,000.00	20	124.60	77.20
POS Areas	34.00	None	0.00	0	0.00	0.00
Planter Boxes (self-treating)	11.00	Buffer Strip	11.00	0	66.00	0.00
Remaining Impervious Areas	12.00	None	0.00	0	0.00	0.00

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Objective: Building Materials

Objective details (not in Clause 22.17)

- To minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment based on fate of material, recycling/reuse, embodied energy, biodiversity, human health, environmental toxicity, environmental responsibility

Building Materials		
Building Materials	**Issue**	**Design Response**
	Embodied Energy (EE) of Materials	The following will most likely be provided based on discussions with the architect: ▪ Lightweight cladding ▪ Concrete ▪ Steel ▪ Colorbond/Zincalume roof sheeting as will most likely be used contains 20% recycled content and is 100% recyclable
	Maintenance/ Durability	▪ Aluminium framed windows, steel sheet roofing and concrete are low in maintenance and high in durability relative to the usage and life expectancy of the development, which reduces the need for replacement of materials during the lifecycle of the building
	Sustainable Timber	▪ The development commits that any timber used for façade, balustrades or other items be sustainably sourced (FSC/PEFC certified or equivalent)
	Reuse of recycled materials	▪ Colorbond roof sheeting as will most likely be used contains 20% recycled content and is 100% recyclable ▪ Concrete can be recycled
	Recyclability of materials	▪ Concrete and steel can be recycled within Australia
	Transport	▪ The development commits to preference Victorian made materials, then Australian made, then Internationally made as a last resort
	Toxicity	▪ Low VOC paints/adhesives have not been specified

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

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Objective: Transport

City of Yarra Clause 22.17-02

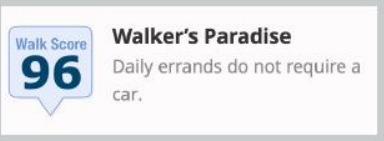
- To ensure that the built environment is designed to promote the use of walking, cycling and public transport in that order
- To minimise car dependency
- To promote the use of low emissions vehicle technologies and supporting infrastructure

Transport/ Green Travel Plan		
Transport	**Issue**	**Assessment Results and Design Response**
	BESS Transport Score	The Transport score for the development is 67% and is contributing 6% to the overall BESS score
	BESS Transport Score	This credit has been achieved in the following ways: ▪ 16 bike parking space in total ▪ Charging station for electric vehicles
	Proximity to amenities, public transport and other offsite facilities	▪ The location is in the Richmond neighbourhood in Melbourne. The nearest Railway Station is Burnley Station located 1.2 km from the site ▪ The following are within 1km of the site: o Restaurants, cafes and bars o Coles Toorak (supermarket) o Richmond IGA Express (supermarket) o Dame Nellie Melba Memorial Park o Barkly Gardens o Richmond Kindergarten o St. James' Primary o Yarra Primary o NAB Branch o Commonwealth Branch o Australia Post – Richmond Post Shop o Chadstone Shopping Centre is located 10km away: o Reading Cinemas o ABC Shop o Health insurance providers o Coles Supermarket o Escape Travel o Homewares, fashion, sports and electrical retailers o Kmart | Myer | David Jones | Target |Harris Scarfe department stores o Optus | Foxtel | Telstra | RACV |Banks | Financial Institutions

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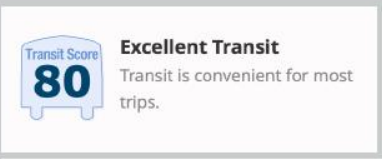
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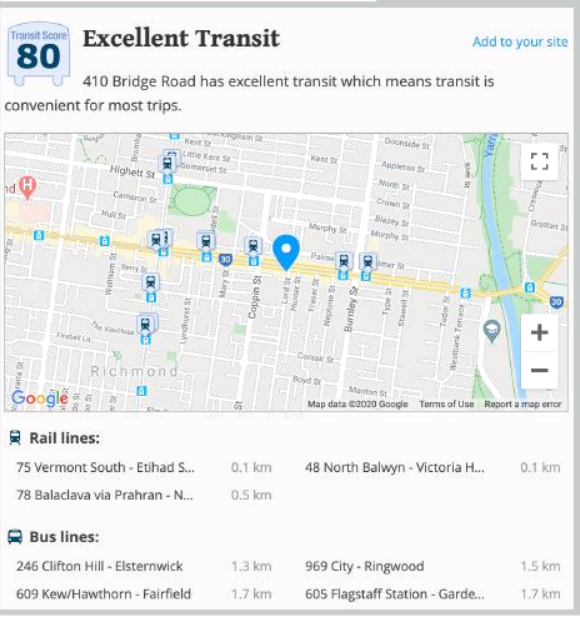
Walk score



Refer to printouts below including maps showing locations to be travelled to in 20 minutes by foot, 20 minutes by bike and 15 minutes by car

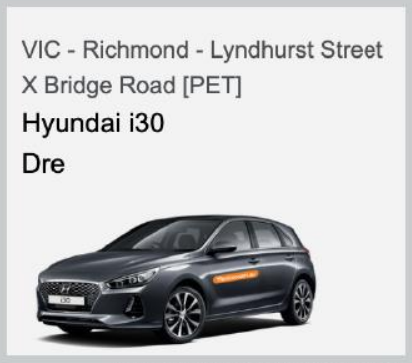
Transit Score





Flexi car location

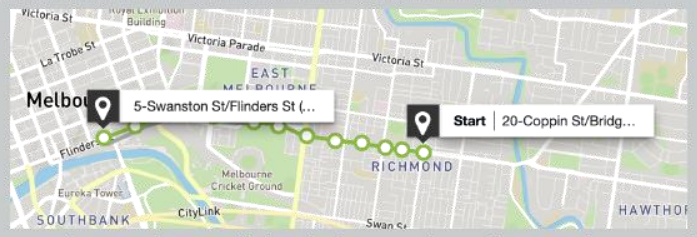
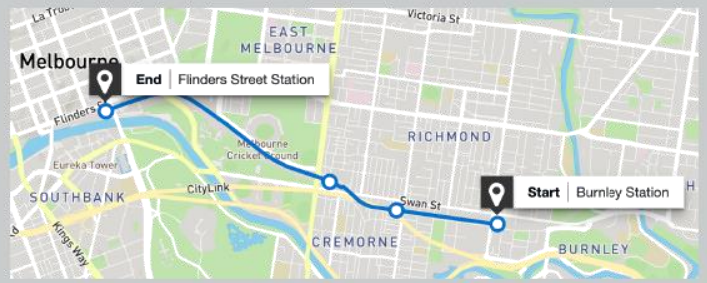
The nearest flexicar location is 500m (5 minute walk) from 406-410 Bridge Road, Richmond. On the eastern side of Lyndhurst Street to the south of Bridge Road across from the Richmond Town Hall



Source: www.flexicar.com.au

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Commuter statistics to Melbourne CBD	By car: 4.7 km, 14 minutes (19 minutes during rush) By bicycle: 4.5 km, 16 minutes By tram: 2 minute walk (100 m) to Coppin Street – Stop 20 onto Stop 5 – Swanston St/Flinders Street taking 5 minutes (See Route information below)  By train: 15 minute walk (1.2 km) to Burnley Railway Station onto Flinders Street Station taking 8 minutes (See Route information below)  (Source: Public Transport Vic) **Commuting to Melbourne by bike** 
Improving Pedestrian Spaces	Pedestrian entry to the development is at the southern entrance via a pedestrian laneway. This has a generous width, to create a sense of address and to improve accessibility
Providing Convenient & Secure Bike Storage	The development is providing 16 bike parking spaces in total, 3 for residents and 13 for visitors/employees located on the ground floor These spaces are aimed at encouraging the use of alternative transport, thus reducing traffic congestion and pollution
End of Trip Facilities	End of trip facilities are located on the basement level including separate showers/lockers for male and females

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

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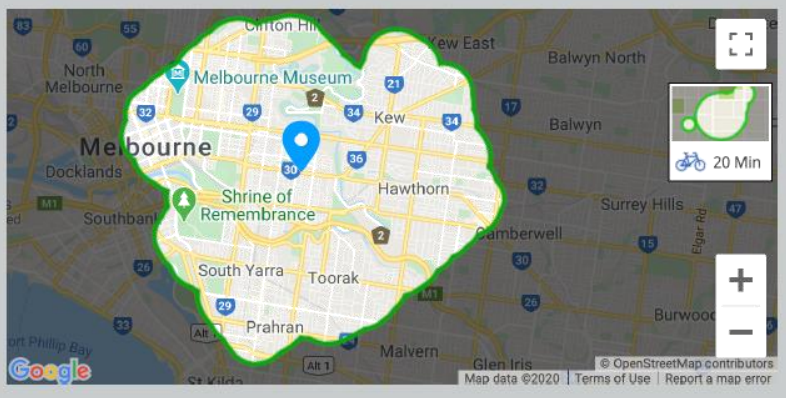
Travel Time Maps

These maps show how far you can travel by car, bike and foot from 406-410 Bridge Road, Richmond

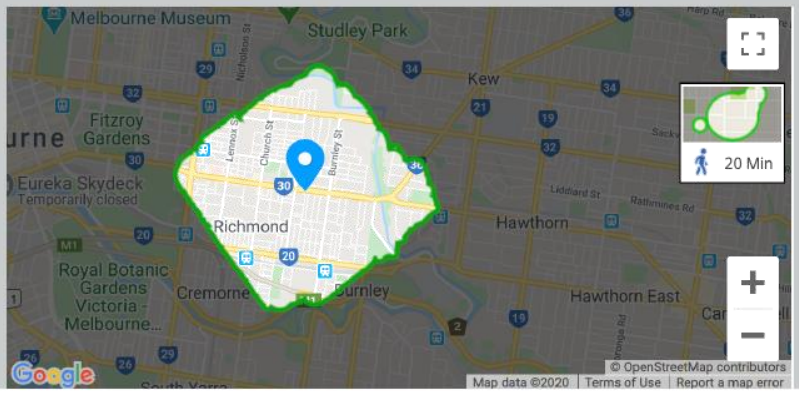
Walk Score Information | 15 minutes by car travel time map



Walk Score Information | 20 minutes by bike travel time map



Walk Score Information | 20 minutes by foot travel time map



Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

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Objective: Waste Management

City of Yarra Clause 22.17

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

Waste Managment

Waste Management Commitments

Issue	Assessment Results and Design Response
BESS Waste Score	The Waste score for the development is 33% and is contributing 2% to the overall BESS score
Construction Waste Management	▪ To help minimise waste generated during the construction phase, standard size materials and pre-fabricated materials will be used where possible. This will reduce the amount of off-cuts and on-site waste production ▪ During the construction of the proposed development, skips containing construction waste will be sorted into recyclable categories – plastics and cardboard packaging, metal offcuts and cable, concrete and rubble – Only non-recyclable products are be sent to landfill ▪ A commitment has been made to recycle or reuse at least 80% of the existing building through the demolition phase. For example: – Steel and metal items including roof sheet, window frames and other steel framing materials are completely recycled – Brickwork, concrete slabs and asphalt are crushed and used as materials for road works – Any bricks in good enough condition to be reused may be cleaned and re-sold as garden/paving supplies – Minor components of the buildings that are unable to be recycled (such as fixtures and fittings) are sent to landfill as a last resort
Operational Waste	▪ Refer to Waste Management Plan prepared by others ▪ Recycling facilities are as convenient for occupants as facilities for general waste

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Objective: Urban Ecology

City of Yarra Clause 22.17

- To protect and enhance biodiversity within the municipality to encourage the planting of indigenous vegetation
- To provide environmentally sustainable landscapes and natural habitats, and minimise the urban heat island effect
- To encourage the retention of significant trees
- To encourage the provision of space for productive gardens, particularly in larger residential developments

Urban Ecology		
Urban Ecology	**Issue**	**Assessment Results and Design Response**
	BESS Urban Ecology Score	The Urban Ecology score for the development is 2%
	Maintaining & Enhancing Ecological Value	▪ The proposed development reuses land which is already developed ▪ The existing site has no ecological value in its current state ▪ Due to site restrictions on the ground level the development proposes planter boxes on some of the terraces and a rooftop terrace with featuring potted vegetation. These features will enhance the urban ecology ▪ With the increased vegetation, less CO2 is released into the atmosphere
	Private Open Space Ecology	▪ The terraces throughout the development feature planter boxes, increasing biodiversity by providing a green environment and a pleasant open space for the residents and visitors to enjoy ▪ A tap and floor waste will be provided on every balcony/in every courtyard, to encourage residents to maintain and increase plantings
	Food Production	Not proposed for this development
	Communal Spaces	A 96m^2 of rooftop terrace has been provided for users of the development to enjoy This space encourages and recognises initiatives that facilitate social interaction between residents/visitors/staff
	Green Walls/Roofs	Not proposed for this development

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Objective: Innovation

City of Yarra Clause 22.17-02

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

Innovation		
Innovation	**Issue**	**Assessment Results and Design Response**
	BESS Innovation Score	The Innovation score for the development is 0%

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

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Objective: Construction and Building Management

Objective details (not in Clause 22.17-02)

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

Construction and Building Management

Issue	Assessment Results and Design Response
BESS Management Score	The Management score for the development is 66% and is contributing 3% to the overall BESS score
Building User's Guide that Explains ESD Principles	Building user's guide to be given to owners prior to occupation which will include instructions on maximising sustainability including: ▪ How to minimise the need to operate HVAC systems – Maximising natural and cross ventilation – Maximising northern solar access in cooler months – Minimising unwanted solar gains in warmer month ▪ How to minimise energy use when operating HVAC systems ▪ How to minimise the use of artificial lighting ▪ How to maintain biodiversity and sustainable gardening ▪ Waste and recycling procedures to be followed by residents ▪ How to use local public transport Instructions under the headings above will be given to all new owners as part of "welcome packs" – the owner's corporation will be responsible for ensuring that this takes place
Construction Management	▪ For comments regarding Construction Waste Management see the Waste Management section of this SMP ▪ A stormwater pollution reduction strategy for the building construction works to be prepared by the construction company – This can be incorporated into a broader Construction or Site Management Plan which may include control of noise, dust, etc
Commissioning	▪ The BUG should be reviewed in conjunction with the commissioning to ensure that it includes all items that will assist building users and management to achieve optimum ESD performance
Ongoing Building Management	▪ The operator will be responsible to arrange for regular fine-tuning of building services and their ongoing maintenance to ensure efficient optimum performance ▪ The Operator will be responsible to ensure the commitments made to within the WMP are adhered to ▪ The operator will be responsible to ensure the GTP commitments are adhered to

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

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BESS assessment and scores for this project

BESS assessment scores are percentages. Best practice in ESD is defined as an overall 50% score, and WSUD 100%. The scores achieved for each category on this project are shown as a percentage, with Energy, Water and IEQ each requiring a score of 50% to pass and Stormwater requiring a score of 100%.

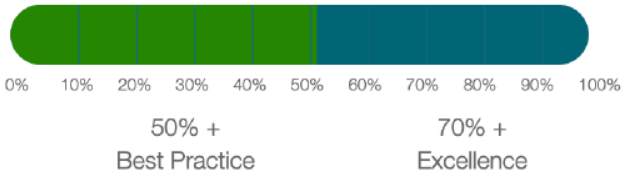
406 Bridge Rd, Richmond 3121 Richmond

Site area: 1200 m^2 · Building Floor Area: 1889 m^2 ·
Date of Assessment: 08 Sep 2020 · Version: V5, 1.6.2-B.292 ·
Applicant: yvonne@ecoresults.com.au

Project Identifier
25FD0931
Published
http://bess.net.au/projects/25FD0931-V1

Your BESS score is

+ 53%



% of Total	Category	Score	Pass
3 %	Management	66 %	
4 %	Water	50 %	✔
16 %	Energy	58 %	✔
14 %	Stormwater	100 %	✔
9 %	IEQ	52 %	✔
6 %	Transport	67 %	
2 %	Waste	33 %	
0 %	Urban Ecology	2 %	
0 %	Innovation	0 %	

- For the building to achieve the BESS and STORM scores listed, it must be constructed according to the planning drawings, as well as the specifications listed in the notes and BESS printouts below.

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Conclusion

Our sustainable building consultants have found that:

- The proposal has met, and in most areas exceed by a considerable margin, the benchmarks set out by the FirstRate5, BESS and STORM assessment tools.
- The project has included a range of other ESD features over and above those measured by the FirstRate5, BESS, JV3 Verification Method and STORM benchmarks.
  - These features combine significantly to further enhance the energy efficiency of the development,
  - Lessen its environmental impact, and
  - Encourage sustainable lifestyle choices by the occupants of the building during its life-cycle.
- The development will meet the objectives and application requirements of the City of Yarra if it is constructed in accordance with the application drawings and the measures detailed in this SMP.

Appendix (34 Pages)

- Appendix A – BESS Assessment Printout (30 pages)
- Appendix B – Melbourne Water Rainwater Tank Fact Sheet (2 pages)
- Appendix C – Daylight Information (2 pages)

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Legal statement

This Sustainability Management Plan (SMP) has been prepared in conjunction with BESS and FirstRate5, which have been used as Sustainable Design Assessment in the Planning Process (SDAPP) assessment tools.

The development is assessed to achieve the stated ratings only if it is built in accordance with the specifications listed in the attached assessment tool printouts, and according to the plans provided by the designer to EcoResults. This report must be read in conjunction with all assessment tool printouts.

Any variation to the design or construction of the development will deem this SMP void unless the variations are assessed by EcoResults. Please contact EcoResults if there are any questions or variations that are required.

EcoResults is not responsible for any loss or damage arising directly or indirectly from the use of this SMP in circumstances where there has been a variation to the design or construction of the development, which has not been assessed by EcoResults. To the extent permitted by law, EcoResults excludes all liability, including any liability for negligence or for any loss including indirect or consequential damages, arising directly or indirectly from the use of this SMP in circumstances where there has been a variation to the design or construction of the development, which has not been assessed by EcoResults..

ecoresults

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Print Report (/projects/25FD0931-V1/report-print)

This BESS report outlines the sustainable design commitments of the proposed development at 406 Bridge Rd Richmond VIC 3121. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Yarra City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

406 Bridge Rd, Richmond 3121 Richmond

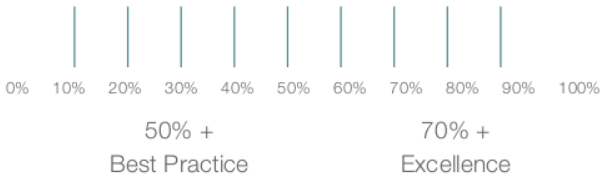
Site area: 1200 m^2 · Building Floor Area: 1889 m^2 ·
Date of Assessment: 08 Sep 2020 ·
Version: V5, 1.6.2-B.292 ·
Applicant: yvonne@ecoresults.com.au

Project Identifier
25FD0931

Published
http://bess.net.au/projects/25FD0931-V1

Your BESS score is

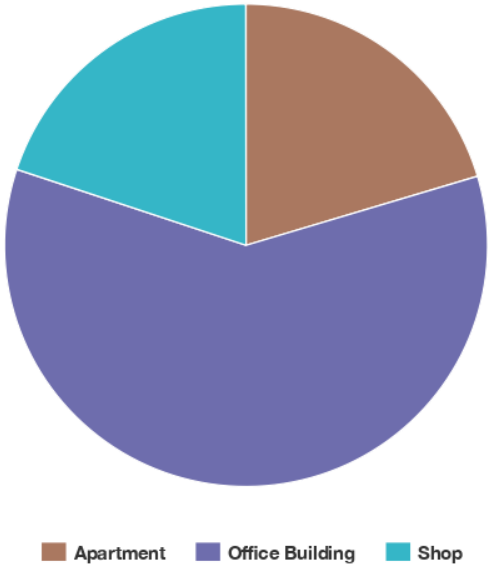
+53%



% of Total	Category	Score	Pass
3 %	Management	66 %	
4 %	Water	50 %	✔
16 %	Energy	58 %	✔
14 %	Stormwater	100 %	✔
9 %	IEQ	52 %	✔
6 %	Transport	67 %	
2 %	Waste	33 %	
0 %	Urban Ecology	2 %	
0 %	Innovation	0 %	

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Building Composition



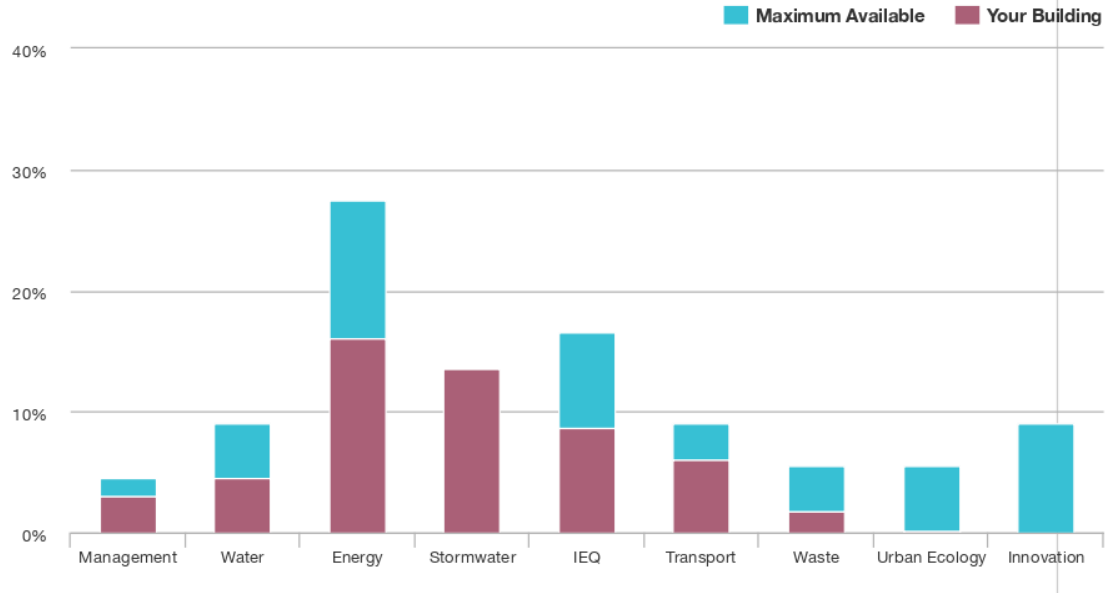
Dwellings

Type	Name	Quantity	Area
Apartment	Dwelling 4.1	1	78 m^2
Apartment	Dwelling 4.2	1	105 m^2
Apartment	Penthouse	1	202 m^2

Non-Residential Spaces

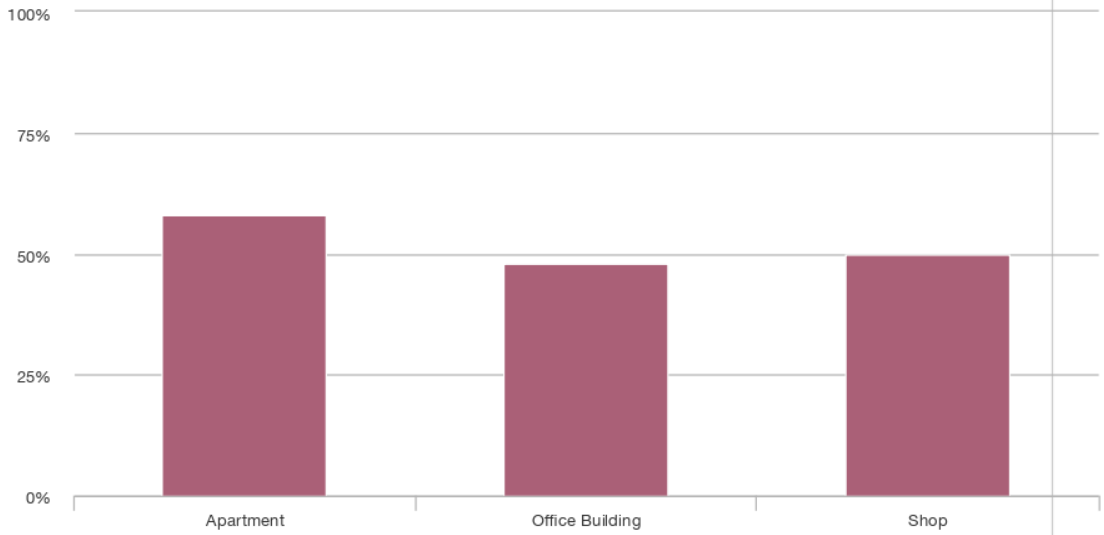
Shop	376 m^2
Office Building	450 m^2
Office Building	228 m^2

How did this Development Perform in each Environmental Category?



Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

How does each Dwelling or Non-Residential Space type perform?



Sustainable design commitments by category

The sustainable design commitments for this project are listed below. These are to be incorporated into the design documentation and subsequently implemented.

Management

66% - contributing 3% to overall score

Credit	Disabled	Scoped out	Score
Management 2.2 Thermal Performance Modelling - Multi-Dwelling Residential			100 %
Management 2.3 Thermal Performance Modelling - Non-Residential			100 %
Management 2.4 Thermal Performance Modelling - Non-Residential			100 %
Management 3.1 Metering			100 %

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Management 3.2 Metering	100 %
Management 3.3 Metering	100 %
Management 4.1 Building Users Guide	100 %

Management 2.2 Thermal Performance Modelling - Multi-Dwelling Residential 100%

Score Contribution	This credit contributes 4.6% towards this section's score.
Aim	To encourage and recognise developments that have used modelling to inform passive design at the early design stage

Questions

Have preliminary NatHERS ratings been undertaken for all thermally unique dwellings? *

Apartment
Yes

Management 2.3 Thermal Performance Modelling - Non-Residential 100%

Score Contribution	This credit contributes 18.1% towards this section's score.
Aim	To encourage and recognise developments that have used modelling to inform passive design at the early design stage

Questions

Has preliminary modelling been undertaken in accordance with either NCC2019 Section J (Energy Efficiency), NABERS or Green Star? *

Office Building	**Shop**
Yes	Yes

Management 2.4 Thermal Performance Modelling - Non-Residential 100%

Score Contribution	This credit contributes 9.1% towards this section's score.
Aim	To encourage and recognise developments that have used modelling to inform passive design at the early design stage

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Questions

Has a preliminary Section J facade assessment been undertaken? *

Office Building	Shop
Yes	Yes

Management 3.1 Metering 100%

Score Contribution	This credit contributes 2.3% towards this section's score.
Aim	To provide building users with information that allows monitoring of energy and water consumption

Questions

Have utility meters been provided for all individual dwellings? *

Apartment
Yes

Management 3.2 Metering 100%

Score Contribution	This credit contributes 9.1% towards this section's score.
Aim	To provide building users with information that allows monitoring of energy and water consumption

Questions

Have utility meters been provided for all individual commercial tenants? *

Office Building	Shop
Yes	Yes

Management 3.3 Metering 100%

Score Contribution	This credit contributes 11.4% towards this section's score.
Aim	To provide building users with information that allows monitoring of energy and water consumption

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Questions

Have all major common area services been separately submetered? *

Apartment	Office Building	Shop
Yes	Yes	Yes

Management 4.1 Building Users Guide 100%

Score Contribution	This credit contributes 11.4% towards this section's score.
Aim	To encourage and recognise initiatives that will help building users to use the building efficiently

Questions

Will a building users guide be produced and issued to occupants? *

Project wide
Yes

Water 50% - contributing 4% to overall score

Credit	Disabled	Scoped out	Score
Water 1.1 Potable water use reduction			40 %
Water 3.1 Water Efficient Landscaping			N/A
Water 4.1 Building Systems Water Use Reduction			100 %

Water Approachs

What approach do you want to use Water?	Use the built in calculation tools
Do you have a reticulated third pipe or an on-site water recycling system?	No
Are you installing a swimming pool?	No
Are you installing a rainwater tank?	Yes

Water fixtures, fittings and connections

	Dwelling 4.1	Dwelling 4.2	Penthouse

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Showerhead	3 Star WELS (>= 7.5 but <= 9.0) (minimum requirement)	3 Star WELS (>= 7.5 but <= 9.0) (minimum requirement)	3 Star WELS (>= 7.5 but <= 9.0) (minimum requirement)
Bath	Medium Sized Contemporary Bath	Medium Sized Contemporary Bath	Medium Sized Contemporary Bath
Kitchen Taps	>= 5 Star WELS rating	>= 5 Star WELS rating	>= 5 Star WELS rating
Bathroom Taps	>= 5 Star WELS rating	>= 5 Star WELS rating	>= 5 Star WELS rating
Dishwashers	Scope out	Scope out	Scope out
WC	>= 4 Star WELS rating	>= 4 Star WELS rating	>= 4 Star WELS rating
Urinals	Scope out	Scope out	Scope out
Washing Machine Water Efficiency	Default or unrated	Default or unrated	Default or unrated
Which non-potable water source is the dwelling/space connected to?	-1	-1	-1
Non-potable water source connected to Toilets	No	No	No
Non-potable water source connected to Laundry (washing machine)	No	No	No
Non-potable water source connected to Hot Water System	No	No	No

	Commercial 1 and 2	Office 1 and 2	Office 3
Showerhead	3 Star WELS (>= 7.5 but <= 9.0) (minimum requirement)	3 Star WELS (>= 7.5 but <= 9.0) (minimum requirement)	3 Star WELS (>= 7.5 but <= 9.0) (minimum requirement)
Bath	Scope out	Scope out	Scope out
Kitchen Taps	>= 5 Star WELS rating	>= 5 Star WELS rating	>= 5 Star WELS rating
Bathroom Taps	>= 5 Star WELS rating	>= 5 Star WELS rating	>= 5 Star WELS rating
Dishwashers	Scope out	Scope out	Scope out
WC	>= 4 Star WELS rating	>= 4 Star WELS rating	>= 4 Star WELS rating
Urinals	Scope out	Scope out	Scope out
Washing Machine Water Efficiency	Scope out	Scope out	Scope out
Which non-potable water			

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

source is the dwelling/space connected to?	Tank 1	Tank 1	Tank 1
Non-potable water source connected to Toilets	Yes	Yes	Yes
Non-potable water source connected to Laundry (washing machine)	No	No	No
Non-potable water source connected to Hot Water System	No	No	No

Rainwater Tanks

		Tank 1
Name		Tank 1
What is the total roof area connected to the rainwater tank?	Square Metres	556.0
Tank Size	Litres	8000.0
Is connected irrigation area a water efficient garden?		No

Water 1.1 Potable water use reduction 40%

Score Contribution	This credit contributes 83.3% towards this section's score.
Aim	Water 1.1 Potable water use reduction (interior uses) What is the reduction in total water use due to efficient fixtures, appliances, and rainwater use? To achieve points in this credit there must be >25% potable water reduction. You are using the built in calculation tools. This credit is calculated from information you have entered above.
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.

Calculations

Reference (kL) *

Project wide
3078

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Proposed (excluding rainwater and recycled water use) (kL) *

Project wide

2456

Rainwater or recycled water supplied (Internal + External) (kL) *

Project wide

333

Proposed (including rainwater and recycled water use) (kL) *

Project wide

2123

% Reduction in Potable Water Consumption * Percentage %

Project wide

31 %

Water 3.1 Water Efficient Landscaping N/A

This credit was scoped out: No landscaping proposed due to site restrictions

Aim	Are water efficiency principles used for landscaped areas? This includes low water use plant selection (e.g. xeriscaping). Note: food producing landscape areas and irrigation areas connected to rainwater or an alternative water source are excluded from this section.

Water 4.1 Building Systems Water Use Reduction 100%

Score Contribution	This credit contributes 16.7% towards this section's score.
Aim	Will the project minimise water use for building systems such as evaporative cooling and fire testing systems?

Questions

Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems? *

Project wide

Yes

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Energy

58% - contributing 16% to overall score

Credit	Disabled	Scoped out	Score
Energy 1.1 Thermal Performance Rating - Non-Residential			12 %
Energy 2.1 Greenhouse Gas Emissions			100 %
Energy 2.2 Peak Demand			80 %
Energy 2.3 Electricity Consumption			100 %
Energy 2.4 Gas Consumption			100 %
Energy 3.1 Carpark Ventilation			100 %
Energy 3.2 Hot Water			100 %
Energy 3.6 Internal Lighting - Residential Multiple Dwellings			100 %
Energy 3.7 Internal Lighting - Non-Residential			100 %
Energy 4.1 Combined Heat and Power (cogeneration / trigeneration)			N/A

Use the BESS Deem to Satisfy (DtS) method for Energy?	No

Dwellings Energy Approachs

What approach do you want to use for Energy?	Use the built in calculation tools
Are you installing a solar photovoltaic (PV) system?	No
Are you installing any other renewable energy system(s)?	No
Gas supplied into building	Natural Gas
Are you installing a cogeneration or trigeneration system?	No

Dwelling Energy Profiles

	Dwelling 4.1	Dwelling 4.2	Penthouse
Below the floor is	Another Occupancy	Another Occupancy	Another Occupancy
Above the ceiling is	Another Occupancy	Another Occupancy	Outside
Exposed sides	3	3	4
NatHERS Annual Energy Loads - Heat MJ/sqm	95.0	49.0	80.0
NatHERS Annual Energy Loads - Cool MJ/sqm	23.0	30.0	24.0

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

NatHERS star rating	5.9	7.1	6.3
Type of Heating System	D Reverse cycle space	D Reverse cycle space	D Reverse cycle space
Heating System Efficiency	3 Star	3 Star	3 Star
Type of Cooling System	Refrigerative space	Refrigerative space	Refrigerative space
Cooling System Efficiency	3 Stars	3 Stars	3 Stars
Type of Hot Water System	I Gas Instantaneous 5 star	I Gas Instantaneous 5 star	I Gas Instantaneous 5 star
Central Hot Water System	No	No	No
Clothes Line	A No drying facilities	A No drying facilities	A No drying facilities
Clothes Dryer	A No clothes dryer	A No clothes dryer	A No clothes dryer

Non-Residential Spaces Energy Profiles

	Commercial 1 and 2	Office 1 and 2	Office 3
Heating, Cooling & Comfort Ventilation - Electricity Reference fabric & services kWh	4042.0	4042.0	4042.0
Heating, Cooling & Comfort Ventilation - Electricity Proposed fabric & reference services kWh	4039.0	4039.0	4039.0
Heating, Cooling & Comfort Ventilation - Electricity Proposed fabric & services kWh	4039.0	4039.0	4039.0
Hot Water - Electricity Reference kWh	1068.0	1068.0	1068.0
Hot Water - Electricity Proposed kWh	1068.0	1068.0	1068.0
Hot Water - Gas Reference MJ	1000.0	1000.0	1000.0
Hot Water - Gas Proposed MJ	1000.0	1000.0	1000.0
Lighting - Reference kWh	1000.0	1000.0	1000.0
Lighting - Proposed kWh	1000.0	1000.0	1000.0
Peak Thermal Cooling Load Reference fabric and services kW	1.0	1.0	1.0
Peak Thermal Cooling Load Proposed fabric and services kW	1.0	1.0	1.0

Energy 1.1 Thermal Performance Rating - Non-Residential 12%

Score Contribution	This credit contributes 29.2% towards this section's score.

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Aim	Reduce reliance on mechanical systems to achieve thermal comfort in summer and winter - improving comfort, reducing greenhouse gas emissions, energy consumption, and maintenance costs.
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC 2019 Section J)?

Calculations

Total Improvement * Percentage %

Office Building	Shop
0 %	0 %

Energy 2.1 Greenhouse Gas Emissions 100%

Score Contribution	This credit contributes 9.2% towards this section's score.
Aim	Reduce the building's greenhouse gas emissions
Criteria	What is the % reduction in annual greenhouse gas emissions against the benchmark?

Calculations

Reference Building with Reference Services (BCA only) * kg CO_2

Apartment	Office Building	Shop
18365.5	5263.6	5263.6

Proposed Building with Proposed Services (Actual Building) * kg CO_2

Apartment	Office Building	Shop
8496.8	5260.5	5260.5

% Reduction in GHG Emissions * Percentage %

Apartment	Office Building	Shop
53 %	0 %	0 %

Energy 2.2 Peak Demand 80%

Score Contribution	This credit contributes 4.6% towards this section's score.
Aim	Reduce demand on electrical infrastructure during peak cooling periods
	What is the % reduction in the instantaneous (peak-hour) demand against

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Criteria	the benchmark?

Calculations

Peak Thermal Cooling Load - Baseline * kW

Apartment
39.5

Peak Thermal Cooling Load - Proposed * kW

Apartment
38.5

Peak Thermal Cooling Load - % Reduction * Percentage %

Apartment
2 %

Energy 2.3 Electricity Consumption 100%

Score Contribution	This credit contributes 9.2% towards this section's score.
Aim	Reduce consumption of electricity
Criteria	What is the % reduction in annual electricity consumption against the benchmark?

Calculations

Reference * kWh

Apartment	Office Building	Shop
15449.7	5110.0	5110.0

Proposed * kWh

Apartment	Office Building	Shop
6242.7	5107.0	5107.0

Improvement * Percentage %

Apartment	Office Building	Shop
59 %	0 %	0 %

Energy 2.4 Gas Consumption 100%

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Score Contribution	This credit contributes 9.2% towards this section's score.
Aim	Reduce consumption of gas
Criteria	What is the % reduction in annual gas consumption against the benchmark?

Calculations

Reference * MJ

Apartment	Office Building	Shop
50716.0	1000.0	1000.0

Proposed * MJ

Apartment	Office Building	Shop
41426.1	1000.0	1000.0

Improvement * Percentage %

Apartment	Office Building	Shop
18 %	0 %	0 %

Energy 3.1 Carpark Ventilation 100%

Score Contribution	This credit contributes 9.2% towards this section's score.

Questions

If you have an enclosed carpark, is it: (a) fully naturally ventilated (no mechanical ventilation system) or (b) 40 car spaces or less with Carbon Monoxide monitoring to control the operation and speed of the ventilation fans? *

Project wide
Yes

Energy 3.2 Hot Water 100%

Score Contribution	This credit contributes 4.6% towards this section's score.
Criteria	What is the % reduction in annual hot water system energy use (gas and electricity) against the benchmark?

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Calculations

Reference * kWh

Apartment	Office Building	Shop
14087.8	1345.8	1345.8

Proposed * kWh

Apartment	Office Building	Shop
11698.1	1345.8	1345.8

Improvement * Percentage %

Apartment	Office Building	Shop
16 %	0 %	0 %

Energy 3.6 Internal Lighting - Residential Multiple Dwellings 100%

Score Contribution	This credit contributes 1.9% towards this section's score.
Aim	Reduce energy consumption associated with internal lighting

Questions

Is the maximum illumination power density (W/m2) in at least 90% of the relevant building class at least 20% lower than required by Table J6.2a of the NCC 2019 Vol 1 (Class 2-9) and Clause 3.12.5.5 NCC 2019 Vol 2 (Class 1 & 10)? *

Apartment
Yes

Energy 3.7 Internal Lighting - Non-Residential 100%

Score Contribution	This credit contributes 7.3% towards this section's score.
Aim	Reduce energy consumption associated with internal lighting

Questions

Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J6.2a of the NCC 2019 Vol 1? *

Office Building	Shop
Yes	Yes

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Energy 4.1 Combined Heat and Power (cogeneration / trigeneration) N/A

This credit was scoped out: No cogeneration or trigeneration system in use.

This credit was disabled: No cogeneration or trigeneration system in use.

Aim	Reduce energy consumption
Criteria	Does the CHP system reduce the class of buildings GHG emissions by more than 25%?

Stormwater 100% - contributing 14% to overall score

Credit	Disabled	Scoped out	Score
Stormwater 1.1 Stormwater Treatment			100 %

Which stormwater modelling are you using? Melbourne Water STORM tool

Stormwater 1.1 Stormwater Treatment 100%

Score Contribution	This credit contributes 100.0% towards this section's score.
Aim	To achieve best practice stormwater quality objectives through reduction of pollutant load (suspended solids, nitrogen and phosphorus)
Criteria	Has best practice stormwater management been demonstrated?

Questions

STORM score achieved *

Project wide

114

Calculations

Min STORM Score *

Project wide

100

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

IEQ

52% - contributing 9% to overall score

Credit	Disabled Scoped out	Score
IEQ 1.1 Daylight Access - Living Areas		100 %
IEQ 1.2 Daylight Access - Bedrooms		100 %
IEQ 1.3 Winter Sunlight		100 %
IEQ 1.4 Daylight Access - Non-Residential		33 %
IEQ 1.5 Daylight Access - Minimal Internal Bedrooms		100 %

Notes	None to note
Use the BESS Deemed to Satisfy (DtS) method for IEQ?	No
What approach do you want to use for IEQ?	Use the built in calculation tools

Please provide the following room profiling information below.

	Office 1 and 2 , AutoPass Bed	Office 1 and 2 , AutoPass LIV	Office 1 and 2 , Penthouse Living
Name	AutoPass Bed	AutoPass LIV	Penthouse Living
Room Designation	Bedroom	Living	Living
Quantity	6	1	1
Auto-Pass	Yes	Yes	No
Room Floor Area Square Metres	-	-	75.0
Vertical Angle (degrees) Angle	-	-	90.0
Horizontal Angle (degrees) Angle	-	-	180.0
Window Area Metres Square	-	-	17.0
Window Orientation	-	-	North
Glass Type	-	-	Clear Double (VLT 0.71)

	Office 1 and 2 , 401 Living
Name	401 Living
Room Designation	Living
Quantity	1

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Auto-Pass	No
Room Floor Area Square Metres	35.0
Vertical Angle Angle (degrees)	65.0
Horizontal Angle Angle (degrees)	150.0
Window Area Square Metres	17.0
Window Orientation	South
Glass Type	Clear Double (VLT 0.71)

IEQ 1.1 Daylight Access - Living Areas 100%

Score Contribution	This credit contributes 13.2% towards this section's score.
Aim	To provide a high level of amenity and energy efficiency through design for natural light.
Criteria	What % of living areas achieve a daylight factor greater than 1%

Calculations

Calculated percentage * Percentage %

Apartment
100 %

IEQ 1.2 Daylight Access - Bedrooms 100%

Score Contribution	This credit contributes 13.2% towards this section's score.
Aim	To provide a high level of amenity and energy efficiency through design for natural light.
Criteria	What % of bedrooms achieve a daylight factor greater than 0.5%

Calculations

Calculated percentage * Percentage %

Apartment
100 %

IEQ 1.3 Winter Sunlight 100%

Score Contribution	This credit contributes 4.4% towards this section's score.
Aim	To provide a high level of amenity and reduce need for artificial heating in winter.

Questions

Do 70% of dwellings receive at least 3 hours of direct sunlight in all Living areas between 9am and 3pm in mid-winter? *

Apartment
Yes

IEQ 1.4 Daylight Access - Non-Residential 33%

Score Contribution	This credit contributes 51.6% towards this section's score.
Aim	To provide a high level of amenity and energy efficiency through design for natural light.
Criteria	What % of the nominated floor area has at least 2% daylight factor?

Questions

% Achieved ? *

Office Building	**Shop**
43 %	31 %

IEQ 1.5 Daylight Access - Minimal Internal Bedrooms 100%

Score Contribution	This credit contributes 4.4% towards this section's score.
Aim	To provide a high level of amenity and energy efficiency through design for natural light and ventilation.

Questions

Do at least 90% of dwellings have an external window in all bedrooms? *

Apartment
Yes

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Transport

67% - contributing 6% to overall score

Credit	Disabled	Scoped out	Score
Transport 1.1 Bicycle Parking - Residential			100 %
Transport 1.2 Bicycle Parking - Residential Visitor			N/A
Transport 1.3 Bicycle Parking - Convenience Residential			100 %
Transport 1.4 Bicycle Parking - Non-Residential			100 %
Transport 1.5 Bicycle Parking - Non-Residential Visitor			100 %
Transport 1.6 End of Trip Facilities - Non-Residential			25 %
Transport 2.1 Electric Vehicle Infrastructure			100 %

Transport 1.1 Bicycle Parking - Residential 100%

Score Contribution	This credit contributes 5.2% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling
Criteria	Is there at least one secure bicycle space per dwelling?

Questions

Bicycle Spaces Provided ? *

Apartment
3

Calculations

Min Bicycle Spaces Required *

Apartment
3

Transport 1.2 Bicycle Parking - Residential Visitor N/A

This credit was scoped out: Not enough dwellings.

This credit was disabled: Not enough dwellings.

Aim	To encourage and recognise initiatives that facilitate cycling

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Criteria	Is there at least one visitor bicycle space per 5 dwellings?

Transport 1.3 Bicycle Parking - Convenience Residential 100%

Score Contribution	This credit contributes 2.6% towards this section's score.
Aim	To facilitate cycling by providing easily accessible parking infrastructure

Questions

Are bike parking facilities for residents located at ground level? *

Apartment
Yes

Transport 1.4 Bicycle Parking - Non-Residential 100%

Score Contribution	This credit contributes 20.4% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?

Questions

Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)? *

Office Building	**Shop**
Yes	Yes

Bicycle Spaces Provided ? *

Office Building	**Shop**
6	2

Transport 1.5 Bicycle Parking - Non-Residential Visitor 100%

Score Contribution	This credit contributes 10.2% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?

Questions

Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)? *

Office Building	Shop
Yes	Yes

Bicycle Spaces Provided ? *

Office Building	Shop
4	1

Transport 1.6 End of Trip Facilities - Non-Residential 25%

Score Contribution	This credit contributes 10.2% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling
Criteria	Where adequate bicycle parking has been provided. Is there also: * 1 shower for the first 5 employee bicycle spaces plus 1 to each 10 employee bicycles spaces thereafter, * changing facilities adjacent to showers, and * one secure locker per employee bicycle space in the vicinity of the changing / shower facilities?
Notes	Number of lockers to be confirmed by Architect

Questions

Number of showers provided ? *

Office Building	Shop
1	1

Number of lockers provided ? *

Office Building	Shop
5	2

Calculations

Min Showers Required *

Office Building	Shop

1	1

Min Lockers Required *

Office Building	Shop
6	2

Transport 2.1 Electric Vehicle Infrastructure 100%

Score Contribution	This credit contributes 25.7% towards this section's score.
Aim	To facilitate the expansion of infrastructure to support electric vehicle charging

Questions

Are facilities are provided for the charging of electric vehicles? *

Project wide

Yes

Waste 33% - contributing 2% to overall score

Credit	Disabled	Scoped out	Score
Waste 2.2 - Operational Waste - Convenience of Recycling			100 %

Waste 2.2 - Operational Waste - Convenience of Recycling 100%

Score Contribution	This credit contributes 33.3% towards this section's score.
Aim	To minimise recyclable material going to landfill

Questions

Are the recycling facilities at least as convenient for occupants as facilities for general waste? *

Project wide

Yes

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Urban Ecology

2% - contributing 0% to overall score

Credit	Disabled Scoped out	Score
Urban Ecology 1.1 Communal Spaces		0 %
Urban Ecology 2.4 Private Open Space - Balcony / Courtyard Ecology		100 %

Urban Ecology 1.1 Communal Spaces

0%

Score Contribution	This credit contributes 12.2% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate interaction between building occupants
Criteria	Is there at least the following amount of common space measured in square meters : * 1m² for each of the first 50 occupants * Additional 0.5m² for each occupant between 51 and 250 * Additional 0.25m² for each occupant above 251?
Notes	A 96m2 rooftop terrace has been provided

Calculations

Minimum Common Space Required * Square Metres

Apartment	Office Building	Shop
7	70	37

Urban Ecology 2.4 Private Open Space - Balcony / Courtyard Ecology

100%

Score Contribution	This credit contributes 2.5% towards this section's score.
Aim	Encourage plants to be grown on balconies and courtyards

Questions

Is there a tap and floor waste on every balcony / in every courtyard? *

Apartment
Yes

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Innovation

0% - contributing 0% to overall score

Items to be marked on floorplans

Do not upload your floorplans and elevations into the BESS tool. Instead, please ensure the items below are marked on the plans and provide a document / page reference number in the comments field.

Management 3.1: Individual utility meters annotated Floorplans & elevations - To be provided by architect	To be printed
Management 3.2: Individual utility meters annotated Floorplans & elevations - To be provided by architect	To be printed
Management 3.3: Common area submeters annotated Floorplans & elevations - To be provided by architect	To be printed
Energy 3.1: Carpark with natural ventilation or CO monitoring system Floorplans & elevations - To be provided by architect	To be printed
Stormwater 1.1: Location of any stormwater management systems used in STORM or MUSIC modelling (e.g. Rainwater tanks, raingarden, buffer strips) Floorplans & elevations - To be provided by architect	To be printed
IEQ 1.1: If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.	To be printed

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Floorplans & elevations - To be provided by architect	
IEQ 1.2: If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles. Floorplans & elevations - To be provided by architect	To be printed
IEQ 1.3: If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles. Floorplans & elevations - To be provided by architect	To be printed
IEQ 1.5: Floor plans with compliant bedrooms marked Floorplans & elevations - To be provided by architect	To be printed
Transport 1.1: All nominated residential bicycle parking spaces Floorplans & elevations - To be provided by architect	To be printed
Transport 1.3: Residential bicycle parking spaces at ground level Floorplans & elevations - To be provided by architect	To be printed
Transport 1.4: All nominated non-residential bicycle parking spaces Floorplans & elevations - To be provided by architect	To be printed
Transport 1.5: All nominated non-residential visitor bicycle parking spaces Floorplans & elevations - To be provided by architect	To be printed
Transport 1.6: Showers, change rooms and lockers as nominated Floorplans & elevations - To be provided by architect	To be printed
Transport 2.1: Location of electric vehicle charging infrastructure	To be printed

Floorplans & elevations - To be provided by architect

Waste 2.2: Location of recycling facilities — To be printed

Floorplans & elevations - To be provided by architect

Urban Ecology 2.4: Taps and floor waste on balconies / courtyards — To be printed

Floorplans & elevations - To be provided by architect

Documents and evidence

Based on the information you have entered, the following supporting evidence is required. You can choose to upload supporting documents directly to BESS, or submit a printed version as an appendix to your BESS report. Use the comments field to provide a reference (e.g. page number) if relevant.

Management 2.2: Preliminary NatHERS assessments — To be printed

See JV3 report attached - See JV3 report attached

Management 2.3: Preliminary modelling report — To be printed

See JV3 report attached - See JV3 report attached

Management 2.4: Section J glazing assessment — Uploaded

2020-2149 -JV3.pdf (https://d324tj9px8grnd.cloudfront.net/public/supporting-evidenceb67849cf022549f3a330edc3afa532d4.pdf) - Uploaded by EcoResults

Energy 1.1: Energy Report showing calculations of reference case and proposed buildings See JV3 report — To be printed

See JV3 report - See JV3 report

Energy 3.1: Provide a written explanation of either the fully natural carpark ventilation or carbon monxide monitoring, describing how these systems will work, what systems are required for them to be fully integrated and who will be responsible for their — To be printed

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

implementation throughout the design, procurement and operational phases of the building life.

To be completed by relevant consultant - To be completed by relevant consultant

Energy 3.6: Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used. — To be printed

To be provided by relevant consultant - To be provided by relevant consultant

Energy 3.7: Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used. — To be printed

To be provided by relevant consultant - To be provided by relevant consultant

Stormwater 1.1: STORM report or MUSIC model — Uploaded

2020-08-04 114% roofs & terraces to tank, to toilets for offices (not apartments).PDF (https://d324tj9px8grnd.cloudfront.net/public/supporting-evidence717a81ec68c446f494045be8642b7ef6.PDF) - Uploaded by EcoResults

IEQ 1.1: If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved. — Uploaded

2020-2149 Daylight - Greenstar Hand Calc.pdf (https://d324tj9px8grnd.cloudfront.net/public/supporting-evidenceb6e5bf46714b4097906b4d5b0176cc6d.pdf) - Uploaded by EcoResults

IEQ 1.2: If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved. — To be printed

2020-2149 - See DA report above

IEQ 1.3: If using an alternative daylight modelling program, a short — To be printed

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

report detailing assumptions used and results achieved.

See DA report above - See DA report above

IEQ 1.4: A short report detailing assumptions used and results achieved. See DA report above - See DA report above — To be printed

IEQ 1.5: A list of compliant bedrooms — To be printed

Refer to plans provided by architect - To be provided by architect

Other Supporting Documents

Please upload any other documents here that may help to support your application.

Management Section

Add Supporting Document

Water Section

Add Supporting Document

Energy Section

Add Supporting Document

Stormwater Section

Add Supporting Document

IEQ Section

Add Supporting Document

Transport Section

Add Supporting Document

Waste Section

Add Supporting Document

Urban Ecology Section

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Add Supporting Document

Innovation Section

Add Supporting Document

The Built Environment Sustainability Scorecard (BESS) has been provided for the purpose of information and communication. While we make every effort to ensure that material is accurate and up to date (except where denoted as 'archival'), this material does in no way constitute the provision of professional or specific advice. You should seek appropriate, independent, professional advice before acting on any of the areas covered by BESS.

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Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan



Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan



Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Rainwater Tanks



Stormwater Sensitive Homes

How does a rainwater tank help protect our local streams?

Most people install a rainwater tank primarily to harvest stormwater from their roof and conserve their mains water use. In addition to conserving water, a rainwater tank also helps treat stormwater and protect local streams from high storm flows by reducing the volume of stormwater and quantity of pollutants coming from a house block that would otherwise be delivered to the local stream.

What do I use my tank water for?

Garden irrigation, laundry and toilet flushing consume much of our home water use. In most cases these uses do not require the water to be of drinking quality standard that is provided by mains water. By plumbing your rainwater tank to your toilet or laundry and substituting these mains water needs with the rainwater harvested from your roof, you can conserve mains water whilst reducing the amount of stormwater that enters our streams.



A typical home uses approximately 250,000 litres of water each year.

MelbourneWater

Melbourne Water 131772
Melbourne Water Corporation, PO Box 4342, Melbourne Victoria 3001

Attachment 4 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Permit Applicant's Sustainability Management Plan

Rainwater Tanks

Stormwater Sensitive Homes



Why can't I use my rainwater tank for my garden alone?

So that your tank is not too full to collect rainwater when it rains, you need to be consistently using your tank water all year round.

If tank water is used for your garden alone, your tank will remain full and unused during the winter months when your garden does not require watering. With a full tank, your capacity to capture and store the regular winter rainfall and thus benefit the local waterway is significantly reduced.

By plumbing your rainwater tank to your toilet or laundry, your tank water is used consistently all year round allowing rainfall to refill the tank more often especially in winter. This ultimately reduces the volume of stormwater that is delivered to the stream and the quantity of pollutants that are washed with it.

The Victorian Government has recognised the importance of plumbing your tank to your toilet and offers a cash rebate for the installation of connected rainwater tanks (www.dse.vic.gov.au). In addition, a 5 star energy standard has been introduced that requires a connected 2000Lt rainwater tank or solar hot water service to be installed in all new houses and apartments (class 1 and 2 buildings). (www.buildingcommission.com.au).

How do I choose a rainwater tank?

The most important thing to consider when choosing a rainwater tank is to first identify what you want from your rainwater tank. The size and type of rainwater tank you choose will vary depending on your homes water needs and the reliability you seek from your rainwater tank supply. There are a number of factors that may influence this and the following questions should be considered when planning your tank installation:

- what is the water demand of your home?
- how many people are living in your home?
- what is your intended use of rainwater?
- what reliability do you want from your tank?
- what is the total area of roof draining into your tank?
- what is average rainfall of your area?
- do you need extras like a pressure pump, the ability to top up your tank with drinking water, a backflow prevention device or a first flush device?
- are the materials used on your roof suitable to collect rainwater?
- are there physical constraints of your property that may influence the type of rainwater tank you need?

Once you know how much water you can collect and how much water you are going to use then a tank size can be selected to provide the reliability of water supply that you need.

Types of rainwater tanks

Rainwater tanks come in a variety of materials, shapes and sizes and can be incorporated into building design so they don't impact on the aesthetics of the development. They can be located above ground, underground, under the house or can even be incorporated into fences or walls.

There are three main tank systems to consider and a variety of materials to choose from. Features of these are outlined below and in the pictures above:

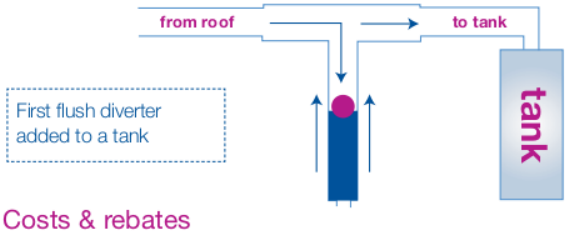
Tank systems:

Gravity Systems - rely on gravity to supply rainwater to the household and the garden by placing the tank on a stand at height.

Dual Supply Systems - top your rainwater tank with mains water when tank level is low ensuring reliable water supply.

Pressure Systems - use a pump to deliver rainwater to household and garden fixtures.

To reduce the amount of sediment and debris entering a tank, mesh screens and 'first flush diverters' can be fitted. A screen will filter large debris such as leaves and sticks while 'first flush diverters' store the 'first flush' of the rainfall that carries the sediment and other pollutants initially washed from your roof (see figure below).



Costs & rebates

Costs of installing a tank vary however a standard 2000Lt tank or bladder will cost around $1000.

Additional plumbing and/ or.....

- Above ground tanks cost approximately $250 for a 500 litre tank.
- Below ground tanks cost between $300-$600 per 1000 litres of storage
- The costs of pumps start from $200.

Additional plumbing and/or excavation costs vary on intended use, pipe layout, materials and site accessibility.

The Victorian Government offers a total rebate of $300 for the installation of a rainwater tank that is plumbed to toilet and connected by a licensed plumber. For further details refer to the Department of Sustainability and Environment website www.dse.vic.gov.au.

For more information:

Melbourne Water's Water Sensitive Urban Design Website: www.wsud.melbournewater.com.au

Municipal Association of Victoria Clearwater Program: www.clearwater.asn.au

Water Sensitive Urban Design in the Sydney Region: www.wsud.org

Urban Stormwater Best Practice Environmental Management Guidelines, Victorian Stormwater Committee, CSIRO publishing, 1999.

WSUD Engineering Procedures: Stormwater, Melbourne Water, 2005.

Delivering Water Sensitive Urban Design: Final Report of Clean Stormwater – a planning framework, ABM, 2004.

Attachment 5 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on original (advertised) plans

City of Yarra

Heritage Advice

Application No.: PLN20/0683

Address of Property: 406-410 Bridge Road, Richmond, Richmond

Planner: John Theodosakis

Yarra Planning Scheme References: Clauses 43.01, 21.05, 22.02 and DDO21 (Precinct 2).

The requirements of the schedule to Cl. 43.02 cease to have effect after 30 June 2021.

Heritage Overlay No. HO310 **Precinct**: Bridge Road, Richmond.

Level of significance

Nos. 406 - 410 Bridge Road are single storey shops, constructed 1870-1900 and 1870-1890, which are listed as being Contributory. (Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007, Rev. Mar. 2020)*

The salient points of the Statement of Significance are:

> As a main thoroughfare from Melbourne to the eastern suburbs by the mid 1850s, retail and service trades concentrated at the west end of Bridge Road
>
> **Main development era**
>
> Bridge Road Heritage Overlay Area, Richmond is a predominantly 19th and early 20th century commercial strip.
>
> ***Why is it significant***
>
> As one Richmond's principle thoroughfares that leads to the first bridge to connect Richmond to Hawthorn, retaining many Victorian-era shops;
>
> As an important commercial precinct in Richmond, particularly expressive of the 19th and early 20th centuries and incorporating Richmond's civic hub;
>
> For the architectural continuity and high integrity of upper level façades to their construction date;
>
> For the good and distinctive examples of Victorian and Edwardian-era architectural styles and ornamentation as evocative of the street's premier role in Richmond
>
> For the architecturally significant examples of shop buildings from the 1920s and 1930s that relate well to the dominant Victorian-era and Edwardian-era scale and character;
>
> For the contribution of individually significant or well preserved buildings that express a range of key development periods in the street and the City. [Emphasis added.]

Attachment 5 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on original (advertised) plans

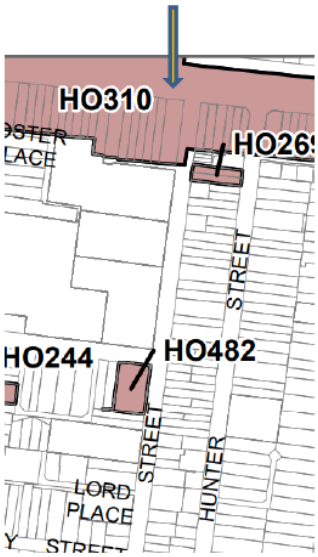


Figure 1 The Heritage Overlay Map.

Proposal

It is proposed to demolish everything other than for the Ground floor façade to Bridge Road and a portion of the elevation to Lord Street and then to construct a 5 level building above a basement and with a rooftop terrace.

Drawing Numbers

A set of architectural drawings prepared Pitch Architecture + Design, dated 17/12/2020 as per Council's website.

Heritage Impact Statement prepared by Bryce Raworth, dated September 2020.

Context Description

The site is located on the south side of Bridge Road, on the flat, east of the Town Hall. Part of Bridge Road contained within the Heritage Overlay has been subject to recent development, mostly west of Church Street on the north side where development has been able to take advantage of the slope down the hill towards the north. Deep setbacks from Bridge Road have held upper levels back to reduce the visual intrusion in the Bridge Road Streetscape. This has also been assisted by the comparatively narrow width of Bridge Road as compared with the wider carriageway on the flat east of Church Street where higher built form will be noticeable and at odds with the lower built form of the shops.

South of the subject site in Lord Street is what appears to be a 6 storey building which is not in the Bridge Road Heritage Overlay Precinct.

Assessment of Proposed Works

Demolition

Attachment 5 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on original (advertised) plans

As the only portion of the building which is original is virtually the parapet and the return under the parapet along Lord Street, demolition as proposed is acceptable, noting that a portion of fabric beyond the return is to be retained. (TP0-107)

Proposed works

Built form (height/setbacks)

Setbacks

There are zero setbacks at the Ground floor which is appropriate.

At the levels above (First to Third floors) the setback from Bridge Road is 6 metres, which is assumed to comply with DDO21, and zero along Lord Street at the First and Second floors. The setback is infilled by a roof area.

At the Third floor there is also an additional setback of 500 mm to Bridge Road. The setback to Lord Street is 3 metres and there is a setback of 3.08 metres on the west side, presumably to comply with DDO21. However there will be a gap in the streetscape which is atypical and not desirable of itself.

At the Fourth floor the setback to Bridge Road is 6.5 metres to the balustrade and 8.5 metres to the elevation. The side setbacks appear to be the same as at the Third floor.

At the Fifth floor the setback to Bridge Road is 6.5 metres and with no balcony/terrace. The side setbacks appear to be the same as at the Third floor and with a chimney projecting into the west setback at the south end. The chimney is of little consequence but depending upon its appearance.

The rooftop terrace is set back 8.93 metres to Bridge Road and contains a service area.

Insofar as setbacks are concerned, they are acceptable of themselves but in combination with the height proposed they will do little, if anything, to alleviate the visual impact of the proposed height.

Height

When viewed from Bridge Road the proposed height is 17.91 metres (17.310 + 600) approximately from NGL. Above this are services area screens plus other appurtenances etc. The maximum mandatory height in Precinct 2 is 18 metres which is approximately 7 - 8 metres higher than the double storey shops which are approximately 10 – 11 metres high.

However, when viewed from Lord Street the height is 20.11 metres due to the folded roof planes, the highest portion being in the centre of the building. At a greater setback from Bridge Road this will not be obvious from there.

With regard to the Decision Guidelines in DDO21 the profile and impact of the development on the vista along Bridge Road will be adverse and the upper level development above the heritage street wall will not be visually recessive, it will be visually intrusive in the Bridge Road streetscape, and will disrupt the vista historically created by the heritage buildings by drawing attention to it and away from them.

What is proposed will set an unwelcome precedent penetrating the reasonably uniform skyline in this part of Bridge Road in the Heritage Overlay Area. In views from the north side of Bridge Road towards the development site from an easterly and westerly direction, the upper levels will be prominent in the streetscape and will result in a noticeable visual intrusion on the skyline and streetscape. The proposal does not comply with Cl. 21.05, Strategy 14.3 Protect the heritage skyline of heritage precincts and Strategy 14.5 Protect buildings, streetscapes

and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

The proposal does not meet the Design objective i.e. To ensure that new development respects the values of heritage buildings and maintains the prominence of the heritage streetscape, heritage buildings and landmark buildings in the streetscape" in DDO21.

What is proposed will be in contradistinction to Bridge Road west of Church Street on the north side, where upper level development has consistently achieved a setback of approximately 13 – 15 metres and there have been VCAT Decisions which supported this. The result is that in the narrower part of Bridge Road these levels have been held back so as to retain the heritage buildings and their primacy along the street frontage, and also to hold them back from the principal viewline along Bridge Road i.e. they effectively form a layer further back. This is in stark contrast to the development site where 6 – 6.5 metre setbacks are proposed in a part of Bridge Road where the topography is flat, the streetscape is wide and open and where it has a reasonably uninterrupted skyline and which will be adversely impacted upon notwithstanding compliance with the setbacks in DDO21. The upper levels will not be visually recessive and will visually dominate the heritage buildings and this part of the heritage streetscape. This was noted by VCAT, *viz.*:

> The site is located on the south side of Bridge Road where there has been less new development thus far;
>
> The site is located in a wider section of Bridge Road, which increases the potential visibility of a new addition behind the Bridge Road heritage frontage; (NEA Developments Pty Ltd v Yarra CC. VCAT Reference NO. P1906/2013 Permit Application No. PLN12/1017). Para. 6.

This description is still apt.

What is proposed is a poor heritage outcome. The proposal will not retain vistas, including their setting, of heritage places and the heritage streetscape and will not preserve the scale and pattern of the Bridge Road streetscape. (Cl. 22.02-4) Furthermore, the proposal is not respectful of the pattern, rhythm, orientation to the street, spatial characteristics … and heritage character of the surrounding historic streetscape. Any consideration of the architectural integrity and context of the heritage place has not addressed the salient heritage issues appropriately. (Cl. 22.02-5.7.1)

Façade design

The façade design is abstract and bears no relationship to the pattern and rhythm of the façades of the heritage buildings and will also be a discordant element in the streetscape. Likewise the random pattern of fenestration to the Lord Street (east) elevation.

Colours/materials

The shortcomings discussed above will also be exacerbated by the materials and palette. EF01 Black standing seam metal will appear as a dark and dominant element against the skyline as will EF02 Black standing seam perforated metal. The Heritage Design Guidelines in DDO21 require utilisation of "visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades". This has not been achieved particularly in relation to colour and finish (standing seam metal). The upper levels of the Bridge Road buildings are smooth masonry not metal and as such the materials will be out-of-keeping with the heritage elements. There is no heritage imperative to draw a stark contrast.

Attachment 5 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on original (advertised) plans

Shopfronts

Retained as existing.

Street canopy

Acceptable

Recommendation / Comments:

Not approved in its current form.

This proposal needs considerable revision.

While the building setbacks and height meet the requirements of DDO21 which I note expires after 30 June 2021, the outcome is disrespectful of the heritage values of Bridge Road.

The overall height appears to exceed the maximum building height for Precinct 2 set out in DDO21 which is 18 metres. This needs to be clarified.

The proposal does not comply with Cl. 21.05, Strategy 14.3 and Strategy 14.5, nor does it comply with Cl. 22.02-4 *viz.*:

- To retain significant view lines to, and vistas of, heritage places.
- To preserve the scale and pattern of streetscapes in heritage places.
- To ensure that additions and new works to a heritage place respect the significance of the place.

and Cl. 22.02-5.7.1 (

- Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
- Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
- Be visually recessive and not dominate the heritage place.
- Consider the architectural integrity and context of the heritage place or contributory element.

It will be counter to, indeed a significant departure from, what has been achieved further west on the north side of Bridge Road which is acceptable. .

Include a non-trafficable area at the First floor behind the retained parapet.

Signed:



Robyn Riddett
Director – Anthemion Consultancies
Date: 26 March, 2021.

Attachment 5 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on original (advertised) plans



Figure 2 *Nos. 406-410 Bridge Road, Richmond.*



Figure 3 *Only the front portion of the east elevation under the parapet is original.*

Attachment 5 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on original (advertised) plans



Figure 4 *The shopfronts and canopy are not original.*

Attachment 6 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Urban Design comments on original (advertised) plans

MEMO

To:	John Theodosakis (Statutory Planning)
From:	Lucy Stratton (Urban Design)
Date:	20 February 2021
Site Address:	406-410 Bridge Road, Richmond
Application No:	PLN20/0683
Description:	Part demolition of the existing building to allow for the construction of a six-storey mixed use building with a roof terrace and a reduction in the car parking requirement.

COMMENTS SOUGHT

Urban Design comments have been sought on following matters:

- Height and massing;
- Architectural and materiality;
- Public realm interface; and
- Streetscape.

These comments are provided on Architectural Plans and Urban Context Report (Pitch Architects, 17 December 2020).

COMMENTS SUMMARY

The proposal is not supported in its current form. The following recommendations and clarifications are required to strengthen the proposal from an Urban Design perspective. The rationale behind these changes is explained in detail overleaf.

- Reduce the overall height of the proposal to five (5) storeys;
- Revise the Level 2 façade treatment, reducing the extent of glazing (Bridge Road and Lord Street); and
- Provide integrated terrace landscaping (Level 3 & Rooftop).

There are no known planned/approved capital works around the site being led by the Urban Design Team. The applicant is requested to contribute additional street tree planting on Lord Street.

SITE & CONTEXT

The subject site is located on the south west corner of Bridge Road and Lord Street. The amalgamated site has a frontage of 16m to Bridge Road and 39m to Lord Street, equating to an overall site area of approximately 612.36sqm.

Attachment 6 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Urban Design comments on original (advertised) plans

The subject site is located within the Commercial 1 Zone (C1Z) and is affected by Heritage Overlay - Bridge Road Precinct (HO310) and Design and Development Overlay Schedule 21 - Bridge Road Activity Centre (DDO21). The subject site falls within Precinct 2 - Bridge Road South a significant heritage streetscape. Relevant building envelope provisions:

- Maximum building height 18m (mandatory)
- Retain heritage frontage OR maximum street wall height 11m (where no heritage frontage)
- Minimum upper level setback 6m (mandatory)

In addition to the setbacks and building heights mandated in DDO21, there is also a requirement that any part of a building above the (retained) front street wall of a building must occupy no more than one third of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street).

PROPOSAL

The proposed development includes partial demolition of the existing buildings, retaining the single storey façade to Bridge Road and to a depth of 17m along Lord Street. Construction of a six (6) storey mixed-use development, comprising two food and drink premises (293sqm & 83sqm) at ground floor and commercial tenancies (totalling 1,126sqm) at Levels 1-3, with residential uses above. A total of three (3) dwelling are proposed; 2 x 2-bedroom apartments at Level 5 and a 2-bedroom penthouse at Level 6, with an associated rooftop terrace above. Vehicle access to the site is via the existing rear laneway from Lord Street.

URBAN DESIGN COMMENTS

Height and Massing

It is proposed to retain the Bridge Road façade (Nos. 406, 408 & 410) and the side elevation to Lord Street (No. 410). Above the existing single storey heritage Bridge Road frontage, the new form is setback 6m (increasing to 6.5m). An infill streetwall of three storeys is proposed to Lord Street, upper levels are setback 3m above. The proposal seeks an overall building height of 17.97m. The lift overrun, screening and plant deck project approximately 3.6m above. The proposal complied with the mandatory overall height and upper level setback requirements to Bridge Road.

The preferred sight line requirements (DDO21), when applied to the single storey retained street wall (an anomaly in a predominantly double storey streetscape) are more restrictive than the setback and height requirements. No sight line streetscape section diagrams have been provided to indicate the extent of noncompliance with this requirement. Notably, the visibility of the new form behind the single storey heritage is enhanced by the corner location and longer-range views from Gardner Street to the north.

It is recommended that the overall height of the proposal be reduced to five storeys to reduce the dominance of the upper levels above the retained heritage street wall. The current massing response does not meet the key design objectives for visually recessive upper levels. Sight line diagrams should be included in the amended proposal. In addition to the height reduction, facade refinements (outlined below) are recommended.

Architecture & Materiality

The proposed material palette consists of black metal cladding (EF01), black perforated metal cladding (EF02), concrete (EF03) and render (EF05). The materiality differentiates the new form into three distinct volumes, heritage and infill base (GF), middle or secondary podium (L1-2) and upper levels (L3-5).

- Infill Base; black standing seam perforated metal (EF02)
- Middle; concrete (EF03) and glazing
- Upper; black standing seam metal (EF01)

Generally, the proposed palette and approach is supported clearly distinguishing the new form, with minor modifications recommended. The proposed extent and scale of glazing to Level 2 is out of character with the Bridge Road streetscape and exacerbates the length and height of the new form behind the heritage street wall. It is recommended that the fenestration/glazing proportions of the mid form (Level 2) to both Bridge Road and Lord

Attachment 6 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Urban Design comments on original (advertised) plans

Street be revised to reflect the character of the immediate context and ensure the new form is visually recessive. Having regard to the heritage design requirements for *simple architectural detailing*, *articulated to reflect the fine grain character of the streetscape*.

The proposal provides little in the way of landscaping, despite potential to integrate landscape at outdoor terrace levels (Level 3 and Rooftop) to increase amenity.

Public Realm Interface

The main entry (combined office and residential lobby) is via Lord Street, central to the frontage. Ground floor food and beverage tenancies are accessed directly along their respective street frontages. Awnings are proposed along Lord Street to the tenancy and entrance. Vehicle access is via the rear laneway to the basement car park (total 10 tandem spaces). The rear access also provides access to secure bicycle parking at ground floor (total 16 spaces). Overall the street interface response and site planning is supported from an urban design perspective.

Streetscapes

The reinstatement of the redundant crossover on Lord Street presents an opportunity for additional street tree planting within the roadway (as shown at Figure 1). The applicant is requested to contribute to the cost of one new street tree, which would cover tree sourcing, planting and 2 years of maintenance. The total cost for the tree would be $1037. Council's tree planting contractor will source and plant the street tree. However, please keep Council updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.

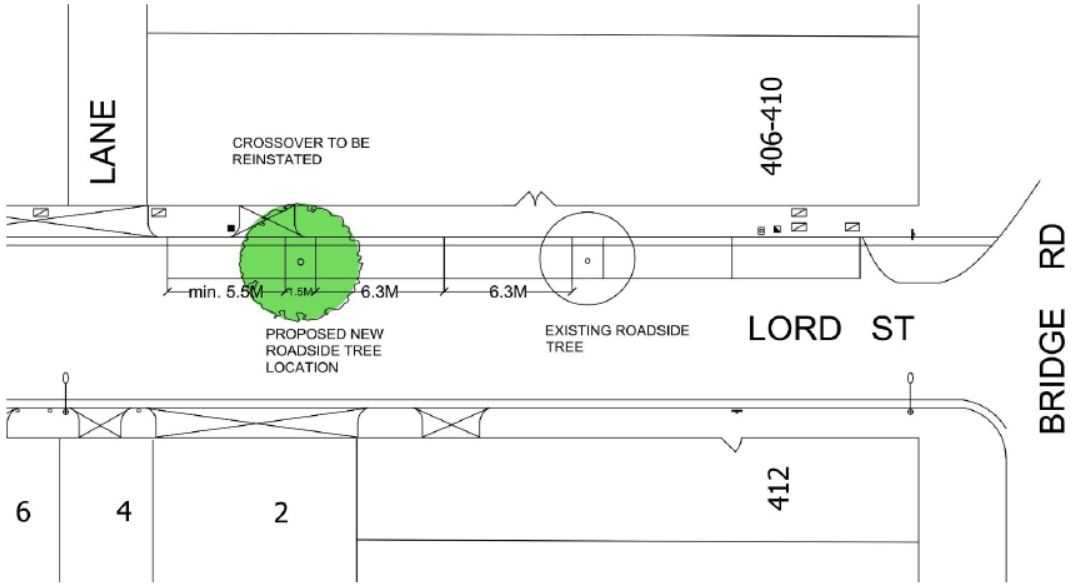


Figure 1: Sketch layout proposed street tree location.

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



ESD in the Planning Permit Application Process

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

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

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m^2 or greater*.

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

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

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

Assessment Process:

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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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



Assessment Summary:

Responsible Planner:	John Theodosakis
ESD Advisor:	Gavin Ashley
Date:	09.02.2021
Subject Site:	PLN20/0683 406-410 Bridge Road, Richmond VIC 3121
Site Area:	Approx. 612 m²
Project Description:	The proposal is for partial demolition to allow for the development of the land to construct a six-storey, mixed use development with ground floor food and drinks premises with offices and dwellings above, plus a single level of basement.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	• Sustainability Management Plan (09.09.20), by Eco Results • Architectural Plans (03.09.20), by Pitch Architecture • Planning Report (29.09.20), by Urbis • Waste Management Plan (11.09.20), by 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 achieves a BESS report score of 53% (BESS, p. 1).
- Thermal comfort achieved through double glazing (or better) and operable windows to all habitable windows for residential component (SMP, p. 17).
- 100% of bedrooms achieve DF>0.5 and living areas achieve DF>1.0, with 31% of the combined area of the assessed commercial tenancies having a DF>2.0 (SMP, p. 18).
- The BESS report claims a 53% reduction in GHG emissions, 2% reduction in peak demand, and 59% reduction in annual electricity consumption for the apartments (SMP, p. 20).
- Residential IPD to be 20% less than NCC 2019, and commercial IPD to meet NCC 2019 requirements (SMP, p. 20).
- Apartments achieve an average NatHERS rating of 6.4-stars (SMP, p. 22).
- A STORM report with a 114% STORM score has been submitted that demonstrates best practice and relies on ~556 m² of roof connected to an 8,000-litre rainwater tank connected to toilet flushing in offices [and potentially outdoor taps and laundry] and an 11 m² planter box buffer strip (SMP, p. 25).
- 16 secure bicycle parking spaces provided, and an EV charging station (SMP, p. 28).
- Provision of an operational Waste Management Plan.
- A 96 m² rooftop terrace provided for residents, staff and visitors (SMP, p. 33).
- Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption (SMP, p. 35).
- A commissioning and tuning strategy is identified for the building (SMP, p. 35).

(2) Application ESD Deficiencies:

- The lack of external shading on the east and west façade is concerning. Particularly for the western façade of the penthouse apartment and the level 3 office. Recommend incorporating additional external shading treatments.

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.



- 10 car parking spaces for 3 dwellings is excessive. Consider the removal of 2 spaces to relocate bicycle parking to same level as EoT facilities for increased access – and increases size of commercial tenancy).
- Extend organic waste management to residential and office components and revise WMP and plans/bin location as required.
- Increase green infrastructure / urban heat reduction strategies e.g. incorporating ground level vegetation (i.e. climbers), increased vegetation on the rooftop terrace and materials with high SRI values to mitigate urban heat. The extensive use of black metal cladding (EP01) is concerning from an urban heat perspective (in addition to thermal performance) – consider a lighter pallet.

(3) Outstanding Information:

- Clarify provision of outdoor air to office spaces.
- Clarify whether the development will use any engineered timber and specify formaldehyde limits.
- Clarify how office and commercial spaces provide no GHG emissions reductions.
- Clarify hot water provision for office and commercial spaces, and consider using a heat pump. The provision of gas creates path dependency on fossil fuels and will reduce the buildings ability to achieve zero carbon at a later date.
- Clarify HVAC system for commercial and office spaces, and consider 3 pipe VRF.
- Clarify provision of dishwashers and WELS ratings.
- Clarify rooftop terrace vegetation (via Landscape Plan), and direct rainwater for irrigation and/or tap on level 3/rooftop terrace.
- Clarify post-development flows do not exceed pre-development levels.
- Clarify how planter box on level 4 is 'self-treating' as it appears to be under the cover of level 5. Provide irrigation as suggested above.
- Clarify whether any additional rainwater treatment strategies are required before reuse.
- Confirm recycled content of Colourbond to be used or remove ambiguous language, and consider additional recycled materials (i.e. bricks) or products with recycled content (i.e. insulation).
- Confirm embodied energy strategies – and consider SCMs in concrete, reduction of steel and/or procurement from an ethical Steel Manufacturer, timber cladding and other strategies to reduce the environmental impacts of construction.
- Clarify delineation between employee and resident parking spaces and see above regarding relocating for increased convenience and access to EoT.
- Confirm DDA toilet at ground level includes a shower for additional users.
- Clarify locations of other car share schemes and identify on a map (and consider including within Building Users Guide).
- Confirm and indicate location of EV charging station on plans (TP1-101).
- Ensure the travel section of the SMP (i.e. Green Travel Plan) is re-issued to building managers as it is an operational document.
- Provide a Landscape Plan that confirms the overall vegetation strategy.

(4) ESD Improvement Opportunities

- Consider increasing rainwater storage to service flushing needs of apartments.
- 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 a green roof or wall to improve the ecological value of this site.
- Consider additional responses which extend beyond 'best practice' to future-proof the building.
- Consider Head contractor to be ISO14001 accredited.
- Consider that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

Further Recommendations:

The applicant is encouraged to consider the inclusion of ESD recommendations, detailed in this referral report. Further guidance on how to meet individual planning conditions has been provided in

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.



reference to the individual categories. The applicant is also encouraged to seek further advice or clarification from Council on the individual project recommendations.

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	All habitable rooms feature openable windows/doors to enable good ventilation (min 5% natural ventilation) and passive cooling (SMP, p. 13 & 17).	Clarify provision of outdoor air to office spaces.	3
Daylight & Solar Access	Residential: 100% of bedrooms and living achieve DF>0.5. Commercial: 31% achieve DF>2.0 and 43% office area achieve DF>2.0 [with VLT of 0.71] (SMP, p. 17).	Satisfactory.	1
External Views	Residential views onto balconies and terraces below, with offices given 2-3 perspective views (SMP, p. 18).	Satisfactory.	1
Hazardous Materials and VOC	Low VOC products and materials specified (SMP, p. 18).	Clarify whether the development will use any engineered timber and specify formaldehyde limits.	3
Thermal Comfort	Mixed mode ventilation, double glazing, glazing and northern orientation (2 of 3 apartments).	The heating load for apartment 4.1 is high at 95 MJ/m² – consider including an east-facing window for Bed-1 to increase solar penetration and/or reconfiguring hallway to increase apartment along eastern façade (TP1-106).	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: 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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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 meet the requirements of NCC 2019 (SMP, p. 19).	Consider increasing building fabric performance above NCC 2019 requirements.	4
Thermal Performance	The apartments achieve an average NatHERS rating of 6.4-stars (SMP, p. 19).	Aim to reduce the heating load for apartment 4.1 (as mentioned above) to increase overall NatHERS results. Yarra City Council suggests improving upon baseline requirements by 10% (i.e. 6.6-stars).	4
Greenhouse Gas Emissions	53% reduction in GHG for apartments – however 0% for offices and commercial space.	Clarify how office and commercial spaces provide no GHG emissions reductions.	3
Hot Water System	5-star gas instantaneous hot water system for dwellings.	Clarify hot water provision for office and commercial spaces, and consider using a heat pump. The provision of gas creates path dependency on fossil fuels and will reduce the buildings ability to achieve zero carbon at a later date.	3
Peak Energy Demand	2% reduction in peak thermal cooling claimed in BESS report.	Satisfactory.	1
Effective Shading	North-facing apartments provided with operable blinds.	The lack of external shading on the east and west façade is concerning. Particularly for the western façade of the penthouse apartment and the level 3 office. Recommend incorporating additional external shading treatments.	2
Efficient HVAC system	3-star electric split system (heating and cooling) for dwellings (SMP, p. 20).	Clarify HVAC system for commercial and office spaces, and consider 3 pipe VRF.	3
Car Park Ventilation	CO monitoring.	Satisfactory.	1
Efficient Lighting	At least 20% improvement in LPD claimed for apartments, and meeting NCC requirements for commercial and office spaces (SMP, p. 20).	Consider extending 20% LPD reduction throughout, particularly given daylight results.	4
Electricity Generation	None.	Consider on-site rooftop PV to be integrated with shade structure for rooftop terrace.	4
Other	-	-	

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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. 12) • Taps: 5 star • Toilets: 5 star • Showers: 3 star	Satisfactory. Clarify provision of dishwashers and WELS ratings.	3
Water for Toilet Flushing	8,000-litre rainwater tank connected to toilet flushing for office areas only (SMP, p. 12).	Consider increasing rainwater storage to service flushing needs of apartments.	4
Water Meter	All dwellings / tenants are to have individual water meters (SMP, p. 24).	Satisfactory.	1
Landscape Irrigation	None proposed due to site constraints (SMP, p. 24).	Unsatisfactory. Clarify rooftop terrace vegetation (via Landscape Plan), and direct rainwater for irrigation and/or tap on level 3/rooftop terrace.	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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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 114% STORM score has been submitted that demonstrates best practice and relies on ~556 m² of roof connected to an 8,000-litre rainwater tank connected to toilet flushing in offices [and potentially outdoor taps and laundry] and an 11 m² planter box buffer strip (SMP, p. 25).	Satisfactory.	1
Discharge to Sewer	No information has been provided.	Clarify post-development flows do not exceed pre-development levels.	3
Stormwater Diversion	A rooftop catchment area of 556 m² (SMP, p. 26).	Clarify how planter box on level 4 is 'self-treating' as it appears to be under the cover of level 5. Provide irrigation as suggested above.	3
Stormwater Detention	8,000-litre rainwater tank located in the basement (TP1-101).	Satisfactory.	1
Stormwater Treatment	Beyond the rainwater tank no additional information on treatment strategy provided.	Clarify whether any additional rainwater treatment strategies are required before reuse.	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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	Beyond the indication that Colourbond roofing 'will most likely contain 20% recycled content' no additional information provided (SMP, p. 27).	Confirm recycled content of Colourbond to be used or remove ambiguous language, and consider additional recycled materials (i.e. bricks) or products with recycled content (i.e. insulation).	3
Embodied Energy of Concrete and Steel	Lightweight cladding, concrete, steel and Colourbond mentioned – dependant on discussion with architect (SMP, p. 27).	Confirm embodied energy strategies – and consider SCMs in concrete, reduction of steel and/or procurement from an ethical Steel Manufacturer, timber cladding and other strategies to reduce the environmental impacts of construction.	3
Sustainable Timber	Any timber used will be from accredited sustainably harvested plantation sources (FSC or AFS) (SMP, p. 27).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	No information has been provided.	Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.	4

*** Council Assessment Ratings:**

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

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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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 in the basement, however are indicated to be for residential use only (TP1-101).	10 car parking spaces for 3 dwellings is excessive. Consider the removal of 2 spaces to relocate bicycle parking to same level as EoT facilities for increased access – and increases size of commercial tenancy).	2
Bike Parking Spaces	16 bicycle parking spaces provided at ground level (SMP, p. 28).	Clarify delineation between employee and resident parking spaces and see above regarding relocating for increased convenience and access to EoT.	3
End of Trip Facilities	End of trip facilities have been provided in the form of 2x male and 2x female showers and lockers (TP1-101).	Confirm DDA toilet at ground level includes a shower for additional users.	3
Car Share Facilities	The SMP identifies the nearest flexicar location (SMP, p. 29).	Clarify locations of other car share schemes and identify on a map (and consider including within Building Users Guide).	3
Electric vehicle charging	The SMP claims EV charging station will be provided (SMP, p. 28).	Confirm and indicate location of EV charging station on plans (TP1-101).	3
Green Travel Plan	The Green Travel plan is 'included' in the travel section of the SMP (p. 28).	Ensure the travel section of the SMP (i.e. Green Travel Plan) is re-issued to building managers as it is an operational document.	3

*** Council Assessment Ratings:**

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

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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

7. Waste Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A number of initiatives proposed to manage construction waste including: 80% target to reuse or recycle demolition waste, and separation of waste streams during construction (SMP, p. 32).	Satisfactory.	1
Operational Waste Management	An operational Waste Management Plan has been provided and spatial allocation for waste storage at the ground floor (TP1-102).	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Recycling provided across all uses, however food organics only indicated for café use (SMP, p. 11).	Extend organic waste management to residential and office components and revise WMP and plans/bin location as required.	2
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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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 and 5 – with pot-plants indicated on terraces on level 3 and rooftop.	Provide a Landscape Plan that confirms the overall vegetation strategy.	3
Heat Island Effect	No information has been provided.	Increase green infrastructure / urban heat reduction strategies e.g. incorporating ground level vegetation (i.e. climbers), increased vegetation on the rooftop terrace and materials with high SRI values to mitigate urban heat. The extensive use of black metal cladding (EP01) is concerning from an urban heat perspective (in addition to thermal performance) – consider a lighter pallet.	2
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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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	No innovation credits have been claimed.	Consider additional responses which extend beyond 'best practice' to future-proof the building.	4
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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 building operator will be responsible to arrange regular fine-tuning of building services and ongoing maintenance to ensure efficient optimum performance (SMP, p. 35).	Satisfactory.	1
Building Users Guide	A Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider Head contractor to be ISO14001 accredited.	4
Construction Management Plan	The SMP directs this towards the WMP however not included in WMP (SMP, p. 35).	Consider that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	4
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 7 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's ESD comments on original (advertised) plans.

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



Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 8 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Strategic Transport Unit on original (advertised) plans.

Planning Referral

To:	John Theodosakis
From:	Chloe Wright
Date:	09/02/2021
Subject:	Strategic Transport Comments
Application No:	PLN20/0683
Description:	Part demolition of the existing building to allow for the construction of a six-storey mixed use building (i.e. a food and drink premises at the ground floor, offices at the first, second and third floors and dwellings at the fourth and fifth floors) with a roof terrace
Site Address	406 – 410 Bridge Road, Richmond

I refer to the above application and the accompanying Traffic report prepared by One Mild Grid in relation to the proposed development at 406 – 410 Bridge Road, Richmond. Council's Strategic Transport unit provides the following information:

Access and Safety

No access or safety issues have been identified.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	1,129 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	4 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	1 visitor spaces	
Dwellings	3	1 resident space per 5 dwellings	1 resident space	
		1 visitor space per 10 dwellings for visitors	0 visitor spaces	
Retail	376 sqm	1 employee space to each 300 sqm of net floor area	1 employee spaces	
		1 visitor space to each 500 sqm of net floor area	1 visitor spaces	
Bicycle Parking Spaces Total			**6 resident / employee spaces**	**16 resident / employee spaces**
			2 visitor spaces	**0 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 shower / change room**	**4 showers / change rooms**

Attachment 8 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Strategic Transport Unit on original (advertised) plans.

The following comments are provided in relation to visitor bicycle spaces:

- No visitor bicycle spaces are proposed. The Traffic report notes that visitors to the site could be granted access to the internal bicycle parking area. Given there is limited footpath space at this section of Bridge Road and Lord Street and potential for outdoor dining, a reduction in visitor spaces is considered acceptable.

Adequacy of resident / employee spaces

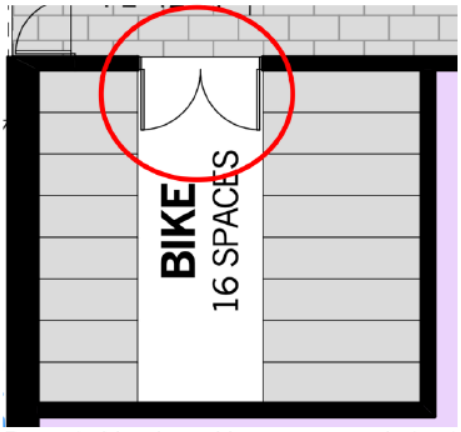
Number of spaces

16 resident / employee spaces are proposed, which meets Council's best practice recommendation[1] of 13 employee spaces and 3 resident spaces.

Design and location of resident / employee spaces and facilities

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

- All bicycle spaces are provided at the ground floor within a secure facility, with access via an entrance at the laneway off Lord Street.
- The types of bicycle racks are not specified on the plans or in the Traffic report. It is assumed that 8 spaces are provided as horizontal at-grade spaces and 8 spaces are provided as hanging wall racks, however confirmation of the types of racks is required to demonstrate that at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces as required by AS2890.3.
- The layout of bicycle spaces appears to meet clearance and access requirements of AS2890.3, however dimensions of the layout of bicycle spaces should be noted on the plans.
- It is recommended that the doors to the bicycle room are replaced with a sliding door or doors that open into the corridor, to prevent a possible obstruction for people accessing the adjacent bicycle racks (as shown below).
- Four shower / change rooms are provided within an end of trip facilities area at the basement level, which meets Council's best practice recommendation. Access between the bicycle parking area and end of trip facilities is via a staircase or the lift shaft.



Doors to bicycle parking area may obstruct access to adjacent bicycle racks.

Electric Vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). To allow for easy future provision for EV charging, it is recommended that car parking areas should be electrically wired to be 'EV ready'. This does not mean car parking bays must be fitted with chargers,

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings"* and the following *guidance* for employee office rates: *'Non-residential buildings should provide spaces for at least 10% of building occupants.' Assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area.*

but that the underlying wiring infrastructure is in place to allow future owners and tenants to easily install a charger. For this purpose, the following should be installed:

a) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
b) A scalable load management system. This will ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand. Building electrical peak demand calculations can therefore be undertaken using the assessment methodology (AS/NZS3000:2018, clause 2.2.2.b.i), thus not increasing building electrical peak demand requirements beyond business as usual.
c) Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers.

Green Travel Plan

Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a Green Travel Plan (GTP) must be provided. The following information should be included:

(a) Description of the location in the context of alternative modes of transport;
(b) Employee welcome packs (e.g. provision of Myki/transport ticketing);
(c) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(d) A designated 'manager' or 'champion' responsible for co-ordination and implementation;
(e) Details of bicycle parking and bicycle routes;
(f) Details of Green Travel funding and management responsibilities;
(g) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);
(h) Security arrangements to access the employee bicycle storage spaces;
(i) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
(j) Provisions for the GTP to be updated not less than every five years.

Recommendations

The following should be shown on the plans before endorsement:

1. Notations indicating the types of bicycle racks and dimensions of bicycle spaces to demonstrate compliance with clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. Electrical infrastructure to ensure car parking areas are 'electric vehicle ready', including:
    a. One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
    b. A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.
    c. Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers.

A Green Travel Plan should be provided with the information outlined previously.

Regards

Chloe Wright
Sustainable Transport Officer
Strategic Transport Unit

Attachment 9 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Engineering Services Unit on original (advertised) plans.

CITY OF YARRA

MEMO

To: **John Theodosakis**

From: **Artemis Bacani**

Date: **27 January 2021**

Subject: **Application No:** **PLN20/0683**
Description: **Six Storey Mixed Use Building**
Site Address: **406-410 Bridge Road, Richmond**

I refer to the above Planning Application received on 24 December 2020 in relation to the proposed development at 406-410 Bridge Road, Richmond. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Pitch	TP1-101 *Basement Plan* TP1-102 *Ground Floor Plan*		3 September 2020 3 September 2020
One Mile Grid	*Transport Impact Assessment* *Waste Management Plan*		11 September 2020 11 September 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
Two-bedroom dwelling	3	1 space to each dwelling	3	10
Office	1,129 m²	3.0 spaces per 100 m² of net floor area	33	0
Café	376 m²	3.5 spaces per 100 m² of leasable floor area	13	0
		Total	**49**	**10**

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

A reduction of 46 car spaces (consisting of 33 office spaces and 13 spaces for the café use) in the car parking requirement is sought for this development.

Attachment 9 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Engineering Services Unit on original (advertised) plans.

It is noted that the dwellings would be provided with a car parking rate of 3.33 spaces per dwelling. The parking rate per dwelling is considered excessive given the development is located along an activity centre and has good access to public transport.
The applicant is to reduce the number of car spaces allocated for the dwellings, say 1 space per dwelling, and to either re-distribute the remaining spaces for the office use or completely remove the balance of car parking.

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

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

- *Parking Demand for Office Use*.
  The office use would have no on-site car parking. Staff and clients to the site would be inclined to park on-street or commute by sustainable transportation modes. The actual parking demand generated by the office use is expected to be lower than the statutory parking rate of 3.0 spaces per 100 square metres of floor space, since the area has very good access to public transport services and located along an activity centre. Throughout the municipality, a number of developments have been approved with no car spaces or a reduced office rate, as shown in the following table:

Development Site	Approved Office Parking Rate
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.85 spaces per 100 m^2 (233 on-site spaces; 27,306 m^2)
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	0.85 spaces per 100 m^2 (20 on-site spaces; 2,329 m^2)
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)

  The site's good accessibility to public transport services and proximity to Melbourne would encourage visitors to the site to utilise more sustainable forms of transportation such as catching public transport or riding a bicycle.

- *Parking Demand for Food & Drink Use*
  A staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to 3 spaces. This reflects the precinct approach for similar food and drink premises and acknowledges that a proportion of customers for this use will be drawn from the office staff and surrounding residences and businesses.

- *Availability of Public Transport in the Locality of the Land*.
  The following public transport services can be accessed to and from the site by foot:

  - Bridge Road tram services – 90 metre walk
  - Church Street tram services – 500 metre walk
  - Swan Street tram services – 810 metre walk
  - Victoria Street trams – 920 metre walk
  - Burnley railway station – 940 metre walk

Attachment 9 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Engineering Services Unit on original (advertised) plans.

- *Multi-Purpose Trips within the Area*.
  Visitor and customers to the site might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access*.
  The site is easily accessible by pedestrians and bicycles.

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

- *Availability of Car Parking*.
  Due to the COVID-19 restrictions, car parking occupancy surveys would not provide an accurate representation of car parking demands in the surrounding area at this time.

  The streets surrounding the site contain short-stay parking restrictions which provide turnover of parking throughout the day. Visitors to the site during business hours should be able to park on-street near the site. It would be impractical for residents to own a car that could not be accommodated on-site given the occupants at this dwelling would not be entitled to a residential parking permit.

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

Adequacy of Car Parking
From a traffic engineering perspective, the proposed parking rate for the dwellings are considered excessive. The applicant is to reduce the number of car spaces allocated for the dwellings, say 1 space per dwelling, and to either re-distribute the remaining spaces for the office use or completely remove the balance of car parking.

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

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

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Residential (10 spaces)	0.1 trips per space in each peak hour	1	1

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

Attachment 9 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Engineering Services Unit on original (advertised) plans.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The roller door to the basement car park is 4.0 metres in width to satisfy *Design standard 1 – Accessways.*
Internal Vehicle Accessway	The vehicle accessway is approximately 4.0 metres in width. The width of the carriageway and the kerb on either side have not been dimensioned on the drawings.
Headroom Clearance	The headroom clearance at the roller door and along internal critical headroom clearances is not dimensioned on the drawings.
Car Parking Modules	
Tandem Parking Spaces	The tandem parking spaces measure 2.4 metres by 10.8 metres to satisfy *Design standard 2 – Car parking spaces.*
Aisles	An aisle width of 6.45 metres is provided to satisfy *Design standard 2 – Car parking spaces.*
Clearances to Walls	The clearances of car spaces adjacent to a wall has not been dimensioned on the drawings.
Gradients	
Ramp Grade for First 5.0 metres inside Property	To be further assessed - the applicant is to provide the length of each ramp section.
Ramp Grades and Changes of Grade	To be further assessed – the applicant is to provide the length of each ramp section.
Other Items	
Development Entrance - Ground Clearance Check	A vehicle crossing ground clearance check for the development entrance is to be undertaken by the applicant's designer to confirm that a B85 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).
Waste Collection	According to the applicant, the waste collection vehicle would be parked in Lord Street to collect the site's refuse. The Civil Engineering unit has no objection to the proposed waste collection arrangement provided the waste collection vehicle is maintains adequate clearance for through traffic along Lord Street.

Attachment 9 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Engineering Services Unit on original (advertised) plans.

Design Items to be Addressed

Item	Details
Internal Vehicle Accessway	The width of the carriageway and kerbs for the internal accessway are to be dimensioned on the drawings.
Headroom Clearance	The headroom clearance at the roller door and along all internal critical headroom clearances are to be dimensioned on the drawings.
Clearances to Walls	The clearances of car spaces adjacent to a wall is to be dimensioned on the drawings.
Length of Each Ramp Grade Section	The length of each ramp section is to be dimensioned on the drawings.
Proposed Vehicle Access – Ground Clearance Check (Via Laneway)	To demonstrate adequate access for a B85 design vehicle and the provision of the 40 mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a cross sectional drawing showing the reduced level of the north and south edge of the laneway, the centreline of the laneway, and the finished floor level of the slab with the 40 mm lip from the edge of the laneway. These levels are to be shown on a 1 in 20 scale cross sectional drawing, with dimensions, together with the B85 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.
Canopy – Lord Street Frontage	The canopies along the development's Lord Street frontage are to be setback 750 mm from the edge of the kerb to satisfy the *Building Regulations 2018*. The setback of the canopies are to be dimensioned on the drawings.
Service Cabinet Doors	Any service cabinet door opening onto a Public Highway must swing180-degrees and be latched to the building when opened.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for assessment.

Attachment 9 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Engineering Services Unit on original (advertised) plans.

ENGINEERING CONDITIONS
Civil Works

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

- The kerb and channel along the property's Lord Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Lord Street frontage must be reconstructed in asphalt to Council's satisfaction and at the Permit Holder's cost. The footpath (constructed in asphalt) must have a cross-fall of no steeper than 1 in 33 or unless otherwise specified by Council.
- The half width road pavement of Lord Street (in between the west kerb and the centreline of the road) must be profiled (grinded) and re-sheeted to Council's satisfaction and at the Permit Holder's cost. These re-sheeting works are be undertaken outside the property's Rokeby Street frontage, in between the northern boundary and the southern boundary. Any isolated areas of pavement failure must be reinstated with full-depth asphalt.
- All redundant vehicle crossing are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

Attachment 9 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council advice from Engineering Services Unit on original (advertised) plans.

- 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.
Tree Protection	The applicant is to liaise with Council's Open Space unit regarding the protection of the street trees along the property's Lord Street frontage.

Attachment 10 - PLN20/0683 - 406 - 410 Bridge Road, Richmond - Council's advise on waste management on original (advertised) plans.

From: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Sent: Thursday, 7 January 2021 4:29 PM
To: Theodosakis, John <John.Theodosakis@yarracity.vic.gov.au>
Subject: RE: Referral - Planning application No. PLN20/0683

Hi John,

The waste management plan for 406-410 Bridge Road, Richmond authored by One Mile Grid and dated 1/9/2020 is not satisfactory from a City Works Branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. Please include the total footprint of the proposed bins in M^2
2. Due to changes in waste services announced by the State Government in 2020, the site must consider how the fourth waste stream will be managed in the future (Glass separation) especially with regards to the chute system and potential space requirements.

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
www.yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

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

Attachment 11 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on Amended Plans.

City of Yarra

Heritage Advice

Application No.: PLN20/0683

Address of Property: 406-410 Bridge Road, Richmond, Richmond

Planner: John Theodosakis

Yarra Planning Scheme References: Clauses 43.01, 21.05, 22.02 and DDO21 (Precinct 2).

The requirements of the schedule to Cl. 43.02 cease to have effect after 30 June 2021.

Heritage Overlay No. HO310 **Precinct**: Bridge Road, Richmond.

Level of significance

Nos. 406 - 410 Bridge Road are single storey shops, constructed 1870-1900 and 1870-1890, which are listed as being Contributory. (Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007, Rev. Mar. 2020)*

The salient points of the Statement of Significance are:

> As a main thoroughfare from Melbourne to the eastern suburbs by the mid 1850s, retail and service trades concentrated at the west end of Bridge Road
>
> **Main development era**
>
> Bridge Road Heritage Overlay Area, Richmond is a predominantly 19th and early 20th century commercial strip.
>
> ***Why is it significant***
>
> As one Richmond's principle thoroughfares that leads to the first bridge to connect Richmond to Hawthorn, retaining many Victorian-era shops;
>
> As an important commercial precinct in Richmond, particularly expressive of the 19th and early 20th centuries and incorporating Richmond's civic hub;
>
> For the architectural continuity and high integrity of upper level façades to their construction date;
>
> For the good and distinctive examples of Victorian and Edwardian-era architectural styles and ornamentation as evocative of the street's premier role in Richmond
>
> For the architecturally significant examples of shop buildings from the 1920s and 1930s that relate well to the dominant Victorian-era and Edwardian-era scale and character;
>
> For the contribution of individually significant or well preserved buildings that express a range of key development periods in the street and the City. [Emphasis added.]

Attachment 11 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on Amended Plans.

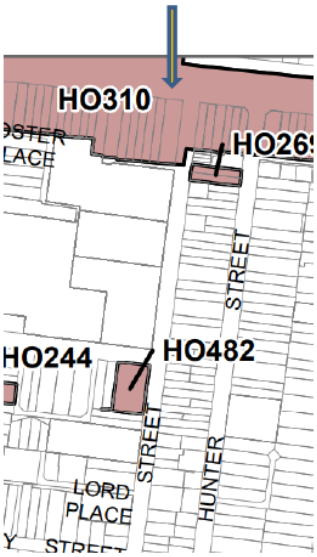


Figure 1 The Heritage Overlay Map.

Proposal

It is proposed to demolish everything other than for the Ground floor façade to Bridge Road and a portion of the elevation to Lord Street and then to construct a 5 level building above a basement and with a rooftop terrace.

Drawing Numbers

A set of architectural drawings prepared Pitch Architecture + Design, dated 17/12/2020 as per Council's website.

Heritage Impact Statement prepared by Bryce Raworth, dated September 2020.

Context Description

The site is located on the south side of Bridge Road, on the flat, east of the Town Hall. Part of Bridge Road contained within the Heritage Overlay has been subject to recent development, mostly west of Church Street on the north side where development has been able to take advantage of the slope down the hill towards the north. Deep setbacks from Bridge Road have held upper levels back to reduce the visual intrusion in the Bridge Road Streetscape. This has also been assisted by the comparatively narrow width of Bridge Road as compared with the wider carriageway on the flat east of Church Street where higher built form will be noticeable and at odds with the lower built form of the shops.

South of the subject site in Lord Street is what appears to be a 6 storey building which is not in the Bridge Road Heritage Overlay Precinct.

Assessment of Proposed Works

Demolition

Attachment 11 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on Amended Plans.

As the only portion of the building which is original is virtually the parapet and the return under the parapet along Lord Street, demolition as proposed is acceptable, noting that a portion of fabric beyond the return is to be retained. (TP0-107)

Proposed works

Built form (height/setbacks)

Setbacks

There are zero setbacks at the Ground floor which is appropriate.

At the levels above (First to Third floors) the setback from Bridge Road is 6 metres, which is assumed to comply with DDO21, and zero along Lord Street at the First and Second floors. The setback is infilled by a roof area.

At the Third floor there is also an additional setback of 500 mm to Bridge Road. The setback to Lord Street is 3 metres and there is a setback of 3.08 metres on the west side, presumably to comply with DDO21. However there will be a gap in the streetscape which is atypical and not desirable of itself.

At the Fourth floor the setback to Bridge Road is 6.5 metres to the balustrade and 8.5 metres to the elevation. The side setbacks appear to be the same as at the Third floor.

At the Fifth floor the setback to Bridge Road is 6.5 metres and with no balcony/terrace. The side setbacks appear to be the same as at the Third floor and with a chimney projecting into the west setback at the south end. The chimney is of little consequence but depending upon its appearance.

The rooftop terrace is set back 8.93 metres to Bridge Road and contains a service area.

Insofar as setbacks are concerned, they are acceptable of themselves but in combination with the height proposed they will do little, if anything, to alleviate the visual impact of the proposed height.

Height

When viewed from Bridge Road the proposed height is 17.91 metres (17.310 + 600) approximately from NGL. Above this are services area screens plus other appurtenances etc. The maximum mandatory height in Precinct 2 is 18 metres which is approximately 7 - 8 metres higher than the double storey shops which are approximately 10 – 11 metres high.

However, when viewed from Lord Street the height is 20.11 metres due to the folded roof planes, the highest portion being in the centre of the building. At a greater setback from Bridge Road this will not be obvious from there.

With regard to the Decision Guidelines in DDO21 the profile and impact of the development on the vista along Bridge Road will be adverse and the upper level development above the heritage street wall will not be visually recessive, it will be visually intrusive in the Bridge Road streetscape, and will disrupt the vista historically created by the heritage buildings by drawing attention to it and away from them.

What is proposed will set an unwelcome precedent penetrating the reasonably uniform skyline in this part of Bridge Road in the Heritage Overlay Area. In views from the north side of Bridge Road towards the development site from an easterly and westerly direction, the upper levels will be prominent in the streetscape and will result in a noticeable visual intrusion on the skyline and streetscape. The proposal does not comply with Cl. 21.05, Strategy 14.3 Protect the heritage skyline of heritage precincts and Strategy 14.5 Protect buildings, streetscapes

and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

The proposal does not meet the Design objective i.e. To ensure that new development respects the values of heritage buildings and maintains the prominence of the heritage streetscape, heritage buildings and landmark buildings in the streetscape" in DDO21.

What is proposed will be in contradistinction to Bridge Road west of Church Street on the north side, where upper level development has consistently achieved a setback of approximately 13 – 15 metres and there have been VCAT Decisions which supported this. The result is that in the narrower part of Bridge Road these levels have been held back so as to retain the heritage buildings and their primacy along the street frontage, and also to hold them back from the principal viewline along Bridge Road i.e. they effectively form a layer further back. This is in stark contrast to the development site where 6 – 6.5 metre setbacks are proposed in a part of Bridge Road where the topography is flat, the streetscape is wide and open and where it has a reasonably uninterrupted skyline and which will be adversely impacted upon notwithstanding compliance with the setbacks in DDO21. The upper levels will not be visually recessive and will visually dominate the heritage buildings and this part of the heritage streetscape. This was noted by VCAT, *viz.*:

> The site is located on the south side of Bridge Road where there has been less new development thus far;
>
> The site is located in a wider section of Bridge Road, which increases the potential visibility of a new addition behind the Bridge Road heritage frontage; (NEA Developments Pty Ltd v Yarra CC. VCAT Reference NO. P1906/2013 Permit Application No. PLN12/1017). Para. 6.

This description is still apt.

What is proposed is a poor heritage outcome. The proposal will not retain vistas, including their setting, of heritage places and the heritage streetscape and will not preserve the scale and pattern of the Bridge Road streetscape. (Cl. 22.02-4) Furthermore, the proposal is not respectful of the pattern, rhythm, orientation to the street, spatial characteristics … and heritage character of the surrounding historic streetscape. Any consideration of the architectural integrity and context of the heritage place has not addressed the salient heritage issues appropriately. (Cl. 22.02-5.7.1)

Façade design

The façade design is abstract and bears no relationship to the pattern and rhythm of the façades of the heritage buildings and will also be a discordant element in the streetscape. Likewise the random pattern of fenestration to the Lord Street (east) elevation.

Colours/materials

The shortcomings discussed above will also be exacerbated by the materials and palette. EF01 Black standing seam metal will appear as a dark and dominant element against the skyline as will EF02 Black standing seam perforated metal. The Heritage Design Guidelines in DDO21 require utilisation of "visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades". This has not been achieved particularly in relation to colour and finish (standing seam metal). The upper levels of the Bridge Road buildings are smooth masonry not metal and as such the materials will be out-of-keeping with the heritage elements. There is no heritage imperative to draw a stark contrast.

Attachment 11 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on Amended Plans.

Shopfronts

Retained as existing.

Street canopy

Acceptable

Recommendation / Comments:

Not approved in its current form.

This proposal needs considerable revision.

While the building setbacks and height meet the requirements of DDO21 which I note expires after 30 June 2021, the outcome is disrespectful of the heritage values of Bridge Road.

The overall height appears to exceed the maximum building height for Precinct 2 set out in DDO21 which is 18 metres. This needs to be clarified.

The proposal does not comply with Cl. 21.05, Strategy 14.3 and Strategy 14.5, nor does it comply with Cl. 22.02-4 *viz.*:

- To retain significant view lines to, and vistas of, heritage places.
- To preserve the scale and pattern of streetscapes in heritage places.
- To ensure that additions and new works to a heritage place respect the significance of the place.

and Cl. 22.02-5.7.1 (

- Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
- Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
- Be visually recessive and not dominate the heritage place.
- Consider the architectural integrity and context of the heritage place or contributory element.

It will be counter to, indeed a significant departure from, what has been achieved further west on the north side of Bridge Road which is acceptable. .

Include a non-trafficable area at the First floor behind the retained parapet.

Signed:



Robyn Riddett
Director – Anthemion Consultancies
Date: 26 March, 2021.

Attachment 11 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on Amended Plans.



Figure 2 *Nos. 406-410 Bridge Road, Richmond.*



Figure 3 *Only the front portion of the east elevation under the parapet is original.*

Attachment 11 - PLN20/0683 - 406 - 410 Bridge Road Richmond - Council's Heritage Advice on Amended Plans.



Figure 4 *The shopfronts and canopy are not original.*

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS

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PROJECT
406-410 BRIDGE ROAD RICHMOND VIC 3125

STAGE
TOWN PLANNING

REV

DATE
3/03/2022

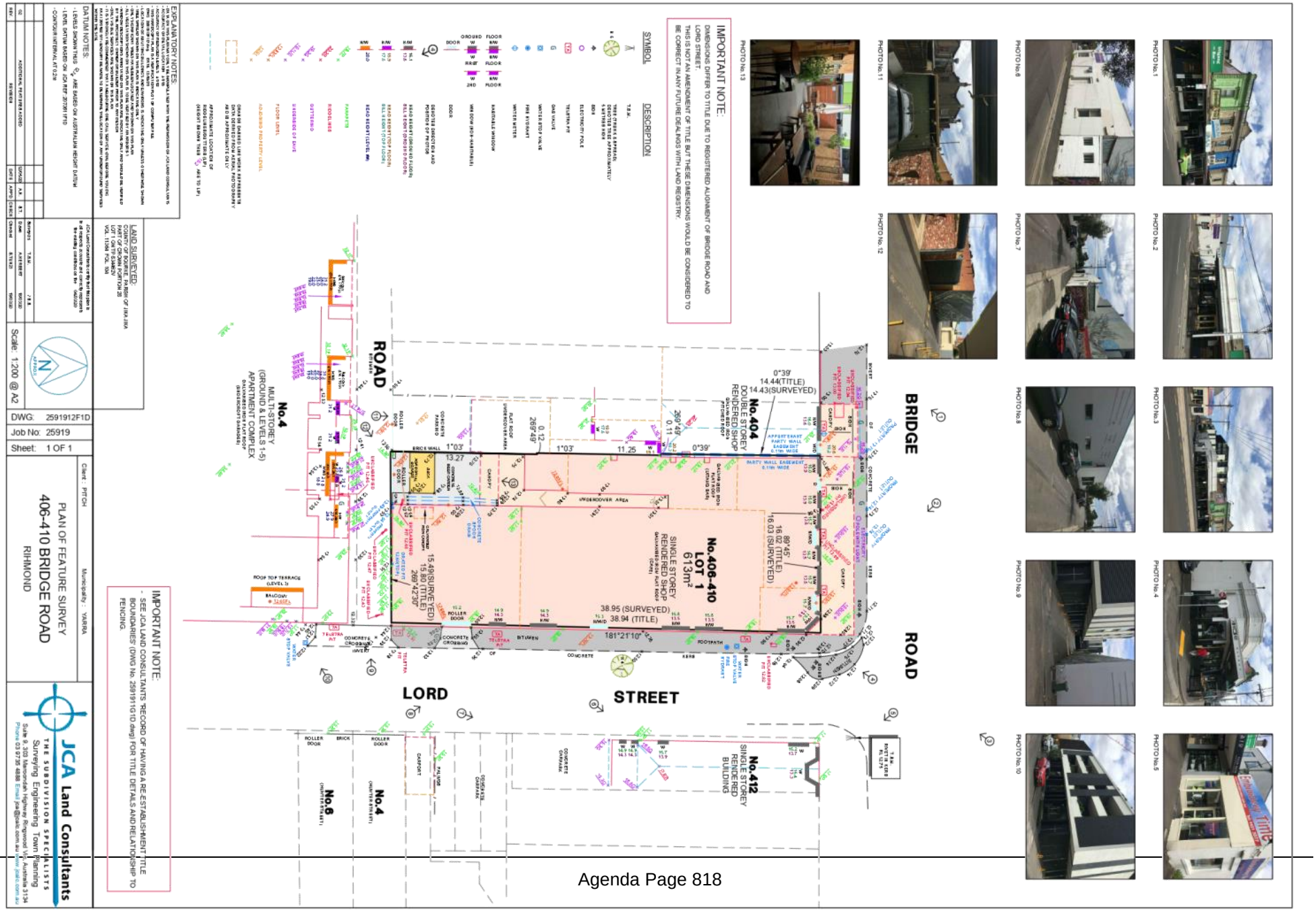
TOWN PLANNING DRAWING SET

DRAWING NO.	DRAWINGS TITLE	13/11/20	20/09/21	03/03/22
TP0-102	SURVEY PLAN	-	A	B
TP0-103	EXISTING SITE PLAN	-	A	B
TP0-104	DEMOLITION PLAN	-	A	B
TP0-105	EXISTING BRIDGE ROAD STREETSCAPE ELEVATION	-	A	B
TP0-106	EXISTING LORD STREET STREETSCAPE ELEVATION	-	A	B
TP0-107	DEMOLITION LORD STREET STREETSCAPE ELEVATION	-	A	B
TP0-108	DEMOLITION SOUTH ELEVATION	-	A	B
TP0-109	DEMOLITION WEST ELEVATION	-	A	B
TP1-101	BASEMENT PLAN	-	A	B
TP1-102	GROUND FLOOR PLAN	-	A	B
TP1-103	FIRST FLOOR PLAN	-	A	B
TP1-104	SECOND FLOOR PLAN	-	A	B
TP1-105	THIRD FLOOR PLAN	-	A	B
TP1-106	FOURTH FLOOR PLAN	-	A	B
TP1-107	FIFTH FLOOR PLAN	-	A	B
TP1-108	ROOFTOP TERRACE PLAN	-	A	B
TP2-101	NORTH ELEVATION	-	A	B
TP2-102	EAST ELEVATION	-	A	B
TP2-103	SOUTH ELEVATION	-	A	B
TP2-104	WEST ELEVATION	-	A	B
TP2-105	PROPOSED BRIDGE ROAD STREETSCAPE ELEVATION	-	A	B
TP2-106	PROPOSED LORD STREET STREETSCAPE ELEVATION	-	A	B
TP3-101	PROPOSED SECTION	-	A	B
TP5-101	SHADOW DIAGRAMS 9AM SEPT 22	-	NOT ISSUED	NOT ISSUED
TP5-101	URBAN CONTEXT	-	NOT ISSUED	NOT ISSUED
TP5-102	SHADOW DIAGRAMS 10AM SEPT 22	-	NOT ISSUED	NOT ISSUED
TP5-102	SITE ANALYSIS PLAN		NOT ISSUED	NOT ISSUED
TP5-103	NEIGHBOURHOOD CONTEXT	-	NOT ISSUED	NOT ISSUED
TP5-103	SHADOW DIAGRAMS 11AM SEPT 22		NOT ISSUED	NOT ISSUED
TP5-104	NEIGHBOURHOOD CONTEXT		NOT ISSUED	NOT ISSUED
TP5-113	MATERIALS AND FINISHES	-	NOT ISSUED	NOT ISSUED
TP5-119	RENDER	-	A	B
TP5-120	RENDER	-	A	B
TP5-121	RENDER	-	A	B
TP5-123	RENDER	-	A	B
TP5-124	RENDER	-	A	B
TP5-128	RENDER	-	A	B
TP5-129	RENDER	-	A	B

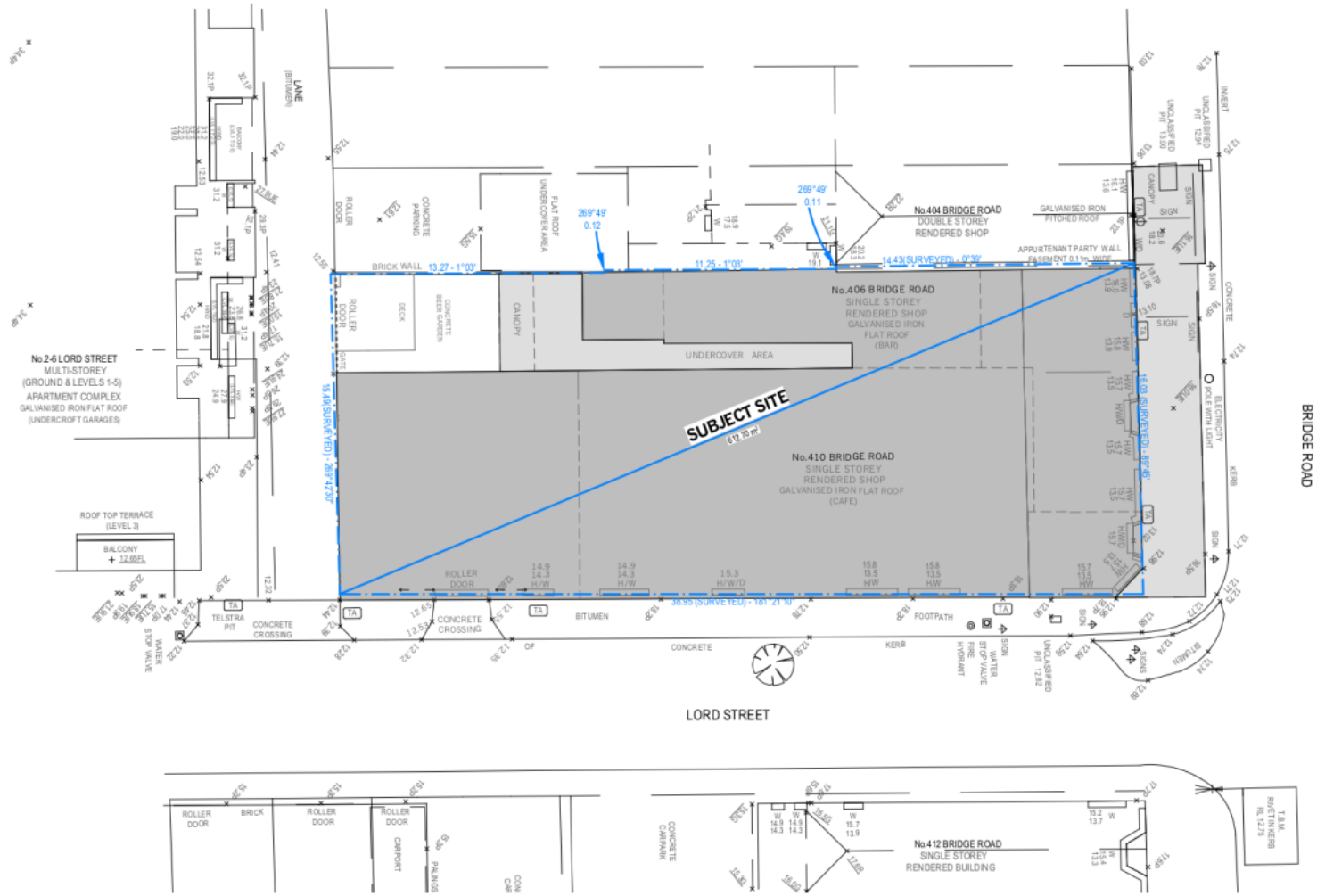
STAGE
TOWN PLANNING
Rev B

PROJECT
P19010 406-410 BRIDGE ROAD
RICHMOND VIC 3125

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS



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1 / - **EXISTING PLAN**
1:200

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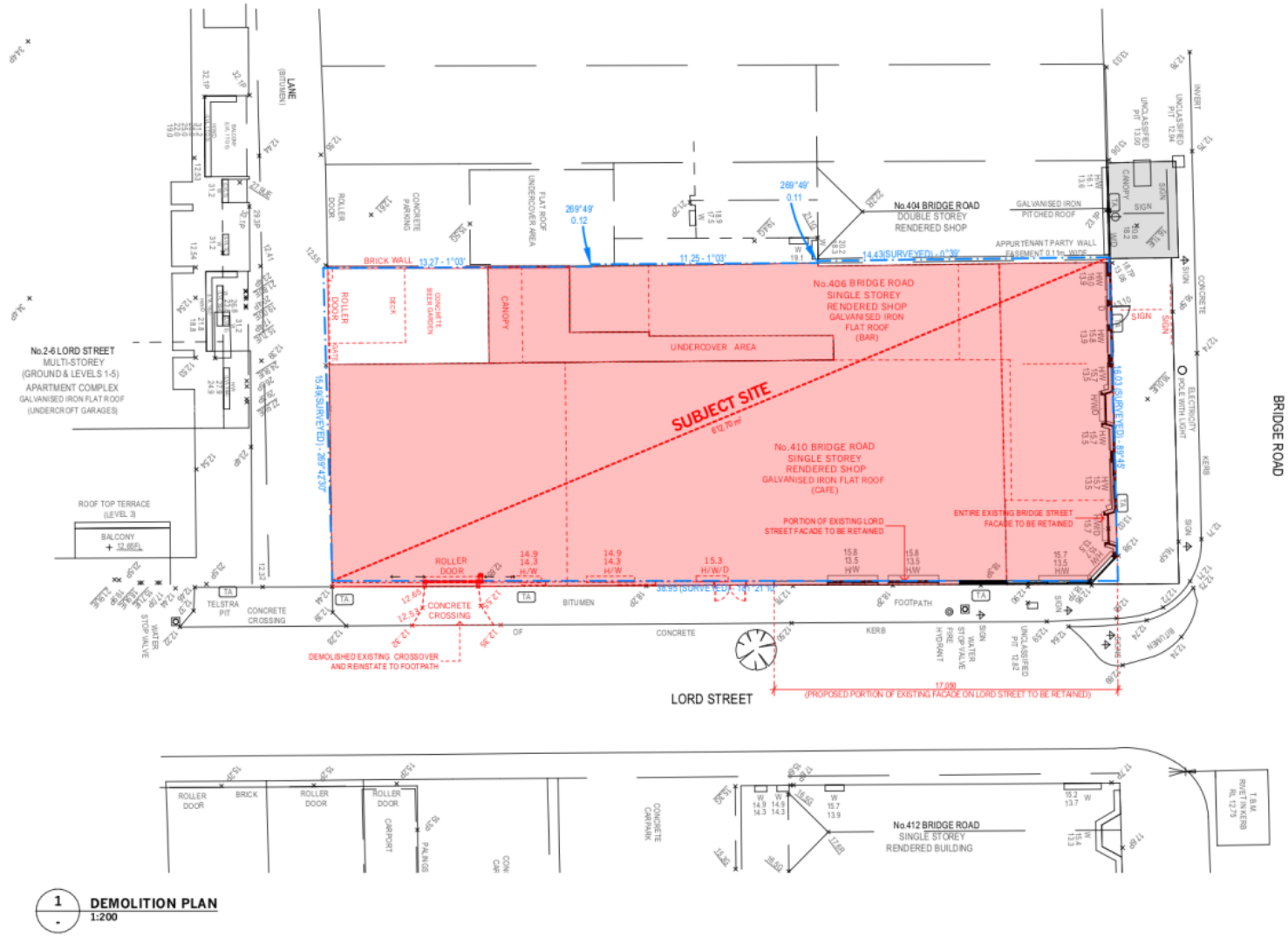
ID	DATE	REVISION
	17/12/2020	TOWN PLANNING SUBMISSION
A	30/09/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

ID	DATE	REVISION

Agenda Page 819

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP0-103
DRAWING NAME: EXISTING SITE PLAN
REVISION: B
STAGE: TP

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1 / - **DEMOLITION PLAN**
1:200

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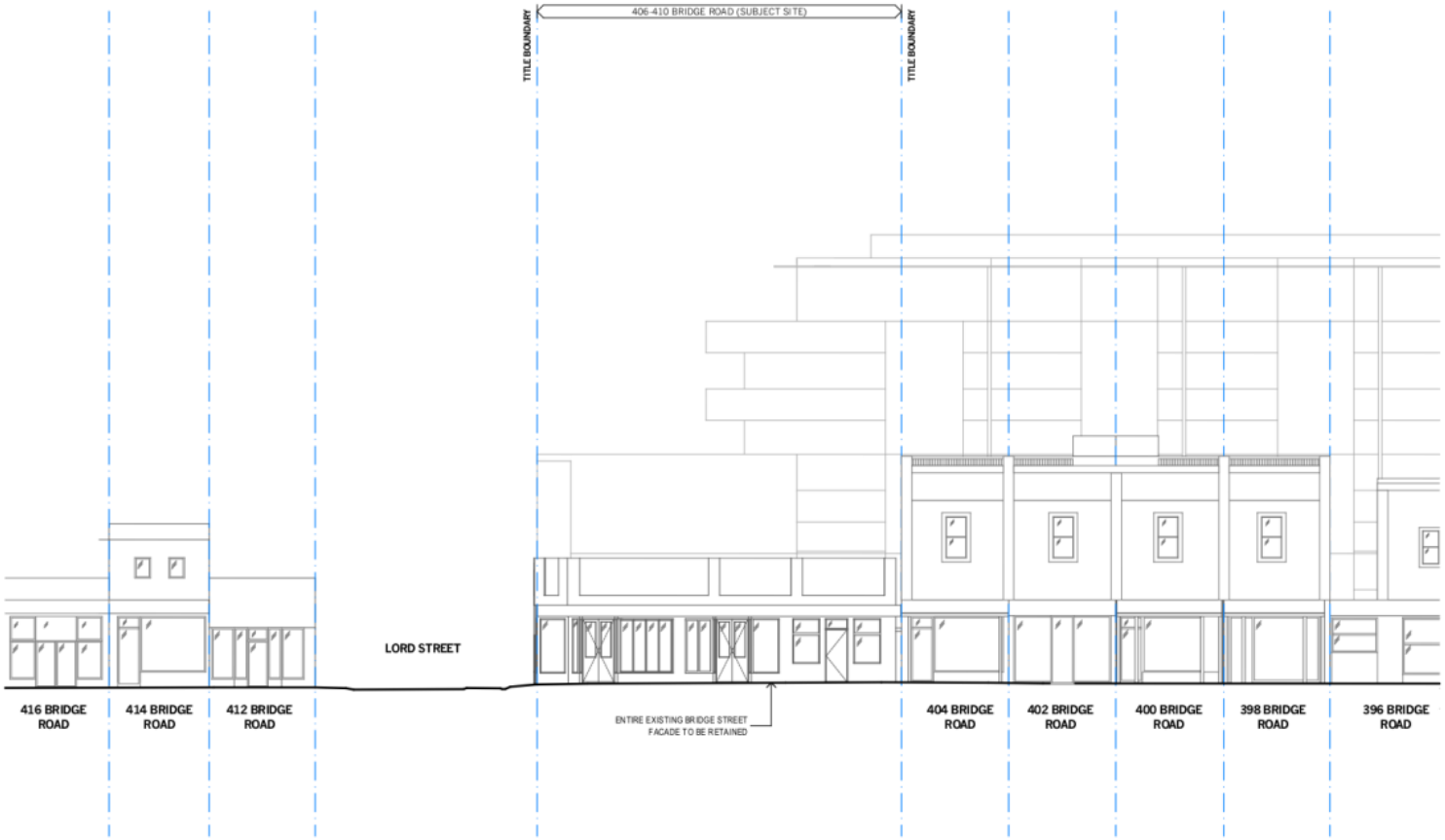
ID	DATE	REVISION
A	17/12/2020	TOWN PLANNING SUBMISSION
B	03/03/2022	RFI REVISIONS

ID	DATE	REVISION

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO: TP0-104
DRAWING NAME: DEMOLITION PLAN
REVISION: B
STAGE: TP

Agenda Page 820

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1 / - EXISTING BRIDGE RD STREETSCAPE ELEVATION
1:200

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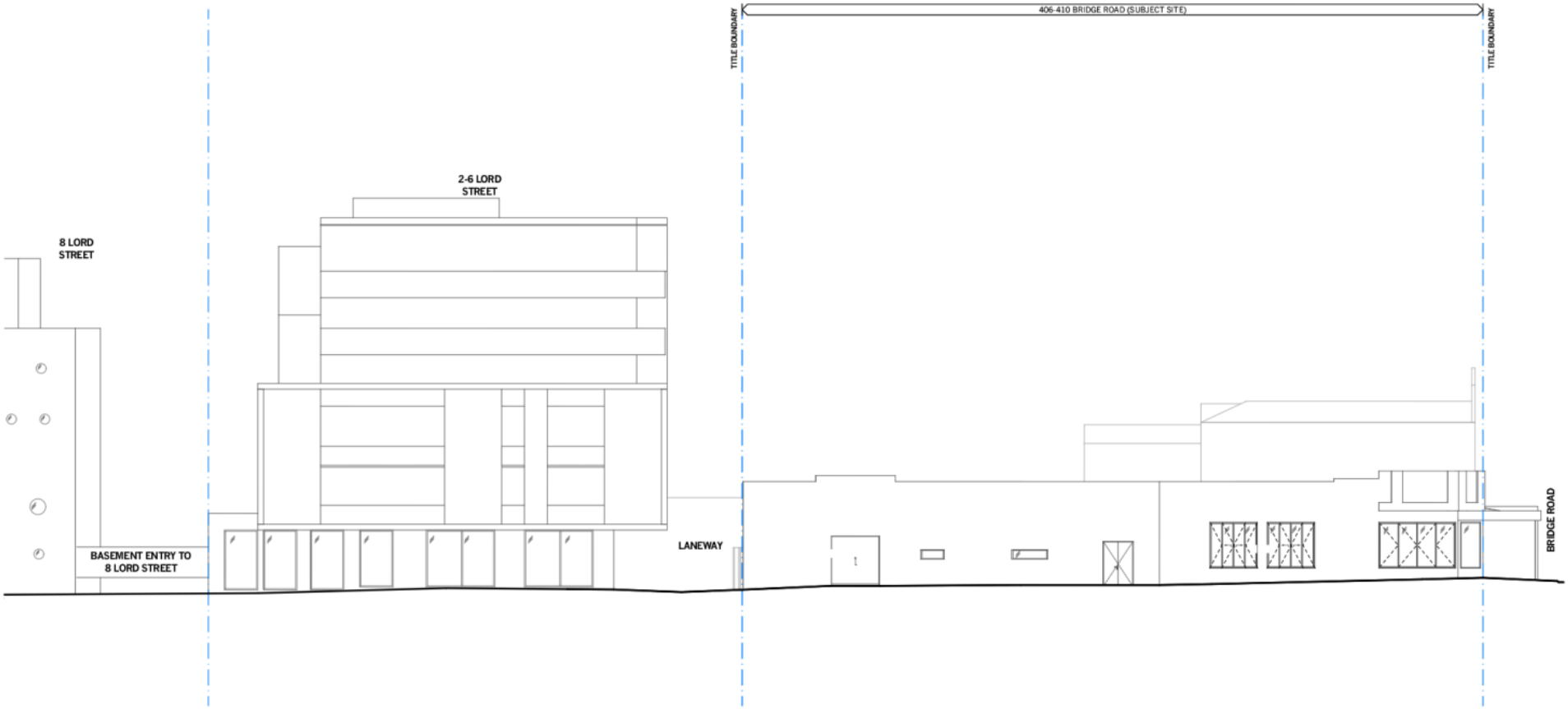
ID	DATE	REVISION
	17/12/2020	TOWN PLANNING SUBMISSION
A	31/05/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

ID	DATE	REVISION

Agenda Page 821

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP0-105
REVISION: B
DRAWING NAME: EXISTING BRIDGE ROAD STREETSCAPE ELEVATION
STAGE: TP

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1 / - EXISTING LORD ST STREETSCAPE ELEVATION
1:200

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A	17/12/2020	TOWN PLANNING SUBMISSION
B	03/03/2022	RFI REVISIONS

Agenda Page 822

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP0-106
DRAWING NAME: EXISTING LORD STREET STREETSCAPE ELEVATION
REVISION: B
STAGE: TP

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1 / - DEMOLITION LORD ST STREETSCAPE ELEVATION
1:200

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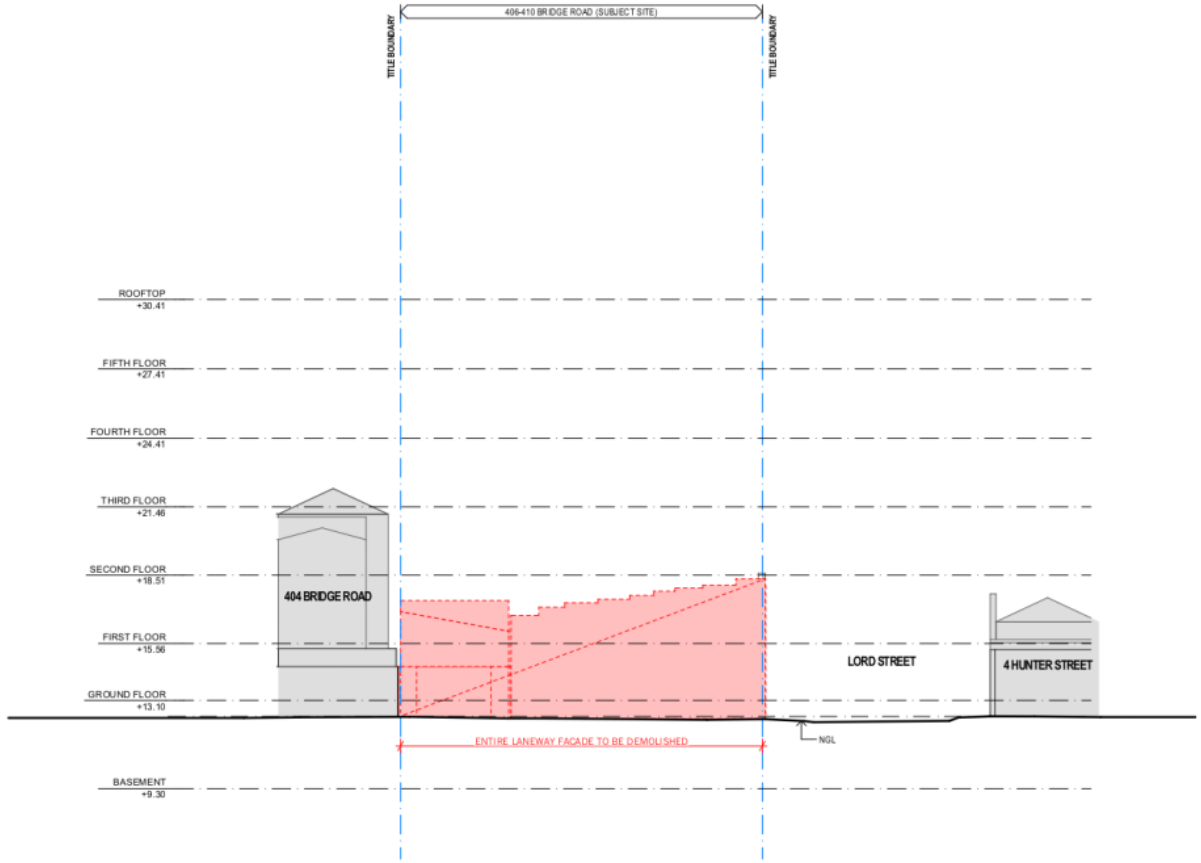
NORTH POINT

ID	DATE	REVISION
A	17/12/2020	TOWN PLANNING SUBMISSION
B	08/03/2022	RFI REVISIONS

Agenda Page 823

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP0-107
DRAWING NAME: DEMOLITION LORD STREET STREETSCAPE ELEVATION
REVISION: B
STAGE: TP

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS



1 / - **DEMOLITION SOUTH ELEVATION**
1:200

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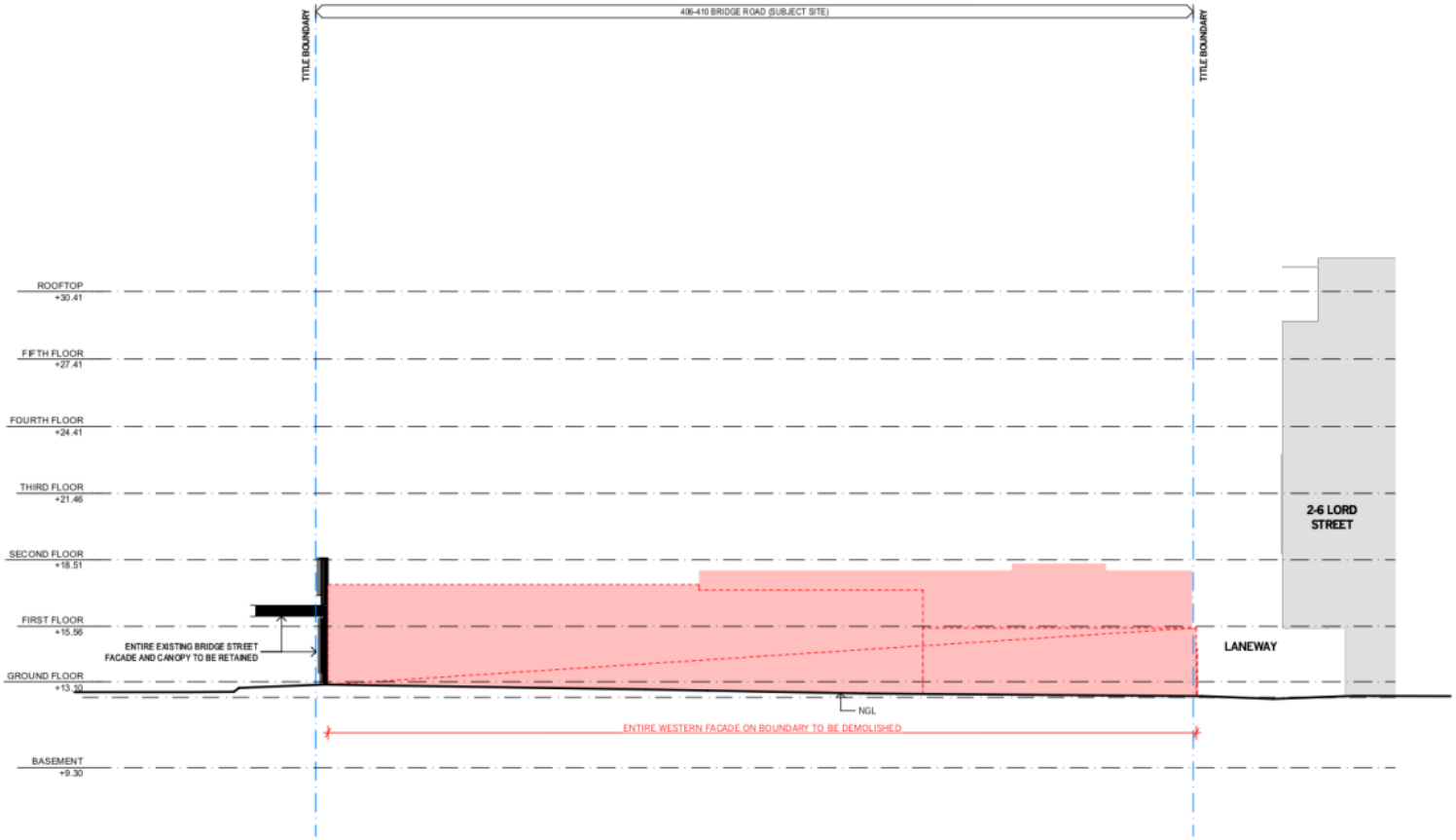
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ID	DATE	REVISION
A	17/12/2020	TOWN PLANNING SUBMISSION
B	03/03/2022	RFI REVISIONS

Agenda Page 824

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP0-108
DRAWING NAME: DEMOLITION SOUTH ELEVATION
REVISION: B
STAGE: TP

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS



1 / - **DEMOLITION WEST ELEVATION**
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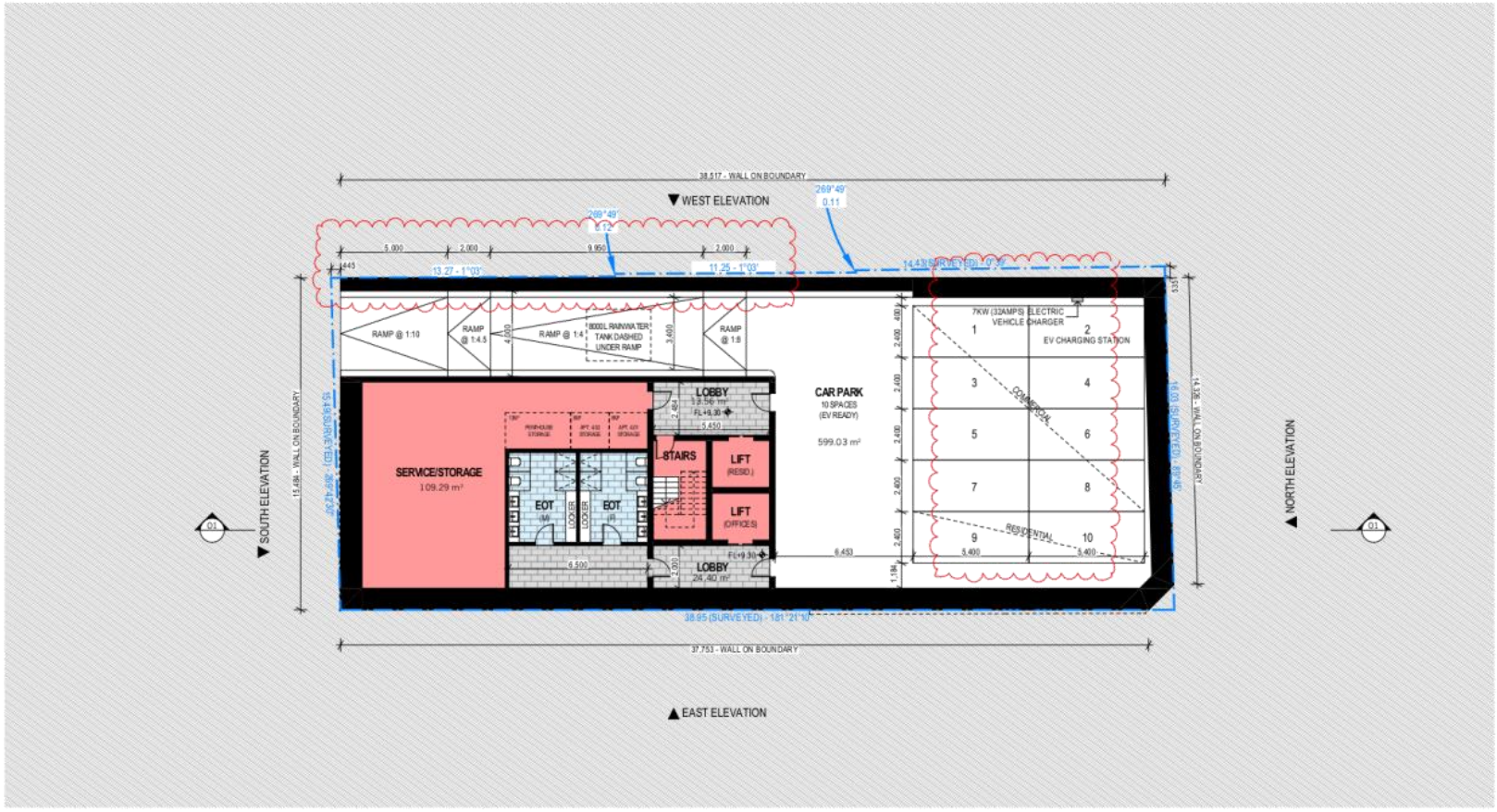
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ID	DATE	REVISION
	17/12/2020	TOWN PLANNING SUBMISSION
A	30/09/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

Agenda Page 825

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP0-109
DRAWING NAME: DEMOLITION WEST ELEVATION
REVISION: B
STAGE: TP

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS



1 / - **BASEMENT PLAN**
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87M²	3.4 X 3.05M / 3 X 3M	21M² / YES	2.7M / YES	19.2M² / 1.42M / NO	YES	11M³ / 8M² / YES
4.02 / 2 BED 2 BATH / 105.36M²	3.4 X 3.1M / 3 X 3.1M	23M² / YES	2.7M / YES	19.2M² / 2.00M / YES	YES	13M³ / 8M² / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93M²	4.91 X 3M / 3.4 X 3M	35M² / YES	2.7M / YES	106.4M² / 2.00M / YES	YES	26.9M³ / 13M² / YES

DEVELOPMENT SUMMARY

LAND AREA	612.36	NO. OF STOREY (AG)	6
SITE COVERAGE	599.03	NO. OF STOREY (BG)	1
GFA	3562.59	NO. OF APARTMENTS	3
NLA/NSA	1890.35	NO. OF 1 BED	0
COMMERCIAL	375.77	NO. OF 2 BED	3
OFFICE	1129.42	NO. OF 3 BED	0
APARTMENTS	385.16	NO. OF CAR PARK	10
EXTERNAL	383.06	NO. OF BIKE	16

LEVEL	GFA	COMMERCIAL	OFFICE	APARTMENTS	EXTERNAL	CORE/SERVICE	COMMON
BASEMENT	599.03	0	0	0	0	139.79	459.24
GROUND FLOOR	599.03	375.77	0	0	0	62.76	160.5
FIRST FLOOR	599.03	0	458.17	0	0	35.79	105.07
SECOND FLOOR	507.95	0	439.67	0	18.58	35.79	13.91
THIRD FLOOR	489.45	0	231.58	0	209.61	35.79	12.47
FOURTH FLOOR	281.28	0	0	183.23	38.4	35.79	23.86
FIFTH FLOOR	256.32	0	0	201.93	22.77	28.56	3.06
ROOFTOP	230.3	0	0	0	93.7	63.87	53.13
TOTAL	3962.59	375.77	1129.42	385.16	383.06	457.94	831.24

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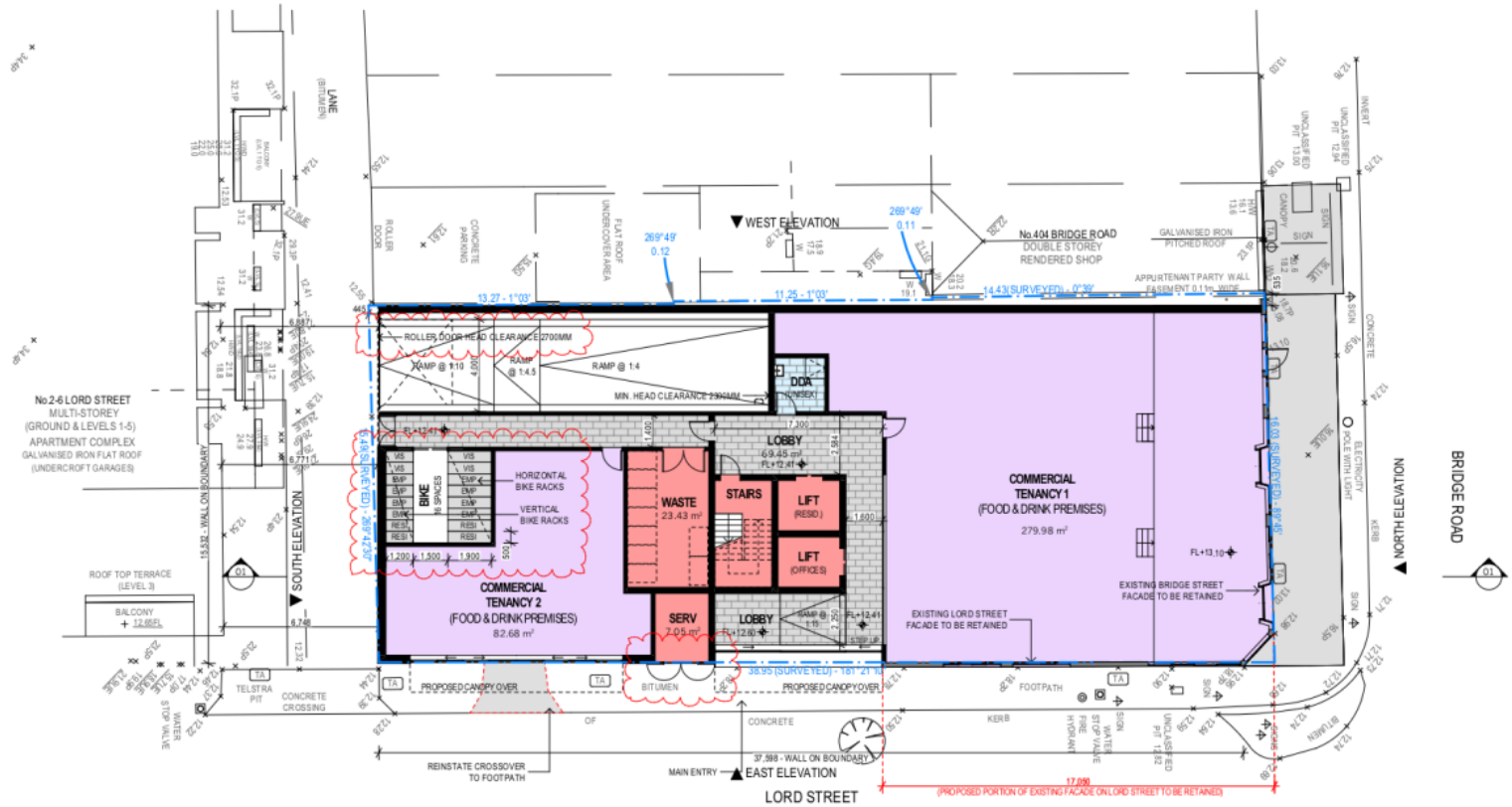
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A	17/12/2020	TOWN PLANNING SUBMISSION
B	03/03/2022	RFI REVISIONS

Agenda Page 826

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP1-101
DRAWING NAME: BASEMENT PLAN
REVISION: B
STAGE: TP

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS



1 - GROUND FLOOR PLAN
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87M²	3.4 X 3.05M / 3 X 3M	21M² / YES	2.7M / YES	19.2M² / 1.42M / NO	YES	11M³ / 8M² / YES
4.02 / 2 BED 2 BATH / 105.36M²	3.4 X 3.1M / 3 X 3.1M	23M² / YES	2.7M / YES	19.2M² / 2.00M / YES	YES	13M³ / 8M² / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93M²	4.91 X 3M / 3.4 X 3M	35M² / YES	2.7M / YES	106.4M² / 2.00M / YES	YES	26.9M³ / 13M² / YES

DEVELOPMENT SUMMARY

LAND AREA	612.36	NO. OF STOREY (AG)	6
SITE COVERAGE	599.03	NO. OF STOREY (BG)	1
GFA	3562.59	NO. OF APARTMENTS	3
NLA/NSA	1890.35	NO. OF 1 BED	0
COMMERCIAL	375.77	NO. OF 2 BED	3
OFFICE	1129.42	NO. OF 3 BED	0
APARTMENTS	385.16	NO. OF CAR PARK	10
EXTERNAL	383.06	NO. OF BIKE	16

LEVEL	GFA	COMMERCIAL	OFFICE	APARTMENTS	EXTERNAL	CORE/SERVICE	COMMON
BASEMENT	599.03	0	0	0	0	139.79	459.24
GROUND FLOOR	599.03	375.77	0	0	0	62.76	160.5
FIRST FLOOR	599.03	0	458.17	0	0	35.79	105.07
SECOND FLOOR	507.95	0	439.67	0	18.58	35.79	13.91
THIRD FLOOR	489.45	0	231.58	0	209.61	35.79	12.47
FOURTH FLOOR	281.28	0	0	183.23	38.4	35.79	23.86
FIFTH FLOOR	256.32	0	0	201.93	22.77	28.56	3.06
ROOFTOP	230.3	0	0	0	93.7	83.87	53.13
TOTAL	3962.59	375.77	1129.42	385.16	383.06	457.94	831.24

TOWN PLANNING

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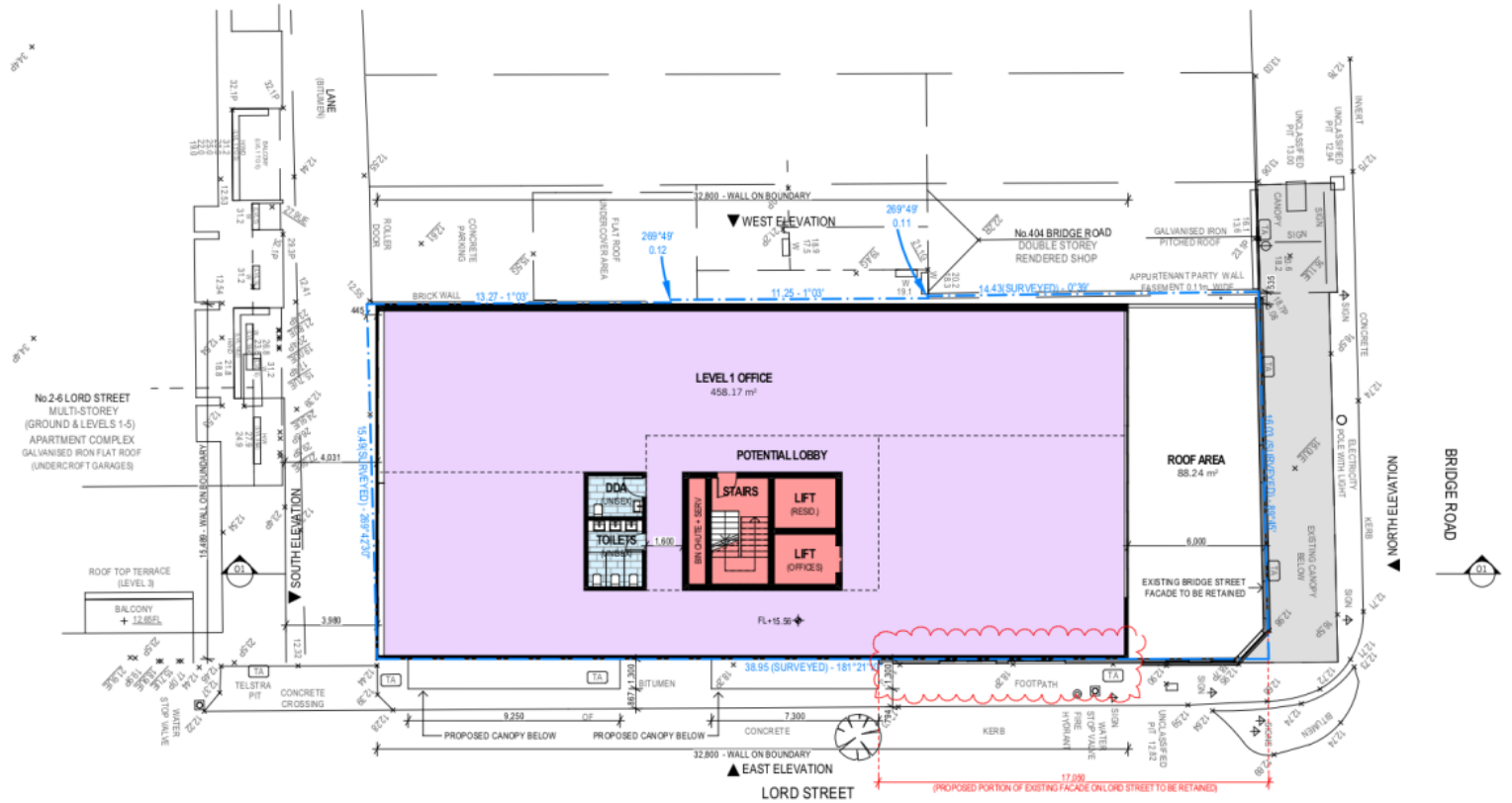
NORTH POINT

ID	DATE	REVISION
A	17/12/2020	TOWN PLANNING SUBMISSION
B	03/03/2022	RFI REVISIONS

Agenda Page 827

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP1-102
DRAWING NAME: GROUND FLOOR PLAN
REVISION: B
STAGE: TP

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS



1 - FIRST FLOOR PLAN
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87M²	3.4 X 3.05M / 3 X 3M	21M² / YES	2.7M / YES	19.2M² / 1.42M / NO	YES	11M³ / 8M² / YES
4.02 / 2 BED 2 BATH / 105.36M²	3.4 X 3.1M / 3 X 3.1M	23M² / YES	2.7M / YES	19.2M² / 2.00M / YES	YES	13M³ / 8M² / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93M²	4.91 X 3M / 3.4 X 3M	35M² / YES	2.7M / YES	106.4M² / 2.00M / YES	YES	26.9M³ / 13M² / YES

DEVELOPMENT SUMMARY

LAND AREA	612.36	NO. OF STOREY (AG)	6
SITE COVERAGE	599.03	NO. OF STOREY (BG)	1
GFA	3562.59	NO. OF APARTMENTS	3
NLA/NSA	1890.35	NO. OF 1 BED	0
COMMERCIAL	375.77	NO. OF 2 BED	3
OFFICE	1129.42	NO. OF 3 BED	0
APARTMENTS	385.16	NO. OF CAR PARK	10
EXTERNAL	383.06	NO. OF BIKE	16

LEVEL	GFA	COMMERCIAL	OFFICE	APARTMENTS	EXTERNAL	CORE/SERVICE	COMMON
BASEMENT	599.03	0	0	0	0	139.79	459.24
GROUND FLOOR	599.03	375.77	0	0	0	62.76	160.5
FIRST FLOOR	599.03	0	458.17	0	0	35.79	105.07
SECOND FLOOR	507.95	0	439.67	0	18.58	35.79	13.91
THIRD FLOOR	489.45	0	231.58	0	209.61	35.79	12.47
FOURTH FLOOR	281.28	0	0	183.23	38.4	35.79	23.86
FIFTH FLOOR	256.32	0	0	201.93	22.77	28.56	3.06
ROOFTOP	230.5	0	0	0	93.7	83.67	53.13
TOTAL	3962.59	375.77	1129.42	385.16	383.06	457.94	831.24

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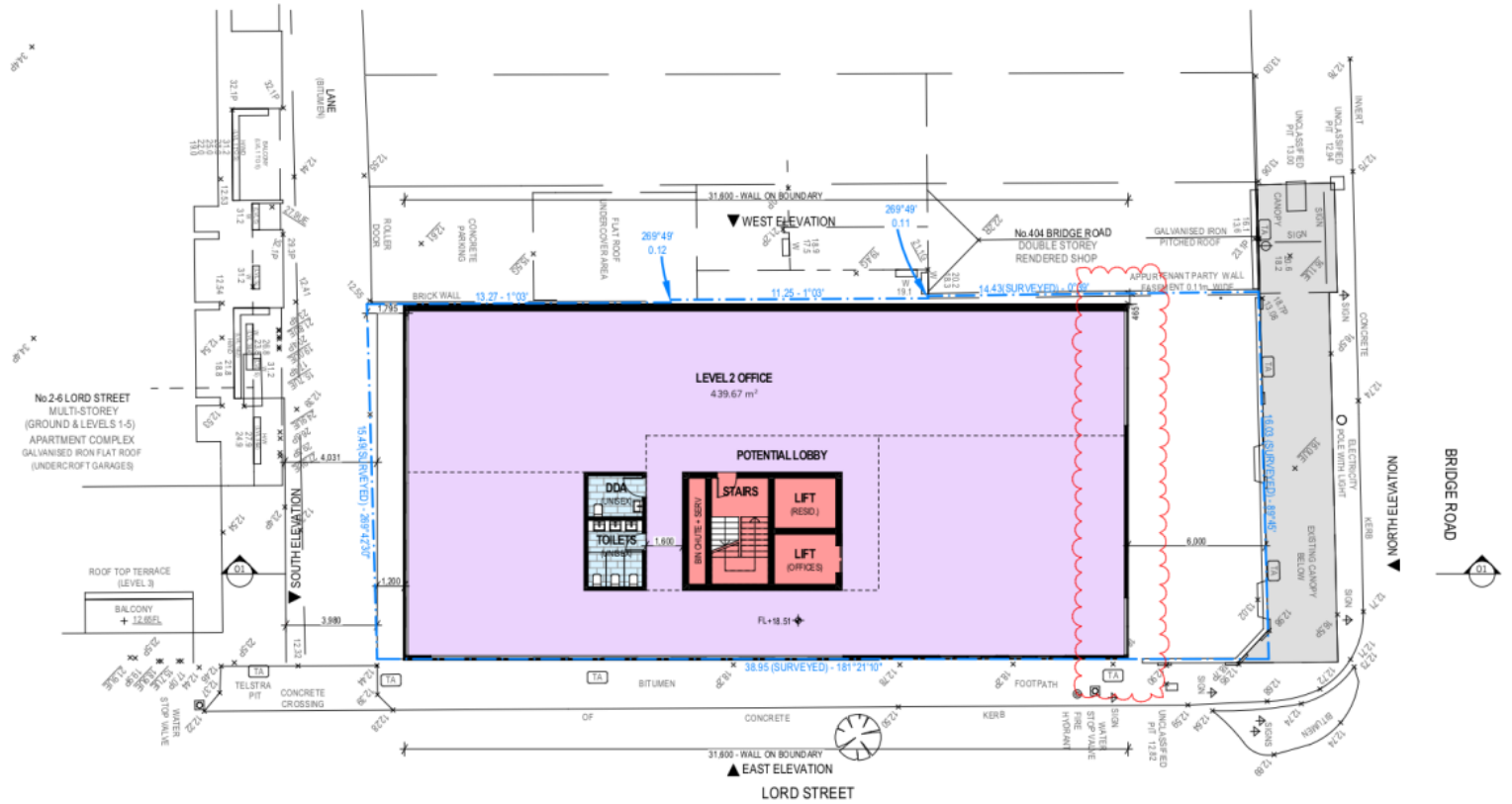
NORTH POINT

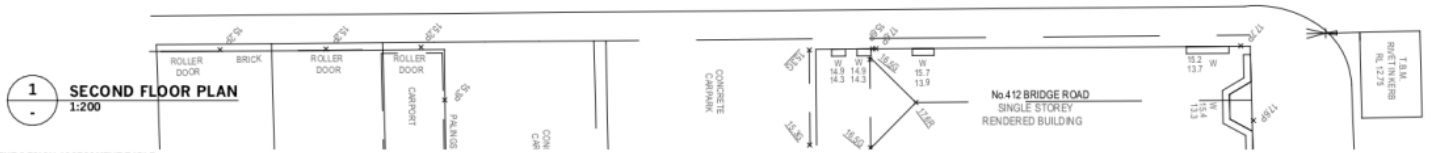
ID	DATE	REVISION
A	17/12/2020	TOWN PLANNING SUBMISSION
B	03/03/2022	RFI REVISIONS

Agenda Page 828

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO: TP1-103
DRAWING NAME: FIRST FLOOR PLAN
REVISION: B
STAGE: TP

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS





1 - SECOND FLOOR PLAN
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87M²	3.4 X 3.05M / 3 X 3M	21M² / YES	2.7M / YES	19.2M² / 1.42M / NO	YES	11M³ / 8M² / YES
4.02 / 2 BED 2 BATH / 105.36M²	3.4 X 3.1M / 3 X 3.1M	23M² / YES	2.7M / YES	19.2M² / 2.00M / YES	YES	13M³ / 8M² / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93M²	4.91 X 3M / 3.4 X 3M	35M² / YES	2.7M / YES	106.4M² / 2.00M / YES	YES	26.9M³ / 13M² / YES

DEVELOPMENT SUMMARY

LAND AREA	612.36	NO. OF STOREY (AG)	6
SITE COVERAGE	599.03	NO. OF STOREY (BG)	1
GFA	3562.59	NO. OF APARTMENTS	3
NLA/NSA	1890.35	NO. OF 1 BED	0
COMMERCIAL	375.77	NO. OF 2 BED	3
OFFICE	1129.42	NO. OF 3 BED	0
APARTMENTS	385.16	NO. OF CAR PARK	10
EXTERNAL	383.06	NO. OF BIKE	16

LEVEL	GFA	COMMERCIAL	OFFICE	APARTMENTS	EXTERNAL	CORE/SERVICE	COMMON
BASEMENT	599.03	0	0	0	0	139.79	459.24
GROUND FLOOR	599.03	375.77	0	0	0	62.76	160.5
FIRST FLOOR	599.03	0	458.17	0	0	35.79	105.07
SECOND FLOOR	507.95	0	439.67	0	18.58	35.79	13.91
THIRD FLOOR	489.45	0	231.58	0	209.61	35.79	12.47
FOURTH FLOOR	281.28	0	0	183.23	38.4	35.79	23.86
FIFTH FLOOR	256.32	0	0	201.93	22.77	28.56	3.06
ROOFTOP	230.5	0	0	0	93.7	83.67	53.13
TOTAL	3562.59	375.77	1129.42	385.16	383.06	457.94	831.24

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NORTH POINT

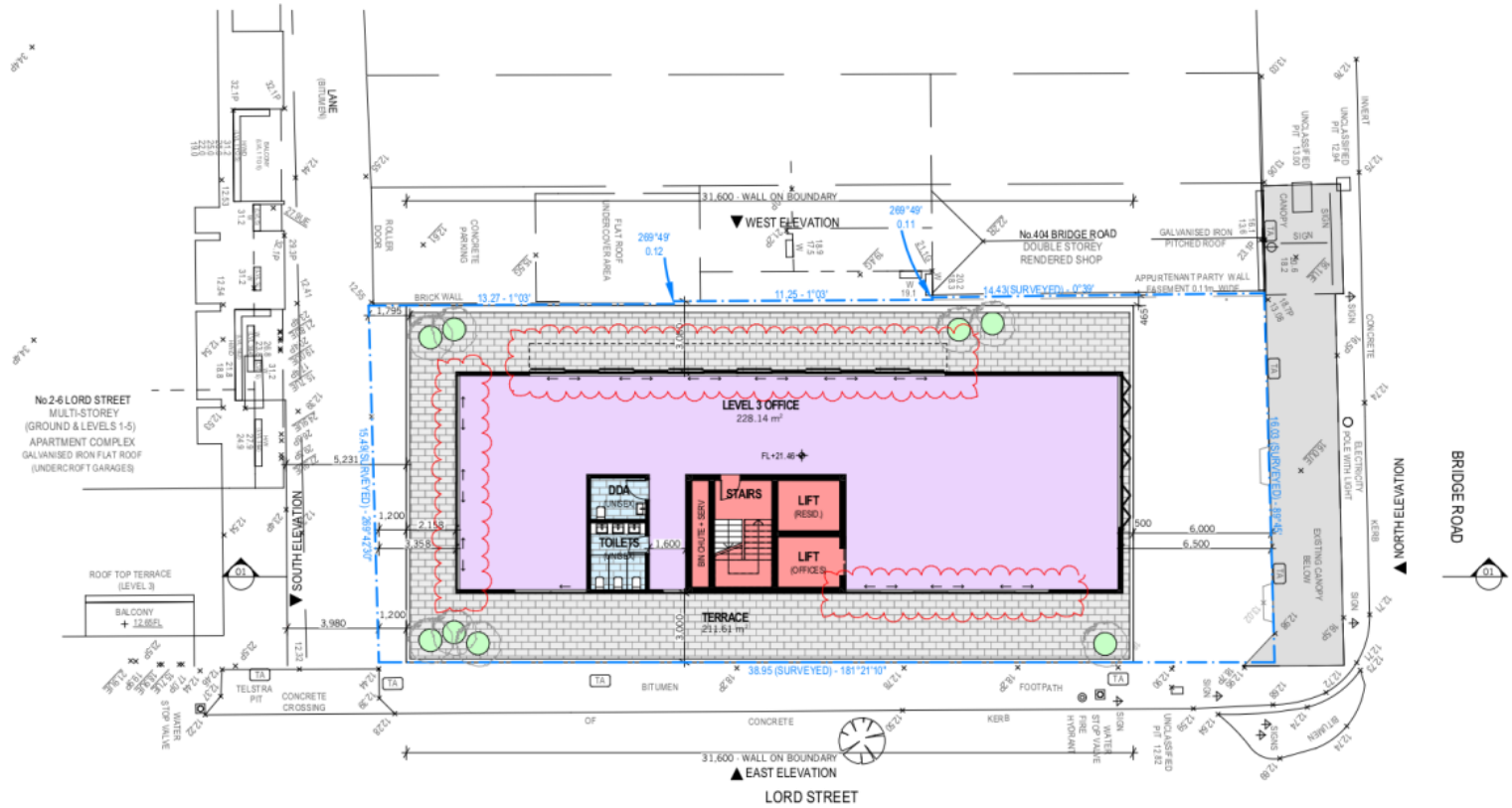
ID	DATE	REVISION
	17/12/2020	TOWN PLANNING SUBMISSION
A	26/08/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

ID	DATE	REVISION

Agenda Page 829

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP1-104
DRAWING NAME: SECOND FLOOR PLAN
REVISION: B
STAGE: TP

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS



1 - THIRD FLOOR PLAN
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87M²	3.4 X 3.05M / 3 X 3M	21M² / YES	2.7M / YES	19.2M² / 1.42M / NO	YES	11M³ / 8M² / YES
4.02 / 2 BED 2 BATH / 105.36M²	3.4 X 3.1M / 3 X 3.1M	23M² / YES	2.7M / YES	19.2M² / 2.00M / YES	YES	13M³ / 8M² / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93M²	4.91 X 3M / 3.4 X 3M	35M² / YES	2.7M / YES	106.4M² / 2.00M / YES	YES	26.9M³ / 13M³ / YES

DEVELOPMENT SUMMARY

LAND AREA	612.36	NO. OF STOREY (AG)	6
SITE COVERAGE	599.03	NO. OF STOREY (BG)	1
GFA	3562.59	NO. OF APARTMENTS	3
NLA/NSA	1890.35	NO. OF 1 BED	0
COMMERCIAL	375.77	NO. OF 2 BED	3
OFFICE	1129.42	NO. OF 3 BED	0
APARTMENTS	385.16	NO. OF CAR PARK	10
EXTERNAL	383.06	NO. OF BIKE	16

LEVEL	GFA	COMMERCIAL	OFFICE	APARTMENTS	EXTERNAL	CORE/SERVICE	COMMON
BASEMENT	599.03	0	0	0	0	139.79	459.24
GROUND FLOOR	599.03	375.77	0	0	0	62.76	160.5
FIRST FLOOR	599.03	0	458.17	0	0	35.79	105.07
SECOND FLOOR	507.95	0	439.67	0	18.58	35.79	13.91
THIRD FLOOR	489.45	0	231.58	0	209.61	35.79	12.47
FOURTH FLOOR	281.28	0	0	183.23	38.4	35.79	23.86
FIFTH FLOOR	256.32	0	0	201.93	22.77	28.56	3.06
ROOFTOP	230.5	0	0	0	93.7	83.67	53.13
TOTAL	3962.59	375.77	1129.42	385.16	383.06	457.94	831.24

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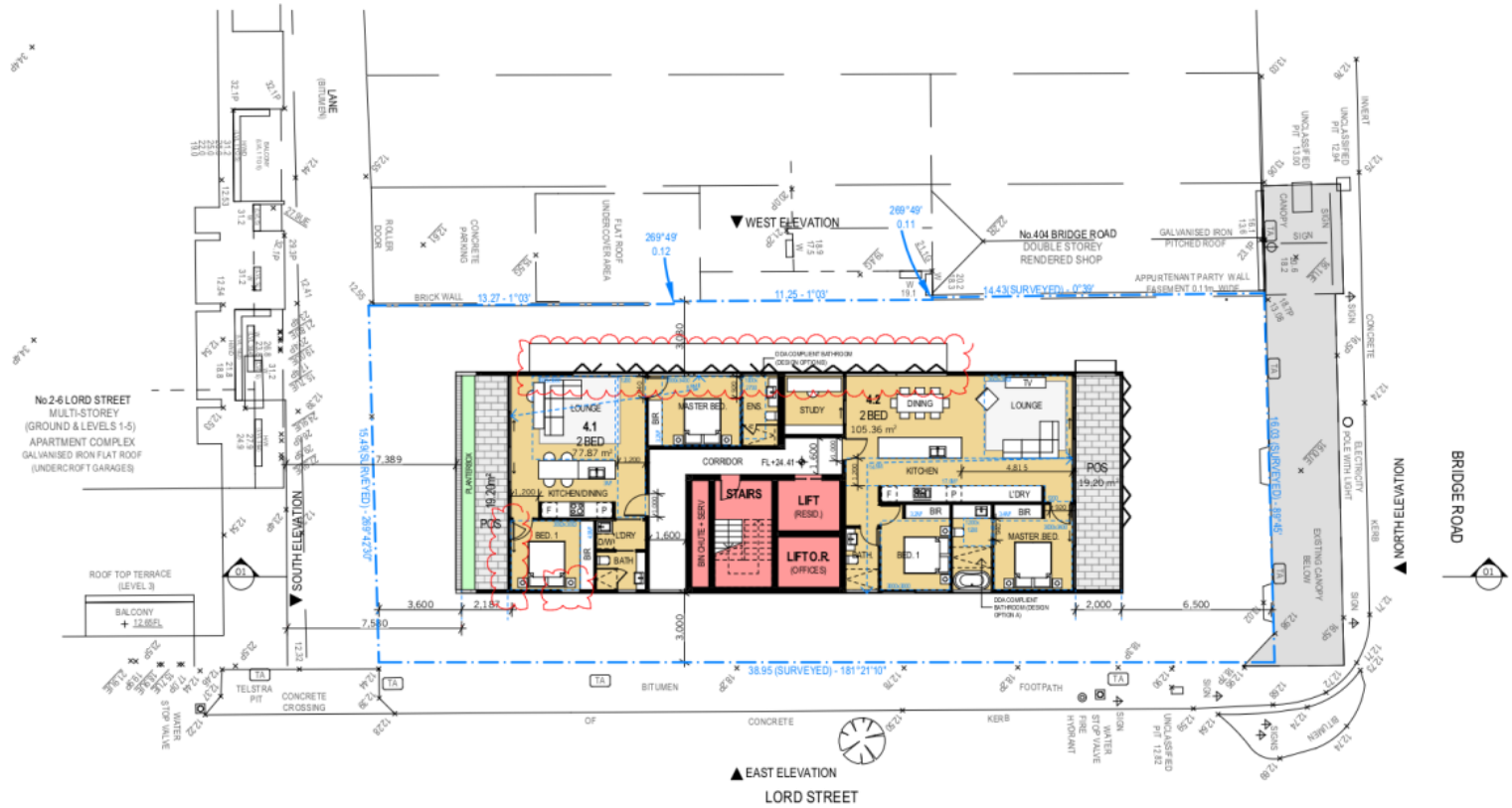
NORTH POINT

ID	DATE	REVISION
A	17/12/2020	TOWN PLANNING SUBMISSION
B	03/03/2022	RFI REVISIONS

Agenda Page 830

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP1-105
DRAWING NAME: THIRD FLOOR PLAN
REVISION: B
STAGE: TP

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS



1 - FOURTH FLOOR PLAN
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87M²	3.4 X 3.05M / 3 X 3M	21M² / YES	2.7M / YES	19.2M² / 1.42M / NO	YES	11M³ / 8M² / YES
4.02 / 2 BED 2 BATH / 105.36M²	3.4 X 3.1M / 3 X 3.1M	23M² / YES	2.7M / YES	19.2M² / 2.00M / YES	YES	13M³ / 8M² / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93M²	4.91 X 3M / 3.4 X 3M	35M² / YES	2.7M / YES	106.4M² / 2.00M / YES	YES	26.9M³ / 13M² / YES

DEVELOPMENT SUMMARY

LAND AREA	612.36	NO. OF STOREY (AG)	6
SITE COVERAGE	599.03	NO. OF STOREY (BG)	1
GFA	3562.59	NO. OF APARTMENTS	3
NLA/NSA	1890.35	NO. OF 1 BED	0
COMMERCIAL	375.77	NO. OF 2 BED	3
OFFICE	1129.42	NO. OF 3 BED	0
APARTMENTS	385.16	NO. OF CAR PARK	10
EXTERNAL	383.06	NO. OF BIKE	16

LEVEL	GFA	COMMERCIAL	OFFICE	APARTMENTS	EXTERNAL	CORE/SERVICE	COMMON
BASEMENT	599.03	0	0	0	0	139.79	459.24
GROUND FLOOR	599.03	375.77	0	0	0	62.76	160.5
FIRST FLOOR	599.03	0	458.17	0	0	35.79	105.07
SECOND FLOOR	507.95	0	439.67	0	18.58	35.79	13.91
THIRD FLOOR	489.45	0	231.58	0	209.61	35.79	12.47
FOURTH FLOOR	281.28	0	0	183.23	38.4	35.79	23.86
FIFTH FLOOR	256.32	0	0	201.93	22.77	28.56	3.06
ROOFTOP	230.5	0	0	0	93.7	83.67	53.13
TOTAL	3562.59	375.77	1129.42	385.16	383.06	457.94	831.24

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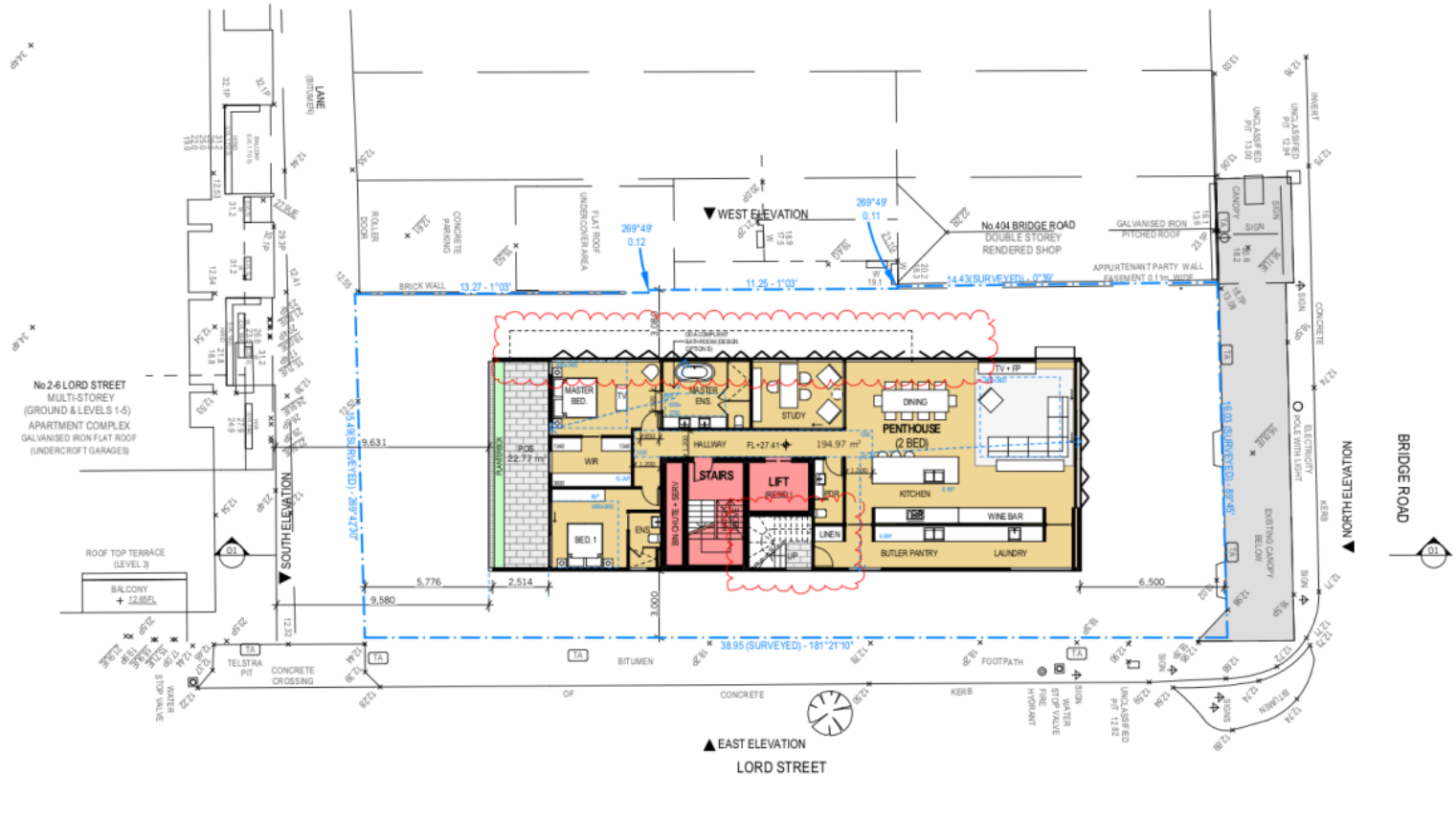
NORTH POINT

ID	DATE	REVISION
	17/12/2020	TOWN PLANNING SUBMISSION
A	26/08/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

Agenda Page 831

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO: TP1-106
DRAWING NAME: FOURTH FLOOR PLAN
REVISION: B
STAGE: TP

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS



1 - FIFTH FLOOR PLAN
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87M²	3.4 X 3.05M / 3 X 3M	21M² / YES	2.7M / YES	19.2M² / 1.42M / NO	YES	11M³ / 8M² / YES
4.02 / 2 BED 2 BATH / 105.36M²	3.4 X 3.1M / 3 X 3.1M	23M² / YES	2.7M / YES	19.2M² / 2.00M / YES	YES	13M³ / 8M² / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93M²	4.91 X 3M / 3.4 X 3M	35M² / YES	2.7M / YES	106.4M² / 2.00M / YES	YES	26.9M³ / 13M² / YES

DEVELOPMENT SUMMARY

LAND AREA	612.36	NO. OF STOREY (AG)	6
SITE COVERAGE	599.03	NO. OF STOREY (BG)	1
GFA	3562.59	NO. OF APARTMENTS	3
NLA/NSA	1890.35	NO. OF 1 BED	0
COMMERCIAL	375.77	NO. OF 2 BED	3
OFFICE	1129.42	NO. OF 3 BED	0
APARTMENTS	385.16	NO. OF CAR PARK	10
EXTERNAL	383.06	NO. OF BIKE	16

LEVEL	GFA	COMMERCIAL	OFFICE	APARTMENTS	EXTERNAL	CORE/SERVICE	COMMON
BASEMENT	599.03	0	0	0	0	139.79	459.24
GROUND FLOOR	599.03	375.77	0	0	0	62.76	160.5
FIRST FLOOR	599.03	0	458.17	0	0	35.79	105.07
SECOND FLOOR	507.95	0	439.67	0	18.58	35.79	13.91
THIRD FLOOR	489.45	0	231.58	0	209.61	35.79	12.47
FOURTH FLOOR	281.28	0	0	183.23	38.4	35.79	23.86
FIFTH FLOOR	256.32	0	0	201.93	22.77	28.56	3.06
ROOFTOP	230.5	0	0	0	93.7	63.67	53.13
TOTAL	3562.59	375.77	1129.42	385.16	383.06	457.94	831.24

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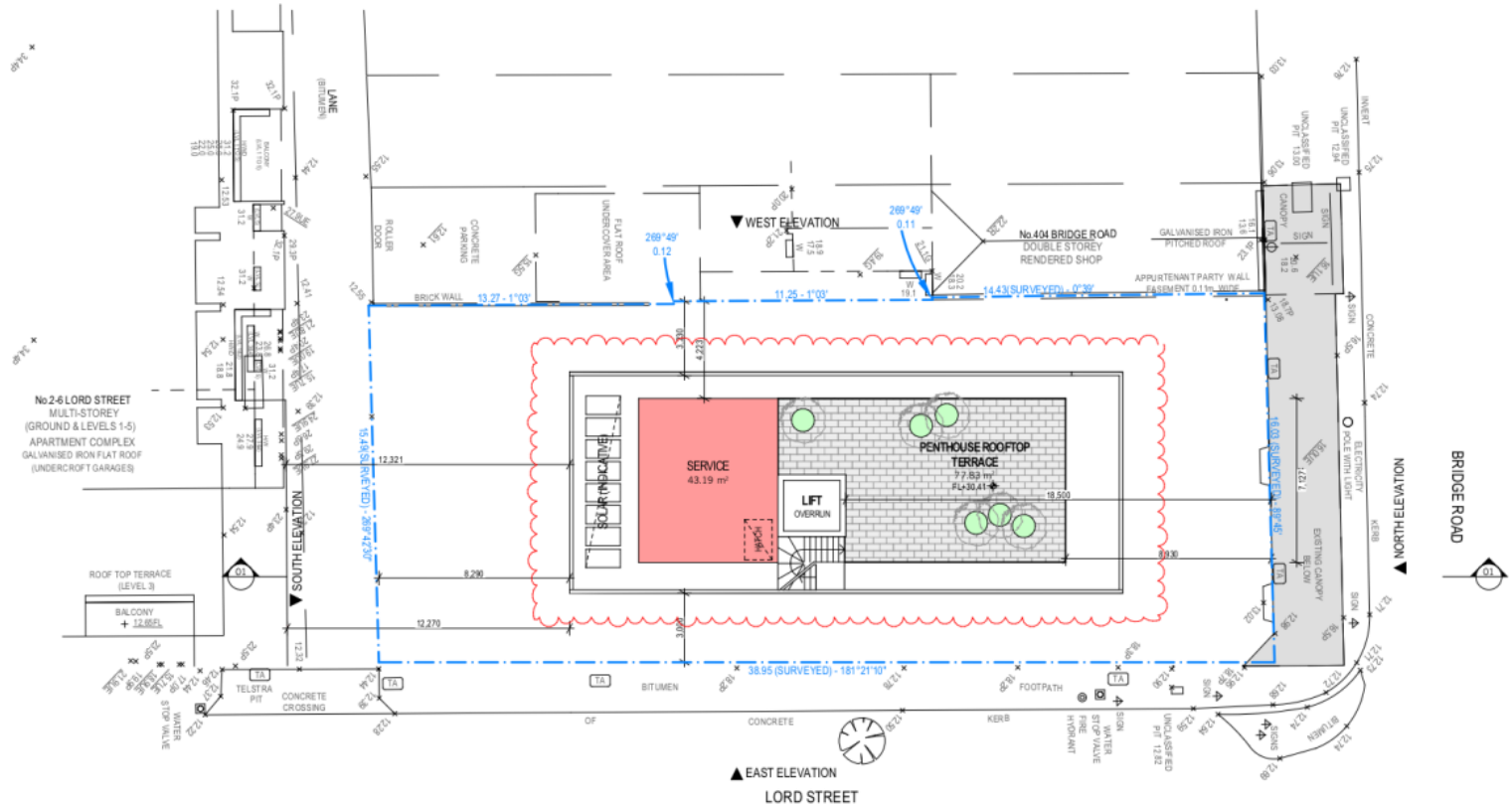
NORTH POINT

ID	DATE	REVISION
A	17/12/2020	TOWN PLANNING SUBMISSION
B	03/03/2022	RFI REVISIONS

Agenda Page 832

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP1-107
DRAWING NAME: FIFTH FLOOR PLAN
REVISION: B
STAGE: TP

Attachment 12 - PLN20/0683 - 406 - 410 Bridge Road Richmond - S57A Amended plans received by Council 4 March 2022 - DECISION PLANS



1 - ROOF PLAN
1:200

BETTER APARTMENT DESIGN ASSESSMENT TABLE

APARTMENT OVERVIEW APT. NO. / TYPE / SIZE	BEDROOM MAIN DIM. / OTHER DIM.	LIVING AREAS AREA / WIDTH MIN. 3.6M	OTHER INTERNAL CEILING HEIGHT / NAT. CROSS VENTILATION	PRIVATE OPEN SPACE BALC. SIZE / MIN. DEPTH / COMPLY	ACCESSIBILITY	STORAGE INT. / EXT. / COMPLY
4.01 / 2 BED 2 BATH / 77.87M²	3.4 X 3.05M / 3 X 3M	21M² / YES	2.7M / YES	19.2M² / 1.42M / NO	YES	11M³ / 8M² / YES
4.02 / 2 BED 2 BATH / 105.36M²	3.4 X 3.1M / 3 X 3.1M	23M² / YES	2.7M / YES	19.2M² / 2.00M / YES	YES	13M³ / 8M² / YES
PENTHOUSE / 2 BED 2.5 BATH / 201.93M²	4.91 X 3M / 3.4 X 3M	35M² / YES	2.7M / YES	106.4M² / 2.00M / YES	YES	26.9M³ / 13M² / YES

DEVELOPMENT SUMMARY

LAND AREA	612.36	NO. OF STOREY (AG)	6
SITE COVERAGE	599.03	NO. OF STOREY (BG)	1
GFA	3562.59	NO. OF APARTMENTS	3
NLA/NSA	1890.35	NO. OF 1 BED	0
COMMERCIAL	375.77	NO. OF 2 BED	3
OFFICE	1129.42	NO. OF 3 BED	0
APARTMENTS	385.16	NO. OF CAR PARK	10
EXTERNAL	383.06	NO. OF BIKE	16

LEVEL	GFA	COMMERCIAL	OFFICE	APARTMENTS	EXTERNAL	CORE/SERVICE	COMMON
BASEMENT	599.03	0	0	0	0	139.79	459.24
GROUND FLOOR	599.03	375.77	0	0	0	62.76	160.5
FIRST FLOOR	599.03	0	458.17	0	0	35.79	105.07
SECOND FLOOR	507.95	0	439.67	0	18.58	35.79	13.91
THIRD FLOOR	489.45	0	231.58	0	209.61	35.79	12.47
FOURTH FLOOR	281.28	0	0	183.23	38.4	35.79	23.86
FIFTH FLOOR	256.32	0	0	201.93	22.77	28.56	3.06
ROOFTOP	230.5	0	0	0	93.7	83.67	53.13
TOTAL	3562.59	375.77	1129.42	385.16	383.06	457.94	831.24

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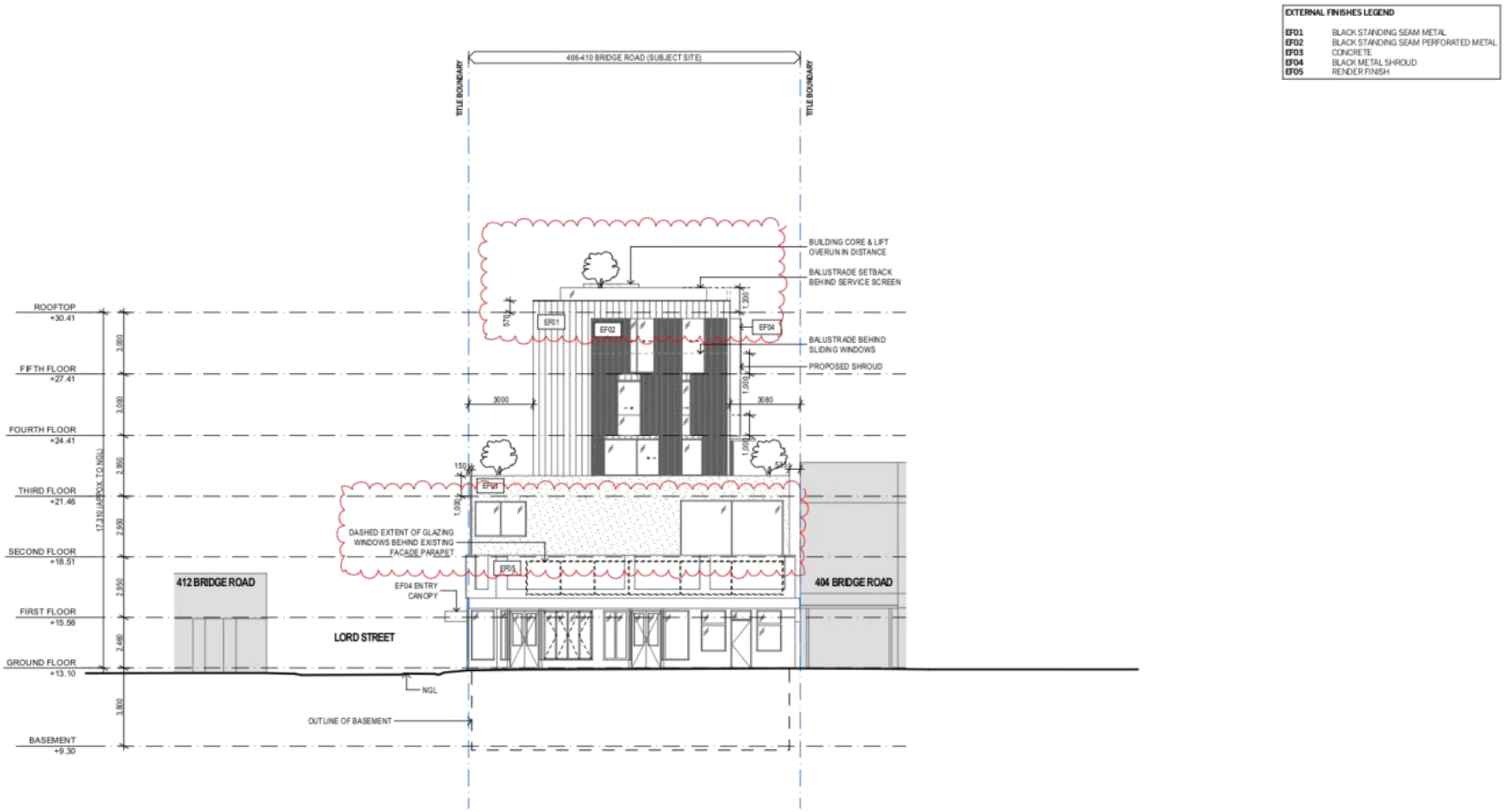
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ID	DATE	REVISION
A	17/12/2020	TOWN PLANNING SUBMISSION
B	03/03/2022	RFI REVISIONS

Agenda Page 833

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP1-108
DRAWING NAME: ROOFTOP TERRACE PLAN
REVISION: B
STAGE: TP

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1 / - NORTH ELEVATION
1:200

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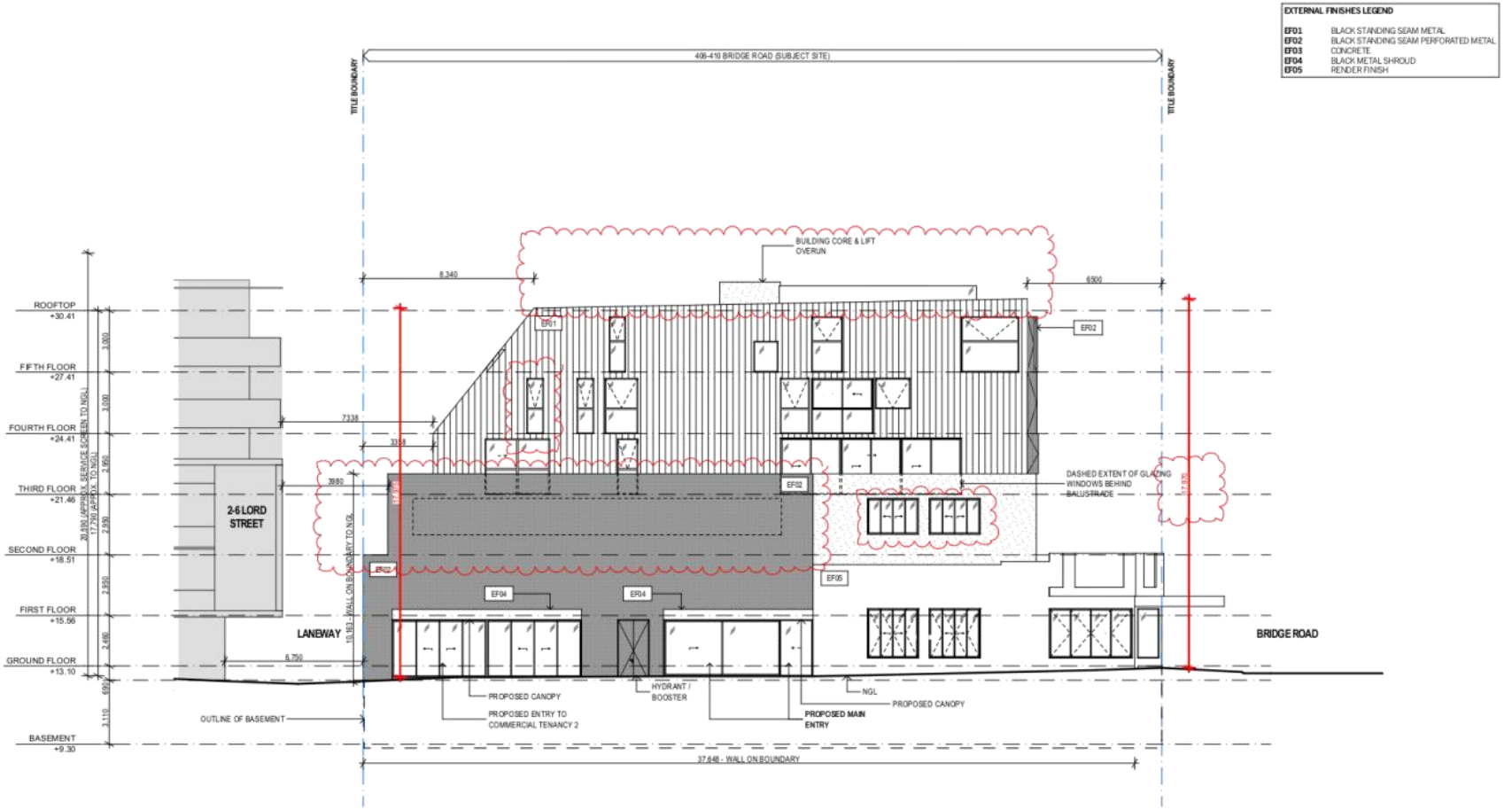
NORTH POINT

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	17/12/2020	TOWN PLANNING SUBMISSION
A	30/09/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

Agenda Page 834

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP2-101
DRAWING NAME: NORTH ELEVATION
REVISION: B
STAGE: TP

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1 / - **EAST ELEVATION**
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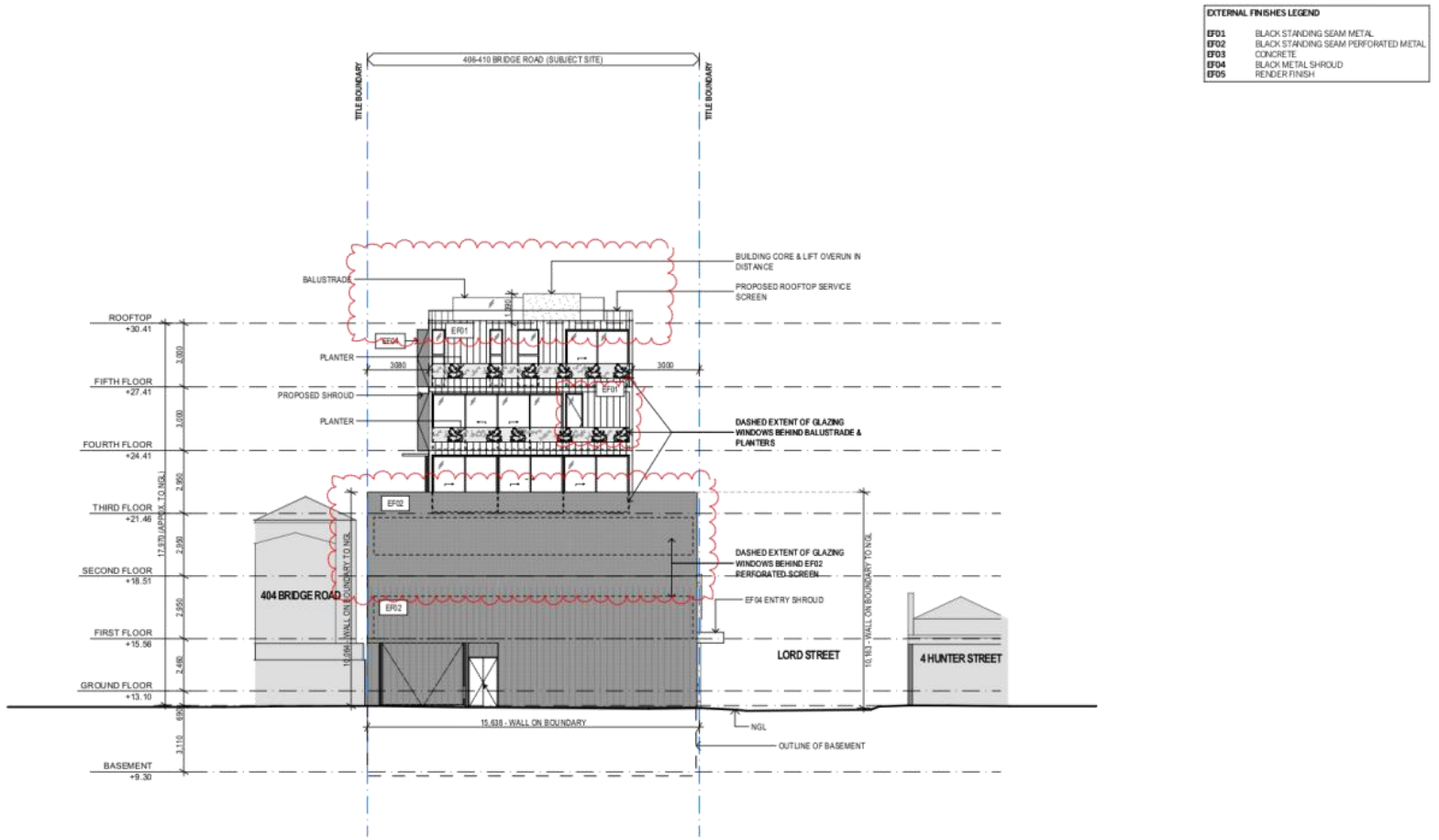
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ID	DATE	REVISION
	17/12/2020	TOWN PLANNING SUBMISSION
A	30/09/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

Agenda Page 835

PROJECT	406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.	P19010
SCALE	AS SHOWN @ A3
DATE	3/03/2022
DRAWING NO.	TP2-102
DRAWING NAME	EAST ELEVATION
REVISION	B
STAGE	TP

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1 / - SOUTH ELEVATION
1:200

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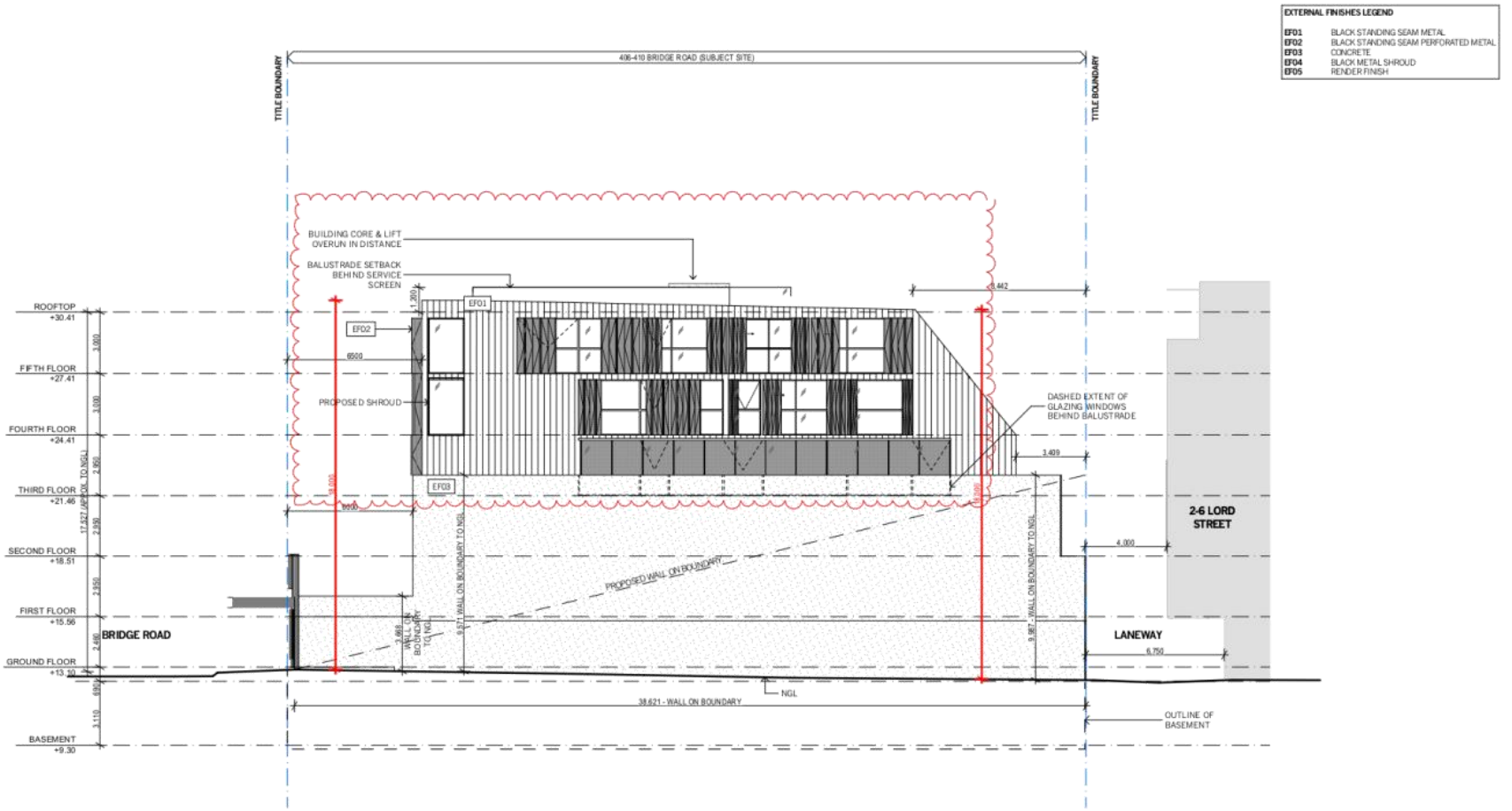
NORTH POINT

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A	17/12/2020	TOWN PLANNING SUBMISSION
B	03/03/2022	RFI REVISIONS

Agenda Page 836

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP2-103
DRAWING NAME: SOUTH ELEVATION
REVISION: B
STAGE: TP

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1 - WEST ELEVATION
1:200

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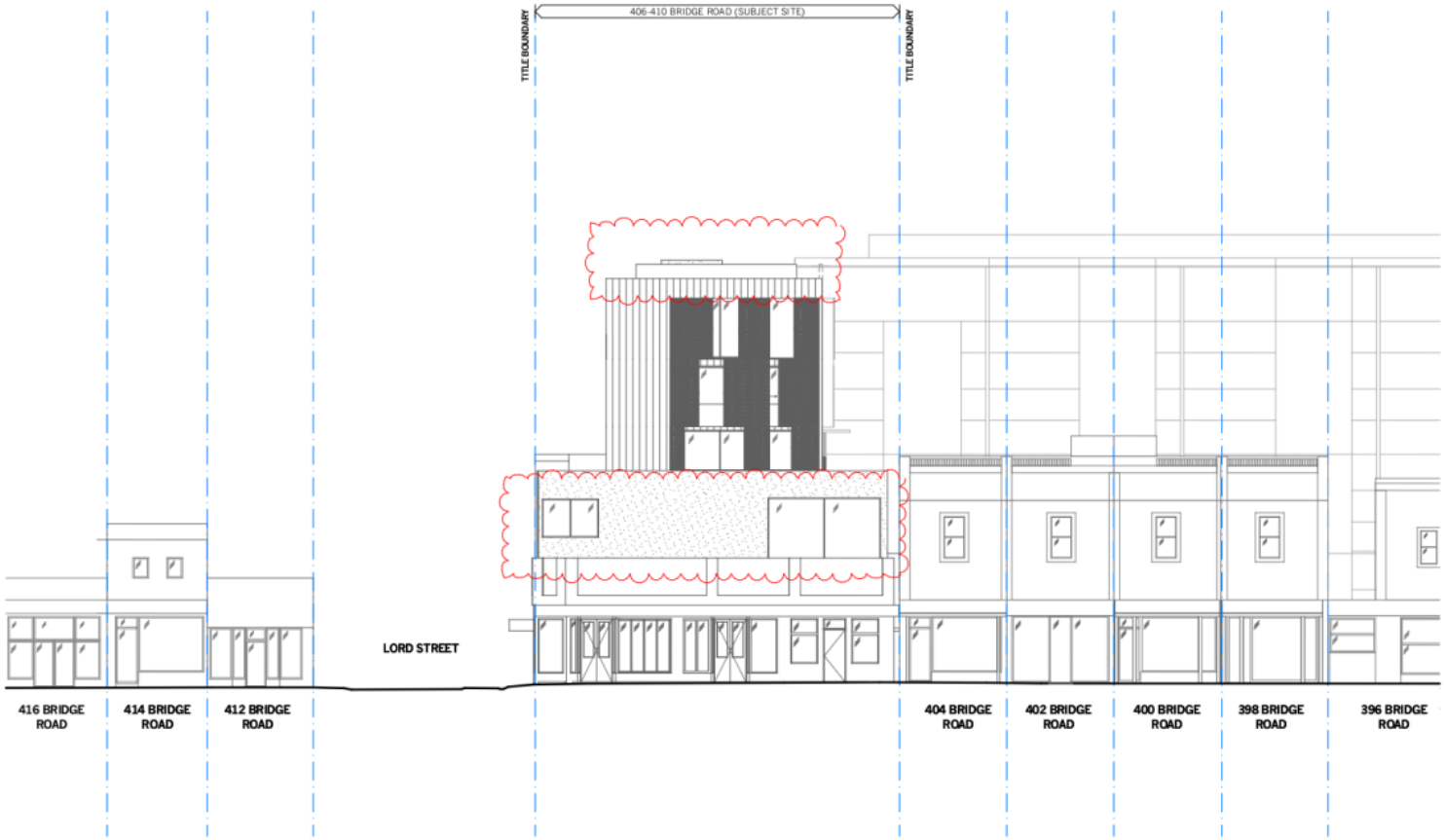
NORTH POINT

ID	DATE	REVISION
	17/12/2020	TOWN PLANNING SUBMISSION
A	31/05/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

Agenda Page 837

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP2-104
DRAWING NAME: WEST ELEVATION
REVISION: B
STAGE: TP

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1 / - PROPOSED BRIDGE RD STREETSCAPE ELEVATION
1:200

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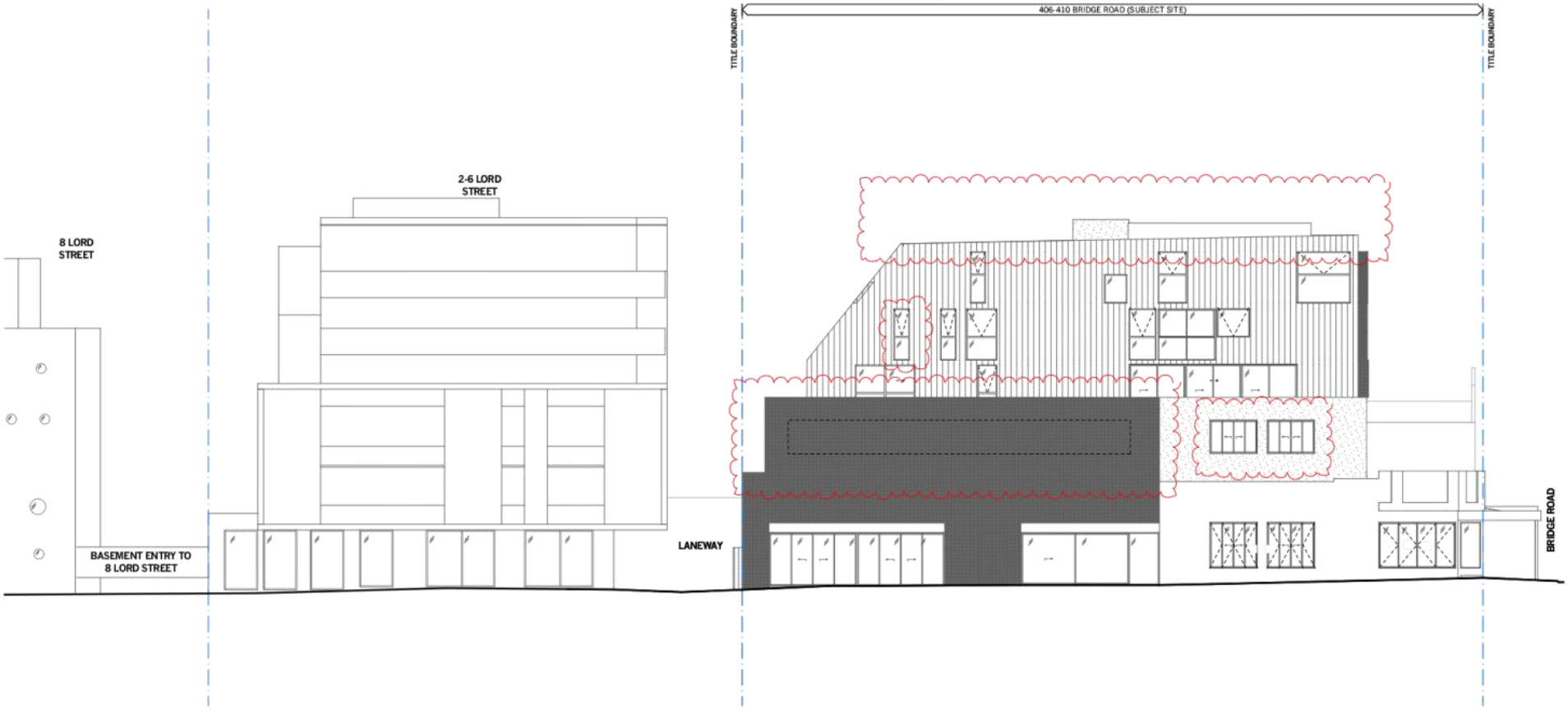
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-	17/12/2020	TOWN PLANNING SUBMISSION
A	31/05/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

Agenda Page 838

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP2-105
REVISION: B
DRAWING NAME: PROPOSED BRIDGE ROAD STREETSCAPE ELEVATION
STAGE: TP

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1 / - **PROPOSED LORD ST STREETSCAPE ELEVATION**
1:200

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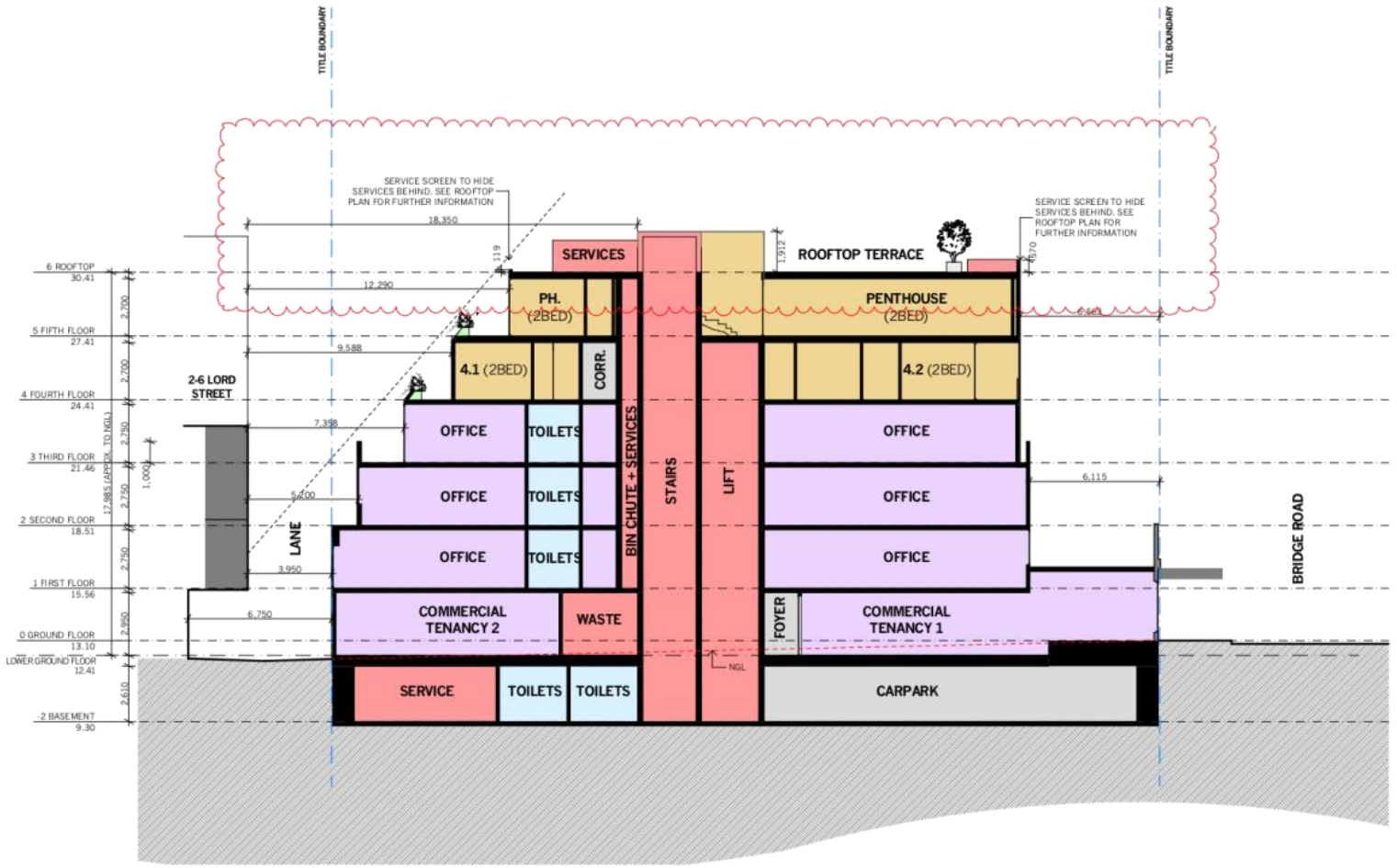
ID	DATE	REVISION
	17/12/2020	TOWN PLANNING SUBMISSION
A	30/09/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

ID	DATE	REVISION

Agenda Page 839

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP2-106
REVISION: B
DRAWING NAME: PROPOSED LORD STREET STREETSCAPE ELEVATION
STAGE: TP

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1 / - 01 SECTION
1:200

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	17/12/2020	TOWN PLANNING SUBMISSION
A	31/05/2021	RFI REVISIONS
B	08/03/2022	RFI REVISIONS

ID	DATE	REVISION

Agenda Page 840

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: AS SHOWN @ A3
DATE: 3/03/2022
DRAWING NO.: TP3-101
DRAWING NAME: PROPOSED SECTION
REVISION: B
STAGE: TP

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A	17/12/2020	TOWN PLANNING SUBMISSION
B	08/03/2022	RFI REVISIONS

Agenda Page 841

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: NTS
DRAWING NO.: TP5-119
REVISION: B
JOB NO.: P19010
DATE: 3/03/2022
DRAWING NAME: RENDER
STAGE: TP

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A	17/12/2020	TOWN PLANNING SUBMISSION
B	08/03/2022	RFI REVISIONS

Agenda Page 842

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: NTS
DRAWING NO.: TP5-120
REVISION: B
JOB NO.: P19010
DATE: 3/03/2022
DRAWING NAME: RENDER
STAGE: TP

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A	17/12/2020	TOWN PLANNING SUBMISSION
B	08/03/2022	RFI REVISIONS

Agenda Page 843

PROJECT	406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.	P19010
SCALE	NTS
DATE	3/03/2022
DRAWING NO.	TP5-121
DRAWING NAME	RENDER
REVISION	B
STAGE	TP

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B	03/03/2022	RFI REVISIONS

Agenda Page 844

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: NTS
DATE: 3/03/2022
DRAWING NO.: TP5-123
DRAWING NAME: RENDER
REVISION: B
STAGE: TP

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	17/12/2020	TOWN PLANNING SUBMISSION
A	26/05/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

Agenda Page 845

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: NTS
DRAWING NO.: TP5-124
REVISION: B
JOB NO.: P19010
DATE: 3/03/2022
DRAWING NAME: RENDER
STAGE: TP

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A	30/09/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

ID	DATE	REVISION

Agenda Page 846

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
JOB NO.: P19010
SCALE: NTS
DATE: 3/03/2022
DRAWING NO.: TP5-128
DRAWING NAME: RENDER
REVISION: B
STAGE: TP

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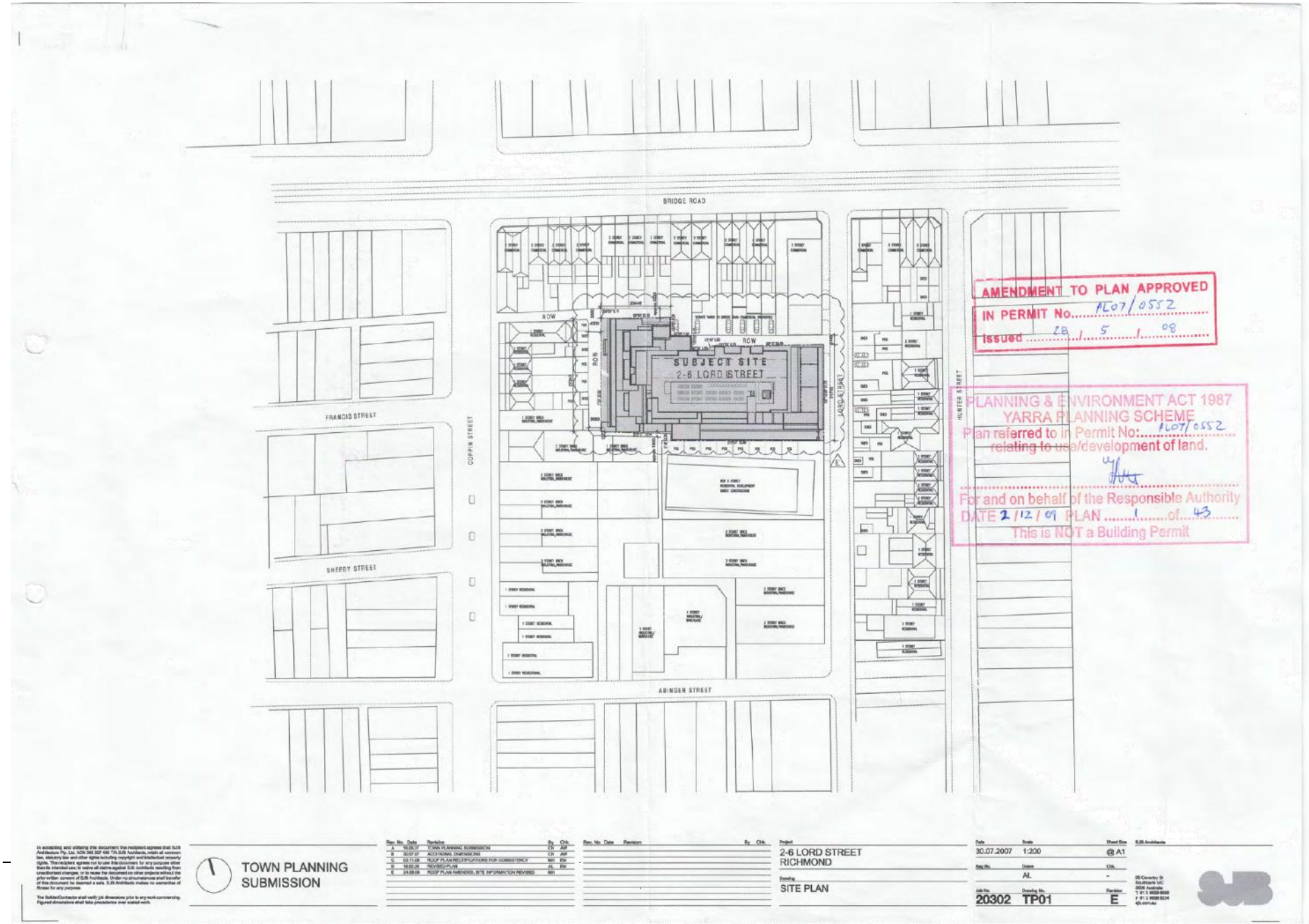
ID	DATE	REVISION
	17/12/2020	TOWN PLANNING SUBMISSION
A	31/05/2021	RFI REVISIONS
B	03/03/2022	RFI REVISIONS

ID	DATE	REVISION

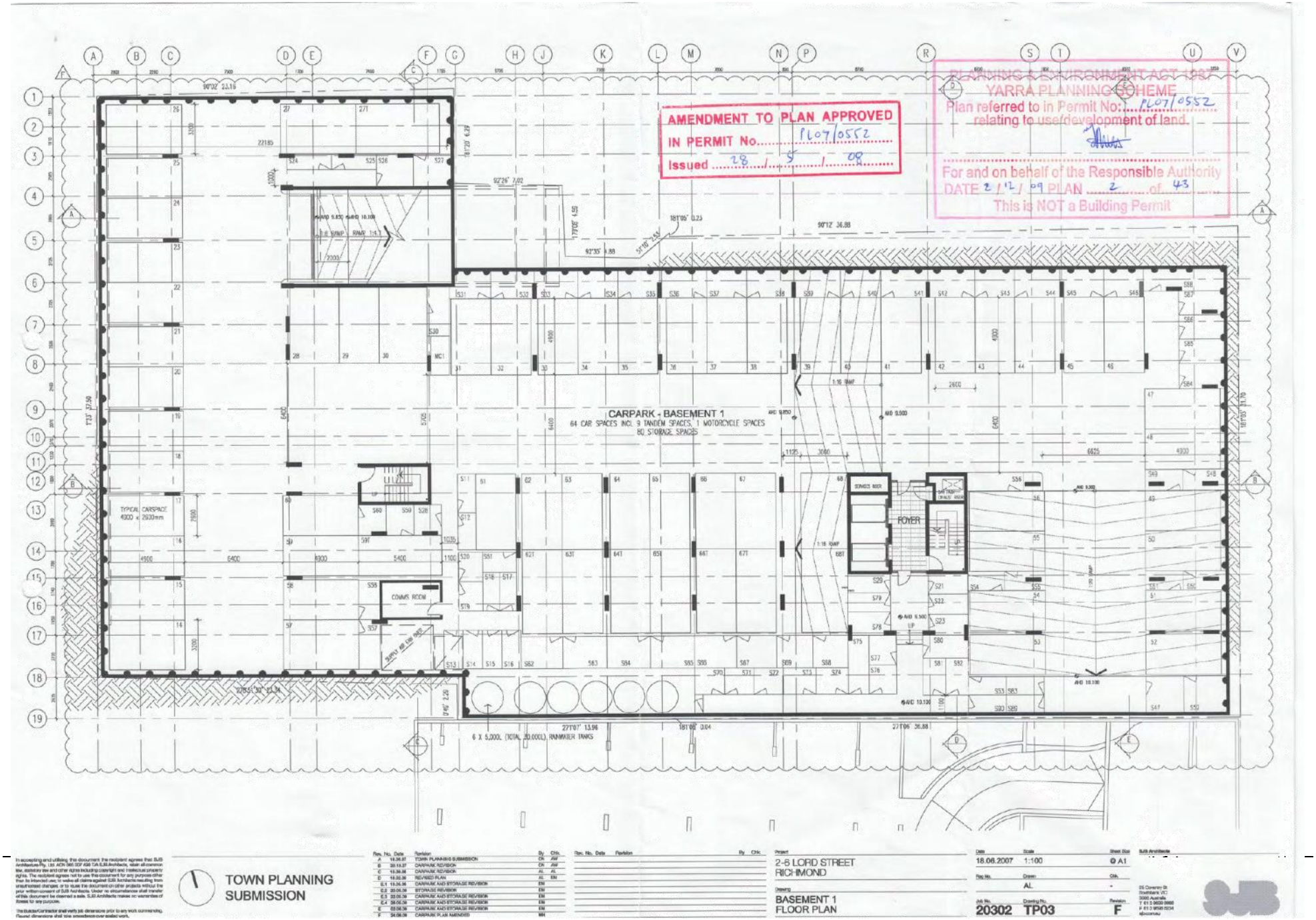
Agenda Page 847

PROJECT: 406-410 BRIDGE ROAD RICHMOND VIC 3125
SCALE: NTS
DRAWING NO.: TP5-129
REVISION: B
JOB NO.: P19010
DATE: 3/03/2022
DRAWING NAME: RENDER
STAGE: TP

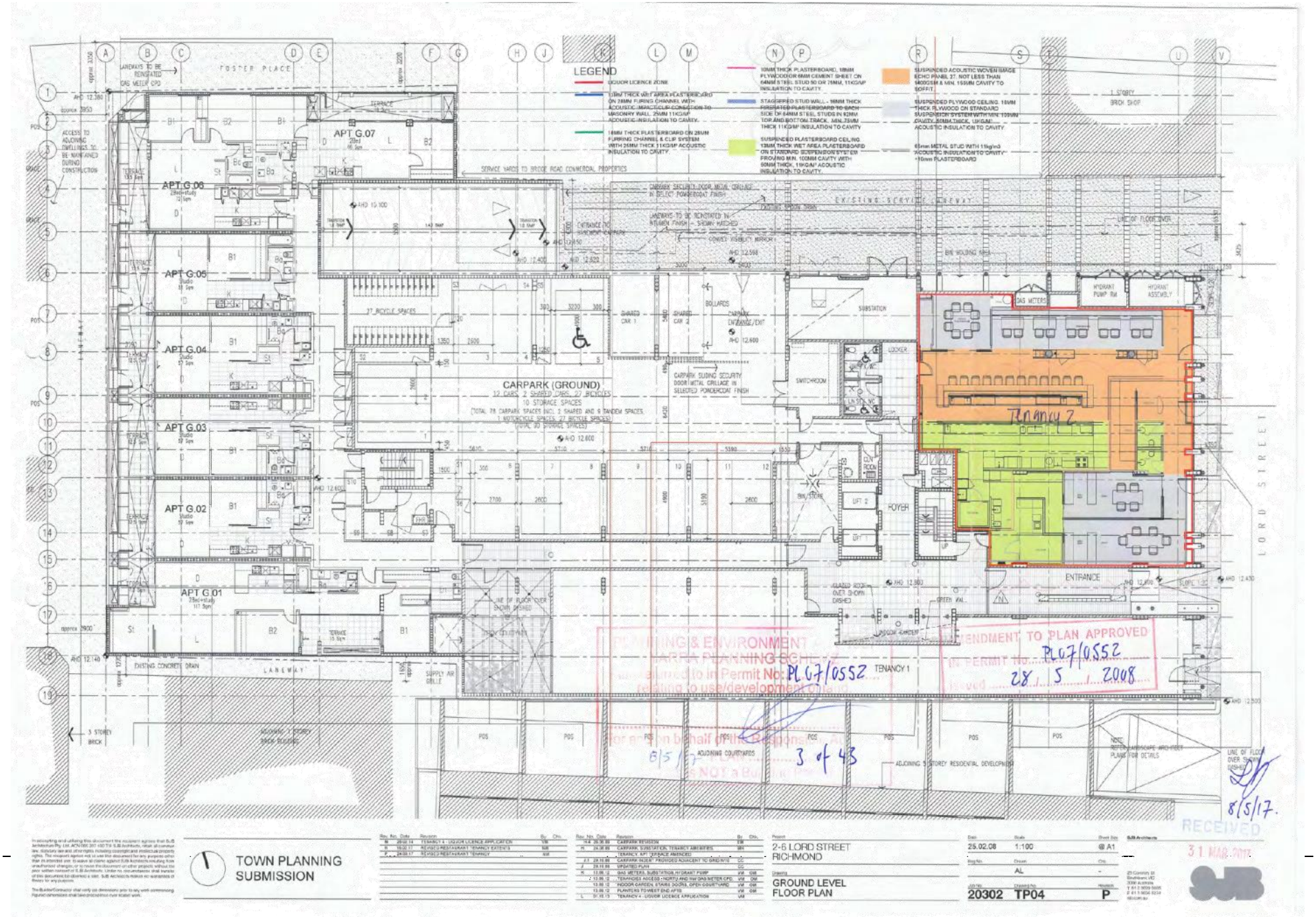
Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.



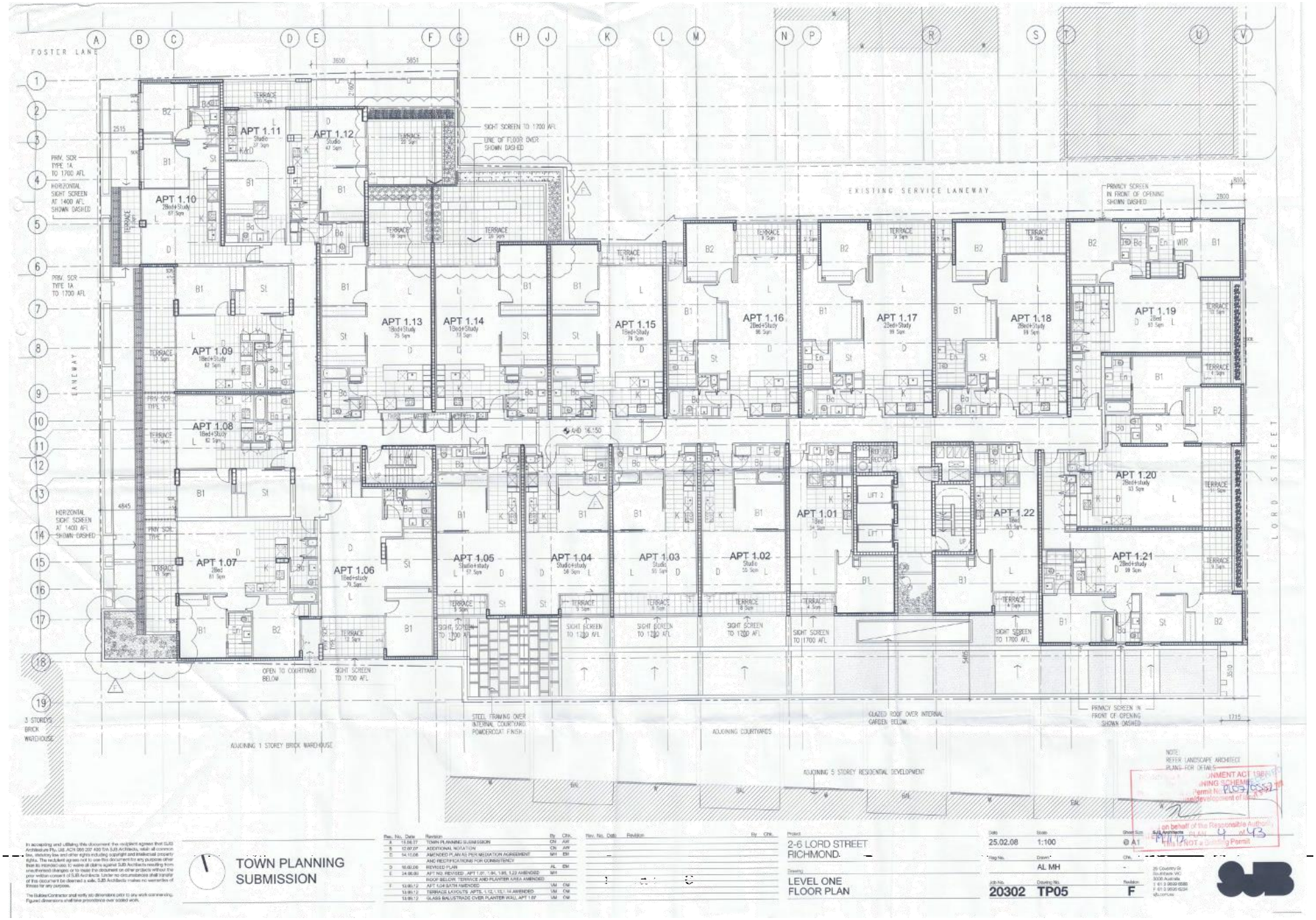
Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.



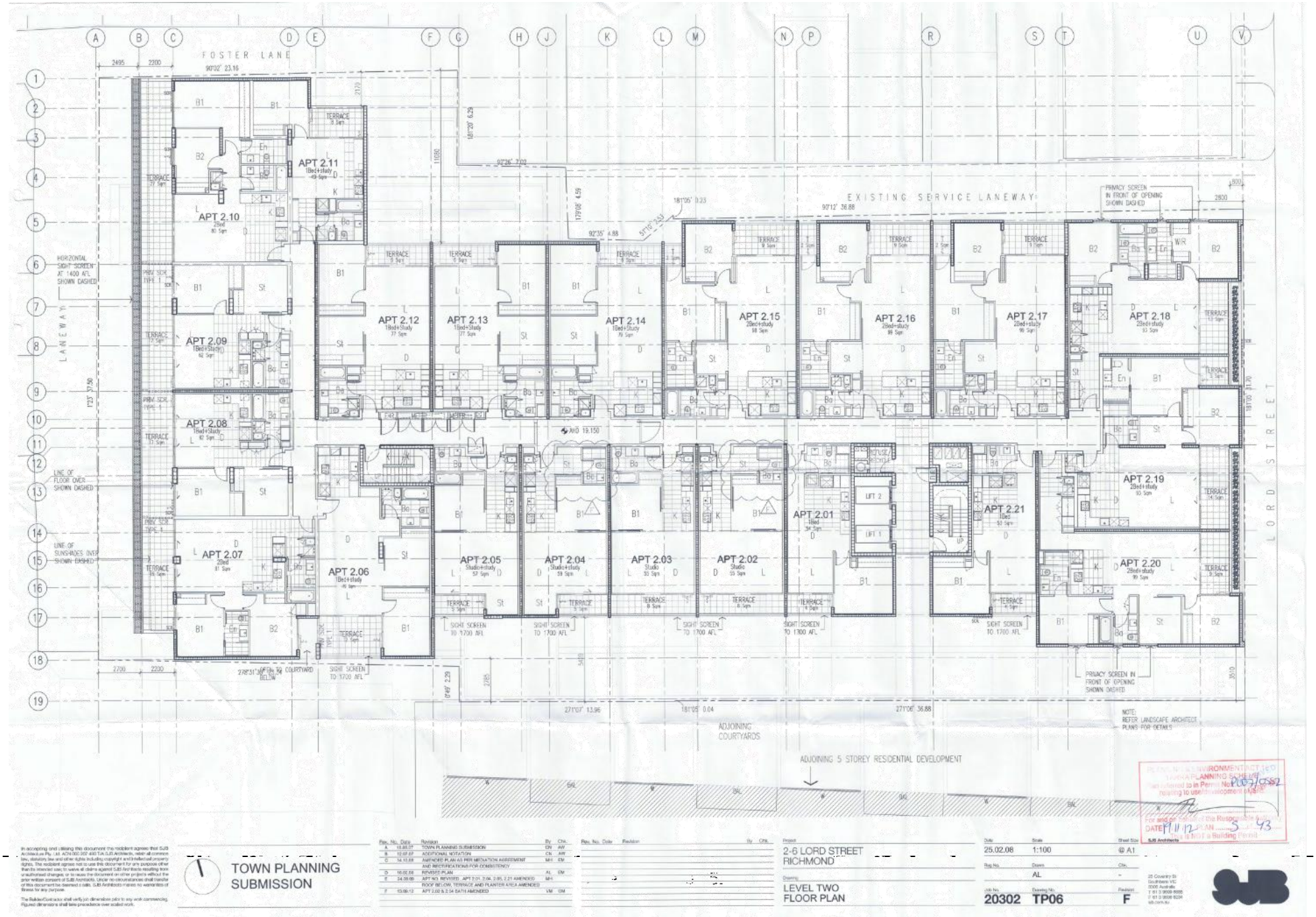
Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.



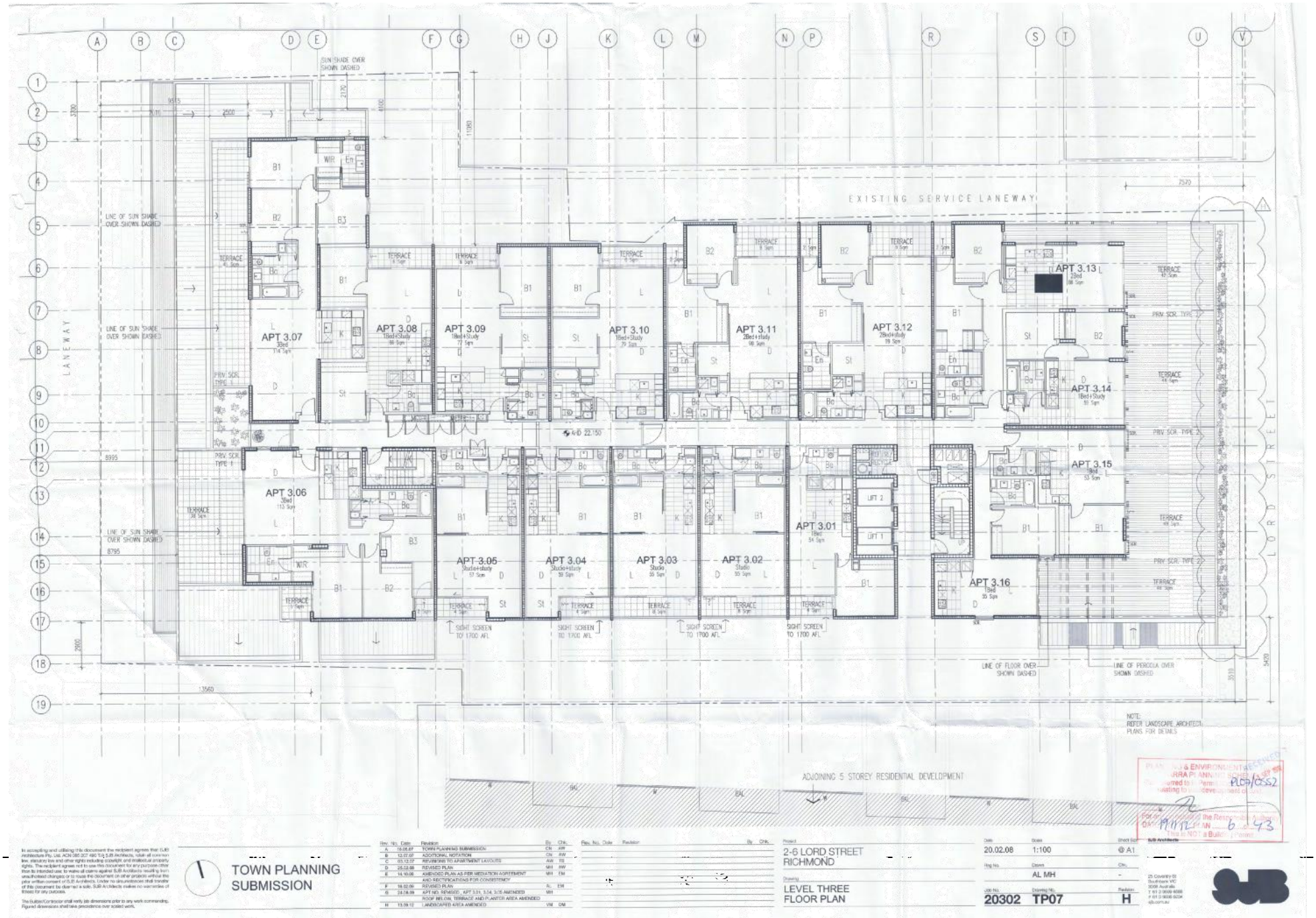
Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.



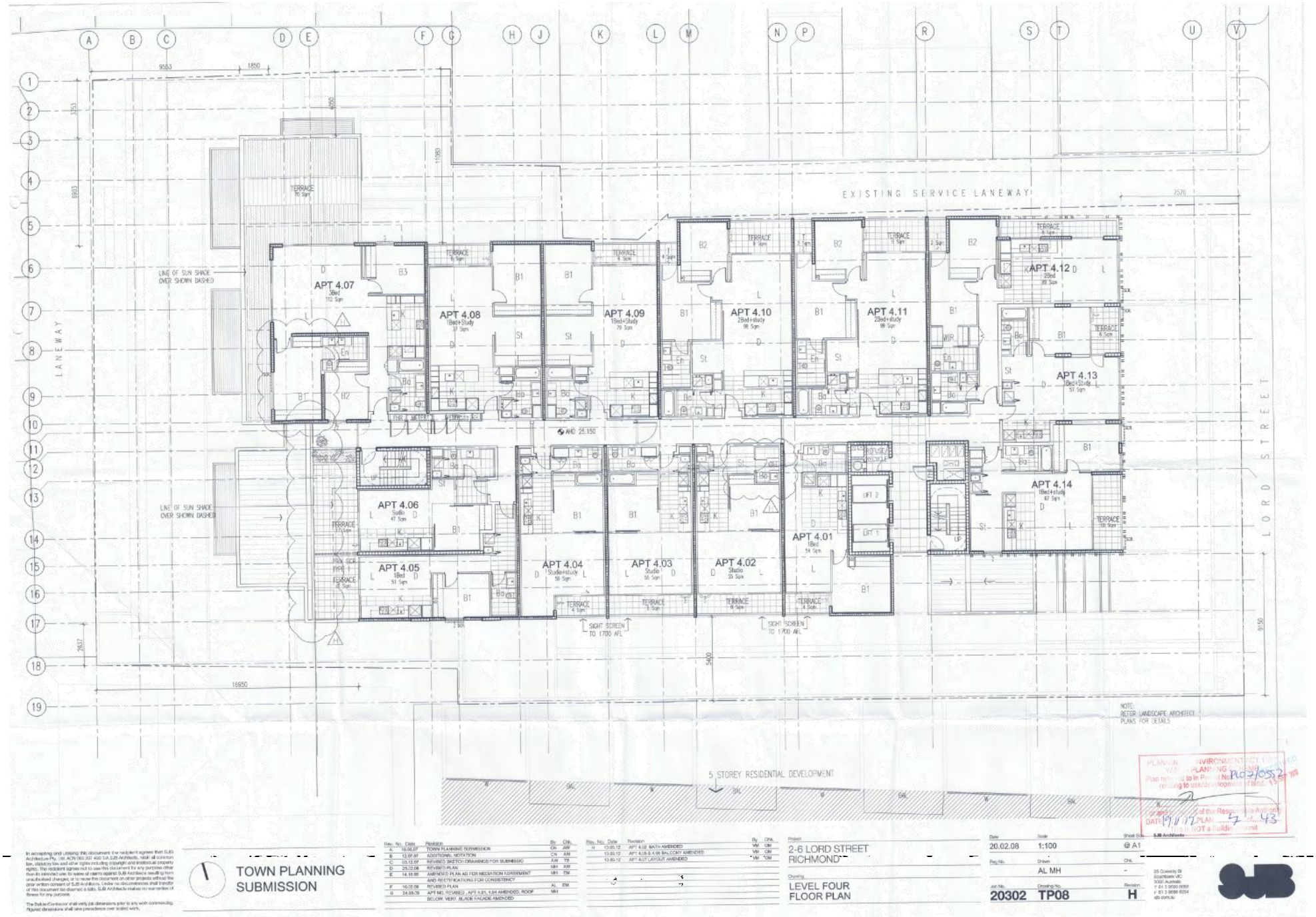
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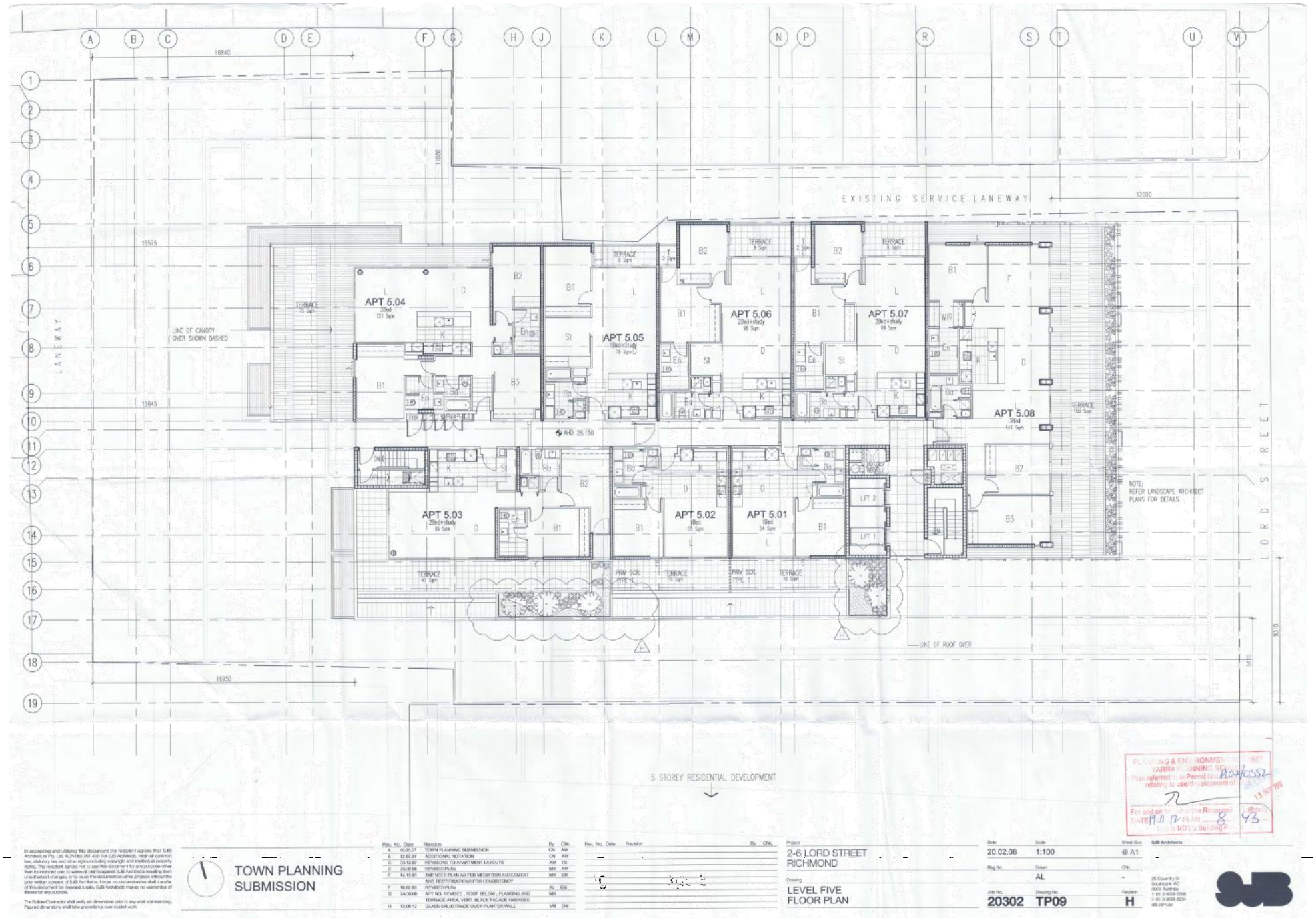
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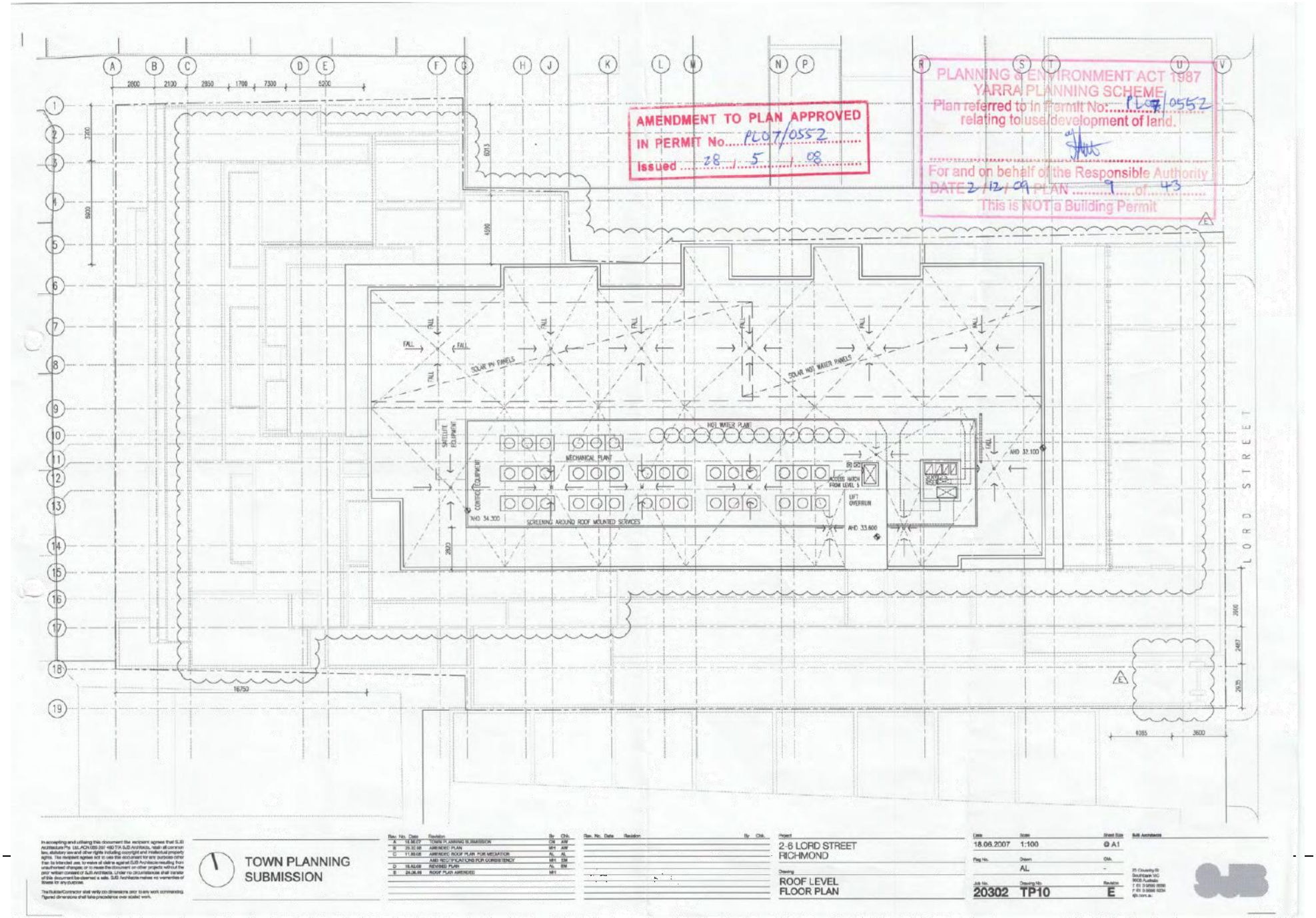
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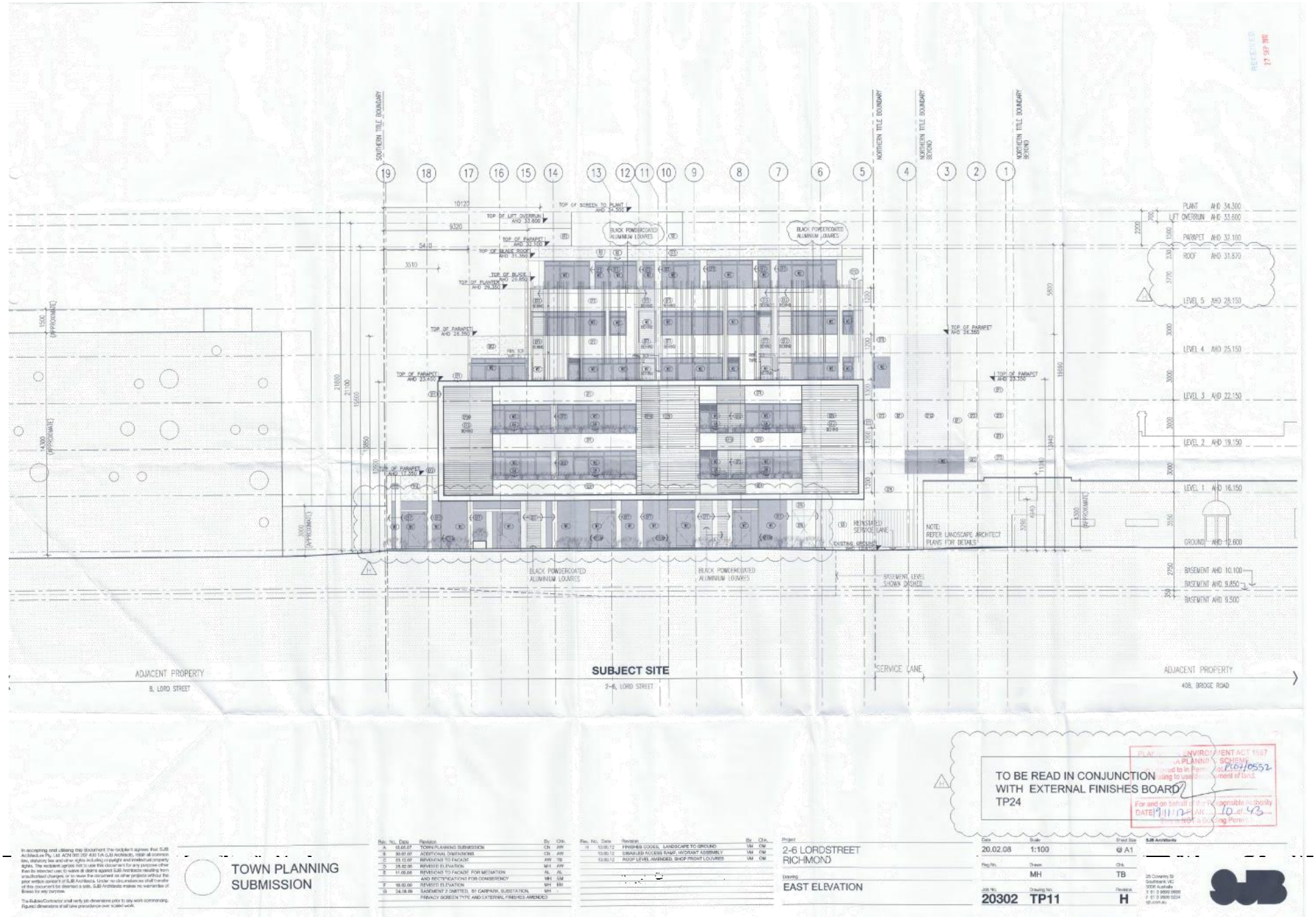
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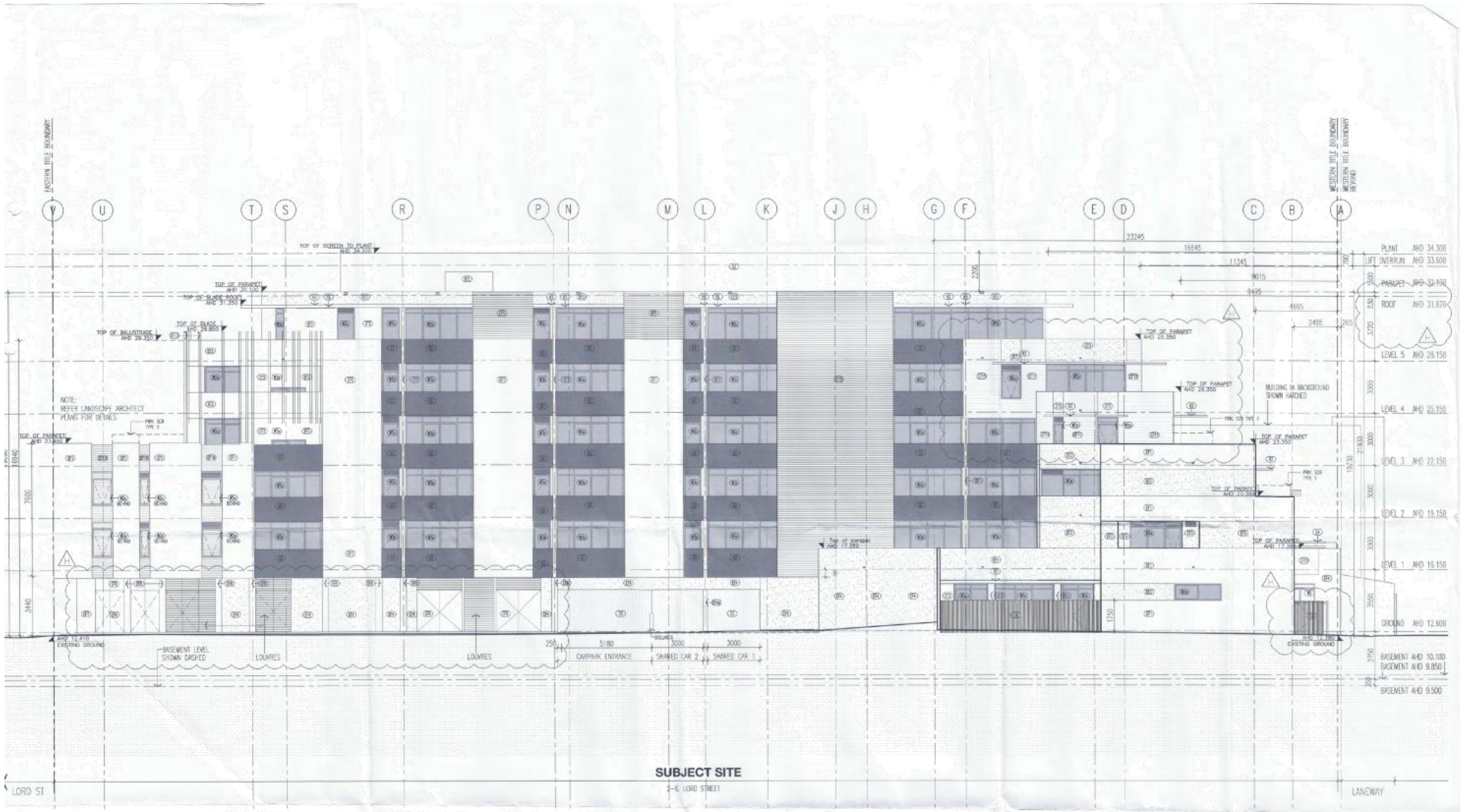
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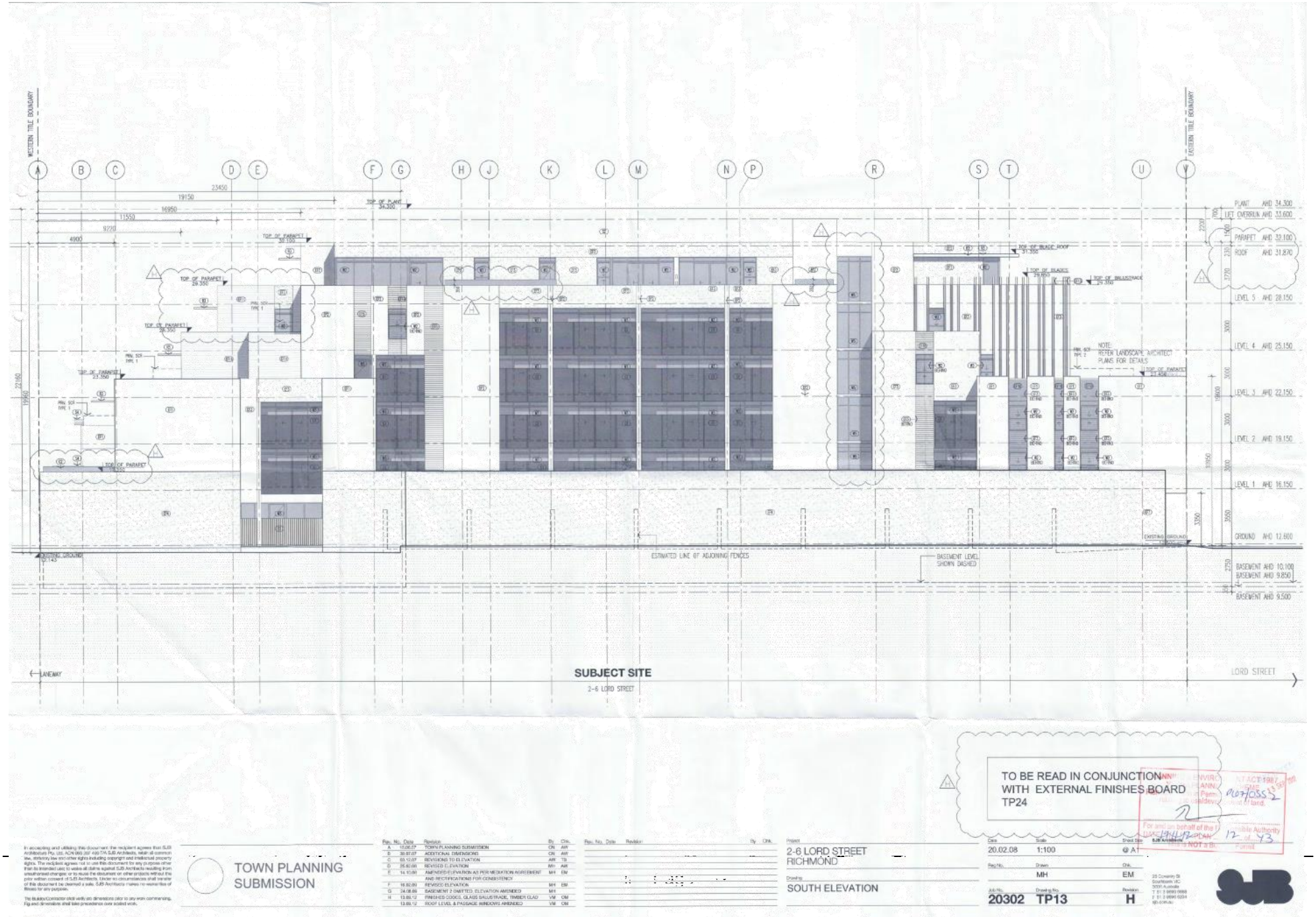
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TO BE READ IN CONJUNCTION WITH EXTERNAL FINISHES BOARD TP24

TOWN PLANNING SUBMISSION

Rev. No.	Date	Revision	By	Chk.
A	15.06.07	TOWN PLANNING SUBMISSION	CN	AW
B	30.07.07	ADDITIONAL DIMENSIONS	CN	AW
C	03.12.07	REVISIONS TO ELEVATION	AR	TB
D	25.6.08	REVISED ELEVATION	MH	AW
E	14.10.08	AMENDED ELEVATION AS PER MEDIATION AGREEMENT AND RECTIFICATIONS FOR CONSISTENCY	MH	EM
F	16.02.09	REVISED ELEVATION	MH	EM
G	24.08.09	BASEMENT 2 OMITTED, ELEVATION AMENDED	MH	
H	13.04.12	FINISHED COOCL GLASS BALUSTRADE, TIMBER CLAD	VM	OM
	13.04.12	ROOF LEVEL & PASSAGE WINDOWS AMENDED	VM	OM

Project: 2-6 LORD STREET RICHMOND

Drawing: SOUTH ELEVATION

Date: 20.02.08 | Scale: 1:100 | Sheet Size: @ A1

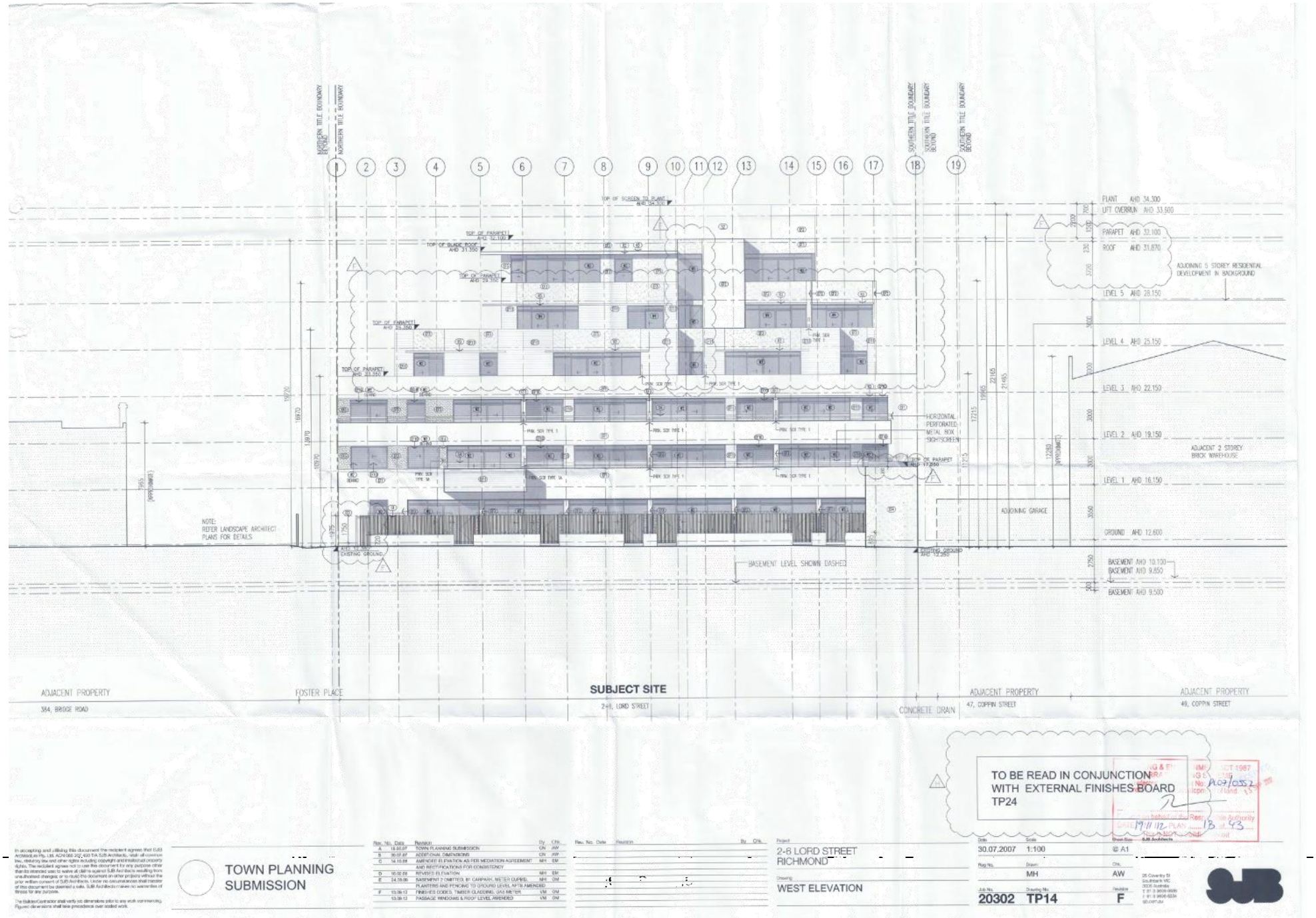
Drawn: MH | Chk.: EM

Job No.: 20302 | Drawing No.: TP13 | Revision: H

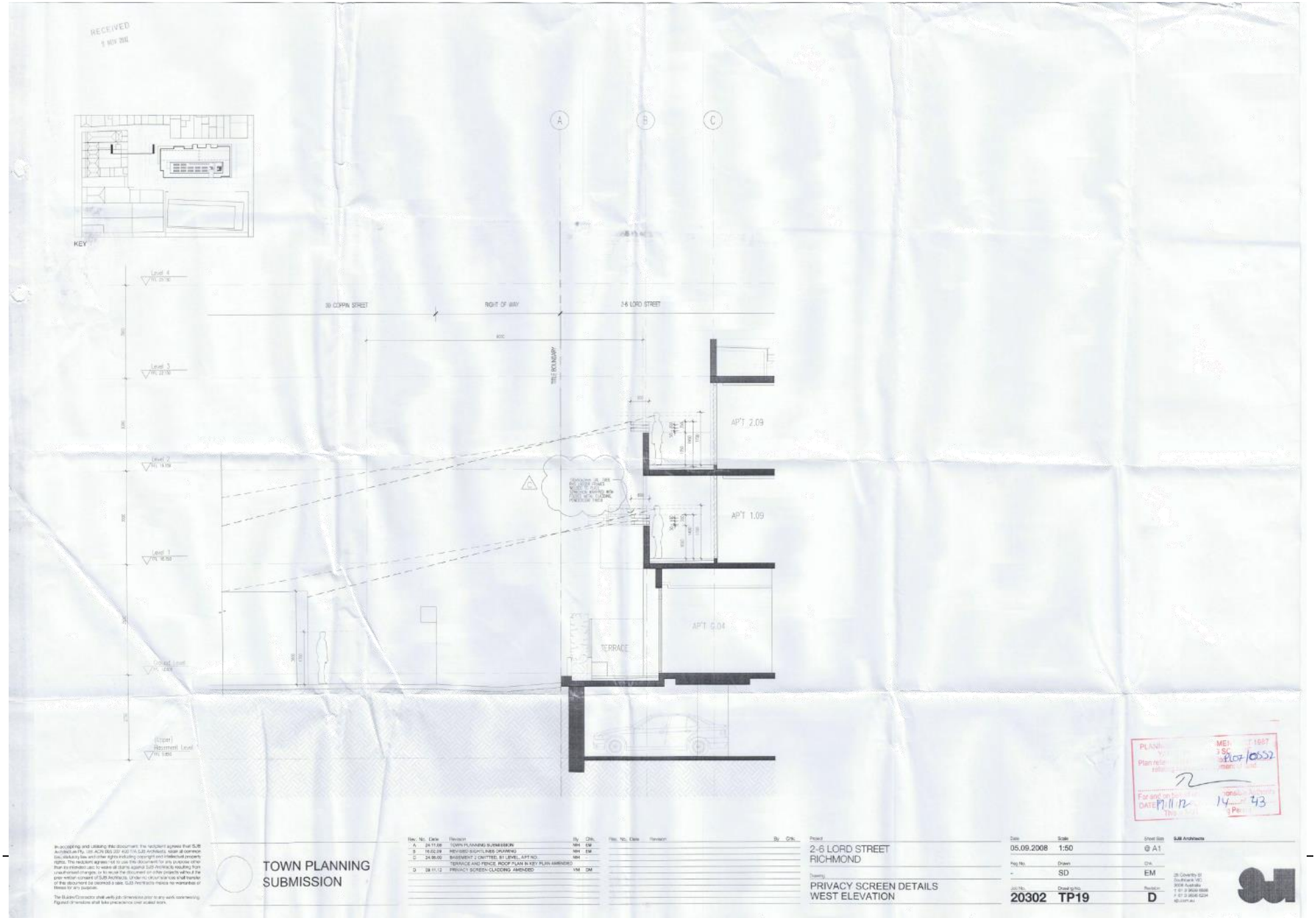
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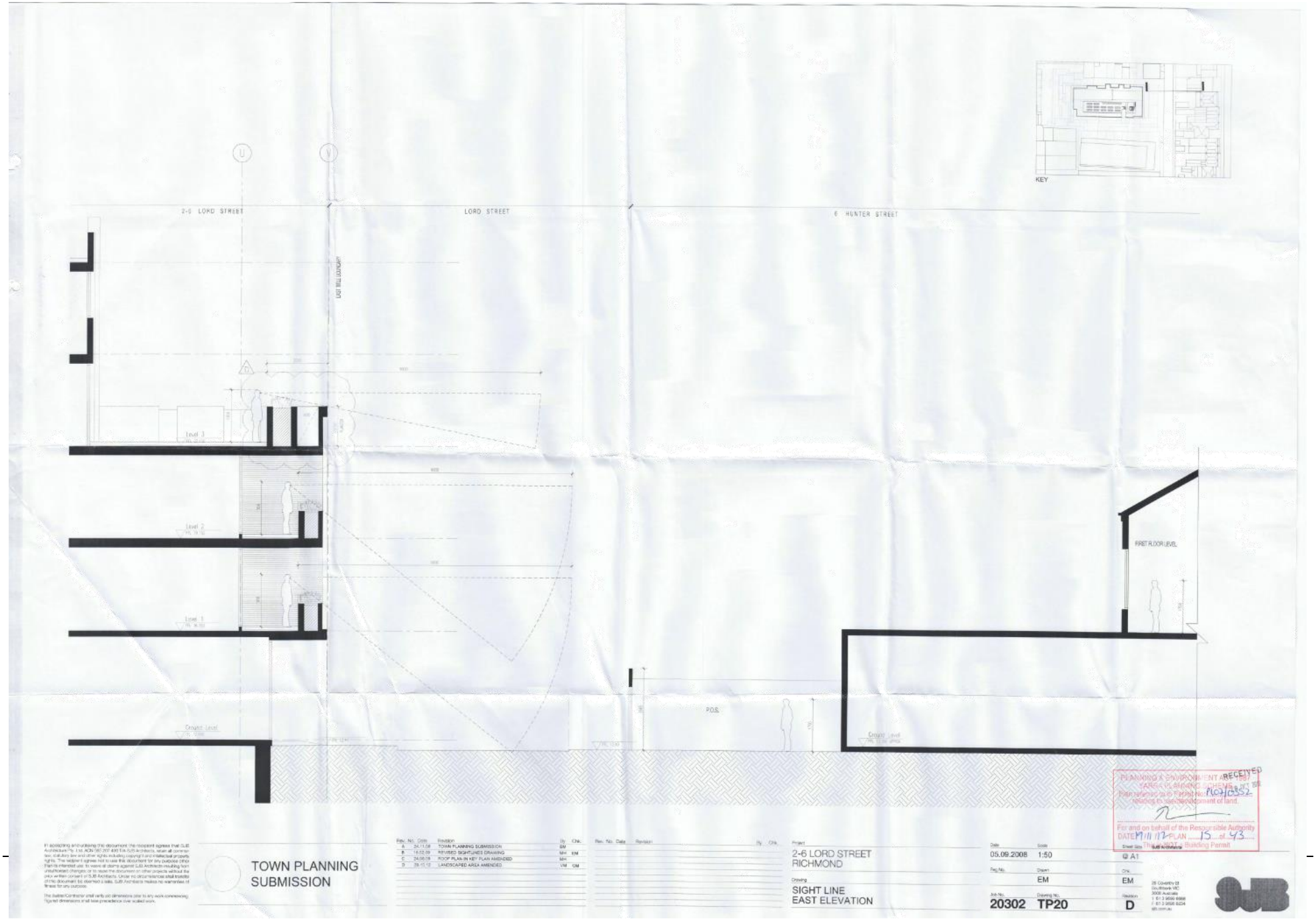
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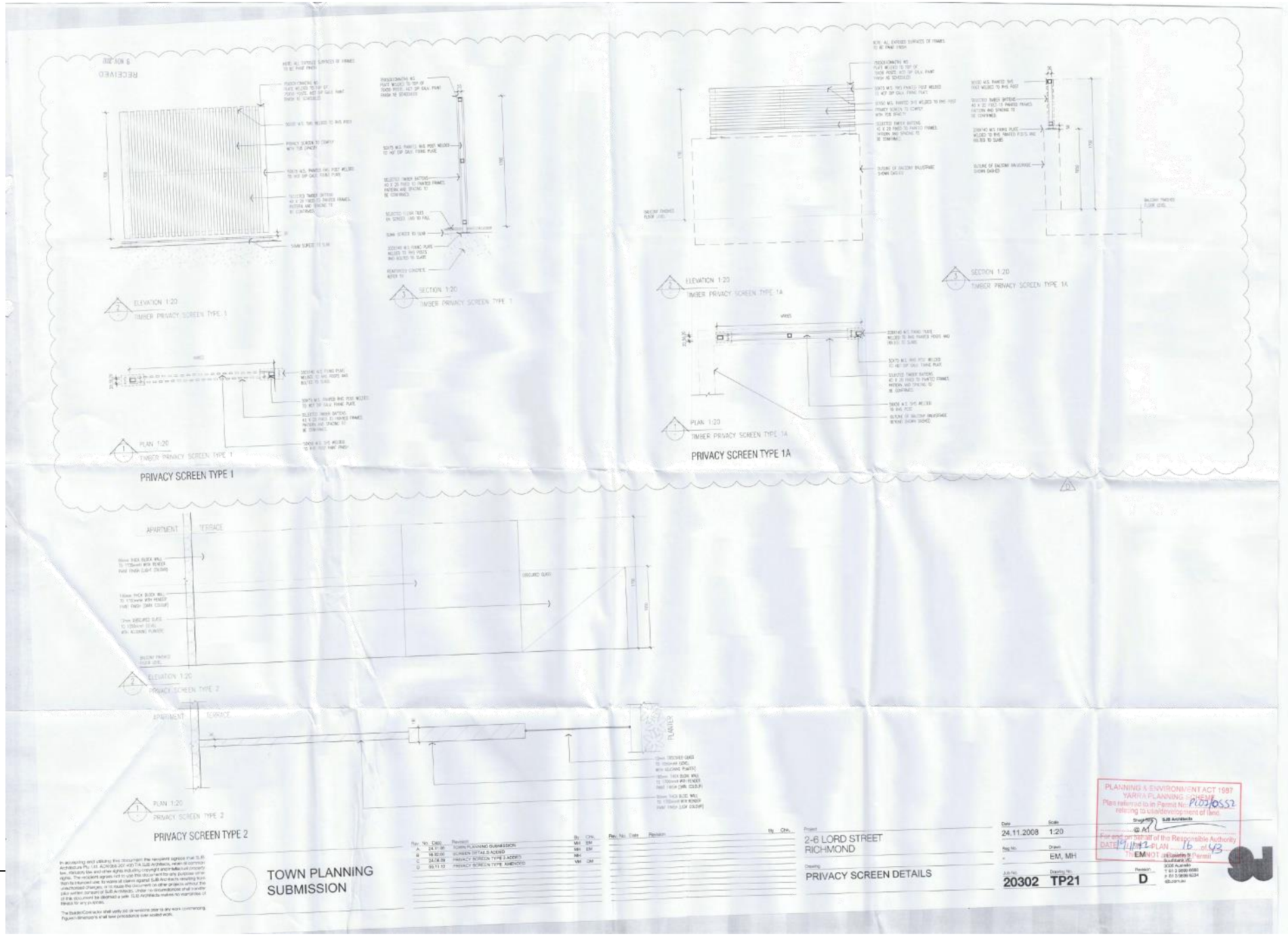
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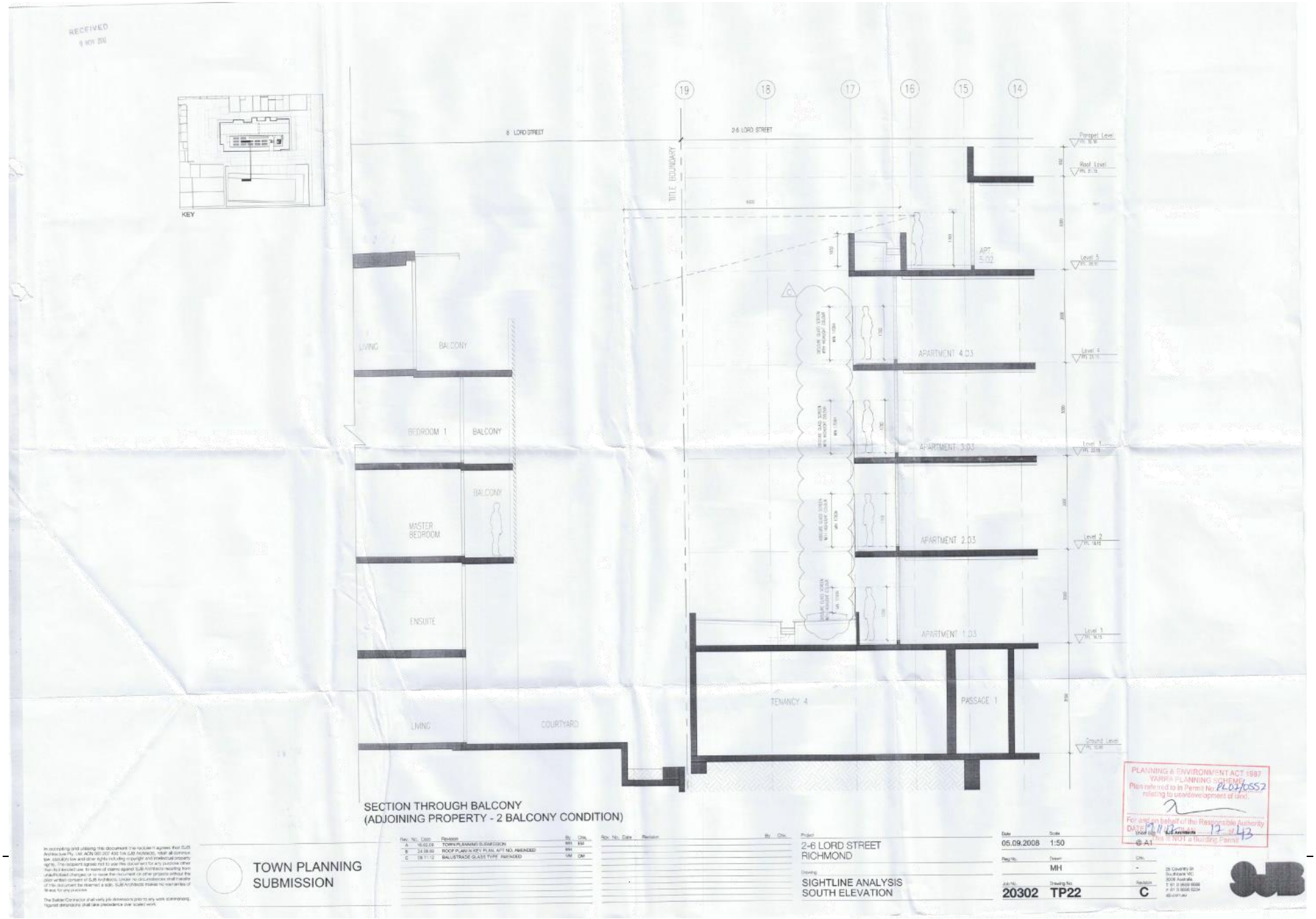
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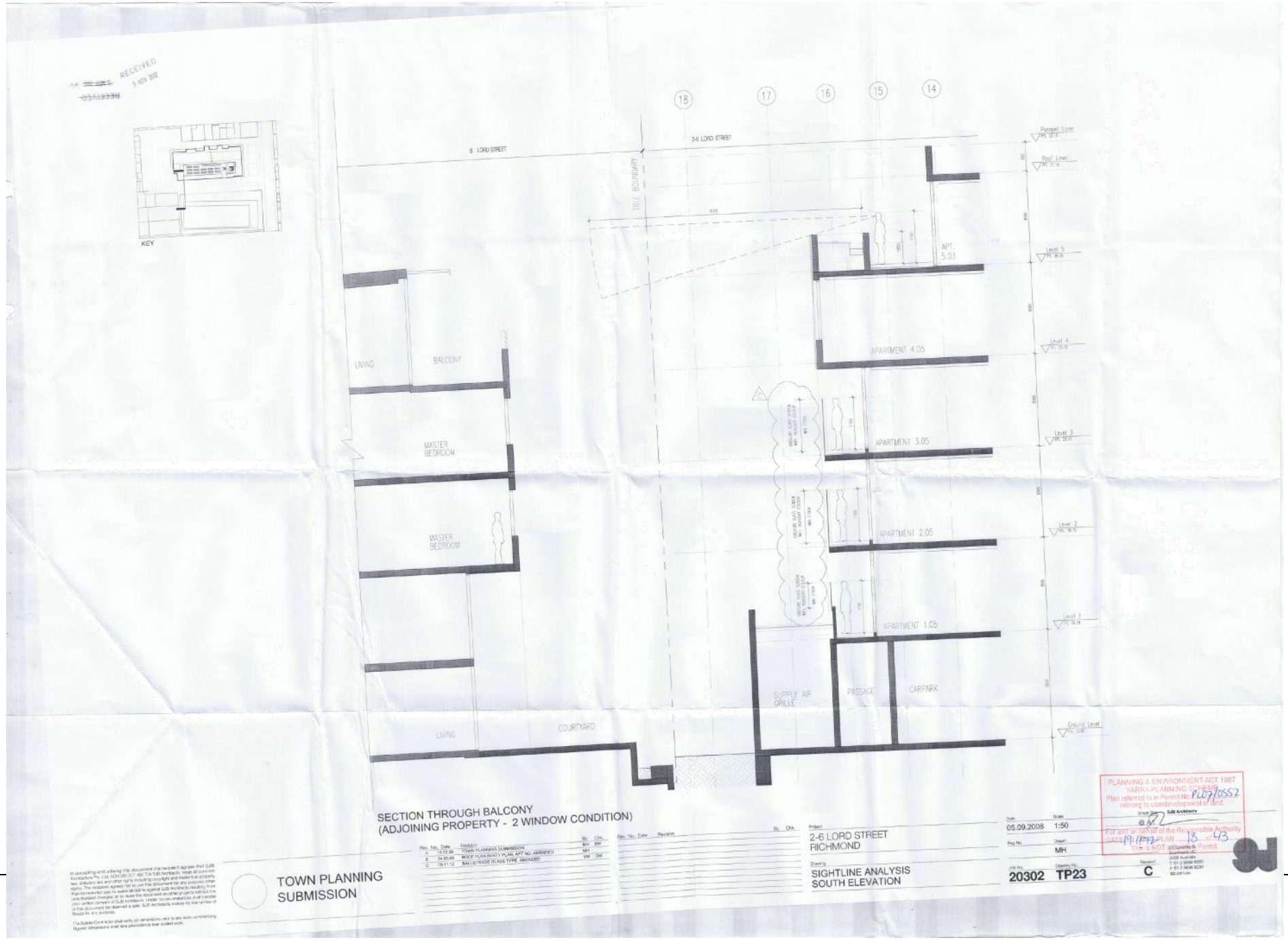
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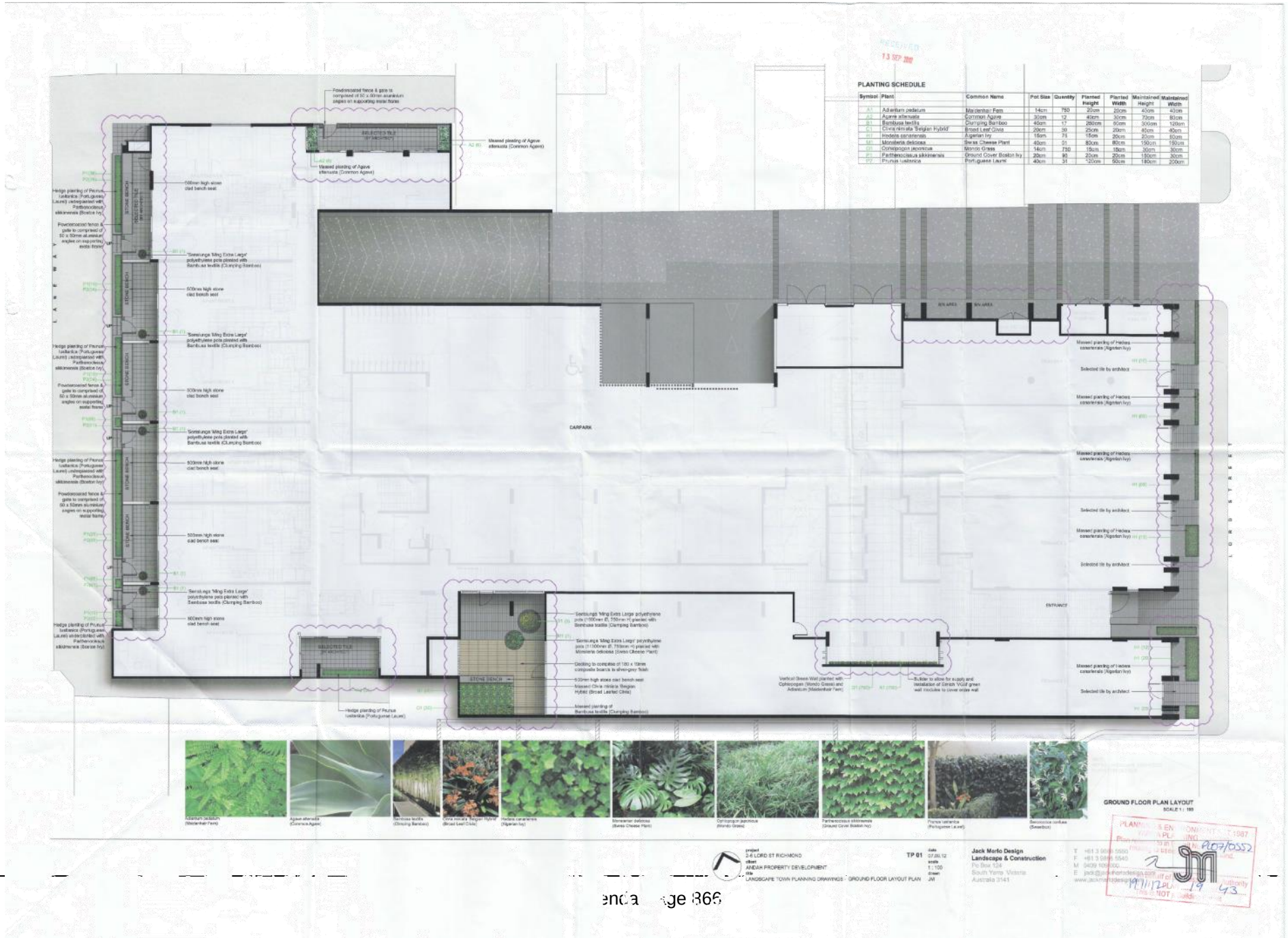
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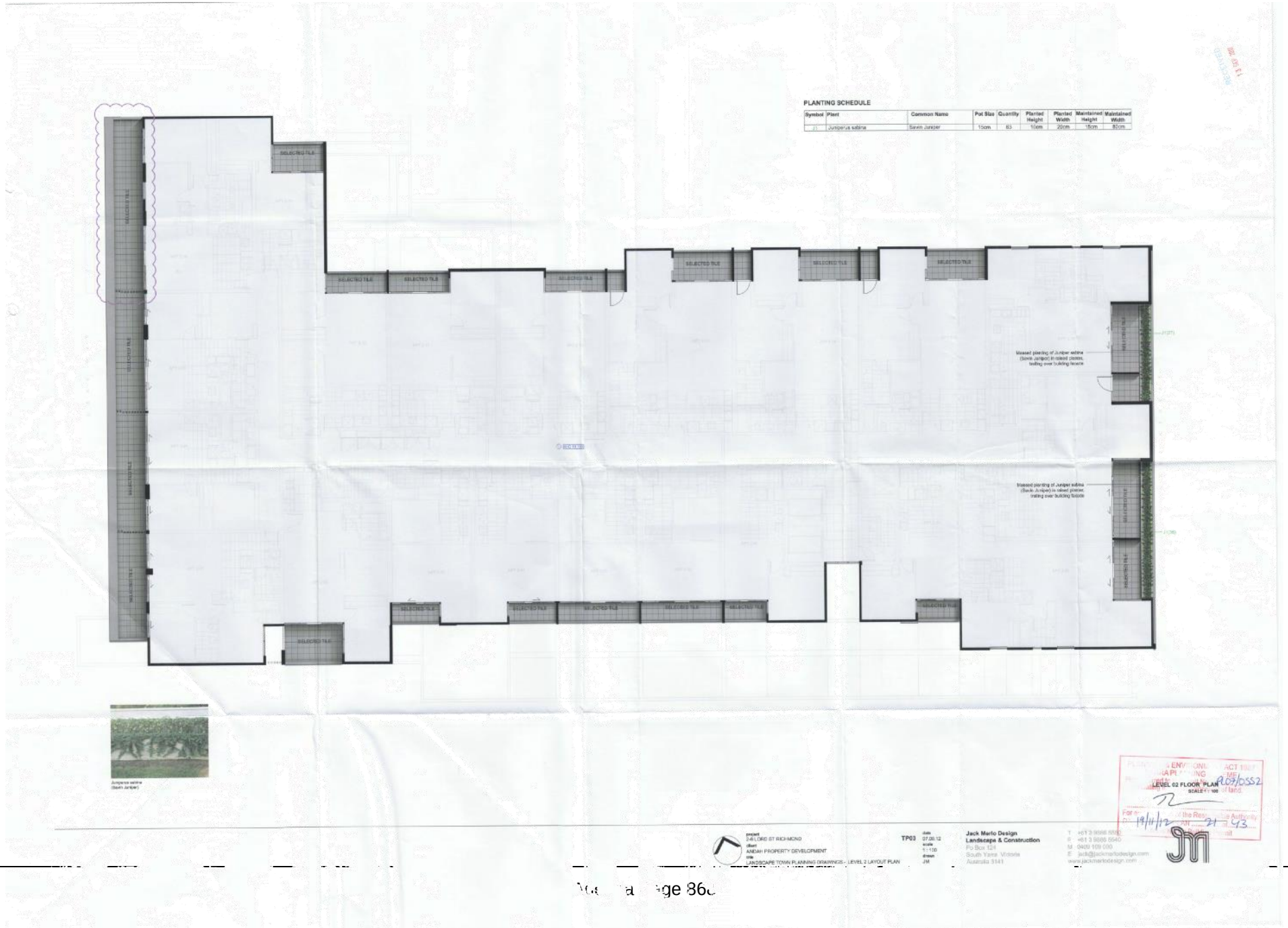
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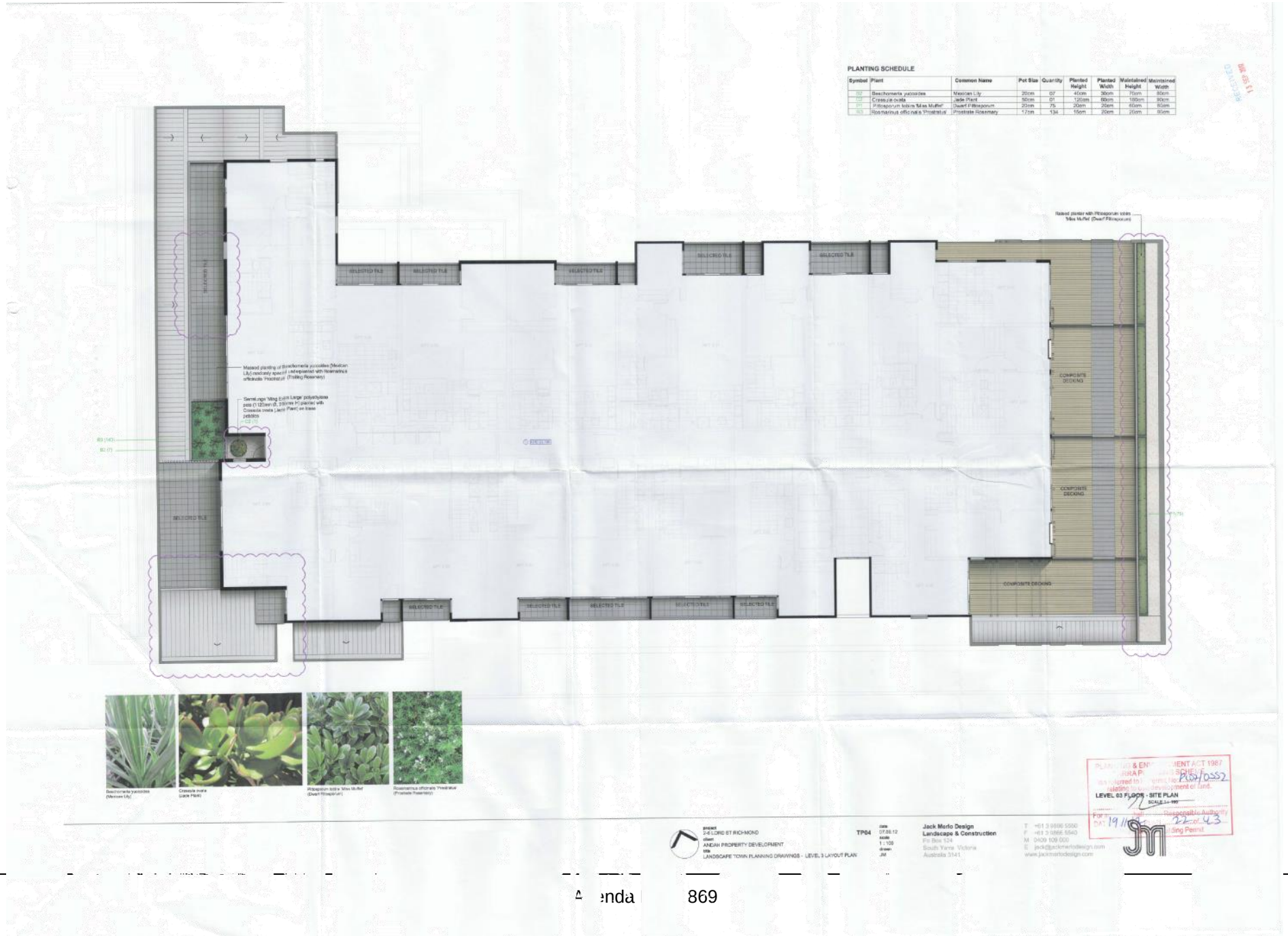
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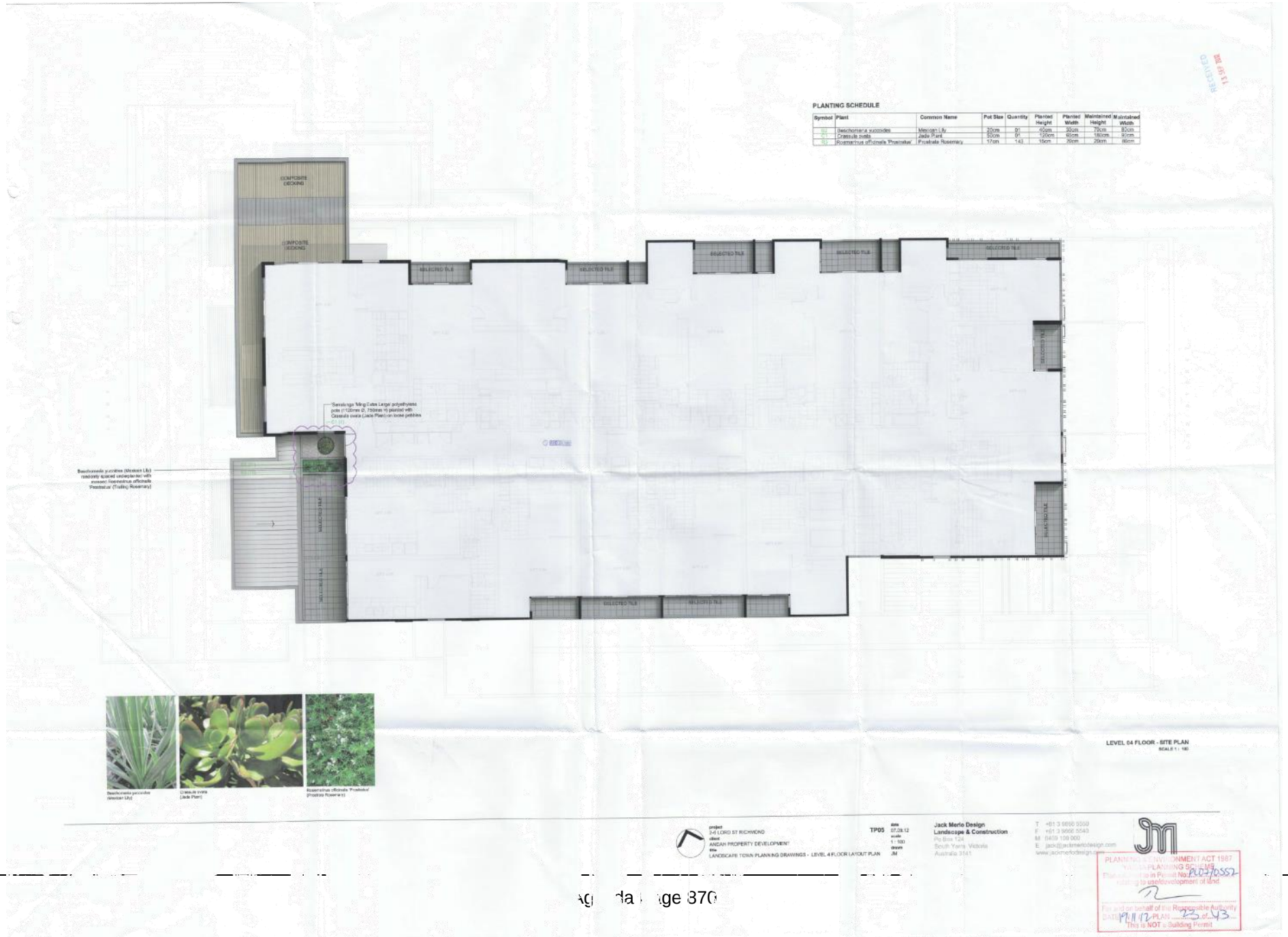
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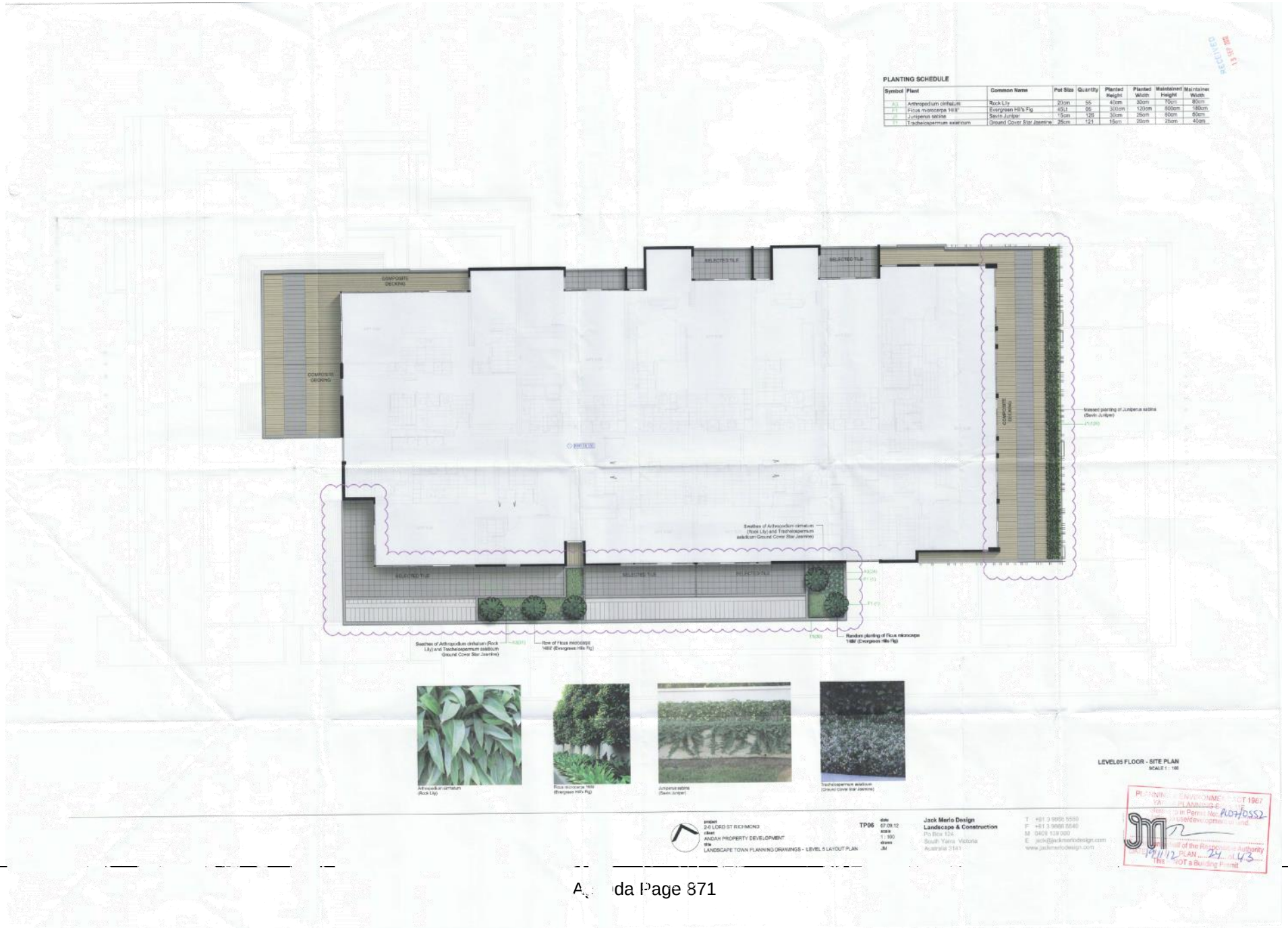
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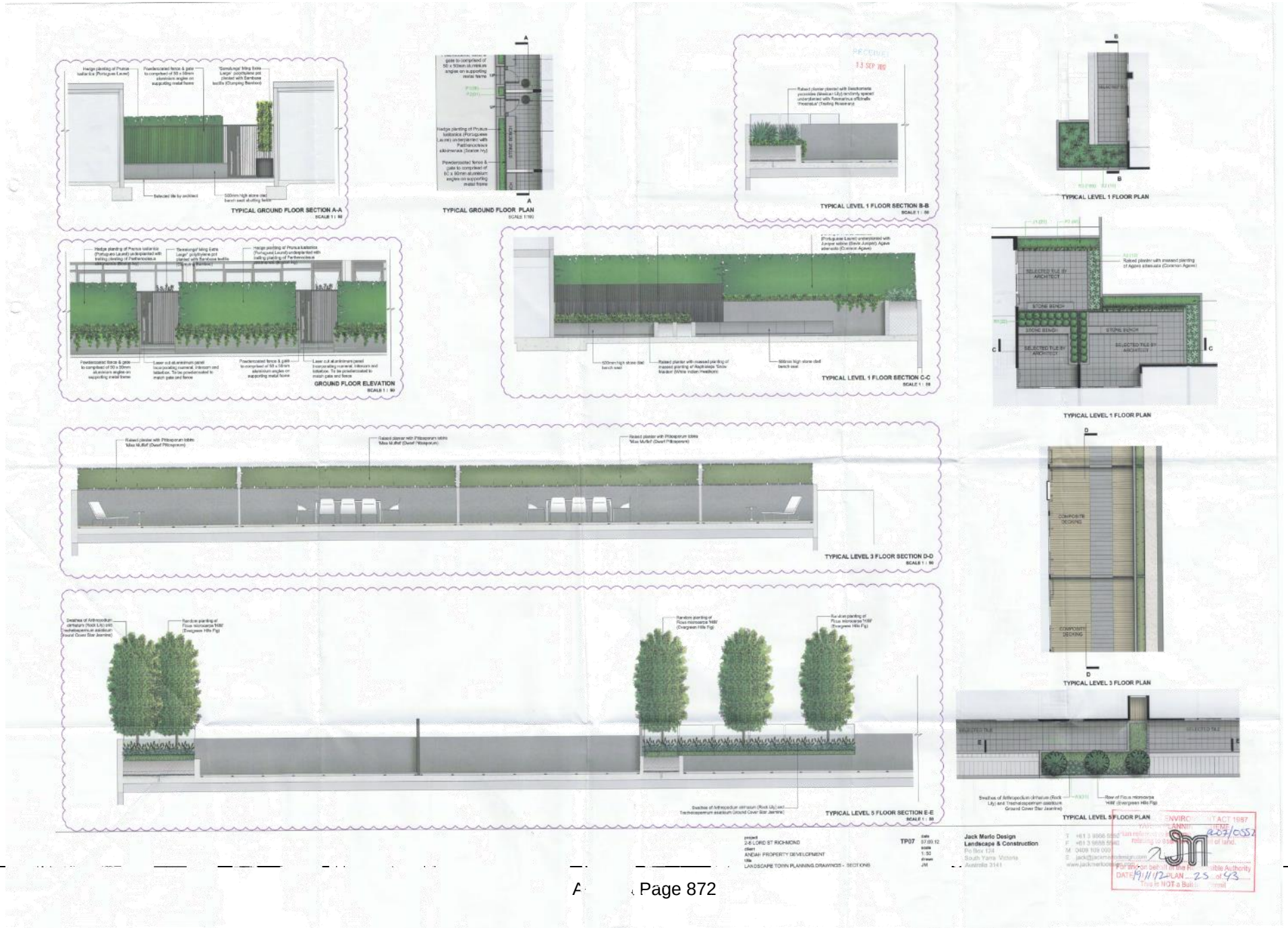
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JACK MERLO DESIGN

13 February 2009

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28 / 5 / 09

Re: 2-6 Lord Street, Richmond

IRRIGATION

1. All façade and common area planters to be connected to the 30,000L underground rainwater tank located in the basement and maintained by the Body Corporate
2. All private resident terrace planters to be connected to Mains water supply and drip irrigated during restriction times. Responsibility of the tenant to maintain.
3. Fully automatic drip irrigation system to all planters

MAINTENANCE

1. Planting to the façade and common areas to be maintained by the Body Corporate to the recommended heights and widths as detailed in the plant schedule.
2. Private resident terrace planting to be maintained by the individual owner(s)/tenant.
3. Recommended maintenance on a fortnightly basis to include:
   - Application of Seasol' liquid fertiliser
   - Remove dead / damaged foliage from plants
   - Rake over garden beds and pebbled areas, remove leaves and turn over mulch surface
   - Wipe down planters
   - Monitor watering – adjust irrigation settings to suit seasonal conditions
4. Recommended maintenance on a quarterly basis to include:
   - Prune shrubs and remove rubbish
   - Apply Osmocote slow-release fertiliser to containerised plants and Blood & Bone to all garden beds
   - Spread organic compost over beds
   - Check irrigation system for blockages or damage and rectify as required

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 22/4/09 PLAN 26 of 43
This is NOT a Building Permit

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Page 1 of 1

RECEIVED
2 APR 2009

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

EXTERNAL FINISHES SCHEDULE

CODE	ITEM	LOCATION	SPECIFICATION	SUPPLIER	COLOUR
GLAZING					
W1	CLEAR GLAZING	GROUND LEVEL TENANCIES. REFER SJB ELEVATIONS	CLEAR TOUGHNED GLASS IN POWDERCOATED RECESSED CHANNEL FIXING – REFER DETAILS. MAX U VALUE 7.35 AND MAX SHGC 0.77.	VIRIDIAN	CHANNEL – DULUX BLACK MATT - 272-19319 GLASS - CLEAR.
W2	TINTED GLASS (GREY)	REFER SJB ELEVATIONS	POWDER COATED ALUMINIUM FRAME. TINTED SINGLE GLASS VFLCAT 6MM THK. - GLASS SHGC-0.55.	CAPRAL / VIRIDIAN	FRAME - DULUX BLACK MATT - 272-19319 GLASS - GREY
W2a	LAMINATED TINTED GLASS TO MATCH W2 (GREY)	REFER SJB ELEVATIONS – NORTH ELEVATION	POWDER COATED ALUMINIUM FRAME. TINTED LAMINATED GLASS MINIMUM 6.76MM THK GLASS MAX U VALUE 7.33 AND MAX SHGC 0.77.	CAPRAL / VIRIDIAN	FRAME - DULUX BLACK MATT - 272-19319 GLASS - GREY TO MATCH W2
W3	CLEAR GLAZING	REFER SJB ELEVATIONS	POWDER COATED ALUMINIUM FRAME. VFLCAT CLEAR GLASS 6MM (GLASS SHGC-0.82)	CAPRAL / VIRIDIAN	FRAME - DULUX BLACK MATT - 272-19319 GLASS - CLEAR
W3a	LAMINATED CLEAR GLAZING	REFER SJB ELEVATIONS – NORTH ELEVATION	POWDER COATED ALUMINIUM FRAME. LAMINATED CLEAR GLASS MINIMUM 6.76MM THICK (GLASS SHGC-0.82)	CAPRAL / VIRIDIAN	FRAME - DULUX BLACK MATT - 272-19319 GLASS - CLEAR
W4	SOLAR CONTROL GLASS (GREY)	REFER SJB ELEVATIONS	POWDER COATED ALUMINIUM FRAME. TINTED SINGLE LOW E GLASS EVANTAGE GREY 6MM (GLASS SHGC-0.41).	CAPRAL / VIRIDIAN	FRAME - DULUX BLACK MATT - 272-19319 GLASS - GREY.
W5	GLAZING WITH INTEGRATED GRAPHICS	REFER SJB ELEVATIONS	POWDER COATED ALUMINIUM FRAME. DIGI GLASS OR SIMILAR - WITH INTEGRATED GRAPHICS. MAX U VALUE 7.33 AND MAX SHGC 0.77.	CAPRAL / VIRIDIAN	FRAME - DULUX BLACK MATT - 272-19319 GLASS - ARCHITECT TO CONFIRM GRAPHICS.
BALUSTRADE					
G1	GLASS BALUSTRADE	REFER SJB ELEVATIONS	FRAMELESS TOUGHNED-OBSCURE GLASS BALUSTRADE WITH HIGHLIGHT COLOUR.	VIRIDIAN	HIGHLIGHT COLOUR TO MATCH DULUX - YOUNG LEAF
G2	GLASS BALUSTRADE	REFER SJB ELEVATIONS	FRAMELESS TOUGHNED GLASS BALUSTRADE.	VIRIDIAN	SUPERGREY
G3	GLASS BALUSTRADE	REFER SJB ELEVATIONS	FRAMELESS TOUGHNED GLASS BALUSTRADE WITH HIGHLIGHT COLOUR.	VIRIDIAN	HIGHLIGHT COLOUR TO MATCH DULUX - YOUNG LEAF
G4	GLASS BALUSTRADE	REFER SJB ELEVATIONS	FRAMELESS TOUGHNED GLASS BALUSTRADE.	VIRIDIAN	CLEAR.
ROOF					
R1	METAL DECK ROOFING	REFER SJB FLOOR PLANS	METAL DECK ROOFING. REFER SPECIFICATION FOR DETAILS ALL CAPPING TO MATCH WALL COLOUR.	COLOURBOND	GUNMETAL
R1a	METAL DECK ROOFING	REFER SJB FLOOR PLANS	METAL DECK ROOFING. REFER SPECIFICATION FOR DETAILS ALL CAPPING TO MATCH WALL COLOUR.	COLOURBOND	WOODLAND GREY
R2	METAL PFC	REFER SJB ELEVATIONS - EAVES FASCIA	100 PFC TO DETAIL - PAINT FINISH	DULUX	BLACK (PG1A9)
R3	HORIZONTAL SUNSHADE	REFER SJB ELEVATIONS	POWDERCOATED GRIDMESH OR SIMILAR APPROVED. SHADE INSERTS FIXED TO CONTINUOUS MJS ANGLE – REFER DETAILS	HI-LIGHT INDUSTRIES	TO MATCH DULUX BLACK (PG1A9)
PAINT FINISHES					
EF1	ACRYLIC TEXTURE - LIGHT	REFER SJB ELEVATIONS	DULUX ACRATEX 950 ROLL ON 00 LOW PROFILE OR EQUAL APPROVED.	DULUX	SERENA QUARTER (PTB80C2)
EF2	ACRYLIC TEXTURE - MID	REFER SJB ELEVATIONS	DULUX ACRATEX 950 ROLL ON 00 LOW PROFILE OR EQUAL APPROVED.	DULUX	FLOODED GUM (PG22C)
EF3	ACRYLIC TEXTURE - DARK - 1	REFER SJB ELEVATIONS	DULUX ACRATEX 950 ROLL ON 00 LOW PROFILE OR EQUAL APPROVED.	DULUX	MALAY GREY (PG23C)
EF4	ACRYLIC TEXTURE - DARK - 2	REFER SJB ELEVATIONS	DULUX ACRATEX 950 ROLL ON 00 LOW PROFILE OR EQUAL APPROVED.	DULUX	BLACK (PG1A9)
EF4a	ACRYLIC TEXTURE - HIGHLIGHT COLOUR	REFER SJB ELEVATIONS	DULUX ACRATEX 950 ROLL ON 00 LOW PROFILE OR EQUAL APPROVED.	DULUX	YOUNG LEAF

CODE	ITEM	LOCATION	SPECIFICATION	SUPPLIER	COLOUR
EF5	ACRYLIC TEXTURE ON PRECAST CONCRETE WITH PROFILE FINISH - DARK - 3	REFER SJB ELEVATIONS	DULUX ACRATEX 950 ROLL ON 00 LOW PROFILE OR EQUAL APPROVED.	DULUX	MALAY GREY (PG23C)
EF6	PAINT FINISH	REFER SJB ELEVATIONS	EXTERIOR ACRYLIC PAINT	DULUX	BLACK (PG1A9)
CLADDING					
EF7	ARCHITECTURAL SHEET CLADDING	REFER SJB ELEVATIONS	ALUMINIUM COMPOSITE SHEET CLADDING	ALUCOBOND	ANODISED LOOK 034
EF8	ARCHITECTURAL SHEET CLADDING	REFER SJB ELEVATIONS	ALUMINIUM COMPOSITE SHEET CLADDING	ALUCOBOND	GREY METALLIC 500
TIMBER SCREEN / CLADDING					
EF9	TIMBER BATTEN SCREENING - COLOUR 1	REFER SJB ELEVATIONS	TIMBER BATTEN SCREENING – 40 X 40		CAMBIA ASH
EF10	TIMBER BATTEN SCREENING – COLOUR 2	REFER SJB ELEVATIONS	TIMBER BATTEN SCREENING – 40 X 20		CAMBIA ASH
EF11	TIMBER CLADDING ON PRECAST CONCRETE PANEL	REFER SJB ELEVATIONS	TIMBER CLADDING WITH ARTICULATED HORIZONTAL JOINTS		CAMBIA ASH
EF12	TIMBER BATTEN SCREEN ON PRECAST CONCRETE PANEL	REFER SJB ELEVATIONS	TIMBER BATTEN CLADDING – 40 X 40 PAINT FINISH BEHIND		CAMBIA ASH
SCREENS, FENCING ETC					
EF13	ALUMINIUM BLADES	REFER SJB ELEVATIONS	ANODISED FINISH – DARK COLOUR	PROVIDE PRODUCT SAMPLE FOR APPROVAL	TO MATCH – ALUCOBOND - ANODIZED LOOK 034

CODE	ITEM	LOCATION	SPECIFICATION	SUPPLIER	COLOUR
EF13a	ALUMINIUM BLADES	REFER SJB ELEVATIONS	ALUMINIUM PANELS AS DETAILED -POWDER COAT FINISH	PROVIDE PRODUCT SAMPLE FOR APPROVAL	TO MATCH DULUX COLOUR YOUNG LEAF
S1	FENCING AND GATE	REFER SJB ELEVATIONS	50X16MM VERTICAL ALUMINUM BLADES ON METAL FRAMING - POWDERCOAT FINISH		DULUX - BLACK MATT - 272-19319
S2	SCREEN	REFER SJB ELEVATIONS – ROOF	6MM THICK COMPRESSED FIBRE CEMENT SHEET FIXED TO STEEL FRAME AS DETAILED		MALAY GREY (PG23C)
S3	METAL GRILLAGE	REFER SJB ELEVATIONS - GROUND FLOOR CARPARK	2 - PURLING SCREEN WITH METAL FRAMING - POWDERCOAT FINISH - TO FUTURE DETAIL GROUND & BASEMENT CARPARK ENTRY DOOR - ALUMINUM GRIDMESH ON FRAMING - POWDERCOAT FINISH TO FUTURE DETAIL	DULUX	BLACK MATT - 272-19319
S4	HORIZONTAL PRIVACY BLADE	REFER SJB ELEVATIONS	METAL HORIZONTAL PRIVACY SCREEN TO DETAIL - POWDERCOATED FINISH	DULUX	BLACK MATT - 272-19319



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The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

TOWN PLANNING SUBMISSION

Rev. No.	Date	Revision	By	Chk.
A	15.08.12	TOWN PLANNING SUBMISSION	VM	DM

Project: 2-6 LORD STREET RICHMOND

Drawing: EXTERNAL FINISHES BOARD

Date	Scale	Sheet Size
23.08.12	NA	@ A1
Rig No.	Drawn	Chk.
	VM	OM
Job No.	Drawing No.	Revision
20302	TP24	A

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PLN/0553
19/11/12
27 43

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28 / 5 / 08

GTAconsultants

Our Ref: FM16940

23 March 2009

SJB Architects
25 Coventry Street
SOUTHBANK VIC 3006

Attention: Mr. Kel Twite

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 22/4/09 PLAN 28 of 43
This is NOT a Building Permit

Dear Mr Twite,

RE: 2-6 LORD STREET, RICHMOND
PERMIT APPLICATION NO. PL07/0552
APPLICATION FOR REVIEW NO. P1660/2008

I refer to your request for a parking allocation report based on the principles of point 1n of the previous permit for the application, reproduced below:

> *"1(n) The provision of dedicated/allocated on site car parking in accordance with the recommendation of a suitably qualified traffic engineer and to the satisfaction of the Responsible Authority, with at least one car parking space allocated to at least 85% of dwellings within the development (i.e. a car space need not be allocated to 15% of the dwellings).*

In response to above, GTA Consultants provides the following analysis that should be read in conjunction with GTA Consultants, "2-6 Lord Street, Richmond, Traffic and Car Parking Report" dated June 2007 and area scheduled dated 5 March 2009 prepared by SJB Architects.

Proposed Parking Allocation

Table 1 has been prepared to summarise the allocation of parking spaces of the proposed development, noting that 85% of dwellings contain an allocated car space (i.e. 75/88 = 0.85 or 85%).

Table 1: Proposed Parking Allocation

Use and Description		No. of Units	Adopted Peak Parking Rates	No. of Dwellings with Parking Allocated	Allocation of Parking Spaces	No. of Dwellings without a Parking Space	Unallocated Parking Spaces
Resident	1 Bedroom dwelling	55 [1]	0.76 spaces per dwelling [3]	42 dwellings	42 spaces	13	13
	2 Bedroom dwelling	29 [2]	1 space per dwelling	29 dwellings	29 spaces	0	
	3 Bedroom dwelling	4	2 spaces per dwelling	4 dwellings	8 spaces	0	
Resident Sub-Total		*88*	-	*75 dwellings*	*79 spaces*	*13*	

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

Use and Description		No. of Units	Adopted Peak Parking Rates	No. of Dwellings with Parking Allocated	Allocation of Parking Spaces	No. of Dwellings without a Parking Space	Unallocated Parking Spaces
Residential Visitor		88	0.12 spaces per dwelling	-	10 spaces	-	
Retail	Staff	4 Retail Tenancies (506sq.m)	1 per retail tenancy	-	4 spaces	-	
	Customer		1.2 spaces per 100sq.m	-	6 spaces	-	
					99 spaces	13 spaces	13 spaces
		Total			112 spaces		-

[1] Including 1 bedroom units, 1 bedroom + study units and 1 bedroom + study nook (noting that the study rooms are too small to be included as a bedroom)

[2] Including 2 bedroom units, 2 bedroom + study units and 1 bedroom + study nook (noting that the study rooms are too small to be included as a bedroom)

[3] As per Section 4.2.3.1 of GTA June 2007 which states ABS census date 2001 for one bedroom dwelling in 4 or more storeys indicates a car ownership value of 0.69 spaces per dwelling

It is noted that the proposal incorporates some 112 car spaces with 99 spaces allocated to the site's specific uses and 13 spaces not allocated.

I trust the above is satisfactory to your requirements. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Melbourne office on (03) 9851 9600.

Yours sincerely
GTA CONSULTANTS

Peter J Malinas
Senior Project Manger

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28 / 5 / 08

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 22/4/09 PLAN 29 of 43
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090323ltr-PM16940 response to council

2

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

MARSHALL DAY Acoustics

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REPORT No. 001 2008462

PROJECT: 2-4 LORD STREET, RICHMOND
ACOUSTIC PERMIT CONDITION REQUIREMENTS

CLIENT: SJB Architects
25 Coventry Street
Southbank Vic 3006

ATTENTION: Mr Enrico Marrone

DATE: 15 December 2008

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Elizabeth Hui
Associate

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For and on behalf of the Responsible Authority
DATE 22/4/09 PLAN 30 of 43
This is NOT a Building Permit

Quality System
Quality Endorsed Company
ISO 9001
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SAI Global

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TABLE OF CONTENTS

Page No.

1.0 INTRODUCTION 1

2.0 PERMIT CONDITIONS 1

3.0 SITE DESCRIPTION 2

4.0 SURROUNDING USES 3

5.0 NOISE ISSUES 3

6.0 EXISTING NOISE ENVIRONMENT 4

6.1 Background noise levels
6.2 Noise from existing commercial properties

7.0 NOISE CRITERIA 5

7.1 Internal amenity
7.2 SEPP N-1
7.3 Noise from mechanical services associated with the residential component

8.0 COMPLIANCE WITH CRITERIA 7

9.0 APARTMENT DESIGN 7

10.0 MECHANICAL SERVICES ASSOCIATED WITH PROPOSED DEVELOPMENT 8

11.0 SUMMARY 9

APPENDIX A ACOUSTIC TERMINOLOGY

APPENDIX B ZONING MAP

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.
.....
For and on behalf of the Responsible Authority
DATE 22/4/09 PLAN 31 of 43
This is NOT a Building Permit

DOCUMENT STATUS

Revision	Purpose	Date delivered	Reviewed by
-	Issued to client	15 December 2008	Alistair Bavage

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
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IN PERMIT No. PL07/0552
Issued 28 / 5 / 08

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 22/4/09 PLAN 32 of 43
This is NOT a Building Permit

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

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1.0 INTRODUCTION

It is proposed to develop a five storey residential building with retail premises and basement car parking at 2-6 Lord Street, Richmond.

A Notice of Decision (NOD) to Grant a Planning Permit (PL07/0552) has been issued by the City of Yarra and contains a number of conditions pertaining to noise control.

Marshall Day Acoustics Pty Ltd has been requested to prepare a report to address the requirements of the City of Yarra.

A glossary of acoustic terminology used within this report is provided in Appendix A.

2.0 PERMIT CONDITIONS

The City of Yarra has included the following permit conditions in the NOD PL07/0552.

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 provided. The plans must be generally drawn in accordance with the amended plans received by 13/03/2008;*

   But modified to show:

(h) *all proposed external plant and equipment (including rood top plant and equipment) concealed from view from street level and be acoustically treated to the satisfaction of the Responsible Authority.*

(l) *provision and details of all acoustic and noise attenuation measures prepared by a suitable qualified acoustic engineer to protect the internal amenity of the dwellings from external noise sources.*

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YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.
.....
For and on behalf of the Responsible Authority
DATE 22 / 4 / 09 PLAN 33 of 43
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28 / 5 / 08

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

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3.0 SITE DESCRIPTION

The subject site is located at 2-6 Lord Street and is bounded by commercial properties to the north, residential properties to the west and south and Lord Street to the east. An aerial photograph of the subject site is shown in Figure 1.

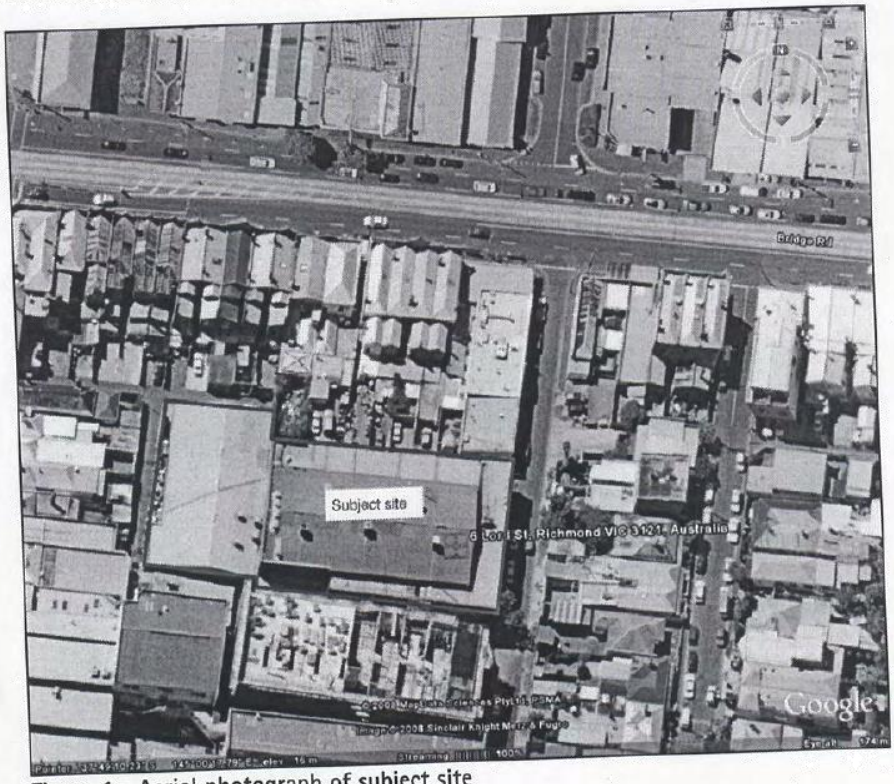


Figure 1: Aerial photograph of subject site

The subject site and land to the west and south is zoned Mixed Use (MUZ). Land to the north is zoned Business (B1Z) and land to the east is zoned Residential (R1Z).

A zoning map of the area is provided in Appendix B.

The development will consist of ground floor retail areas and three levels of residential apartments with basement car parking.

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22 / 4 / 09 PLAN 34 of 43
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28 / 5 / 08

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4.0 SURROUNDING USES

Commercial properties are located immediately north. Residential properties are located to the west, south and east across Lord Street. A commercial building is located to the south-west, but it is understood that this building will be developed as residential apartments.

Table 1 details the types of businesses to the north of the subject site.

Table 1
Business uses in the vicinity of the subject site

Business name	Address – Bridge Road	Description
Olmecs	410	Bakery and Café
Don Mateo's	406	Bar
Passion Fruit	404	Specialty store
MLN Computers	402	Computer store
Maedaya Bar and Grill	400	Restaurant
Orion Indian Restaurant	398	Restaurant
Curry Club	394-396	Restaurant
Momotoro Ramen	392	Restaurant
Salvador Polly	390	Fashion retail
Cord 88 Design Group	388	Office
Mod Kitchen Renovations	386	Kitchen showroom
Tumi Hair and body	384	Hairdresser

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.
For and on behalf of the Responsible Author
DATE 22 / 4 / 09 PLAN 35 of 43
This is not a Planning Permit

5.0 NOISE ISSUES

The proposed residential development will be subjected to the following types of noise from the adjacent buildings:

- Mechanical services noise from plant and equipment at adjacent commercial properties
- Voices of patrons in the rear outdoor area of Don Mateo's bar.

The proposed development will need to control the emission of noise from the following:

- Mechanical services equipment associated with the proposed ground floor retail tenancies
- Mechanical equipment associated with the residential apartments such as car park ventilation system and air conditioning equipment.

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28 / 5 / 09

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

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6.0 EXISTING NOISE ENVIRONMENT

6.1 Background noise levels

Measurements of ambient noise at the site have been conducted at the following times:

- 10 December 2008 between 1730-1800hrs
- 10 December 2008 between 2130-2200hrs
- 11 December 2008 between 0130-0200hrs.

Measurement results are provided in Table 2.

Table 2
Background noise levels L_{90} dBA

Time period	L_{90}
Day	48dBA
Evening	44dBA
Night	38dBA

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28 / 5 / 08

6.2 Noise from existing commercial properties

The proposed residential site at 2-6 Lord Street is exposed to noise from the commercial properties to the north. Noise emissions from mechanical services equipment associated with the Bridge Road commercial properties measured 54dBA L_{eq} at the location of the northern façade of the subject site. It was observed that some of the mechanical equipment was operating after 2200hrs (10:00pm). However, at 0130hrs (1:30am) most of the equipment was not operational and noise emissions from the existing commercial properties had reduced to L_{eq} 44dBA.

The Don Mateo's bar at 406 Bridge Road has a small outdoor courtyard. During our measurement survey there were a small number of patrons in this area, but voice noise was barely audible above mechanical services noise.

If the operator of this bar is concerned about future residential dwellings impacting the activities of the outdoor area, then further measurements may be required to fully assess noise emissions from the outdoor area.

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22 / 4 / 09 PLAN 36 of 43
This is NOT a Building Permit

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7.0 NOISE CRITERIA

7.1 Internal amenity

Australian Standard 2107-2000 entitled *Acoustics: Recommended Design Sound Levels and Reverberation Times for Building Interiors* provides recommended internal noise levels for houses and apartments.

AS2107-2000 recommends the indoor sound levels detailed in Table 3 for dwellings near minor roads.

PLANNING & ENVIRONMENT ACT 1987
Plan referred to in Permit No: PL07/0552
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22/4/09 PLAN 37 of 43
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28 / 5 / 08

Table 3
AS2107: Recommended internal noise levels L_{eq} dBA

Area	Recommended internal noise level	
	Satisfactory	Maximum
Bedrooms	30	35
Living/dining rooms	30	40

7.2 SEPP N-1

The Victorian environmental noise policy relating to commercial noise is the *State Environment Protection Policy (Control of noise from commerce, industry, and trade) No. N-1* (SEPP N-1). Noise emission from plant and equipment associated with commercial premises would be required to comply with the noise limits of SEPP N-1.

This means that the commercial properties on Bridge Road must comply with SEPP N-1 noise limits at existing and future residential properties. In addition, any noise associated with mechanical services equipment at the future retail areas on the ground floor of the development must also meet the SEPP N-1 noise limits at the nearest residential properties.

The objective of SEPP N-1 is to protect residential areas from noise generated by commercial, industrial or trade premises. Noise limits are set based on land use in the area and existing background noise levels. Compliance is achieved if the adjusted L_{eq} noise level at any residence affected by noise from the facility is below the noise limit. The adjusted L_{eq} is determined by applying corrections for such characteristics as duration, intermittency, tonality, and impulsiveness.

SEPP N-1 separates the day into three different time periods – day, evening and night. Noise limits are usually determined for each of these periods. It is generally found that the night-time noise limits are the most stringent for premises that operate after 2200hrs.

The SEPP N-1 time periods, zoning levels and night-time noise limits that would apply at the proposed residential development are shown in Table 4.

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Table 4
SEPP N-1 noise limits

Period	Day of week	Time period	Zoning level	Background noise level	Noise limit
Day	Mon-Fri	0700-1800hrs	56	48	56
	Sat	0700-1300hrs			
Evening	Mon-Fri	1800-2200hrs	50	44	50
	Sat	1300-2200hrs			
	Sun	0700-2200hrs			
Night	Mon-Sun	2200-0700hrs	45	38	45

Noise emissions from the existing commercial properties on Bridge Road are required to meet the above limits at the proposed residential dwellings at 2-6 Lord Street.

Any mechanical services equipment associated with the proposed ground floor retail tenancy must also meet these noise limits.

7.3 Noise from mechanical services associated with the residential component

Noise from all mechanical services equipment associated with the residential development at 2-6 Lord Street should be designed to comply with the requirements provided in EPA publication 1254 (formerly TG302/92) *Noise Control Guidelines*.

The guidelines state the following:

Day and evening operation

Where noise from any fixed domestic plant occurs beyond the residential boundary, the broadband intrusive noise resulting from its use (L_{Amax} adj) measured for not less than 5 minutes) shall not exceed the background noise level (L_A bg) by more than 5dBA when measured at the property boundary.

Night operation

The noise from fixed domestic plant 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 prohibited hours prescribed by the Environment Protection (Residential Noise) Regulations 1987. The following hours apply to air conditioners, swimming pool and spa pumps and ducted heating systems:

10:00pm-7:00pm Monday to Friday
10:00pm-9:00pm Weekends and Public Holidays

Equipment to be considered includes the car park ventilation system and outdoor condenser units associated with the proposed split system air conditioning units.

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Permission to amend Permit No. PL07/0552
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22/4/09 PLAN 38 of 43
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 26/5/08

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

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8.0 COMPLIANCE WITH CRITERIA

To comply with SEPP N-1, noise emission from all commercial premises nearby must not exceed the relevant noise limits at the boundary of the proposed development.

This means that if a new residential development is introduced onto the subject site, the operators of the surrounding commercial uses would be required to install noise control treatments to ensure compliance with SEPP N-1.

As the "agent of change", the developer of the site has been requested by the Responsible Authority to incorporate noise control treatments so that a suitable internal residential amenity is achieved.

Suitable internal amenity can be achieved with the windows closed but internal criteria may be exceeded with windows open. We understand that all apartments are to be fitted with individual air conditioning systems which allow suitable temperature control to be maintained with windows closed. Future residents will therefore have a choice of whether to leave windows open or closed.

It should be noted that if future residents complain about noise emissions from existing commercial uses, then the onus is on the operator of the commercial use to meet the requirements of SEPP N-1.

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 20 / 5 / 08

9.0 APARTMENT DESIGN

It is anticipated that the dwellings will be constructed from a conventional building envelope consisting of external light weight cladding and internal plasterboard walls or brick veneer/masonry walls similar to those described below

Brick veneer/masonry

- 110mm thick brick or hollow concrete block (minimum density 1600kg/m^3)
- 90mm thick timber stud
- 10mm thick plasterboard
- There must be 50mm thick sound absorptive material in the wall cavity.

Light weight walls

- 9mm thick compressed fibre cement sheet (minimum density 2100kg/m^3)
- 90mm timber stud
- 13mm thick fire rated plasterboard
- There must be 50mm thick sound absorptive material in the wall cavity.

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. PL07/0552
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 22 / 4 / 09 PLAN 37 of 43
This is NOT a Building Permit

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

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The roof construction is likely to be as follows:

- 0.51mm thick Colourbond roofing
- 200mm Joists
- 10mm thick plasterboard
- There must be 75mm thick sound absorptive material in the ceiling cavity.

Most noise transfer will occur via the windows. In order to meet the internal noise levels provided in AS2107, it is recommended that all glazing facing north, adjacent to the existing commercial properties be 6.76mm laminated glazing.

With the constructions detailed above, noise from mechanical services from the adjacent commercial areas will be reduced to 30dBA or below within the proposed residential apartments with windows closed. Alternative constructions are possible provided that a similar level of sound insulation is achieved.

In addition, this construction will assist in reducing noise from patron voices within the Don Mateo's courtyard.

10.0 MECHANICAL SERVICES ASSOCIATED WITH PROPOSED DEVELOPMENT

We understand that for this project, split system units will be provided with the outdoor units being located on the roof.

Generally, domestic condenser units produce a noise level of approximately 55-60dBA at 1m.

The roof top area will be well shielded from existing residential properties and it is likely that noise from these units will not be problematic at existing adjacent residential properties.

However, we understand that the proposed development to the south-west will be 5-6 levels high and therefore the upper levels may overlook the rooftop area of 2-6 Lord Street. If the proposed development to the south-west were to proceed then it may be necessary to install additional noise control treatment.

In order to confirm the required noise control treatments for the roof top units, the following information is required:

- Number of units to be installed
- Type of units selected
- Exact location of units.

In addition, a car park ventilation system is likely to be installed. Details of this system are not available at this stage. Noise emissions from this system must also comply with the EPA guidelines.

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan Referred to in Permit No. PL07/0552
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22/4/09 PLAN 40 of 43
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28/5/08

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

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Marshall Day Acoustics can review the final ventilation design and provide the necessary recommendations for noise control treatments once the design has been finalised.

Noise from mechanical services associated with the proposed ground floor retail tenancies must also meet the SEPP N-1 noise limits at the nearest residential property. If split system units are used with condensers located on the roof top, it is likely that the SEPP N-1 noise limits will be achieved. Again, the final noise control treatment requirements can be determined once the mechanical design details are available.

With appropriate unit selection, siting and the inclusion of proprietary noise control treatments such as acoustic barriers, louvres, attenuators and, if required, acoustic enclosures, it is anticipated that noise emissions from all mechanical services equipment associated with the development can comply with the relevant environmental noise limits.

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28 / 5 / 09

11.0 SUMMARY

It is proposed to develop residential dwellings and ground floor retail at 2-6 Lord Street, Richmond.

Noise emissions from existing operations and activities at existing commercial premises to the north have the potential to cause disturbance at the proposed residential dwellings.

As the developer is the "agent of change", the Responsible Authority has recommended that noise control treatments be incorporated into the design of the residential development so that existing surrounding activities are not adversely affected.

With the proposed building envelope constructions and specified glazing, noise emissions with the commercial premises to the north will meet the internal noise levels recommended by AS2107.

The proposed building envelope will also assist in reducing noise levels from the voices of patrons in the Don Mateo's outdoor area. Further assessment of the use of this courtyard may be required if future noise problems are anticipated.

All mechanical services systems associated with the proposed development will be designed to ensure compliance with the relevant noise limits. Appropriate noise control treatments can be specified once the final design details of mechanical equipment is available.

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22 / 4 / 09 PLAN 41 of 43
This is NOT a Building Permit

Attachment 13 - PL07/0552 - 2 - 6 Lord Street Richmond - Endorsed plans attached as a point of reference and for clarity on matters discussed.

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APPENDIX A

ACOUSTIC TERMINOLOGY

Ambient	The ambient noise level is the noise level measured in the absence of the intrusive noise or the noise requiring control. Ambient noise levels are frequently measured to determine the situation prior to the addition of a new noise source.
dBA	A-weighted decibel. The A-weighting approximates the response of the human ear.
L_{eq}	The equivalent continuous sound level. This is commonly referred to as the average noise level.
L_{eff}	The effective noise level of commercial or industrial noise determined in accordance with *State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1* (SEPP N-1). This is the L_{Aeq} noise level over a half-hour period, adjusted for the character of the noise. Adjustments are made for tonality, intermittency and impulsiveness.
L_{90}	The noise level exceeded for 90% of the measurement period. This is commonly referred to as the background noise level.

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL07/0552
Issued 28 / 5 / 08

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 22 / 4 / 09 PLAN 42 of 43
This is NOT a Building Permit

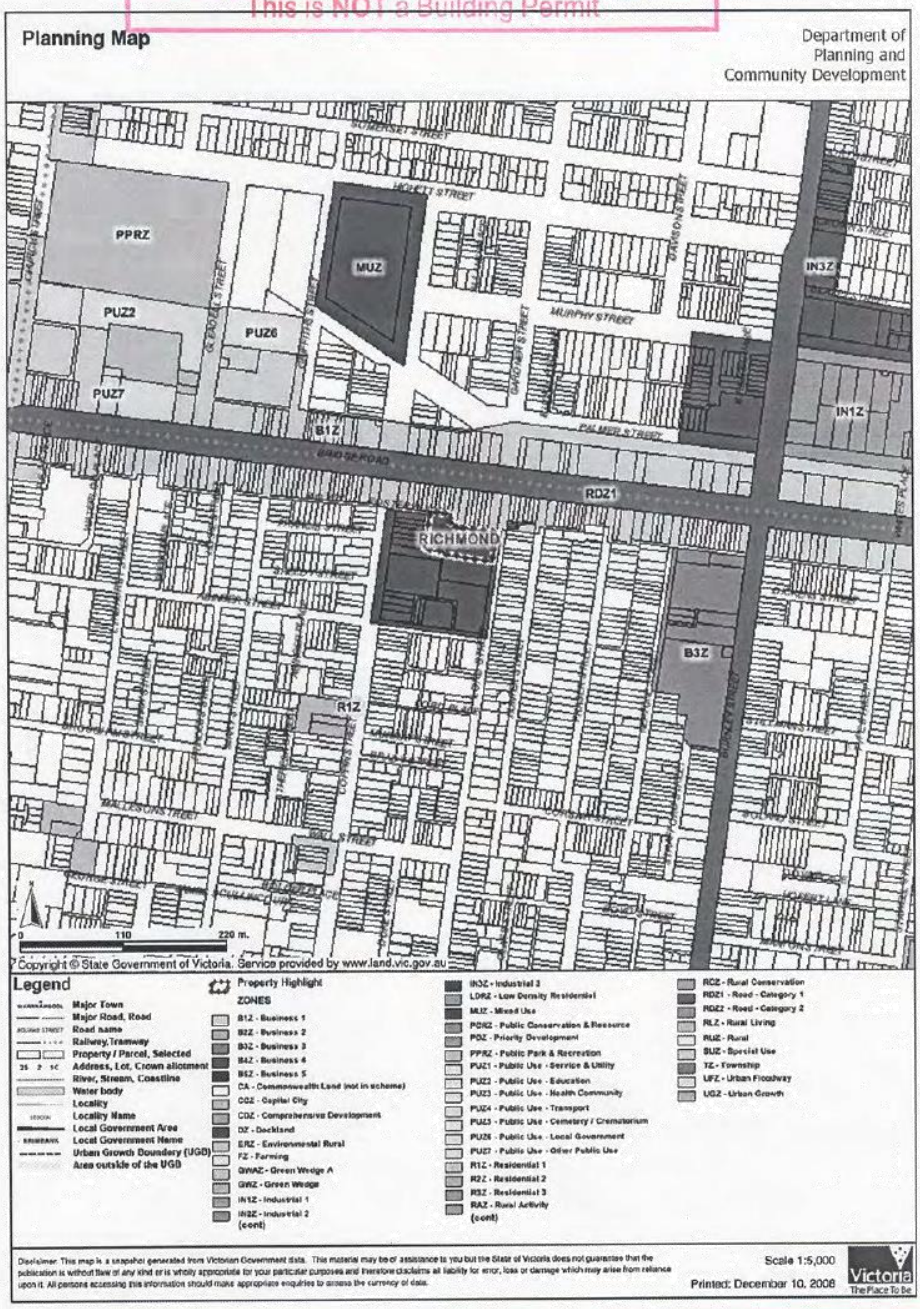
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YARRA PLANNING SCHEME
Plan referred to in Permit No: PL07/0552
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22/4/09 PLAN 44 of 44
This is NOT a Building Permit

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APPENDIX B

ZONING MAP



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IN PERMIT No. PL07/0552
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Attachment 14 - PL07/0552 - 2-6 Lord St Richmond - Planning Permit

Helping you understand your planning needs

YaRRA

PLANNING PERMIT (Amended)

Permit No	PL07/0552
Planning Scheme	Yarra
Responsible Authority	City Of Yarra

COPY

ADDRESS OF THE LAND

2-6 Lord St Richmond VIC 3121

THE PERMIT ALLOWS

For the purpose of the following, in accordance with the endorsed plan(s).

Development of the land for a 6 storey building plus one level of basement for the purpose of retail and residential, including a reduction in car and bicycle parking requirements and a waiver of loading bay requirements.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Amended plans

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 amended plans received 13/03/2008:

But modified to show:

(a) provision of one additional bicycle parking space at ground floor;

(b) a blind aisle extension of at least 1.0m adjacent to bays 1 and 60 and also adjacent to bay 48 in basement level 1 car park or these car spaces be at least 3.0 metres wide;

(c) ***DELETED***;

(d) the south façade to apartment 1.14 and apartment 2.13 to have more articulation or variation in surface alignment for improved visual interest;

(e) provision of screening in accordance with TP19 to the west facing terraces at ground floor, Level 1 and Level 2.

(f) provision of screening to a minimum height of 1.7m above finished floor level between the west facing terraces. Screening to have maximum 25 per cent openings;

Issued Date: 28 May 2008

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2005 Form 4

For more information call 9205 5555 or visit **www.yarracity.vic.gov.au**

(g) all proposed external plant and equipment (including roof top plant and equipment) be located and screened from view generally in accordance with Drawings No. TP10 Revision C, TP12 Revision E and TP11 Revision E;

(h) an area set aside within the property boundaries for pits, meters and essential services;

(i) details of the car park entry and exit doors demonstrating a high quality and durable finish;

(j) provision and details of all acoustic and noise attenuation measures prepared by a suitably qualified acoustic engineer to protect the internal amenity of the dwellings from external noise sources;

(k) provision of a 30,000 litre water storage tank for garden or other on-site use;

(l) an updated schedule of all external materials and finishes generally in accordance with 'materials and finishes' schedule by SJB Architects dated 12/09/08. Glass and materials must not be highly reflective;

(m) a landscape plan to the satisfaction of the Responsible Authority prepared by a suitably qualified person. When approved, the landscape plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:

I. the location of all areas to be covered by lawn or other surface materials;

II. the location of any permanent structures, furniture or other facilities;

III. the botanical and common names of proposed plant species, quantity, size at planting and maintenance regime; and plants

IV. provision of lighting;

V. detail and location of fencing;

(n) the provision of dedicated/allocated on site car parking in accordance with the recommendation of a suitably qualified traffic engineer and to the satisfaction of the Responsible Authority, with at least one car parking space allocated to each retail tenancy and no more than 2 car spaces to be allocated to an individual dwelling.

(o) details of screening of balconies to the east generally in accordance with plan TP20 dated 5 September 2008;

all to the satisfaction of the Responsible Authority.

Endorsed plans

2 All development must accord with the endorsed plans. Any alterations must be approved by the Responsible Authority.

3 Floor levels shown on the endorsed plan(s) must not be altered or modified without written consent of the Responsible Authority.

4 All new on boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

Issued Date: 28 May 2008

Mary Osman
Signature for the Responsible Authority

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Vehicle crossings and accessways

5 Any existing vehicular crossings made redundant by the building and works depicted on the endorsed plans must be broken out and re-instated as standard footpath and kerb and channel to the satisfaction of the Responsible Authority and at the permit holder's expense.

6 The existing right of way to the north of the site (accessed from Lord Street) is to be fully reconstructed and / or made good with a bitumen finish which falls to the existing bluestone spoon drain from the west kerb line of Lord Street and extending to the car park entrance on the east façade (approximate distance of 43.7m) at the full cost of the applicant, to the satisfaction of the responsible authority;

7 Any new vehicular crossing must be constructed in accordance with Council's standard vehicular crossing specification to the satisfaction of the Responsible Authority and at the permit holder's expense.

8 Any damaged road(s) and footpath(s) adjacent to the development site must be reinstated to the satisfaction of the Responsible Authority.

Car parking areas

9 No fewer than 78 car parking spaces must be provided on the land at all times.

10 The area set aside for the parking of vehicles, together with the associated access lanes as delineated on the endorsed plan must:

a) be provided and completed to the satisfaction of the Responsible Authority prior to the commencement of the development hereby permitted;

b) thereafter be maintained to the satisfaction of the Responsible Authority;

c) be made available for such use at all times and not used for any other purpose;

d) be properly formed to such levels that it can be used in accordance with the endorsed plan; and

e) be drained and sealed with an all weather seal coat.

11 Any car parking space allocated to a dwelling must be shown as a part of the lot comprising the dwelling on any plan of subdivision to the satisfaction of the responsible authority.

Green Travel Plan

12 Before the use of the land commences, a Green Travel Plan must be prepared to the satisfaction of the Responsible Authority following consultation with the Department of Infrastructure (Public Transport Division). The Plan must be prepared by a suitably qualified person and must encourage the use of non-private vehicle transport modes by the occupiers of the land. The Plan must include, but not be limited to the following:

a) a description of the location in the context of alternative modes of transport and objectives for the Green Travel Plan;

b) outline Green Travel Plan measures for the development including, but not limited to:

Issued Date: 28 May 2008

Mary Osman
Signature for the Responsible Authority

i. household welcome packs – tram, train and bus timetables relevant to the local area must be included in the pack of information provided to purchasers and/or occupiers upon occupation of an apartment;

ii. bicycle parking and facilities available on the land; and

iii. monitoring and review.

Car Share

13 Following registration of the Plan of Subdivision for the approved development, the Owners' Corporation must enter into an agreement pursuant to Section 173 of the Planning and Environment Act 1987 with and to the satisfaction of the responsible authority which agreement must be registered on any title to the common property on the land. By the agreement, the Owners' Corporation must covenant with the responsible authority that provision will be made for at least 2 car share vehicles on-site by way of arrangement with a car share operator or by the Owners Corporation for a minimum period of 10 years. The agreement will provide that any costs which may be associated with ensuring on-going availability of at least 2 car share vehicles on site will be borne by the Owners' Corporation. All costs of preparation and registration of such agreement must be borne by the Owners' Corporation, including those incurred by the responsible authority.

Lighting

14 Prior to the certificate of occupancy, the development must be provided with external lighting capable of illuminating access to each car parking space, motorcycle parking space, bicycle parking space, store, rubbish bin, recycling bin, pedestrian walkways, stairwells, lift, dwelling entrances and entry foyer. Lighting must be located, directed, shielded and of limited intensity so that no nuisance or loss of amenity is caused to any person within and beyond the site, to the satisfaction of the Responsible Authority.

Timing of landscaping works

15 Prior to occupation of the development, all landscaping works must be carried out in accordance with the endorsed landscaping plan and be maintained to the satisfaction of the Responsible Authority.

Drainage

16 Provision must be made for the drainage of the site including landscaped and pavement areas all to the satisfaction of the Responsible Authority.

17 All piping and ducting, other than for drainage above the ground floor storey of the building must be concealed.

Underground Services

18 The trenching of underground services within a Public Highway will require the re-sheeting of the footpaths and reinstatement of any assets. The cost of these reinstatement and footpath works must be borne by the permit holder.

Issued Date: 28 May 2008

Mary Osman
Signature for the Responsible Authority

Waste management

19 Prior to the occupation of the dwellings the applicant must develop in consultation with Council and submit for approval by the Responsible Authority a waste management plan. Once approved the waste management plan must be complied with.

20 Rubbish, including bottles and packaging material, must at all times be stored within the building and screened from external view. All waste collection and recycling collection to be undertaken by private contractors or Council Service between the hours specified in Council's Local Law No. 3 or its successors.

Retail premises

21 The retail premises use hereby permitted must only operate between the following hours unless with the further written consent of the Responsible Authority:

Monday to Friday:	8.00 am to 6.00 pm
Saturday:	9.00 am to 5.00 pm
Sunday	9.00am to 5.00 pm

22 Noise emissions from the retail premises hereby approved must comply with the State Environment Protection Policy or any other standard recommended by the Environment Protection Authority.

Environmental audit

23 Before the commencement of the development hereby approved other than works for the purpose of obtaining a Certificate or Statement under Clause (a) or (b) of this condition respectively, either:

a) Certificate of Environmental Audit indicating the land is suitable for residential use must be issued for the land in accordance with Section 53Y 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 Section 53ZS of the Act that the environmental conditions of the land are suitable for residential use.

24 A copy of the certificate of environmental audit and/or statement, and the complete audit report and audit area plan must be submitted to the Responsible Authority.

25 The use and/or development/buildings and works allowed by this permit must comply with the directions and conditions of any statement of environmental audit issued for the land.

26 Prior to the occupation of dwellings a letter must be submitted to the Responsible Authority by an Environmental Auditor accredited with the EPA, to advise that all construction and remediation works necessary and required by an environmental audit or statement have been carried out.

Issued Date: 28 May 2008

Mary Osman
Signature for the Responsible Authority

Soil removal

27 Any handling and disposal of contaminated site soil must be in accordance with the requirements of any statement of environmental audit issued for the land, the requirements of the Environment Protection Authority and the Environment Protection Act 1970.

28 *The owner and all its successors in title or transferees must include in the Vendor's Statement pursuant to section 32 of the Sale of Land Act 1962 annexed to each Contract for the sale of any part of the land entered into after the commencement of the development hereby approved, other than works for the purpose of obtaining a Statement of Environmental Audit, a copy of the endorsed development plans, planning permit and Statement of Environmental Audit (together with the later issued Certificate of Environmental Audit) for the land.

Construction Management Plan

29 Prior to commencement of construction works, a pre construction site inspection and condition assessment of all right of ways and road ways abutting the development is to be prepared and in the event of damage during construction will be required to be repaired by the developer, at the developers cost and to the satisfaction of Council.

30 Before any 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 plan will be endorsed as evidence of its approval. The plan must provide for or include the following:

a) a pre-conditions survey of all adjacent Council roads and footpaths;

b) protection works necessary to road and other infrastructure (limited to an area reasonably proximate to the site);

c) remediation of any damage to road and other infrastructure (limited to an area reasonably proximate to the site);

d) containment of dust, dirt and mud within the site and method and frequency of clean up procedures in the event of build up of matter outside the site;

e) on site facilities for vehicle washing;

f) methods for management of noise and general nuisance;

g) site security;

h) waste and stormwater treatment;

i) construction program;

j) preferred routes for trucks delivering to the site;

k) parking facilities for construction workers;

l) delivery and unloading points and expected frequency;

m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

Issued Date: 28 May 2008

Mary Osman
Signature for the Responsible Authority

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; and

o) traffic management measures to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.

Construction

31 During the construction, the following must occur:

a) any stormwater discharged into the stormwater drainage system to comply with EPA 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 premises enters the stormwater drainage system;

c) vehicle borne material must not accumulate on the roads abutting the site;

d) the cleaning of machinery and equipment must take place on site and not on adjacent footpaths or roads;

e) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly; and

f) all site operations must comply with the EPA Publication TG302/92.

32 The development, once commenced, must be completed to the satisfaction of the Responsible Authority.

Construction hours and noise

33 Except with the written consent of the Responsible Authority, demolition or construction works must only be carried out between: 7.00 am – 6.00 pm, Monday-Friday (excluding public holidays) and 9.00 am – 3.00 pm, Saturday and public holidays. No work is to be carried out on Sundays, ANZAC Day, Christmas Day or Good Friday without a specific permit. All site operations must comply with the relevant Environmental Protection Authority's Guidelines on Construction and Demolition Noise.

Time limits

34 This permit will expire if the development is not commenced within two years from the date of this permit. All development must be completed within four years from the date of this permit. The Responsible Authority may approve extensions to these time limits if requests are made within three months of expiry.

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of amendment	Brief description of amendment
28 October 2008	Planning Permit amended in accordance with the order of the Victorian Civil and Administrative Tribunal (VCAT), reference: P1660/2008. Planning Permit amended as a result of a mediated settlement dated 12 September 2008 in respect of all contested conditions except 1(d)

Issued Date: 28 May 2008

Mary Osman
Signature for the Responsible Authority

	and then by the order of VCAT dated 28 October 2008, which deleted condition 1(d). Summary of the amendments below: a) Parts: b, c, f, g, h, m, n, o, p, q, r of condition 1 amended. b) Conditions 6, 11, 20, 22 and 32 amended. c) Conditions 1(d), 1(i) and 1(o)(iv) deleted.
3 March 2009	Planning permit amended pursuant to Section 71 of the Planning and Environment Act to correct a clinical error in the date of permit and that it has been amended.
14 July 2009	Planning Permit amended in accordance with the order of the Victorian Civil and Administrative Tribunal (VCAT), reference: P1467/2009. Amend condition 28.
12 November 2009	Planning Permit amended at the direction of Victorian Civil and Administrative Tribunal (VCAT), reference: P2342/2009 by deleting condition 1c, amending condition 1n, condition 9 and 13.

Issued Date: 28 May 2008

Mary Osman
Signature for the Responsible Authority

Attachment 14 - PL07/0552 - 2-6 Lord St 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 APPEALS?

* 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 an Application for Review 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.

* An application for review must also 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 2005 No. 33 Form 4 Sections 63 and 86

6.5 PLN21/0875 - 219 Gore Street, Fitzroy

Executive Summary

Purpose

1. This report provides Council with an assessment of the application for approval to construct a ground floor extension to the existing dwelling (retrospective).

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 54 – One Dwelling on a Lot.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Clause 54 (ResCode); and
   (b) Objector concerns.

Submissions Received

4. Eight objections were received to the application. These can be summarised as:
   (a) Overshadowing of open space;
   (b) Impact that construction of the new wall has on adjacent property (including overshadowing, impacts on outhouse and vegetation);
   (c) The plans do not correctly show the location of natural ground level and the height of the original southern boundary wall;
   (d) The location of the new southern boundary wall is incorrectly shown on the plans;
   (e) The materials of the southern boundary wall as constructed do not match what is shown on the endorsed plans;
   (f) Lack of due process (including demolition and works already completed without planning approval; and previous objectors to PLN19/0384.01 not notified of current application);
   (g) Incorrect and misleading information shown on the plans associated with the original planning permit application; and
   (h) Improper use of a drone to take photographs of adjoining properties without permission.

Conclusion

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

CONTACT OFFICER: **Erryn Megennis**
TITLE: **Statutory Planner**
TEL: **0392055485**

6.5 PLN21/0875 - 219 Gore Street, Fitzroy

Reference	D22/46366
Author	Erryn Megennis - Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Langridge
Proposal:	Construction of a ground floor extension to the existing dwelling (retrospective)
Existing use:	Dwelling
Applicant:	Luke Merrick
Zoning / Overlays:	Neighbourhood Residential Zone – Schedule 1 Heritage Overlay – Schedule HO166 Development Contributions Plan Overlay – Schedule 1
Date of Application:	09 November 2021
Application Number:	PLN21/0875

Planning History

1. Planning Permit PLN19/0384 was issued on 09 August 2019 for the construction of a ground floor addition to the existing dwelling. Works in accordance with this permit were completed. However, the endorsed plans show that the original southern boundary wall would be retained. This wall was removed and reconstructed without planning approval. An application to amend planning permit PLN19/0384 was lodged with Council on 05 May 2021 seeking retrospective approval for the construction of the new southern boundary wall (PLN19/0384.01).

2. This amendment application was heard at the Planning Decisions Committee (PDC) meeting held on 29 September 2021. Councillors resolved that the matter be deferred to the PDC meeting on 13 October 2021 to allow for further clarification of the height of the southern boundary wall.

3. The applicant subsequently withdrew the application on 11 October 2021.

4. The current planning application (PLN21/0875) was lodged on 09 November 2021 and seeks retrospective approval for a ground floor extension. The ground floor extension as constructed is generally in accordance with planning permit PLN19/0384, however additional works including the construction of new walls on the southern and western boundary that were not approved under planning permit PLN19/0384 have also been applied for in this application.

Background

5. The subject site is on the Victorian Heritage Register No. HO166. Pursuant to Clause 43.01-3 of the Yarra Planning Scheme (the Scheme), a planning permit is not required *to develop a heritage place which is included in the Victorian Heritage Register, other than an application to subdivide a heritage place of which all or part is included in the Victorian Heritage Register.*

6. As such, the proposed demolition and works are not required to be assessed against Clause 43.01 (Heritage Overlay) or Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) of the Scheme.

7. Part of the original southern wall of the subject site is constructed within the title boundary of No. 217 Gore Street. As this property is also included on the Victorian Heritage Register (Heritage Overlay 165, Heritage Victoria Reference No. H156), a planning permit is not required for the demolition of the existing wall on boundary.

Planning Scheme Amendments

Amendment C269

8. Amendment C269 proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies at Clause 22 with a Municipal Planning Strategy and Local Policies within the Planning Policy Framework (PFF), consistent with the structure recently introduced by the State Government. The amendment was on public exhibition between 20 August 2020 and 4 December 2020. Amendment C269 was adopted by Council on 3 August 2021 and proceeded to a panel hearing in October 2021. The Panel report was released on 18 January 2022.

9. Of note, the Panel found Amendment C269 to be 'well founded and strategically justified'. In summary, the Panel said[1]:

> *The Panel considers the Amendment is broadly consistent with the Planning and Environment Act 1987, and Plan Melbourne, is supported by and implements the relevant sections of the Planning Policy Framework and has generally been prepared in accordance with relevant Ministerial Directions and Practice Notes. The Amendment is consistent with the principles of net community benefit as it will provide streamlined and updated policy into the Planning Scheme, and will address many issues of concern and interest to the community.*
>
> *The Amendment has adequately taken into consideration the impacts of COVID-19, accepting that the impacts of the pandemic are still being understood and future adjustments may be required.*
>
> *The Panel concludes the Amendment is well founded and strategically justified, and should proceed subject to addressing the more specific issues raised in submissions as discussed in this Report.*

10. Council officers are currently reviewing the Panel report and proposed to brief Councillors on the recommendations and process options.

11. In relation to this planning application, the following clauses are of most relevance:

    - 15.01 – 2L – Building design
    - 15.02 – 1L – Environmentally sustainable development

12. These clauses are largely reflected in current planning policy and will not be contradictory to the proposed re-write of Clauses 21 and 22 by the Amendment.

[1] Amendment C269yara, Panel Report, page I (Executive Summary).

The Proposal

13. The application is for retrospective approval of a ground floor extension to the rear of the existing dwelling. The extension will consist of a kitchen, laundry, bathroom and shower with an area of private open space to be located on the northern side of the site. Further details of the proposal are as follows:

Demolition (planning permit not required):

- Demolition to internal areas of the existing dwelling; and
- Demolition of the store on the southern side of the rear private open space, including the southern boundary wall (located on both Nos. 217 and 219 Gore Street) and western boundary wall, as well as the roof.

Additions and Alterations

- The extension will be constructed for a length of 6.225m along the southern boundary. The southern boundary wall will have a maximum height of 3.02m and will be constructed of original red bricks;
- The extension will be constructed for a length of 2.28m along the western boundary. The western boundary wall will have a maximum height of 3.1m and will be constructed of original red bricks;
- The portion of western wall not on the boundary, will be set back from the western boundary a minimum 2.49m;
- The extension will have a maximum height of 3.1m;
- The northern walls of the extension will be set back from the northern boundary a minimum 2.885m;
- Construction of new north-facing window to the kitchen (planning permit not required); and
- The proposed roof will be constructed of corrugated “metal deck” finished in a charcoal colour (Monument).

Existing Conditions

Subject Site

14. A description of the subject site was provided in the original officer’s report for planning permit PLN19/0384:

The subject site is located on the western side of Gore Street, approximately 20m south of the intersection of Moor Street in Fitzroy. The site has a 6.61m wide frontage, a depth of 30.49m, and an area of 201.9sqm. A laneway (Freeland Lane) abuts the south-west corner of the subject site, and it appears there is no rear access from the subject site to this laneway. There is a fall across the site, with the finished floor level of the existing dwelling being 0.9m above ground level towards the front of the site and 0.2m towards the rear of the dwelling. The store at the rear of the site is approximately 0.6m higher than the abutting land to the west and the laneway.

Developed on site is a two-storey, Victorian-era dwelling with an ornate front verandah and parapet. This dwelling forms a row of 6 terraces which are on the Victorian Heritage Register (HO166).

The attached dwelling is constructed along the north and south boundaries with the north-west portion of the site being private open space. The dwelling accommodates formal living, dining, kitchen, and storage areas at ground level. At first floor there is a sitting room, 2 bedrooms, and a bathroom.

There is a 1.95m high boundary fence along the north boundary; a 1.85m high fence and a 2.1m high brick wall along the west boundary and a 3m high brick wall along the south boundary.

15. It is also noted that the existing southern boundary wall associated with the storeroom is partially constructed over the shared boundary with No. 217 Gore Street. The application documentation shows the height of the original southern boundary wall is approximately 2.772m.

16. Since that time, the construction of the ground floor addition as approved by planning permit PLN19/0384 has been completed; with additional works (including the demolition of the original southern and western boundary walls and construction of new southern and western boundary walls) undertaken. These additional works were not in accordance with planning permit PLN19/0384 and have subsequently been included in this current planning permit application.



Figure 1: View of subject site from Gore Street (Planning Officer, August 2021)

Surrounding Land

17. A description of the surrounding area was provided in the original officer's report for planning permit PLN19/0384:

The surrounding area is residential and generally consists of one and two-storey dwellings. Located on the north-east corner of George and Moor Streets (approximately 43 from the subject site) facing Moor Street are properties in a Commercial 1 Zone (as continuation from Smith Street).

To the north and west is a two-storey dwelling (No. 221 Gore Street) which forms part of the row of two-storey, Victorian-era terraces. This site is a L-shaped lot which wraps towards the rear of the subject site. The dwelling is constructed on the north and south boundaries towards the front part of the dwelling, with later extensions extending along the entire length of its north boundary, and includes a roof terrace above. A large private open space area is located, generally to the south of the existing dwelling, and contains a carport abutting the shared boundary with the subject site.

To the south is another similar two-storey Victorian-era terrace. This dwelling is constructed along the north boundary. The private open space is located at the rear (west and south) of the dwelling, and contains a small shed located in the north-west corner of the site.

To the east is Gore Street, and on the opposite side are single-storey dwellings facing Gore Street; and also the rear private open space of a dwelling located on the north-east corner of Condell and Gore Streets.

There have not been any notable changes since the previous report was written, other than the northern wall on No. 219 Gore Street's SPOS being demolished.



Figure 2: Nearmap aerial imagery of subject site and surrounds (December 2021)

Planning Scheme Provisions

Zoning

Clause 32.09 – Neighbourhood Residential Zone (Schedule 1)

18. The subject site is in the Neighbourhood Residential Zone (Schedule 1) (NRZ1). The following provisions apply:
    (a) Pursuant to Clause 32.09-5, a planning permit is required to extend a dwelling on a lot less than 500sqm;
    (b) Pursuant to Clause 32.09-4, the minimum garden area provisions do not apply as the subject site area is less than 400sqm; and
    (c) Pursuant to Clause 32.09-10, the maximum building height must not exceed 9m or two storeys at any point.

Overlays

Clause 43.01 – Heritage Overlay, Schedule HO166

19. The subject site is affected by the Heritage Overlay, Schedule HO166. The following provisions apply:
    (a) Pursuant to Clause 43.01-3 of the Scheme, no permit is required under this overlay:
        (i) To develop a heritage place which is included in the Victorian Heritage Register, other than an application to subdivide a heritage place of which all or part is included in the Victorian Heritage Register.
    (b) *City of Yarra Database of Heritage Areas, July 2020* – The site is on the Victorian Heritage Register No. HO166.

Clause 45.06 – Development Contributions Plan Overlay

20. The subject site is affected by the Development Contributions Plan Overlay (Schedule 1). This overlay requires developers to pay a contribution towards essential city infrastructure like roads and footpaths, as well as community facilities. The overlay is not applicable to the proposed development as the proposed works do not increase the number of dwellings on the site.

Particular Provisions

Clause 54 – One dwelling on a lot

21. This clause applies as the development is for the extension of a dwelling on a lot under 500sqm. A development should meet all the standards and must meet all the objectives.

General Provisions

22. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision. An assessment of the application against the relevant sections of the Scheme is offered in further detail in this report.

Planning Policy Framework (PPF)

23. The following clauses are relevant to the amendment:
    (a) 15.01-2S – Building Design; and
    (b) 15.01-5S – Neighbourhood Character.

Local Planning Policy Framework (LPPF)

24. The following clauses are relevant to the amendment:
    (a) 21.05-2 – Urban Design;
    (b) 21.05-3 – Built Form Character; and
    (c) Clause 21.08-7 – Fitzroy
        (i) Clause 21.08-7 states: *Fitzroy is a mixed commercial and residential neighbourhood notable for the consistency of its Victorian streetscapes. It comprises a dense combination of residential areas, shopping precincts and commercial/ industrial activities.*

Relevant Local Policies

25. The following clauses are relevant to the amendment:
    (a) Clause 22.07 – Development Abutting Laneways.

Advertising

26. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 2 letters sent to adjoining owners and occupiers. Council received eight objections, the grounds of objection are summarised as follows:

    (a) Overshadowing of open space;
    (b) Impact that construction of the new wall has on adjacent property (including overshadowing, impacts on outhouse and vegetation);
    (c) The plans do not correctly show the location of natural ground level and the height of the original southern boundary wall;
    (d) The location of the new southern boundary wall is incorrectly shown on the plans;
    (e) The materials of the southern boundary wall as constructed do not match what is shown on the endorsed plans;

(f) Lack of due process (including demolition and works already completed without planning approval; and previous objectors to PLN19/0384.01 not notified of current application);
(g) Incorrect and misleading information shown on the plans associated with the original planning permit application; and
(h) Improper use of a drone to take photographs of adjoining properties without permission.

Referrals

External Referrals

27. The application was not required by the Scheme to be referred to external parties.

Internal Referrals

28. The application was not referred to Council's internal departments as the proposed works can be adequately assessed under the relevant policies and provisions of the Scheme.

OFFICER ASSESSMENT

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

(a) Clause 54 (ResCode); and

(b) Objector Concerns

Clause 54 – ResCode

30. Clause 54 comprises design objectives and standards to guide the assessment of new residential development. Given the site's location within a built-up inner-city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test. In considering the proposal, the following objectives and standards are not relevant:
(a) Standard A2 - Integration with the street – There are no changes proposed to the dwelling's existing presentation to Gore Street;
(b) Standard A3 - Street setback – There are no changes proposed to the existing street setback;
(c) Standard A8 - Significant trees objectives – There are no significant trees on the subject site;
(d) Standard A12 – Daylight to existing windows – The proposed extension is not constructed opposite existing habitable room windows;
(e) Standard A13 – North-facing windows – There are no north-facing windows within 3m of the subject site;
(f) Standard A18 – Solar access to private open space – This Standard does not apply to dwelling extensions; and
(g) Standard A20 - Front fences objective – There are no alterations proposed to the existing front fence.

The remaining objectives and standards are assessed in detail below.

Neighbourhood character (Standard A1) and Design Detail (Standard A19) objectives

31. The proposed extension is located in the south-west corner of the site and is fully concealed by the existing two-storey terrace dwellings. As such it will not be visible from Gore Street. The proposed material of the extension will complement the existing dwelling, with brick on-boundary walls and metal cladding to the northern wall and a metal roof to the extension, which reflects the existing materials on site/within the area.

32. With regard to Clause 22.07 (Development Abutting Laneways), the proposed western boundary wall will have a maximum height of 3.1m and will be constructed of red bricks. The height and materials will complement the existing character of Freeland Lane which is abutted by rear boundary walls and fences constructed of a variety of materials (including brick, metal and timber) of similar heights.

Building height (Standard A4) objectives

33. The proposed extension will have an overall maximum height of 3.1m and complies with the Standard; being below the 9m maximum height.

Site coverage (Standard A5) and site permeability (Standard A6) objectives

34. Standard A5 prescribes a maximum site coverage of 60% site area. The proposed site coverage is 68.1% (137.5sqm) an increase of 4sqm from existing conditions. A variation of 8.1% is supported considering the size of the lot which limits the capacity to achieve full compliance with the Standard. Further, the surrounding area is also characterised by high site coverage, as seen at properties to the north and south of the site on Gore Street and nearby properties on Condell Street (among others).

35. Standard A6 prescribes a minimum permeable area of 20%. The proposed permeability will be 10.8% (21.7sqm), an increase of 1% from existing conditions. A variation is acceptable for a small lot less than 300sqm, which limits the capacity to achieve full compliance with the Standard. Further, planning permit PLN19/0384 also approved a site permeability of 10.8%. There has been no substantial change in stormwater policy since this previous approval.

Energy efficiency (Standard A7) objectives

36. The proposal will achieve a reasonable level of energy efficiency considering (in accordance with the Standard):
    - There are no rooftop solar energy facilities on abutting properties;
    - North-facing habitable room windows will provide a source of natural light to the proposed kitchen; and
    - Private open space is predominantly located on the northern side of the dwelling.

Side and rear setbacks (Standard A10) objectives

37. This Standard only applies to the northern and western setbacks. The proposal is constructed on the southern boundary and partly along the western boundary and will be assessed against Standard A11 (Walls on boundaries) in the following section of the report. The following table summarises the proposal against Standard A10:

Wall	Wall height	A10 setback	Proposed setback	Complies?
North	2.93m	1m	2.885m	Yes
West	2.7m	1m	2.49m	Yes

    The proposal is therefore compliant with Standard A10.

Walls on boundaries (Standard A11) objectives

38. To meet the standard any new wall constructed on the boundary should not abut a boundary for a length of more than 10m plus 25% of the remaining length of the boundary of an adjoining lot or the length of an existing or simultaneously constructed boundary wall, whichever is greater. In terms of height, new boundary walls should not exceed an average 3.2m in height with a maximum height of 3.6m at any one point, unless abutting a higher existing or simultaneously constructed wall.

39. The following table summarises the proposed on-boundary walls against Standard A11:

Wall	A11 max. length	Proposed max. length	A11 max. /average height	Proposed max. / average height	Complies?
South	15.12m	27.75m	3.6m / 3.2m	3.02m / 2.95m	Length: No Height: Yes
West	10m	2.28m	3.6m / 3.2m	3.1m / 3.06m	Length: Yes Height: Yes

40. The maximum and average heights of the proposed on-boundary walls are compliant with Standard A11. The length of the western boundary wall is also compliant with the Standard. However, a variation is required for the overall length of the southern boundary wall. The objective of Clause 54.04-2 is:

To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.

41. In deciding whether this objective has been met, the responsible authority must consider (as is relevant):
- *Any relevant neighbourhood character objective, policy or statement set out in this scheme. The design response.*
- *The extent to which walls on boundaries are part of the neighbourhood character.*
- *The visual impact of the building when viewed from adjoining properties.*
- *The impact on the amenity of existing dwellings.*
- *The opportunity to minimise the length of walls on boundaries by aligning a new wall on a boundary with an existing wall on a lot of an adjoining property.*
- *The orientation of the boundary that the wall is being built on.*
- *The width of the lot.*

42. Examples of dwellings which are constructed along the full length of a side boundary are observed at No. 221 Gore Street (immediately to the north), Nos. 189-191 Gore Street and Nos. 194-202 Moore Street (among others). Further, the original dwelling on the subject site was constructed along the majority of the southern boundary.

43. The construction of new built form on at least one side boundary is typical of the surrounding neighbourhood character where smaller lot sizes limit the capacity for new built form to be set back from both side boundaries. The subject site is also constrained in size, with a maximum width of 6.705m. As such, the proposed southern boundary wall is consistent with the on-boundary built form character of the area.

44. The proposed southern boundary wall is partially constructed against the existing on-boundary built form of the outhouse at No. 217 Gore Street. As such, only a 4.4m long section of the wall would be visible from this property.

45. The design response has sought to minimise the amenity impacts on the adjoining property by limiting the height of the boundary wall to less than the average 3.2m height prescribed under Standard A11. Further, given the original dwelling was constructed along the majority of the southern boundary, there has not been a substantial transformation in the southern boundary's built form conditions.

46. Given the east-west orientation of the subject site, the proposed southern boundary wall will have overshadowing impacts to the adjoining private open space to the south. This is discussed in greater detail in the following section of the report.

Overshadowing (Standard A14) objectives

47. This Standard applies to secluded private open space. Due to the east-west orientation of the subject site, and the laneway to the west, overshadowing impacts are limited to the secluded private open space (SPOS) of No. 217 Gore Street. The submitted shadow diagrams assess the impacts of overshadowing on the SPOS of No. 217 Gore Street at 9am, 12pm and 3pm on 22 September.

48. The shadow diagrams were assessed against Council's overshadowing template in the computer program Objective Trapeze and have been drawn correctly. At 9am, there is no additional overshadowing to SPOS at No. 217 Gore Street. At 12pm, there is an additional 0.7% of shadow to SPOS and at 3pm, and additional 0.2% of shadow to SPOS.

49. Of note, the area of SPOS at No. 217 Gore Street has marginally increased. The original southern boundary wall was partially constructed over the southern title boundary and encroached into the SPOS of NO. 217 Gore Street. The proposed southern boundary wall will be constructed within title boundaries and as such, there is a slight increase to the area of SPOS at No. 217 Gore Street. This is illustrated in Figure 3 and Figure 4 below:

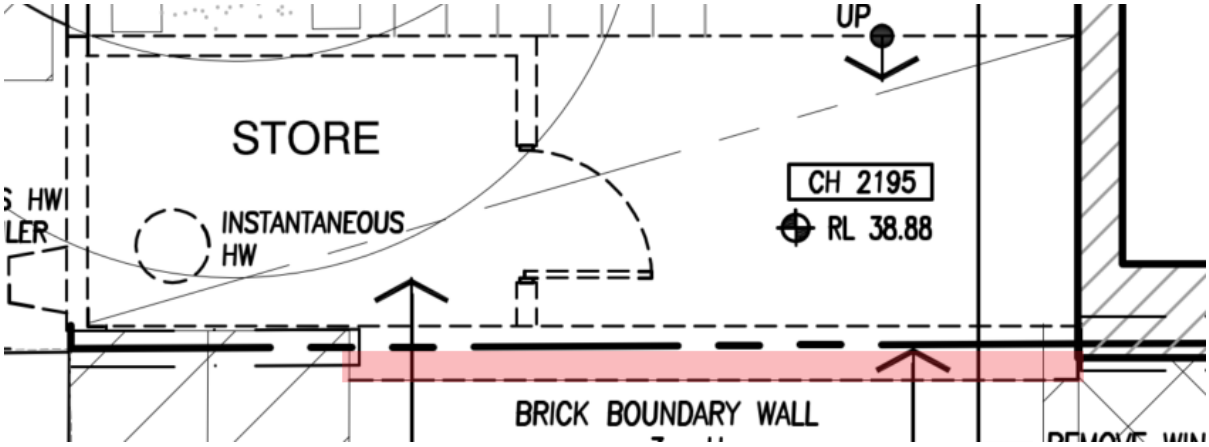


Figure 3: Existing ground floor plan showing extent of the existing southern boundary wall constructed over the title boundary (highlighted in red).

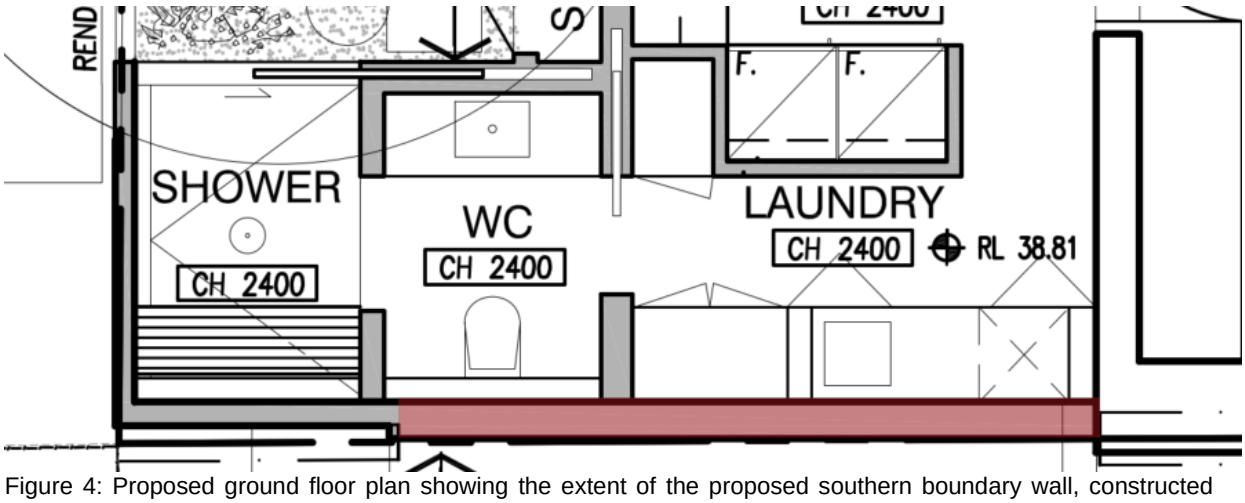


Figure 4: Proposed ground floor plan showing the extent of the proposed southern boundary wall, constructed within title boundary (highlighted in red)

50. The objective of Clause 54.04-5 is *to ensure buildings do not unreasonably overshadow existing secluded private open space.* Standard A14 requires that:

Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with a minimum dimension of 3m, whichever is the lesser area, of the secluded private open space should receive a minimum of 5 hours of sunlight between 9am and 3pm on 22 September.

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

51. A variation is therefore required for the additional overshadowing at No. 217 Gore Street.

52. Clause 54 requires that development:
- *Must meet all of the objectives of this Clause.*
- *Should meet all of the standards of this Clause*

53. Standard A14 does not seek to prohibit overshadowing of adjoining SPOS areas. The consideration is whether the additional shadows cast are unreasonable having regard to the particular context. As such, the responsible authority must consider:

- *The design response;*
- *The impact on the amenity of existing dwellings;*
- *Existing sunlight penetration to the secluded private open space of the existing dwelling;*
- *The time of day that sunlight is available to the secluded private open space of the existing dwelling; and*
- *The effect of a reduction in sunlight on the existing use of the secluded private open space.*

54. The increase in overshadowing is a result of an increase in the height of the southern boundary wall, from 2.772m to 3.02m.

55. Prior to the construction of the extension, the SPOS at No. 217 Gore Street received the most amount of sunlight at 12pm. The area of sunlight to SPOS reduces by 0.7% under the proposed conditions. However, the SPOS continues to receive sunlight to a centrally located area with a minimum dimension of 4.1m (measured in the computer program Objective Trapeze). The widths and configuration of solar access will continue to allow for practical and recreational activity. This is illustrated in Figure 5 below:

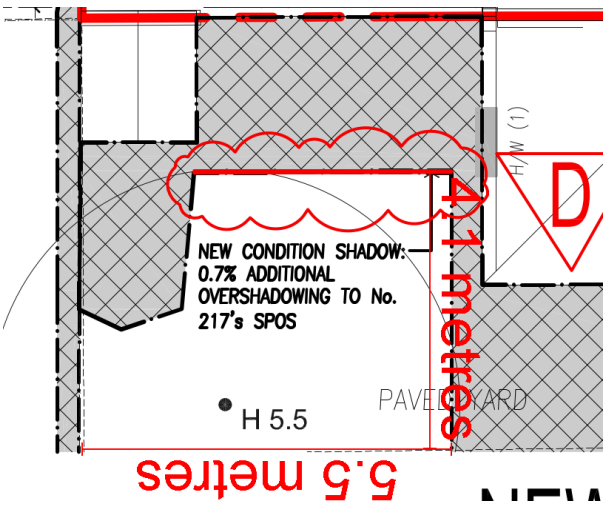


Figure 5: Extract of applicant's shadow diagram showing proposed 12pm overshadowing (with planning officer's dimensions added)

56. At 3pm, the largest area of sunlight available is located on the south / south-east side of the SPOS under existing conditions. The proposed additional shadow will fall just beyond the shadow footprint cast by the existing southern boundary wall and will not affect the larger area of available sunlight, as illustrated in Figure 6:

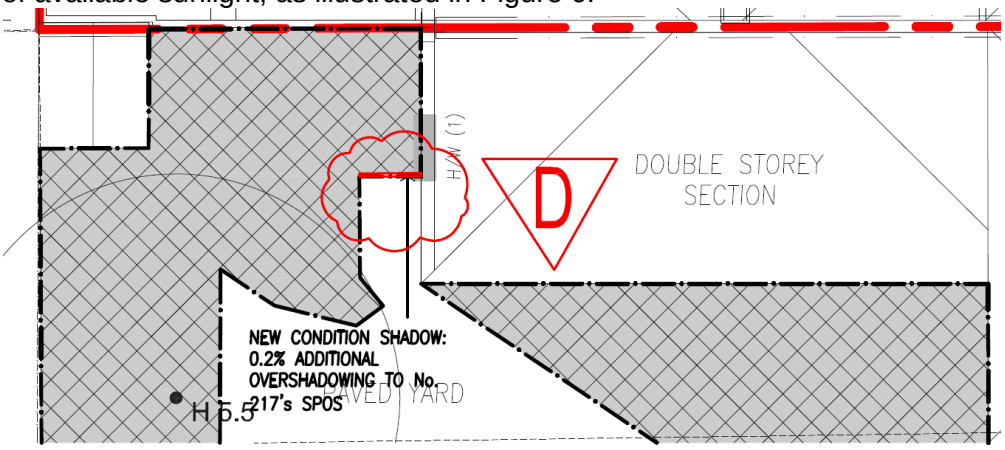


Figure 6: Extract from applicant's 3pm overshadowing diagram

57. Further, the design response has sought to minimise the amenity impacts on the adjoining property by limiting the height of the boundary wall to less than the average 3.2m height prescribed under Standard A11.

58. In light of the above assessment, the extent of additional overshadowing will not unreasonably impact the practical and recreational needs of residents at No. 217 Gore Street. A variation to Standard A14 is therefore supported.

Overlooking (Standard A15) objectives

59. There will be no overlooking from the proposed north-facing windows given proposed floor levels are less than 0.8m above ground level and the existing 1.95m high northern boundary fence and 1.85m high western boundary fence will provide visual barriers in accordance with the Standard.

Daylight to new windows (Standard A16) objectives

60. The proposed north-facing windows will have outlook to a 45.1sqm area of private open space in accordance with the Standard.

Private open space (Standard A17) objectives

61. Standard A17 prescribes a minimum private open space area of 40.38sqm (20% site area), including a minimum 25sqm of secluded private open space with a minimum dimension of 3m and direct access from a living room. The proposal provides for 45.1sqm of POS and SPOS with direct access from a living room. The minimum dimension of 2.885m falls marginally short of the minimum 3m prescribed. However, this can be supported considering the site constraints which limit the capacity to achieve full compliance with the Standard. The SPOS is located on the northern side of the property and will adequately service the practical and recreational needs of residents.

Objector Concerns

62. Objector concerns have been addressed throughout this report as follows:
    (a) Overshadowing of open space - This has been discussed at paragraphs 47-58;

(b) Impact that construction of the new wall has had on the adjacent property (including overshadowing, impacts on the outhouse and vegetation) - Construction management, in relation to the damage of adjoining properties is not a planning consideration. This matter is addressed at the building permit stage and is a civil matter. The impact on vegetation is not a planning consideration.

(c) The plans do not correctly show the location of natural ground level and the height of the original southern boundary wall – The dimensions of existing and proposed built form as well as relative levels have been confirmed with a licensed land surveyor. The results of this land survey are reflected in the dimensions shown on the plans/elevations.

(d) The location of the new southern boundary wall is incorrectly shown on the plans – The location of new built form has been confirmed in the site survey prepared by a licensed land surveyor.

(e) The materials of the southern boundary wall as constructed do not match what is shown on the endorsed plans – There are currently no endorsed plans associated with this application. The decision plans show the southern boundary wall will be constructed of red bricks. Should the boundary wall not be constructed of the materials shown on the decision plans and/or future endorsed plans, this can be addressed via Council's Planning Enforcement team. However the use of red bricks is appropriate in this context as discussed in the report.

(f) Lack of due process (including demolition and works already completed without planning approval; and previous objectors to PLN19/0384.01 not notified of current application) – The *Planning & Environment Act* 1987 (the Act) requires Council to consider all planning permit applications. As part of the planning process, notice was given to immediately adjoining property owners in accordance with the requirements of the Act. There is no requirement in the Act to notify parties who objected to a previous planning permit application. Therefore, the application has been processed in accordance with the obligations of the Act.

(g) Incorrect and misleading information shown on the plans associated with the original planning permit application – This comment was made in relation to the endorsed plans for planning permit PLN19/0384. This is not a planning consideration for the current application. However, the current plans have addressed this matter with updated demolition plans and elevations.

(h) Improper use of a drone to take photographs of adjoining properties without permission – This is not a planning consideration. However, the applicant confirmed in written correspondence received on 17 February 2022 that the photographs of adjoining properties were not obtained from a drone but from 3D imagery and scanning software used from a licensed land surveyor.

Conclusion

63. Based on the above report, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

RECOMMENDATION

That a Notice of Decision to Grant Planning Permit PLN21/0875 be issued for, *the construction of a ground floor addition to the existing dwelling* at 219 Gore Street, Fitzroy VIC 3065 generally in accordance with the plans noted previously as the "decision plans" and subject to the following conditions:

1. 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.

2. 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.

3. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
   (a) Monday to 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.

4. 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:
   (a) At the permit holder's cost; and
   (b) To the satisfaction of the Responsible Authority.

5. This permit will expire if the development is not completed within one year of the date of this permit. The Responsible Authority may extend the period referred to if a request is made before the permit expires or within twelve months afterwards.

Notes:

This application was not assessed against Clause 43.01 of the Yarra Planning Scheme (Heritage Overlay) as heritage matters are considered by Heritage Victoria.

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

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

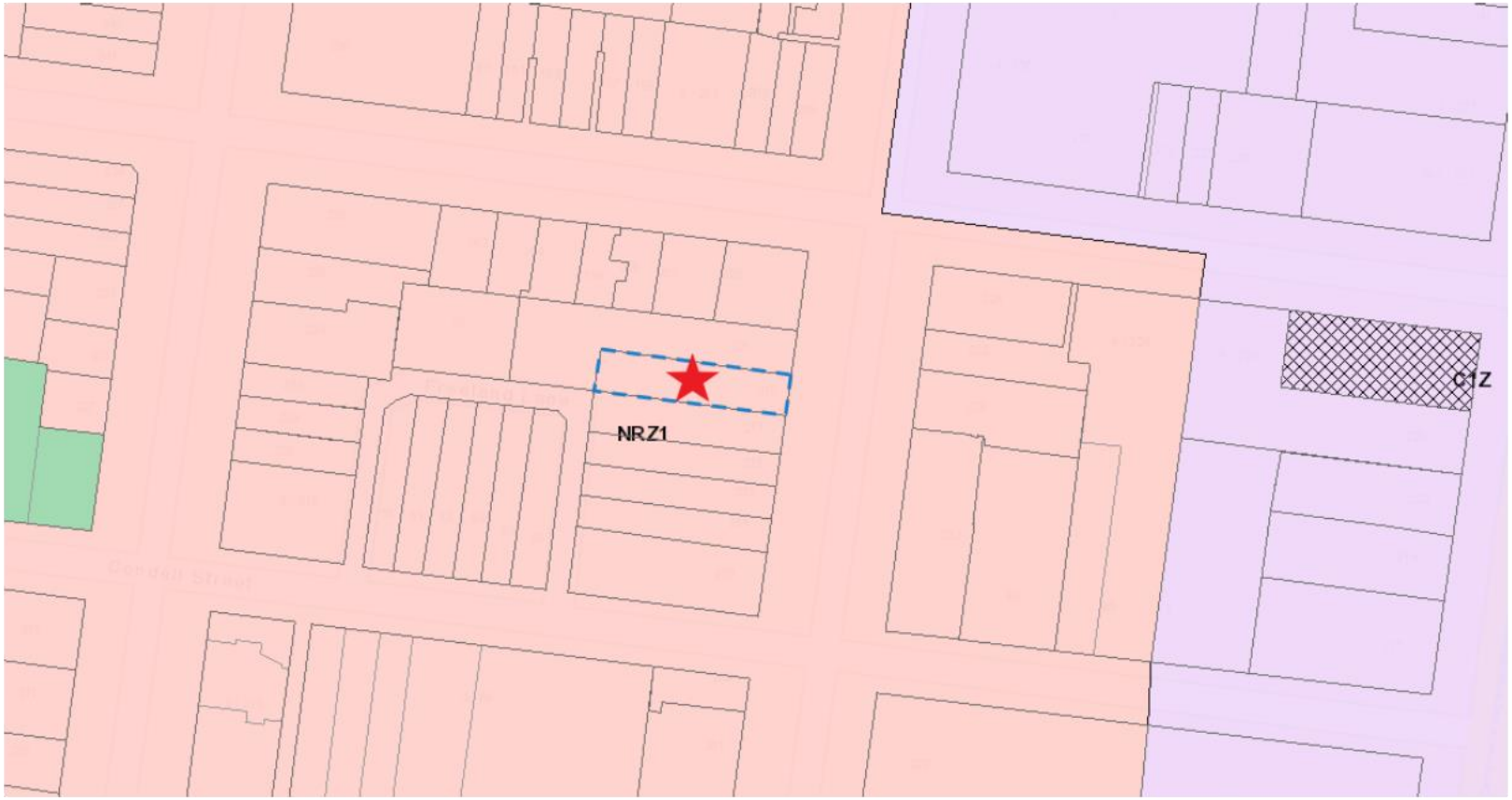
A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.

Attachments

1. PLN21/0875 - 219 Gore St Fitzroy - Locality Map
2. PLN21/0875 - 219 Gore St Fitzroy - Decision Plans
3. PLN21/0875 - 219 Gore Street Fitzroy - Survey
4. PLN21/0875 - 219 Gore St Fitzroy - Applicant Planning Report

Attachment 1 - PLN21/0875 - 219 Gore St Fitzroy - Locality Map

PLN21/0875 - 219 Gore St, Fitztroy
Locality Map



Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans

PLANNING PERMIT APPLICATION - 219 GORE STREET, FITZROY 3066

DRAWING LIST

SHEET	TITLE	SCALE (A3)	REV.
SCHEDULES			
A–000	DRAWING SCHEDULE	NTS	D
EXISTING CONDITIONS			
A–001	ORIGINAL + NEW SITE PLANS	1 : 200	C
A–002	ORIGINAL/DEMOLITION GROUND FLOOR PLAN	1 : 100	C
A–003	ORIGINAL/DEMOLITION FIRST FLOOR PLAN	1 : 100	C
A–004	ORIGINAL ELEVATIONS	1 : 100	C
A–005	ORIGINAL ELEVATIONS	1 : 100	C
A–006	ORIGINAL ELEVATIONS	1 : 100	C
A–007	ORIGINAL ELEVATIONS	1 : 100	C
PLANS			
A–101	NEW GROUND FLOOR PLAN	1 : 100	D
A–102	NEW FIRST FLOOR PLAN	1 : 100	C
ELEVATIONS			
A–201	NEW ELEVATIONS	1 : 100	C
A–202	NEW ELEVATIONS	1 : 100	C
A–203	NEW ELEVATIONS	1 : 100	C
A–204	NEW ELEVATIONS	1 : 100	C
SECTIONS			
A–301	NEW SECTION	1 : 100	C
IMAGERY & DIAGRAMS			
A–901	SHADOW DIAGRAMS	1 : 200	D
A–902	MATERIAL SCHEDULE	1 : 100	D



LOCATION PLAN



STREET VIEW

TP ISSUE

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Rev.	Date	Note	By
C	09.11.21	PLANNING PERMIT APPLICATION	MC
D	02.12.21	RFI ISSUE	MC

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Project: NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client: UJIKE MERRICK

North

Scale @A3: NTS

Date: 02.12.21

Dwg. Title: DRAWING SCHEDULE

Dwg. by: MC

Check: CS

Proj. No.: 1817

Stage: PL

A-000

Rev.: D

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans

SITE ANALYSIS

STREETSCAPE

1. Remains unchanged.

NEIGHBORHOOD CHARACTER

2. 219 Gore St is one of seven terraces collectively known as Cobden Terrace. It is included in the Victorian Heritage Register for its architectural significance as an outstanding example of terrace house design in Melbourne.
3. Other terraces in the row have undergone significant extensions and alterations.
4. These alterations are not visible from Gore St.

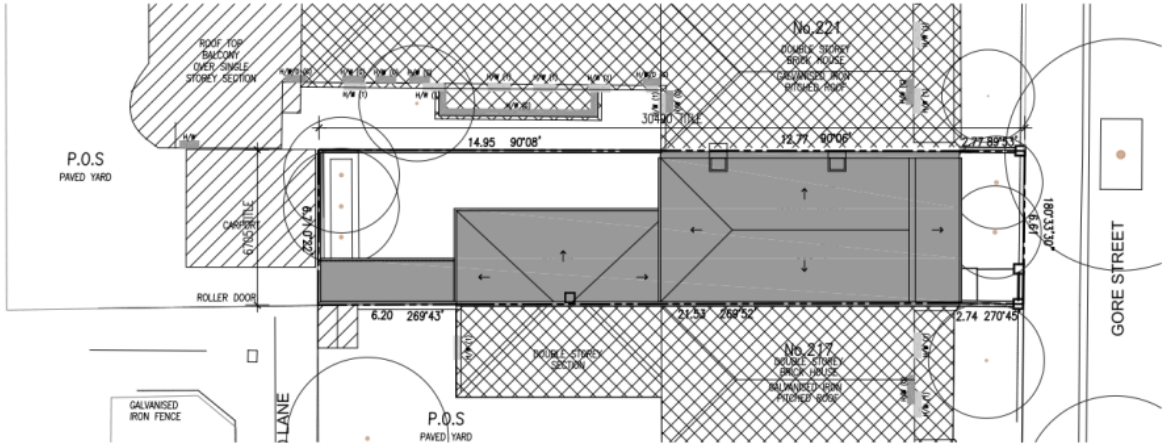
THE SITE

5. The subject house currently occupies mostly the same footprint as the original, with an open sided infill between the kitchen and the old out-house.

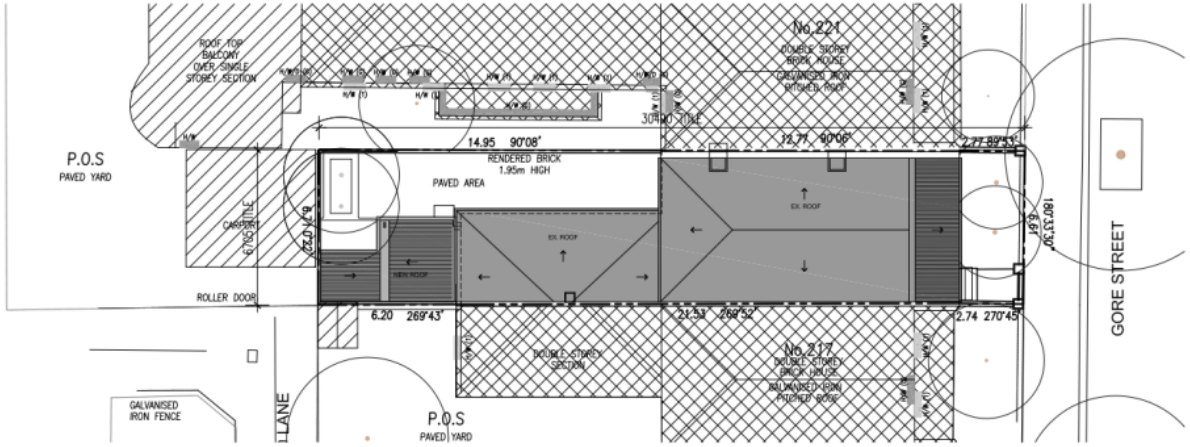
NEW

6. The new works attach to the rear of the house, largely occupying the space already done so by the shed. The new works utilize already original openings, and demonstrate an addition which can be reversed in the future.
7. Refer to Heritage Impact Statement prepared by RBA.

W – LOCATION NON-HABITABLE ROOM WINDOWS.
HW – LOCATION HABITABLE ROOM WINDOWS.



ORIGINAL SITE PLAN 1:200



NEW SITE PLAN 1:200

LAND	201.9	sqm		
sqm	ORIG.		NEW	
BUILDING COVERAGE	134	66.4%	141	69.8%
PRIVATE OPEN SPACE	49	24.3%	43	21.3%
PERMEABLE AREA	18	8.9%	22	10.9%

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale @A3 1 : 200

Date 09 11 21

Dwg. Title ORIGINAL + NEW SITE PLANS

Dwg. by MC

Check CS

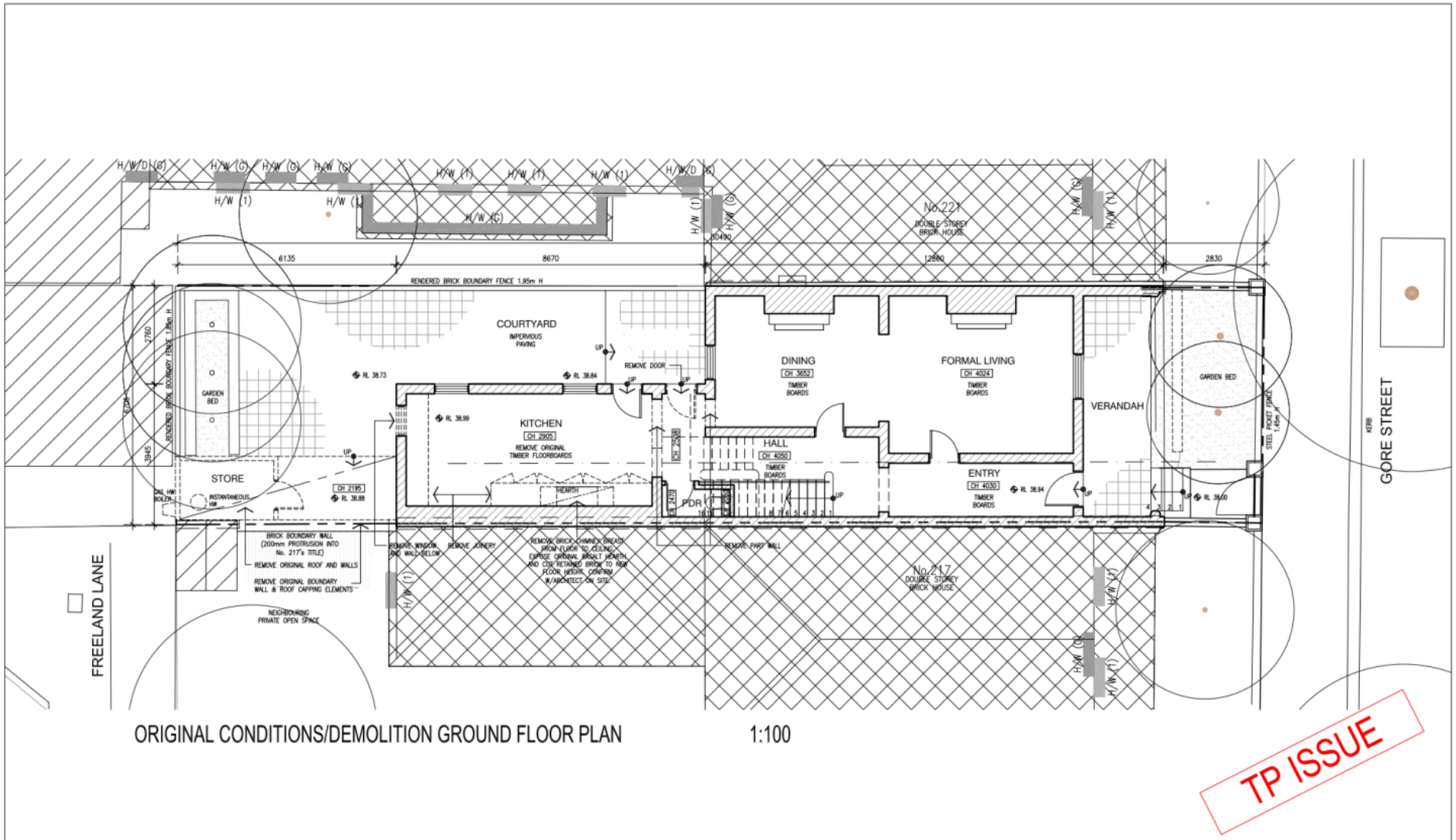
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Stage PL

A-001

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



ORIGINAL CONDITIONS/DEMOLITION GROUND FLOOR PLAN 1:100

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A	04.05.21	PLANNING ISSUE – AMENDMENT	CS
C	09.11.21	PLANNING PERMIT APPLICATION	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale @A3 1 : 100

Date 09 11 21

Dwg. Title ORIGINAL CONDITIONS/DEMOLITION GROUND FLOOR PLAN

Dwg. by MC

Check CS

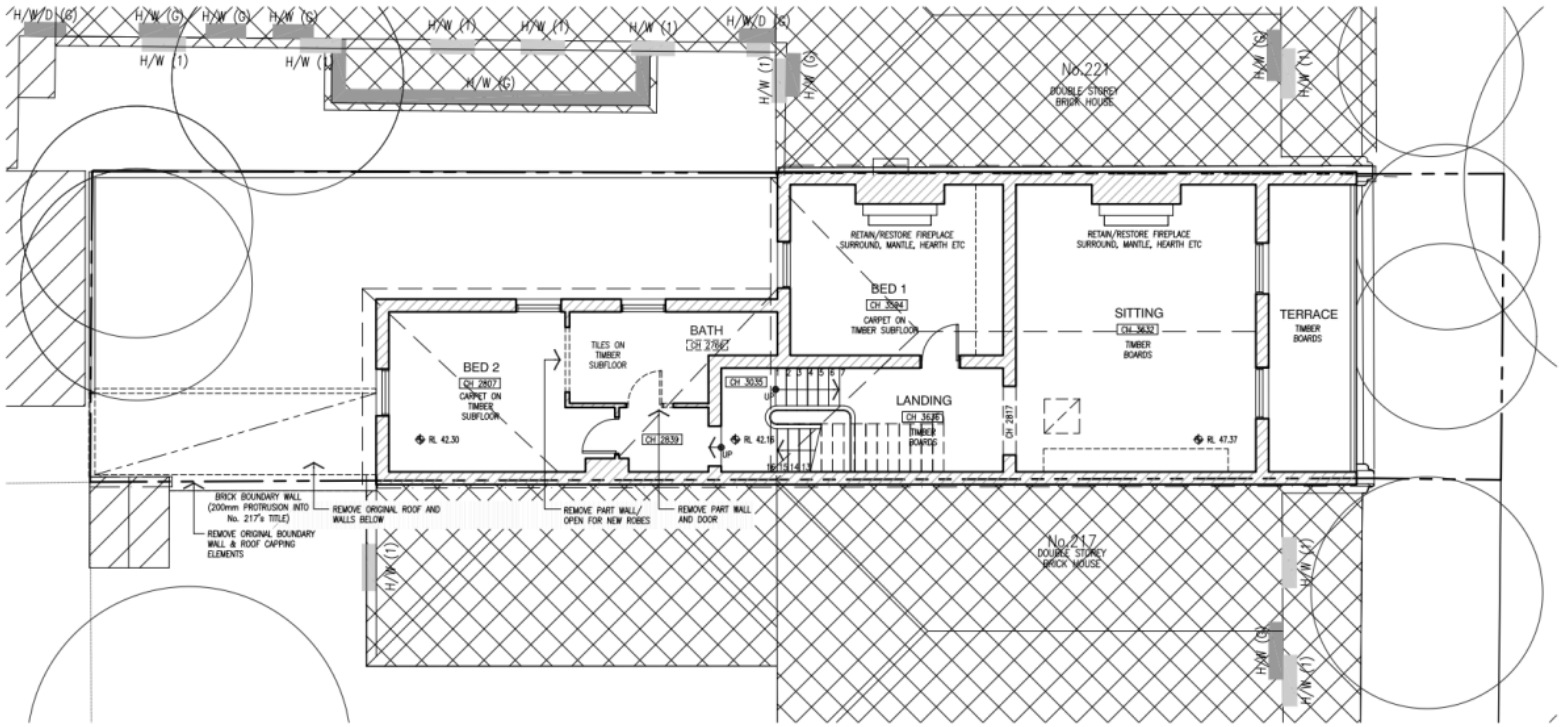
Proj. No. 1817

Stage PL

A-002

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



ORIGINAL CONDITIONS / DEMOLITION FIRST FLOOR PLAN 1:100

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale @A3 1 : 100

Date 09 11 21

Dwg. Title ORIGINAL CONDITIONS/DEMOLITION FIRST FLOOR PLAN

Dwg. by MC

Check CS

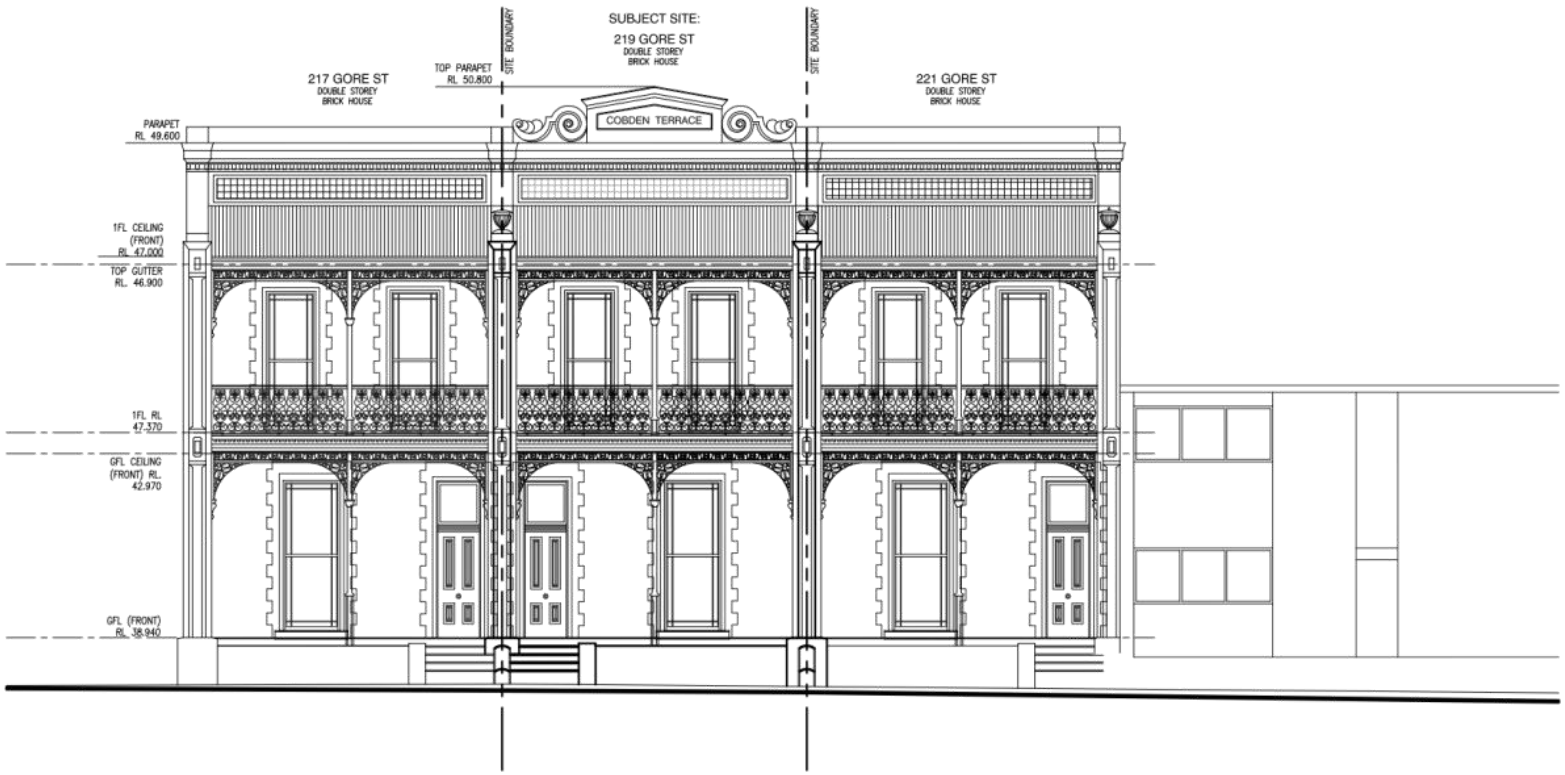
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Stage PL

A-003

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



ORIGINAL EAST ELEVATION 1:100

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LIJKE MERRICK

North

Scale 1 : 100 @A3

Date 09 11 21

Dwg. Title ORIGINAL EAST ELEVATION

Dwg. by MC

Check CS

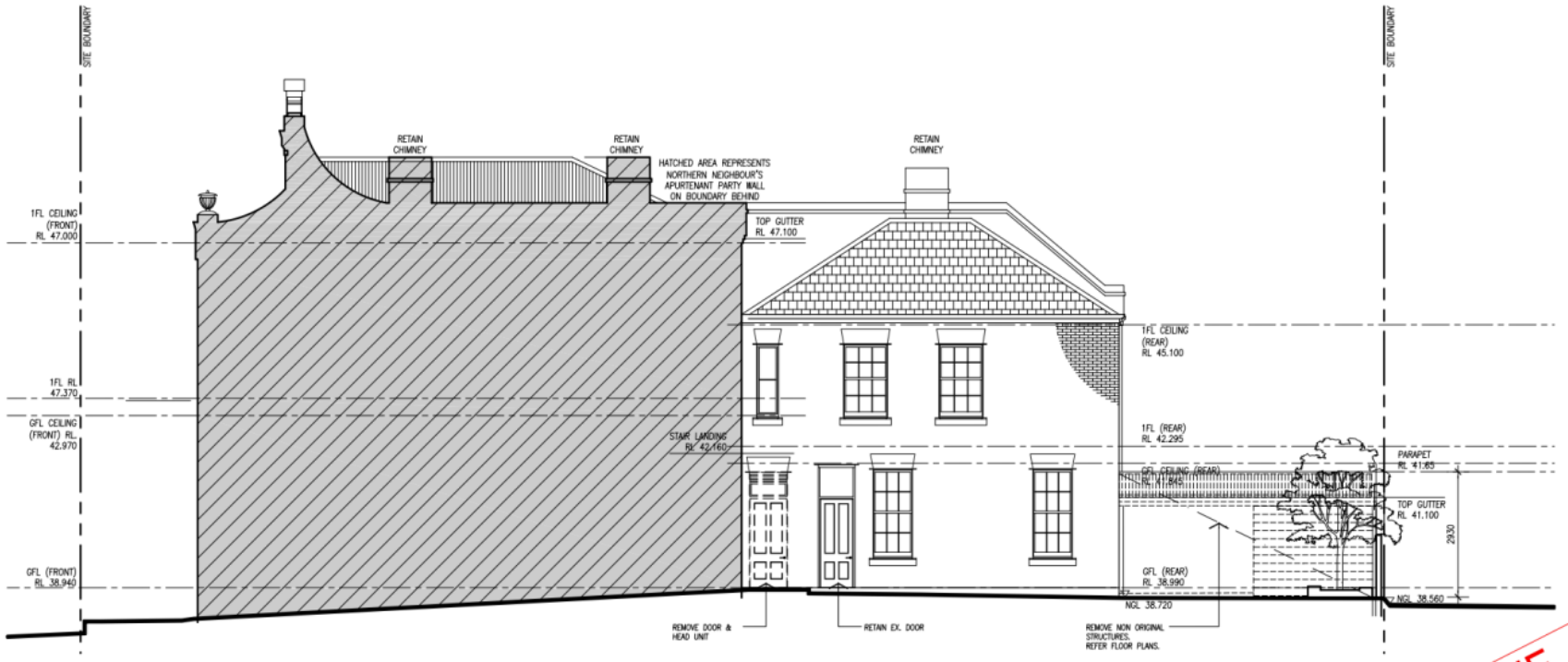
Proj. No. 1817

Stage PL

A-004

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



ORIGINAL NORTH ELEVATION 1:100

TP ISSUE

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Rev.	Date	Note	By
C	09.11.21	PLANNING PERMIT APPLICATION	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale 1 : 100 @A3

Date 09.11.21

Dwg. Title ORIGINAL NORTH ELEVATION

Dwg. by MC

Check CS

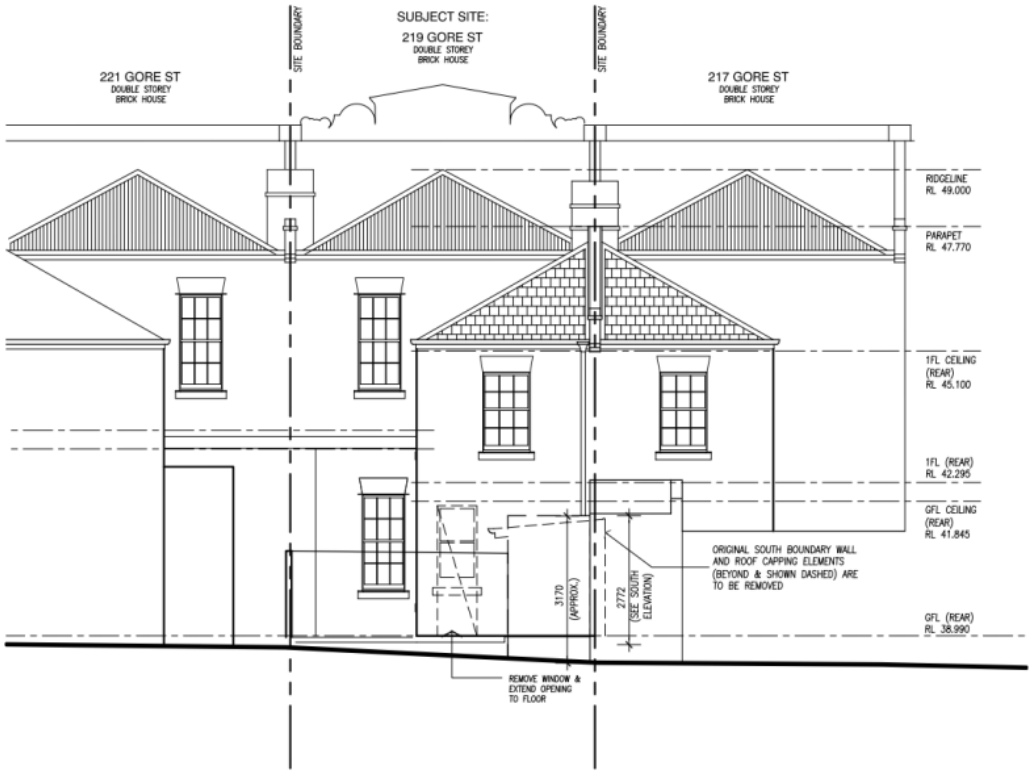
Proj. No. 1817

Stage PL

A-005

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



ORIGINAL WEST ELEVATION 1:100

TP ISSUE

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Rev.	Date	Note	By
A	04.05.21	PLANNING ISSUE – AMENDMENT	CS
C	09.11.21	PLANNING PERMIT APPLICATION	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale 1 : 100 @A3

Date 09.11.21

Dwg. Title ORIGINAL WEST ELEVATION

Dwg. by MC

Check CS

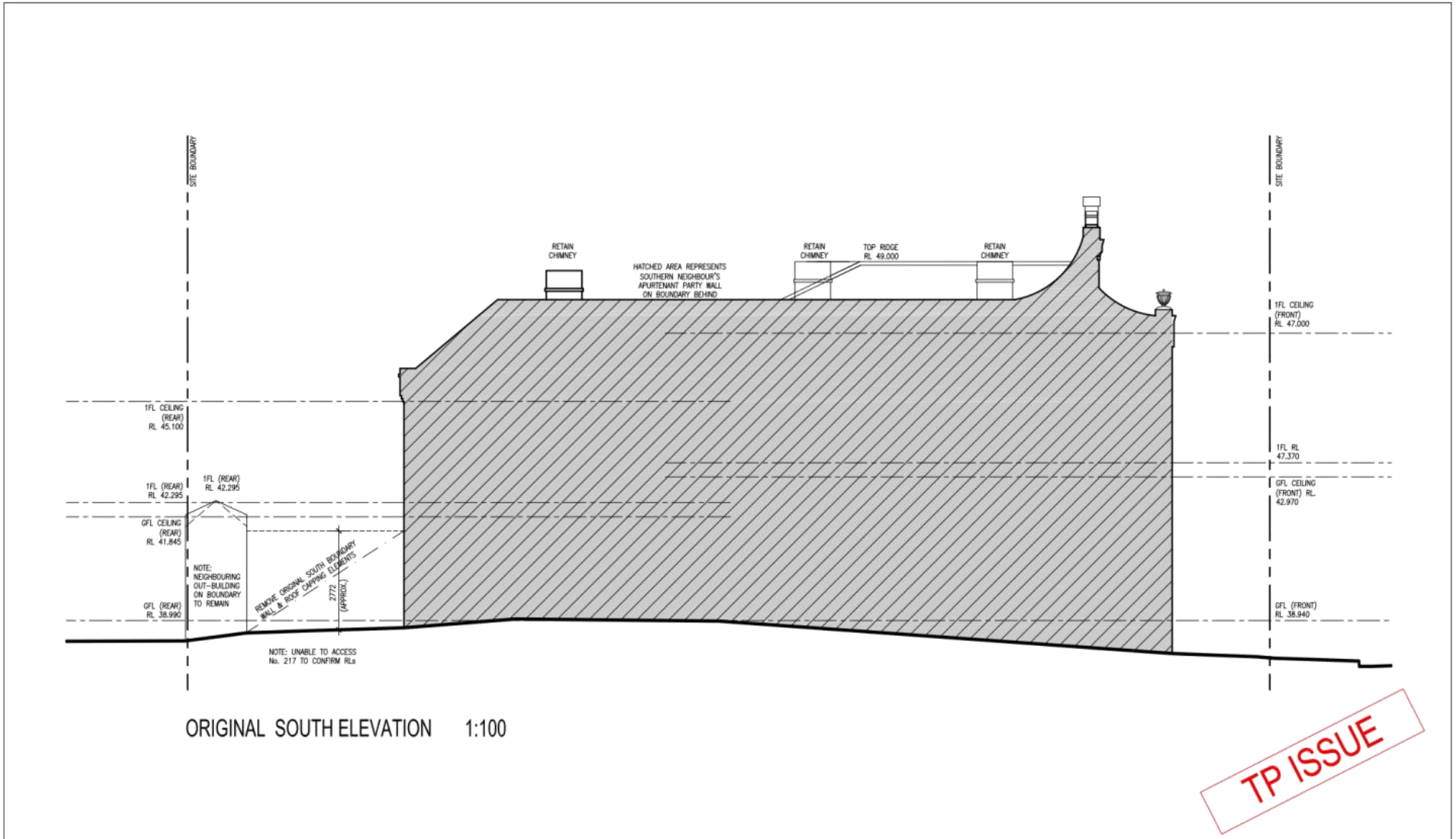
Proj. No. 1817

Stage PL

A-006

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



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Rev.	Date	Note	By
A	04.05.21	PLANNING ISSUE – AMENDMENT	CS
C	09.11.21	PLANNING PERMIT APPLICATION	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale 1 : 100 @A3

Date 09.11.21

Dwg. Title ORIGINAL SOUTH ELEVATION

Dwg. by MC

Check CS

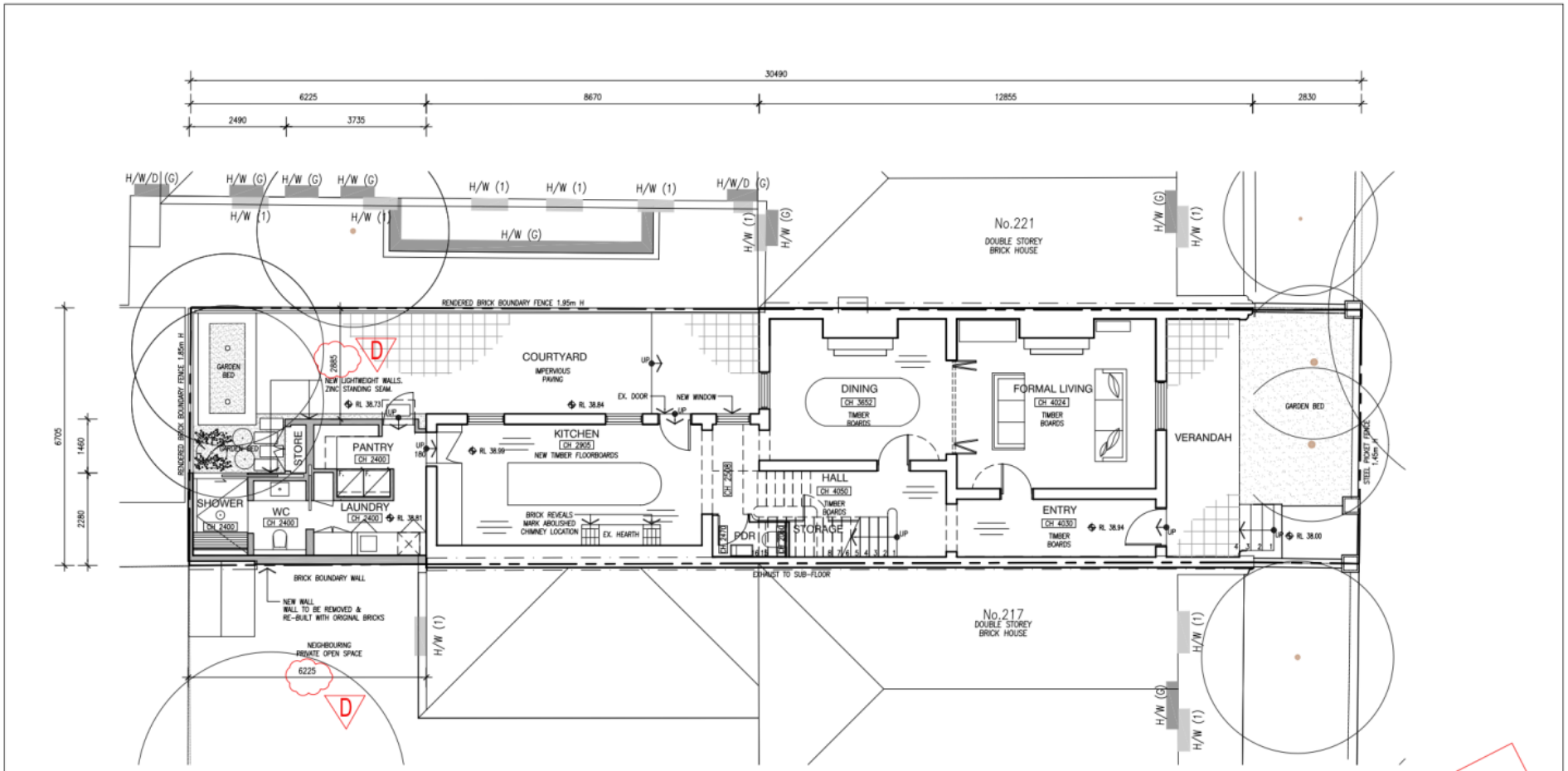
Proj. No. 1817

Stage PL

A-007

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



NEW GROUND FLOOR PLAN 1:100

DEVELOPMENT SUMMARY				
SITE AREA:	201.9 m^2			
	ORIGINAL:		NEW:	
BUILDING COVERAGE:	129.4 m^2	64.1 %	137.5 m^2	68.1 %
PRIVATE OPEN SPACE:	53.1 m^2	26.3 %	45.1 m^2	22.3 %
PERMEABLE AREA:	19.8 m^2	9.8 %	21.7 m^2	10.8 %

WALL LEGEND

ORIGINAL WALLS
NEW LIGHT WEIGHT WALLS
NEW MASONRY WALLS
W (..) NON-HABITABLE ROOM WINDOWS (FLOOR)
H/W (..) HABITABLE ROOM WINDOWS (FLOOR)

TP ISSUE

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Rev.	Date	Note	By
A	26.11.20	PLANNING ISSUE	CS
B	04.05.21	PLANNING ISSUE – AMENDMENT	CS
C	09.11.21	PLANNING PERMIT APPLICATION	MC
D	02.12.21	RFI ISSUE	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale @A3 1 : 100

Date 02.12.21

Dwg. Title NEW GROUND FLOOR PLAN

Dwg. by MC

Check CS

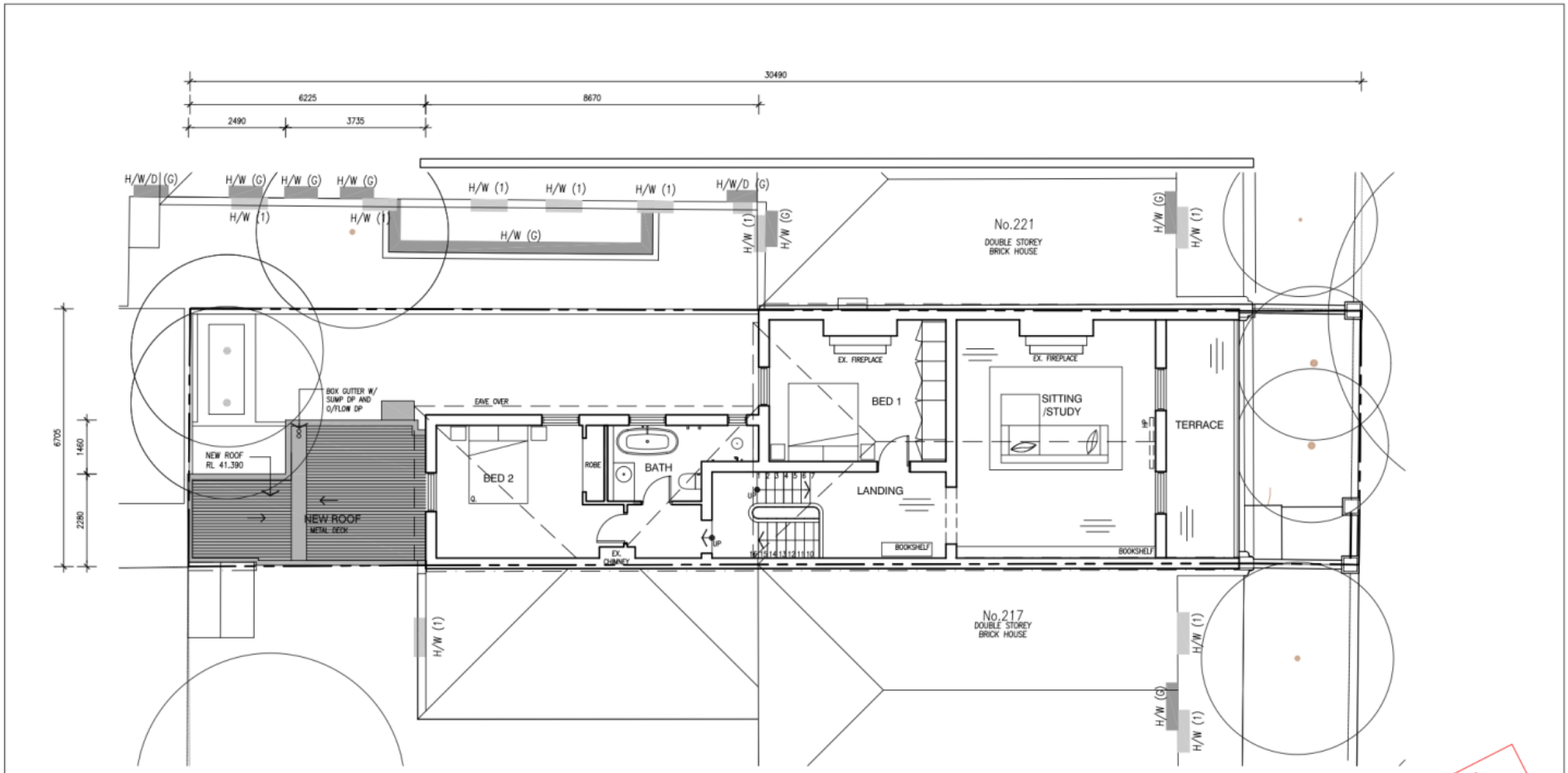
Proj. No. 1817

Stage PL

A-101

Rev. D

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



NEW FIRST FLOOR PLAN 1:100

WALL LEGEND

ORIGINAL WALLS
NEW LIGHT WEIGHT WALLS
NEW MASONRY WALLS
W (..) NON-HABITABLE ROOM WINDOWS (FLOOR)
H/W (..) HABITABLE ROOM WINDOWS (FLOOR)

TP ISSUE

In accepting and utilising this document the recipient agrees that Matt Gibson A+D ACN 125 837 425 trading as Matt Gibson A+D Pty Ltd , retains all common law, statutory law and other rights including copyright and intellectual property rights. The recipient agrees not to use this document for any purpose other than its intended use; to waive all claims against Matt Gibson A+D resulting from unauthorised changes; or to reuse the document on other projects without the prior written consent of Matt Gibson A+D. Under no circumstances shall transfer of this document be deemed a sale. Matt Gibson A+D makes no warranties of fitness for any purpose. The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Rev.	Date	Note	By
A	04.05.21	PLANNING ISSUE – FOR AMENDMENT	CS
C	09.11.21	PLANNING PERMIT APPLICATION	CS

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale @A3 1 : 100

Date 09 11 21

Dwg. Title NEW FIRST FLOOR PLAN

Dwg. by MC

Check CS

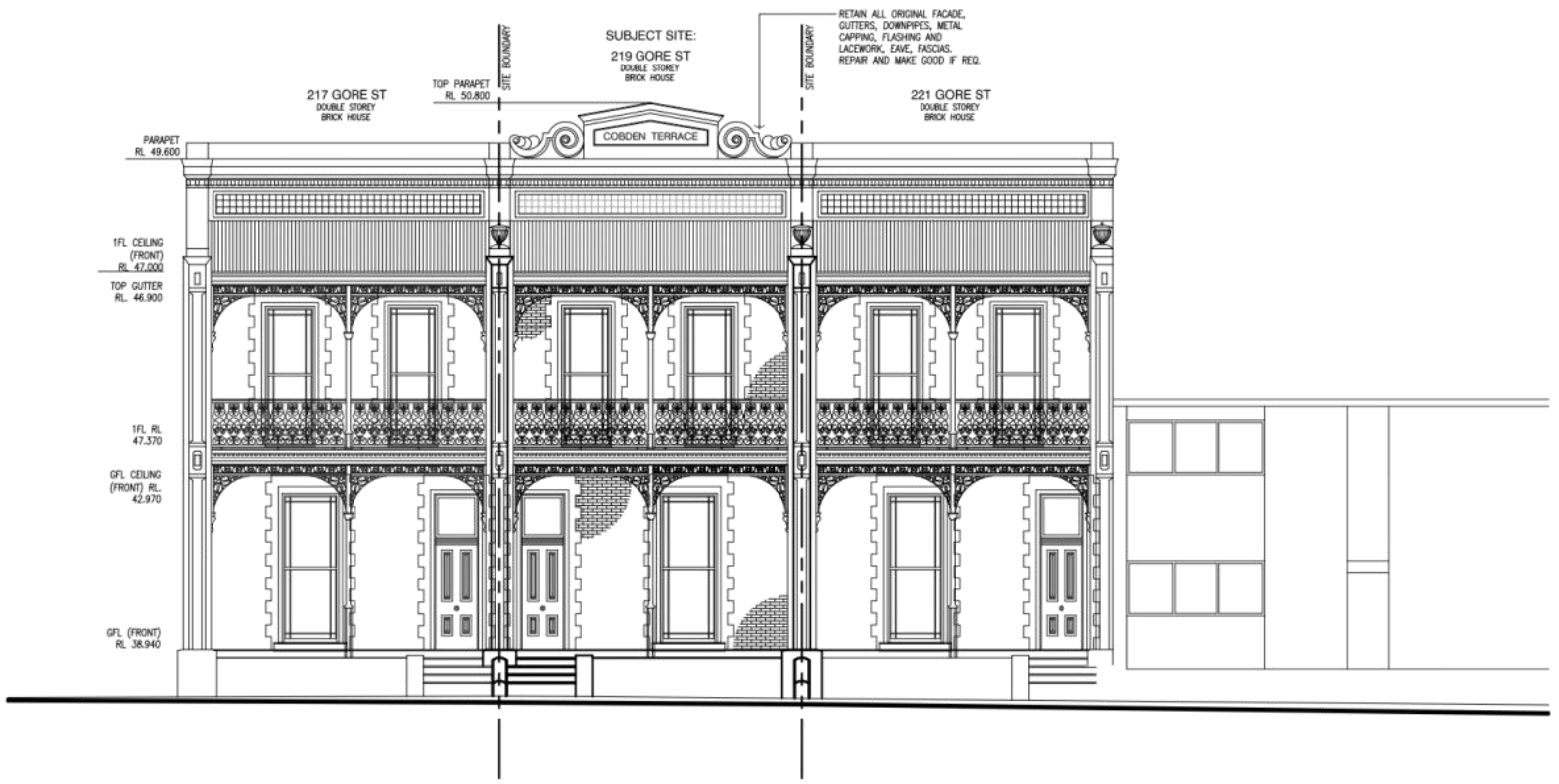
Proj. No. 1817

Stage PL

A-102

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



NEW EAST (STREET) ELEVATION 1:100

TP ISSUE

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Rev.	Date	Note	By
C	09.11.21	PLANNING PERMIT APPLICATION	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LIJKE MERRICK

North

Scale 1 : 100 @A3

Date 09 11 21

Dwg. Title NEW EAST (STREET) ELEVATION

Dwg. by MC

Check CS

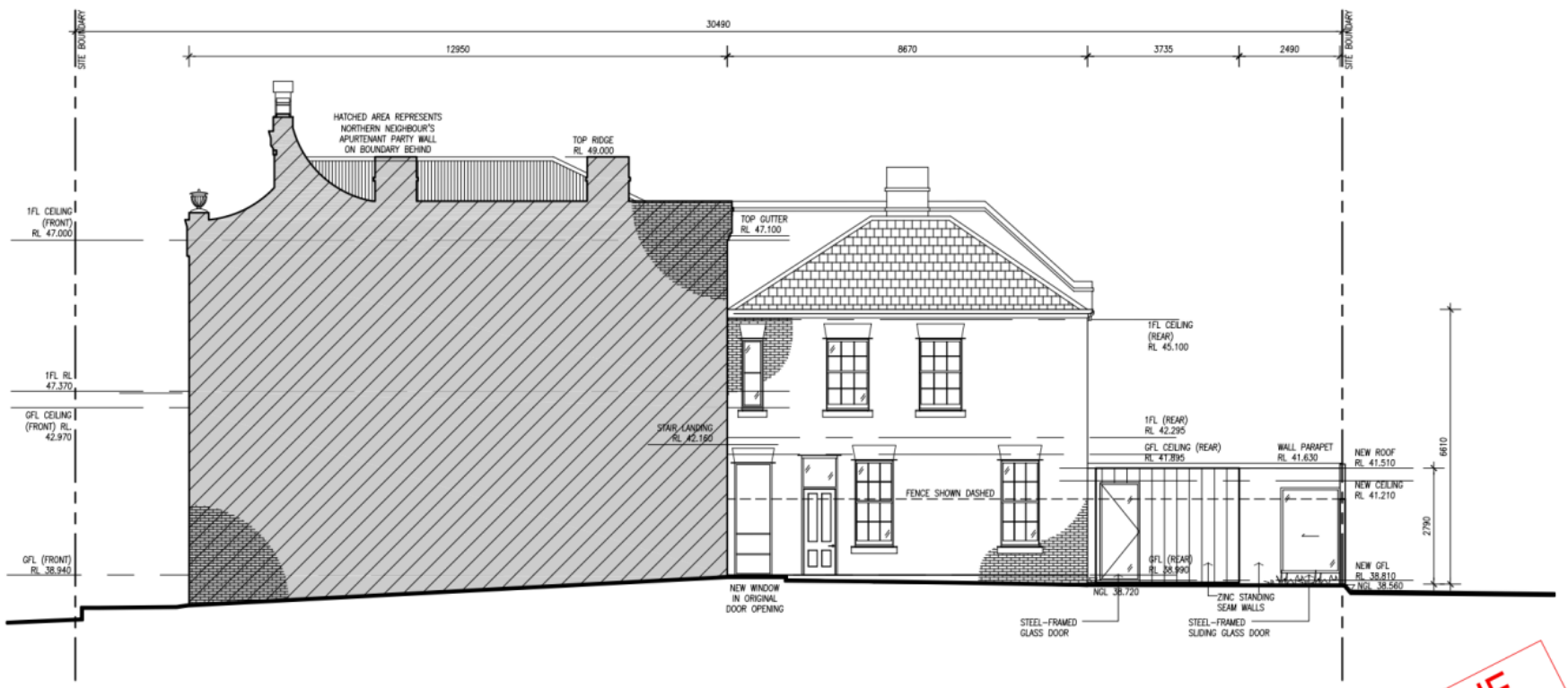
Proj. No. 1817

Stage PL

A-201

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



NEW NORTH ELEVATION 1:100

TP ISSUE

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Rev.	Date	Note	By
C	09.11.21	PLANNING PERMIT APPLICATION	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale @A3 1 : 100

Date 09.11.21

Dwg. Title NEW NORTH ELEVATION

Dwg. by MC

Check CS

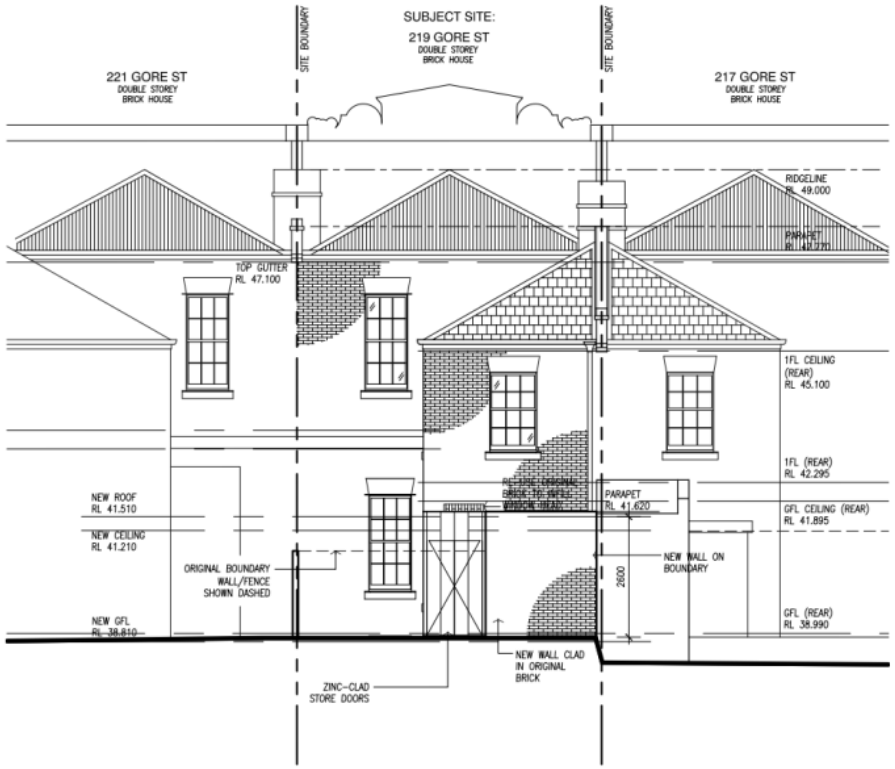
Proj. No. 1817

Stage PL

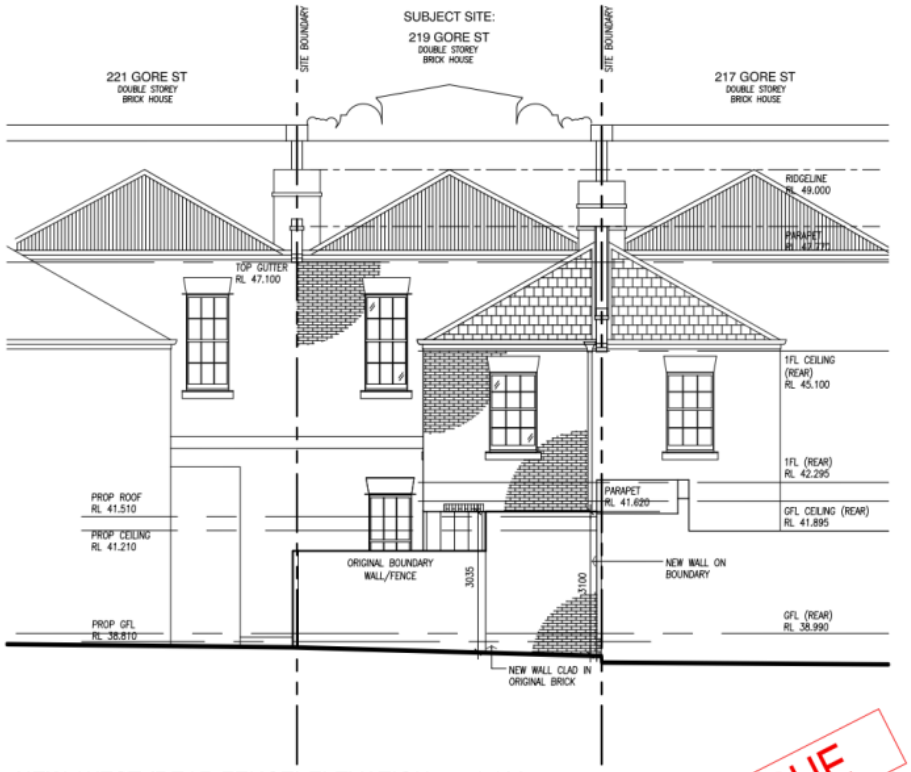
A-202

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



NEW WEST ELEVATION 1:100



NEW WEST (REAR FENCE) ELEVATION 1:100

TP ISSUE

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Rev.	Date	Note	By
A	26.11.20	PLANNING ISSUE	CS
B	04.05.21	PLANNING ISSUE – AMENDMENT	CS
C	09.11.21	PLANNING PERMIT APPLICATION	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale 1 : 100 @A3

Date 09.11.21

Dwg. Title NEW WEST (REAR) ELEVATION

Dwg. by MC

Check CS

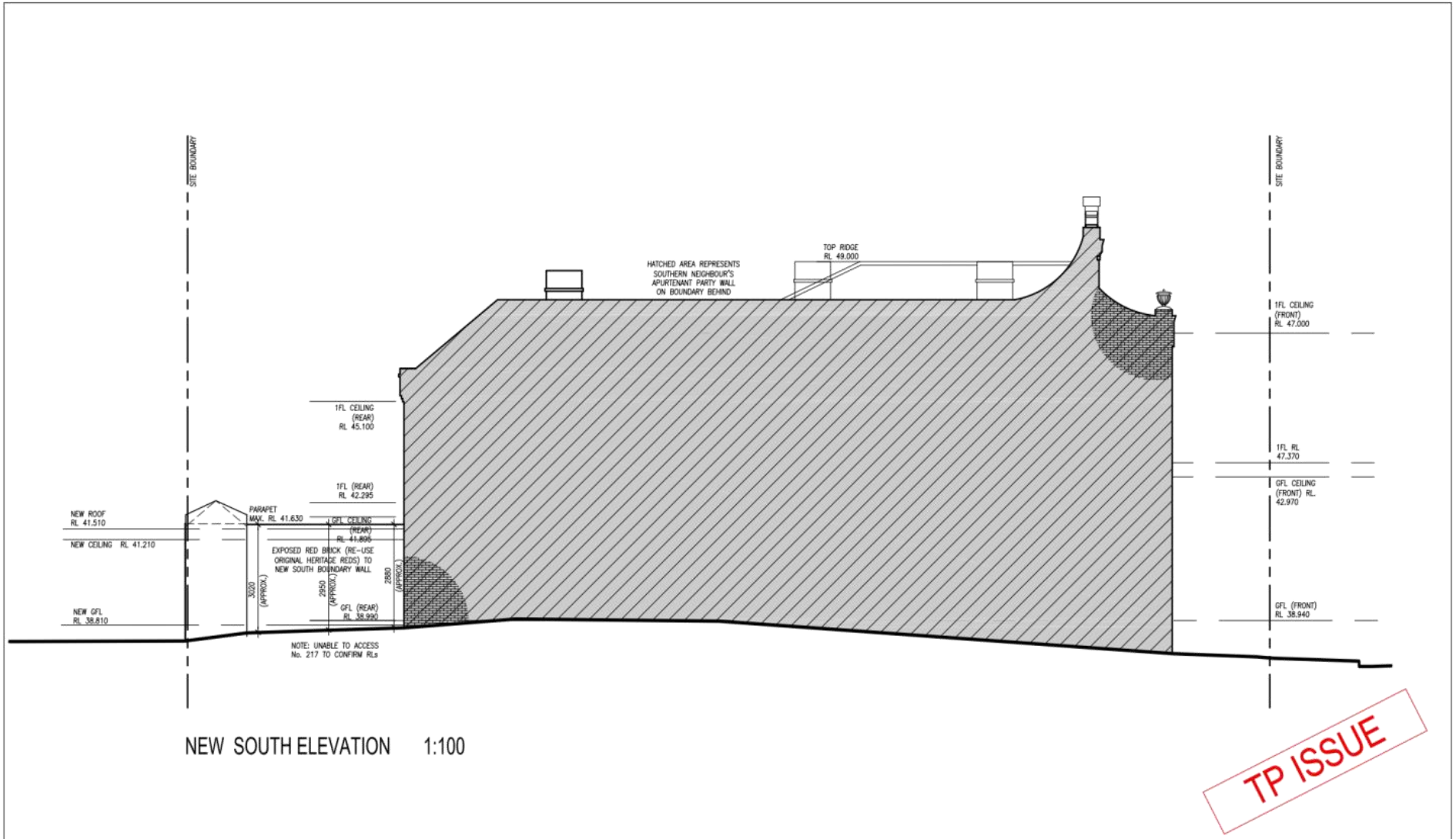
Proj. No. 1817

Stage PL

A-203

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



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Rev.	Date	Note	By
A	04.05.21	PLANNING ISSUE – AMENDMENT	CS
B	17.05.21	PLANNING ISSUE – AMENDMENT	CS
C	09.11.21	PLANNING PERMIT APPLICATION	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale 1 : 100 @A3

Date 09.11.21

Dwg. Title NEW SOUTH ELEVATION

Dwg. by MC

Check CS

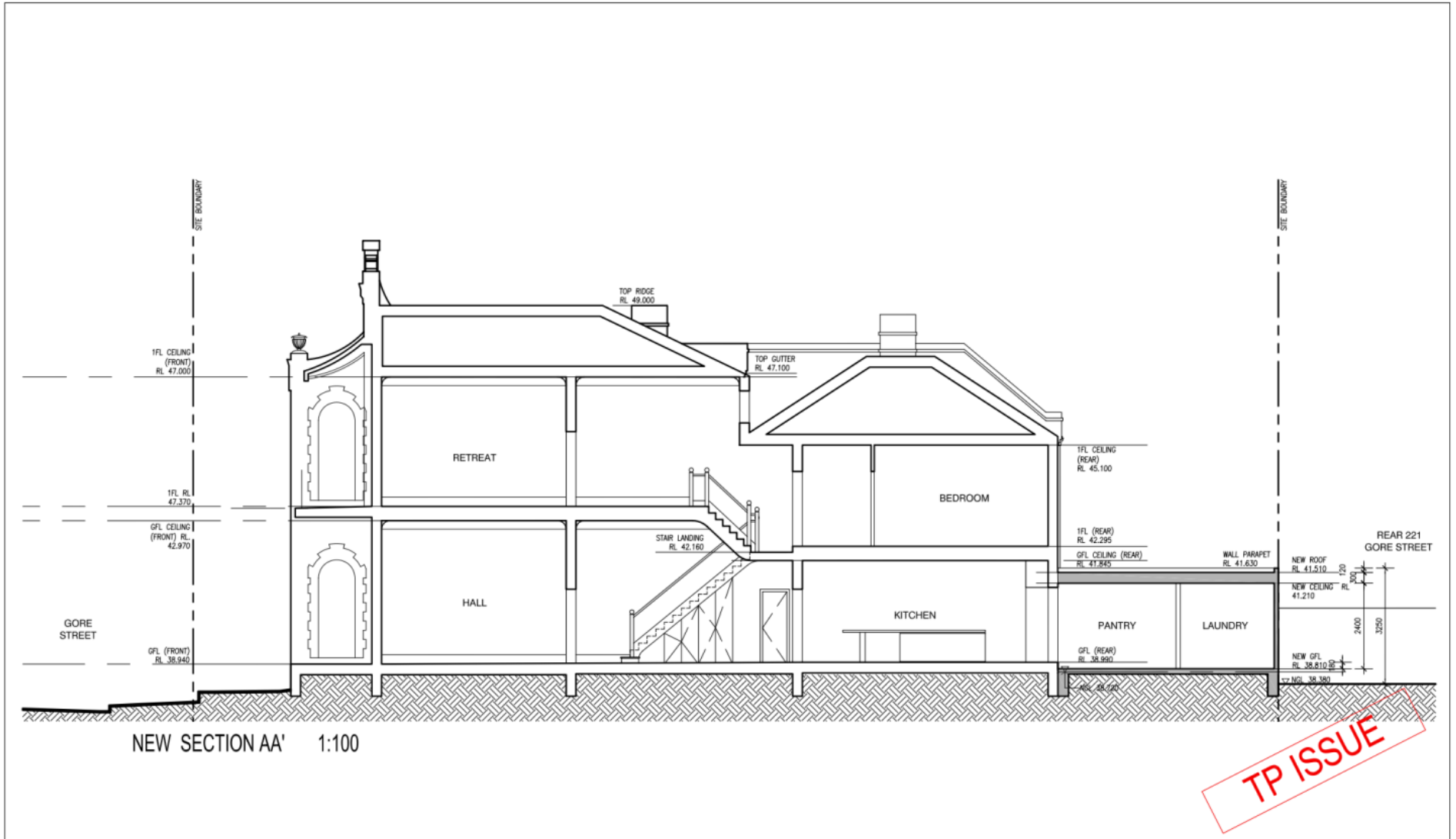
Proj. No. 1817

Stage PL

A-204

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



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Rev.	Date	Note	By
C	09.11.21	PLANNING PERMIT APPLICATION	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale 1 : 100 @A3

Date 09.11.21

Dwg. Title NEW SECTION AA'

Dwg. by MC

Check CS

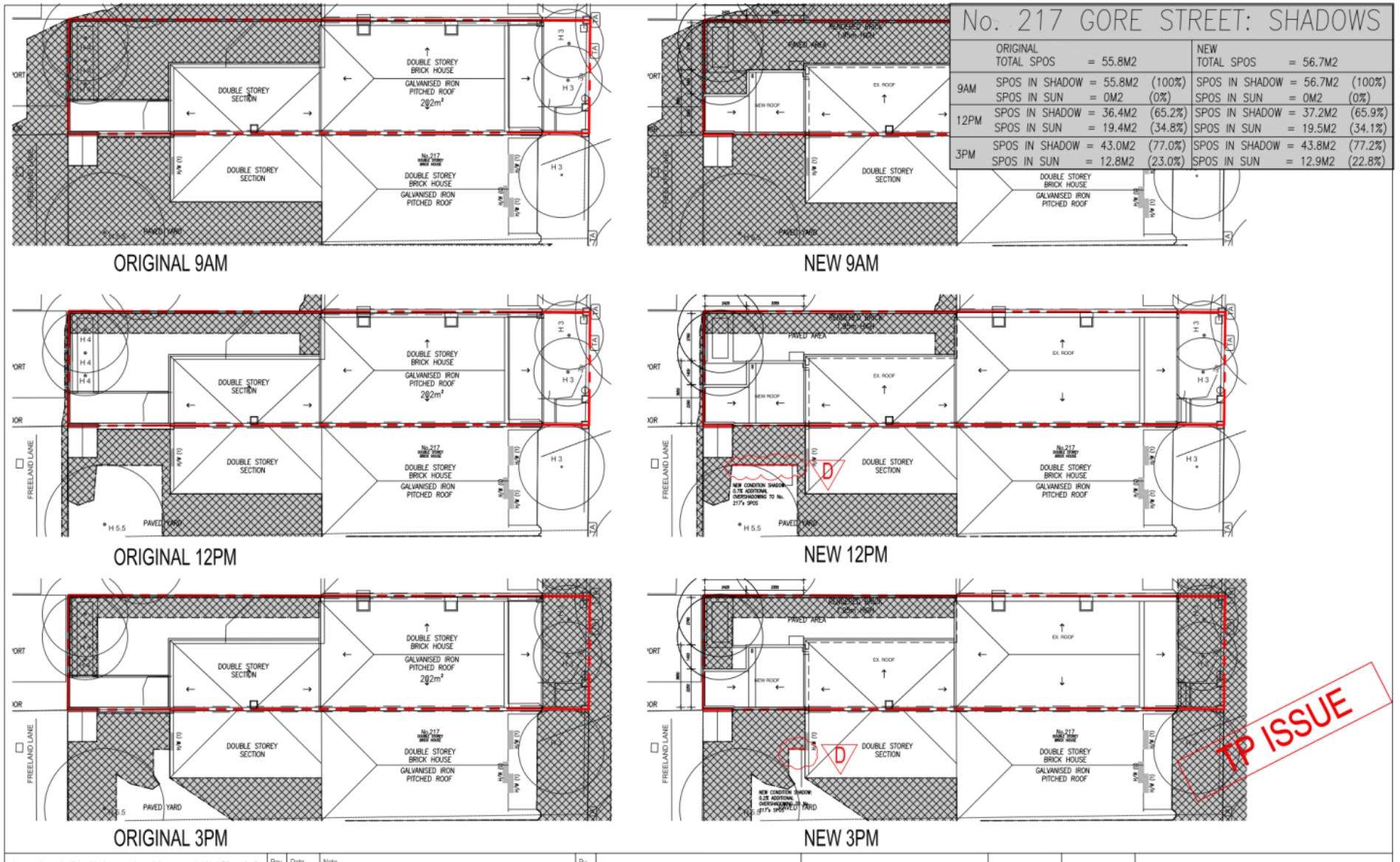
Proj. No. 1817

Stage PL

A-301

Rev. C

Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



Attachment 2 - PLN21/0875 - 219 Gore St Fitzroy - Decision Plans



'MONUMENT'
STEEL ROOFING



DARK (STANDING SEAM)
METAL CLADDING



SOUTH BOUNDARY WALL
EXPOSED RED BRICK
(RE-USE HERITAGE REDS)

D



'DOMINO' DARK-PAINTED
BRICKWORK



STEEL FRAME DOORS

TP ISSUE

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Rev.	Date	Note	By
A	04.05.21	PLANNING ISSUE – AMENDMENT	CS
C	09.11.21	PLANNING PERMIT APPLICATION	MC
D	02.12.21	RFI ISSUE	MC

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Project NEW ALTERATIONS & ADDITIONS AT 219 GORE STREET FITZROY, VIC 3065

Client LUKE MERRICK

North

Scale @A3 1 : 200

Date 02.12.21

Dwg. Title IMAGES + MATERIALS

Dwg. by MC

Check CS

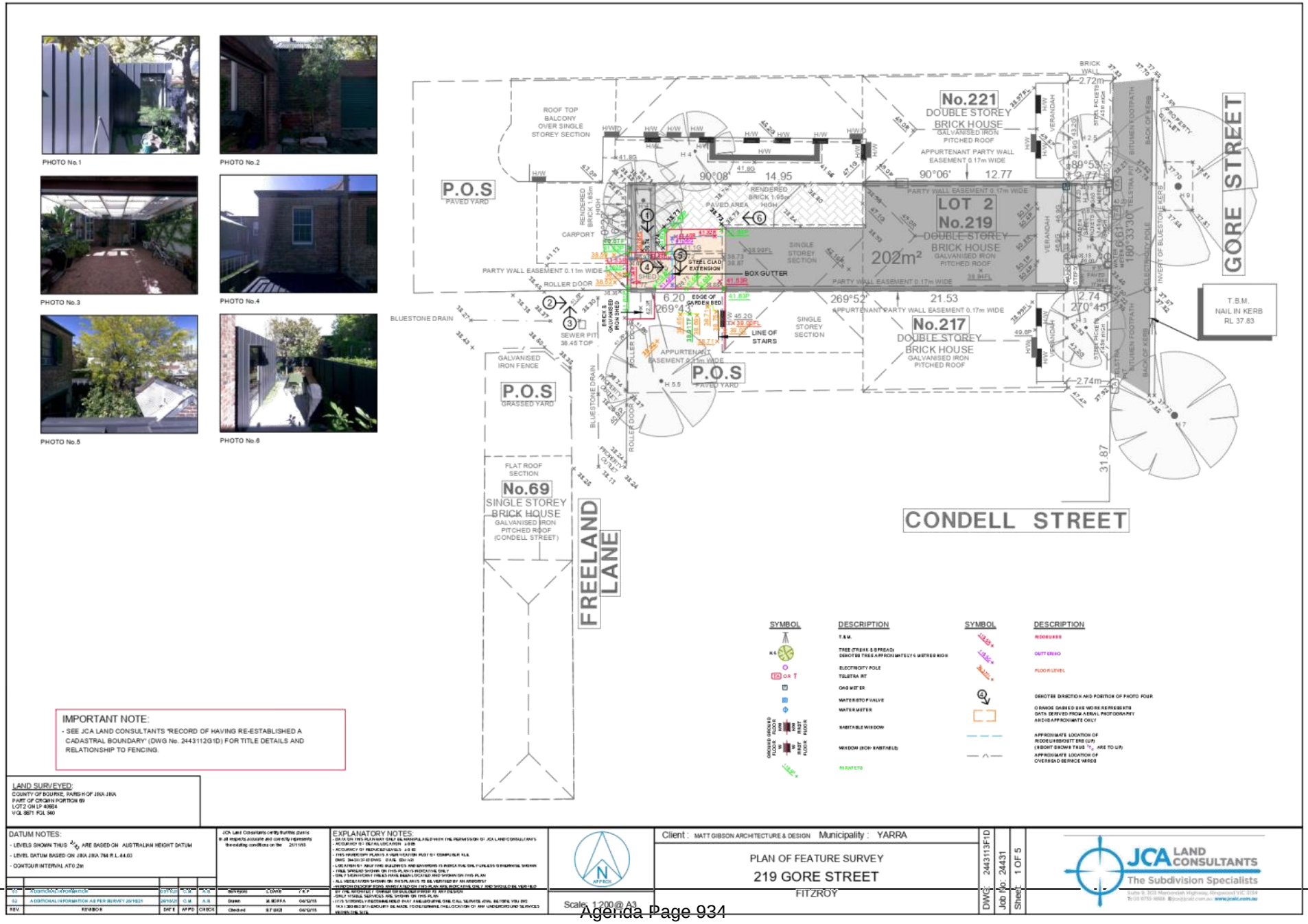
Proj. No. 1817

Stage PL

A-902

Rev. D

Attachment 3 - PLN21/0875 - 219 Gore Street Fitzroy - Survey



Attachment 3 - PLN21/0875 - 219 Gore Street Fitzroy - Survey



DRONE IMAGE No.1



DRONE IMAGE No.2

LAND SURVEYED:
COUNTY OF BOURKE, PARISH OF JIKA JIKA
PART OF CROWN PORTION 69
LOT2 ON LP 40664
VOL 3871 FOL 560

DATUM NOTES:
- LEVELS SHOWN THUS $^{44.0}_{AHD}$ ARE BASED ON AUSTRALIAN HEIGHT DATUM
- LEVEL DATUM BASED ON JIKA JIKA 764 R.L. 44.03
- CONTOUR INTERVAL AT 0.2m

JCA Land Consultants certify that this plan is in all respects accurate and correctly represents the existing conditions on the 25/11/15

EXPLANATORY NOTES:
- DATA ON THIS PLAN MAY ONLY BE MANIPULATED WITH THE PERMISSION OF JCA LAND CONSULTANTS
- ACCURACY OF DETAIL USE ARCH. 0.05
- ACCURACY OF REDUCED LEVELS 0.10
- THIS HARDCOPY PLAN IS A VISUALISATION PLOT ONLY - COMPUTER FILE DWG 2443113F1D.DWG DATE 25/11/15
- LOCATION OF ADJOINING BUILDINGS AND ENVIRONS IS INDICATIVE ONLY UNLESS OTHERWISE SHOWN
- FINAL SPREAD SHOWN ON THIS PLAN IS INDICATIVE ONLY
- ONLY SIGNIFICANT TREES HAVE BEEN LOCATED AND SHOWN ON THIS PLAN
- ALL VEGETATION SHOWN ON THIS PLAN IS TO BE VERIFIED BY AN ARBORIST
- WITNESS PEGS OF BOUNDARIES AND ANY ATTENTION THIS PLAN ARE INDICATIVE ONLY AND SHOULD BE VERIFIED
- BY THE ARCHITECT / OWNER OR BUILDER PRIOR TO ANY DESIGN
- ONLY VISIBLE SERVICES ARE SHOWN ON THIS PLAN
- UTILITY SERVICES PLEASE HOLD THAT A MELBOURNE ONE CALL SERVICE WILL BE CALL YOU DIG
- 1100 BEFORE YOU DIG AND MUST BE MADE TO DETERMINE THE LOCATION OF ANY UNDERGROUND SERVICES WITHIN THE SITE

REV.	REVISION	DATE	APPD	CHECK
02	ADDITIONAL INFORMATION AS PER BOUNDARY	25/11/15	C.M.	A.S.
01	ADDITIONAL INFORMATION AS PER BOUNDARY	25/11/15	C.M.	A.S.

Drawn: M. BOFFA 04/12/15
Checked: S.T. 04/12/15

Scale: 1:200 @ A3

Client: MATT GIBSON ARCHITECTURE & DESIGN Municipality: YARRA

DRONE IMAGES
219 GORE STREET
FITZROY

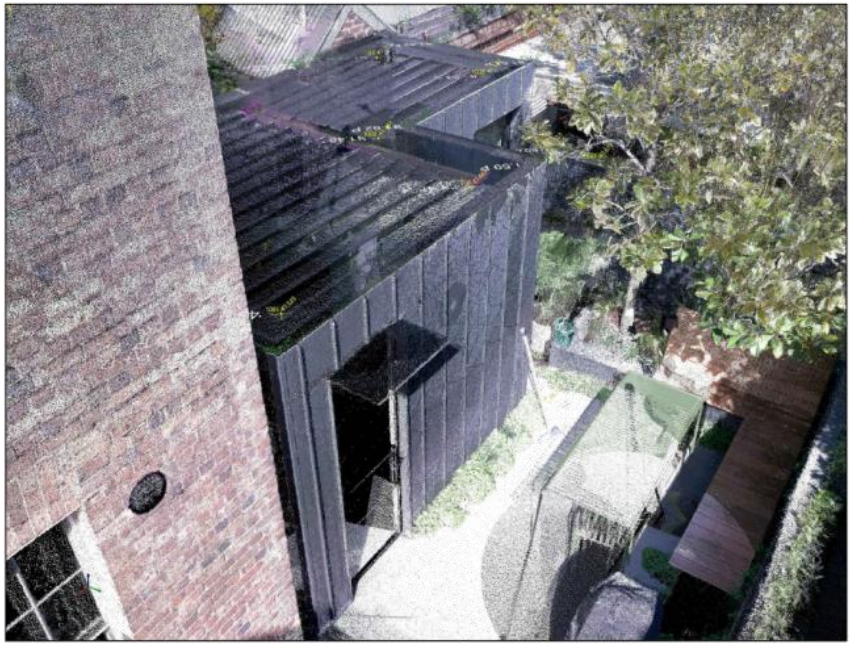
DWG: 2443113F1D
Job No: 24431
Sheet: 2 OF 5

JCA LAND CONSULTANTS
The Subdivision Specialists
Suite 9, 333 Warrandyte Highway, Wonga Park VIC 3115
Tel 03 9722 4888 jca@jcalc.com.au www.jcalc.com.au

Attachment 3 - PLN21/0875 - 219 Gore Street Fitzroy - Survey



DRONE IMAGE No.3



DRONE IMAGE No.4

LAND SURVEYED:
COUNTY OF BOURKE, PARISH OF JIKA JIKA
PART OF CROWN PORTION 69
LOT2 ON LP 40664
VOL 3871 FOL 560

DATUM NOTES:
- LEVELS SHOWN THUS $^{44.0}$ ARE BASED ON AUSTRALIAN HEIGHT DATUM
- LEVEL DATUM BASED ON JIKA JIKA 764 R.L. 44.03
- CONTOUR INTERVAL AT 0.2m

JCA Land Consultants certify that this plan is in all respects accurate and correctly represents the existing conditions on the 25/11/15

EXPLANATORY NOTES:
- DATA ON THIS PLAN MAY ONLY BE MANIPULATED WITH THE PERMISSION OF JCA LAND CONSULTANTS
- ACCURACY OF DETAIL USE ARMIN ± 0.05
- ACCURACY OF REDUCED LEVELS ± 0.10
- THIS HARDCOPY PLAN IS A VISUALISATION ONLY © COPYRIGHT JCA
- DWG (NAD 83 GDA) DATE: 25/11/15
- LOCATION OF ADJOINING BUILDINGS AND ENVIRONS IS INDICATIVE ONLY UNLESS OTHERWISE SHOWN
- FINAL SPREAD SHOWN ON THIS PLAN IS INDICATIVE ONLY
- ONLY SIGNIFICANT TREES HAVE BEEN LOCATED AND SHOWN ON THIS PLAN
- ALL VEGETATION SHOWN ON THIS PLAN IS TO BE VERIFIED BY AN ARBORIST
- INTERPRETATION OF SIGNS AND NOTATION ON THIS PLAN ARE INDICATIVE ONLY AND SHOULD BE VERIFIED
- BY THE ARCHITECT / OWNER OR BUILDER PRIOR TO ANY DESIGN
- ONLY VISIBLE SERVICES ARE SHOWN ON THIS PLAN
- IT IS STRONGLY RECOMMENDED THAT A RELEVANT ONE CALL SERVICES ORG. BE CALLED BEFORE YOU DIG
- IN ACCORDANCE WITH AMENDMENT 88 MADE TO DIG SAFE VICTORIA, IT IS A REQUIREMENT THAT ALL UNDERGROUND SERVICES WITHIN ONE METRE OF THE PROPOSED EXCAVATION BE LOCATED AND MARKED BEFORE ANY EXCAVATION COMMENCES

REV.	REVISION	DATE	APPD	CHECK
02	ADDITIONAL INFORMATION	02/12/21	C.M.	A.S.
01	ADDITIONAL INFORMATION AS PER BD RVKT 25/11/21	25/11/21	C.M.	A.S.

Surveyed		
Drawn	M. BOFFA	04/12/15
Checked	S.T. SKA	04/12/15

Scale: 1:200 @ A3

Client : MATT GIBSON ARCHITECTURE & DESIGN Municipality : YARRA

DRONE IMAGES
219 GORE STREET
FITZROY

DWG: 2443113F1D
Job No: 24431
Sheet: 3 OF 5

JCA LAND CONSULTANTS
The Subdivision Specialists

Attachment 3 - PLN21/0875 - 219 Gore Street Fitzroy - Survey



DRONE IMAGE No.5



DRONE IMAGE No.6

LAND SURVEYED:
COUNTY OF BOURKE, PARISH OF JIKA JIKA
PART OF CROWN PORTION 69
LOT2 ON LP 40664
VOL 3871 FOL 560

DATUM NOTES:
- LEVELS SHOWN THUS $^{38.4}_{AHD}$ ARE BASED ON AUSTRALIAN HEIGHT DATUM
- LEVEL DATUM BASED ON JIKA JIKA 764 R.L 44.03
- CONTOUR INTERVAL AT 0.2m

JCA Land Consultants certify that this plan is in all respects accurate and correctly represents the existing conditions on the 25/11/15

EXPLANATORY NOTES:
- DATA ON THIS PLAN MAY ONLY BE MANIPULATED WITH THE PERMISSION OF JCA LAND CONSULTANTS
- ACCURACY OF DETAIL LOCATION ± 0.05
- ACCURACY OF REDUCED LEVELS ± 0.02
- THIS HARDCOPY PLAN IS A VISUALISATION PLOT ONLY - COMPUTER FILE DWG 2443113F1D.DWG DATE 25/11/15
- LOCATION OF ADJOINING BUILDINGS AND BOUNDARIES INDICATIVE ONLY UNLESS OTHERWISE SHOWN
- FINAL SPREAD SHOWN ON THIS PLAN IS INDICATIVE ONLY
- ONLY SIGNIFICANT TREES HAVE BEEN LOCATED AND SHOWN ON THIS PLAN
- ALL VEGETATION SHOWN ON THIS PLAN IS TO BE VERIFIED BY AN ARBORIST
- WITNESS DESCRIPTIONS ARE INDICATIVE ONLY AND SHOULD BE VERIFIED
- BY THE ARCHITECT / OWNER OR BUILDER PRIOR TO ANY DESIGN
- ONLY VISIBLE SERVICES ARE SHOWN ON THIS PLAN
- DIAL 1100 BEFORE YOU DIG
- IT IS STRONGLY RECOMMENDED THAT A RELEVANT PIPE CABLE LOCATING SERVICE BE ENGAGED BEFORE YOU DIG
- IN ADDITION IT IS ALSO RECOMMENDED THAT ENQUIRIES BE MADE TO DETERMINE THE LOCATION OF ANY UNDERGROUND SERVICES WITHIN THE SITE

REV.	REVISION	DATE	APP'D	CHECK
01	ADDITIONAL INFORMATION	25/11/15	C.M.	A.S.
02	ADDITIONAL INFORMATION AS PER REVKT 25/1521	26/11/21	C.M.	A.S.

Surveyed	C.MAC	7.8.15	
Drawn	M.BOFFA	04/12/15	
Checked	M.T.MAC	04/12/15	

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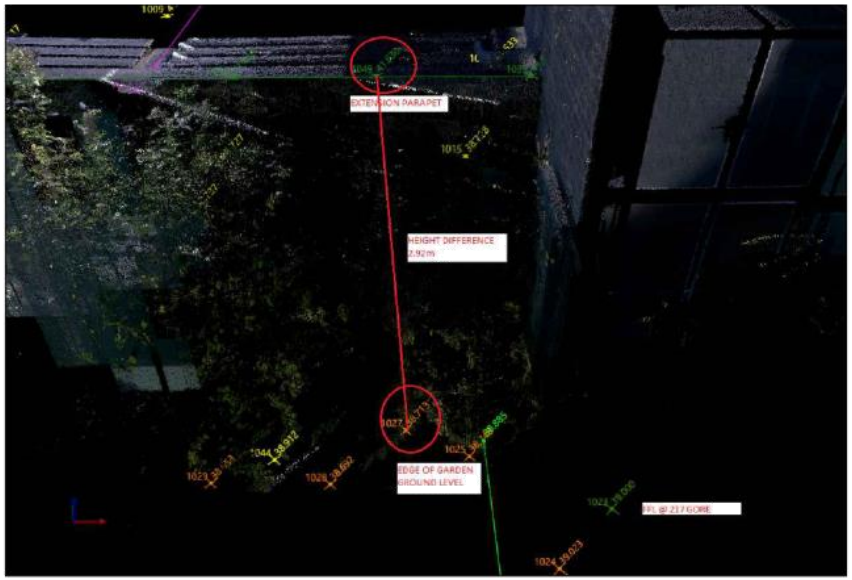
Client : MATT GIBSON ARCHITECTURE & DESIGN Municipality : YARRA

DRONE IMAGES
219 GORE STREET
FITZROY

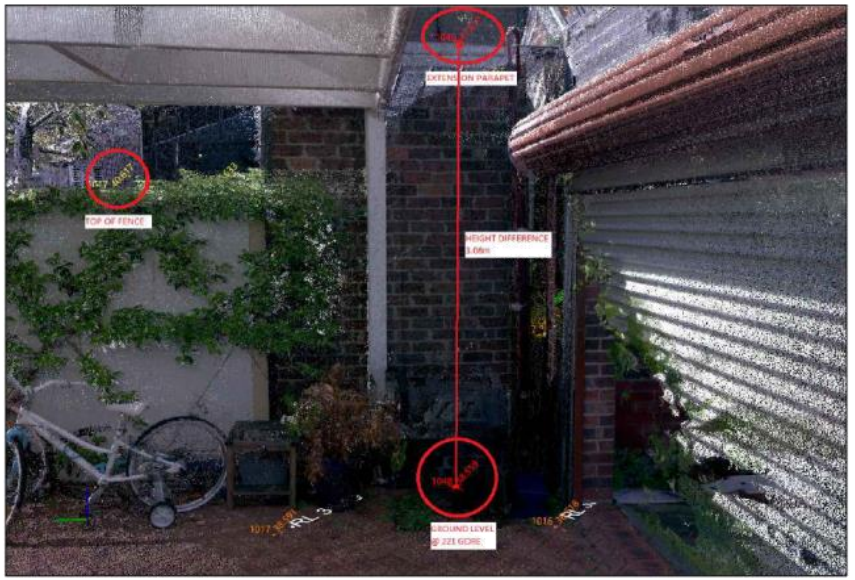
DWG: 2443113F1D | Job No.: 24431 | Sheet: 4 OF 5

JCA LAND CONSULTANTS
The Subdivision Specialists
Suite 9, 333 Mooroolbark Highway, Mooroolbark VIC 3138
Tel 03 9725 4858 jca@jcalc.com.au www.jcalc.com.au

Attachment 3 - PLN21/0875 - 219 Gore Street Fitzroy - Survey



DRONE IMAGE No.7
(SOUTH WALL)



DRONE IMAGE No.8
(WEST WALL)

LAND SURVEYED:
COUNTY OF BOURKE, PARISH OF JIKA JIKA
PART OF CROWN PORTION 69
LOT2 ON LP 40664
VOL 3871 FOL 560

DATUM NOTES:
- LEVELS SHOWN THUS $^{45.67}_{AHD}$ ARE BASED ON AUSTRALIAN HEIGHT DATUM
- LEVEL DATUM BASED ON JIKA JIKA 764 R.L. 44.03
- CONTOUR INTERVAL AT 0.2m

JCA Land Consultants certify that this plan is in all respects accurate and correctly represents the existing conditions on the 25/11/15

EXPLANATORY NOTES:
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- ACCURACY OF DETAIL LOCATION ± 0.05
- ACCURACY OF REDUCED LEVELS ± 0.02
- THIS HARDCOPY PLAN IS A VERIFICATION PLOT O COMPUTER FILE
- DWG 2443113F1D DWG 5 SHEET
- LOCATION OF ADJOINING BUILDINGS AND BOUNDARIES IN RURAL AREAS ONLY UNLESS OTHERWISE SHOWN
- FINAL SPREAD SHOWN ON THIS PLAN IS INDICATIVE ONLY
- ONLY SIGNIFICANT TREES HAVE BEEN LOCATED AND SHOWN ON THIS PLAN
- ALL VEGETATION SHOWN ON THIS PLAN IS TO BE VERIFIED BY AN ARBORIST
- WITNESS DESCRIPTIONS AND LOCATION ON THIS PLAN ARE INDICATIVE ONLY AND SHOULD BE VERIFIED
- BY THE ARCHITECT / OWNER OR BUILDER PRIOR TO ANY DESIGN
- ONLY VISIBLE SERVICES ARE SHOWN ON THIS PLAN
- DIAL 1100 BEFORE YOU DIG (OR SIMILAR) PRIOR TO ANY EXCAVATION. ONE CALL SERVICES WILL BE NOTIFIED BEFORE YOU DIG
- IT IS STRONGLY RECOMMENDED THAT A SURVEYOR BE ENGAGED TO LOCATE ALL SERVICES PRIOR TO ANY EXCAVATION

REV.	REVISION	DATE	APPD	CHECK
02	ADDITIONAL INFORMATION	02/11/21	C.M.	A.S.
01	ADDITIONAL INFORMATION AS PER BD RVKT 25/10/21	25/10/21	C.M.	A.S.

	Name	Date
Surveyed		
Drawn	M. BOFFA	04/12/15
Checked	R.T. SKA	04/12/15

Scale: 1:200 @ A3

Client : MATT GIBSON ARCHITECTURE & DESIGN Municipality : YARRA

DRONE IMAGES
219 GORE STREET
FITZROY

DWG: 2443113F1D
Job No: 24431
Sheet: 5 OF 5

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Attachment 4 - PLN21/0875 - 219 Gore St Fitzroy - Applicant Planning Report



219 GORE STREET, FITZROY

Planning Permit Application

Prepared by Hansen Partnership | November 2021

Updated December 2021

CONTENTS

1. INTRODUCTION 3
2. PLANNING HISTORY 4
3. SITE CONTEXT 5
4. THE PROPOSAL 7
5. PLANNING FRAMEWORK 8
6. MERITS ASSESSMENT 9
7. CONCLUSION 12

1 INTRODUCTION

An application is made to the City of Yarra seeking approval for the construction of a rear addition to the property at 219 Gore Street Fitzroy.

The purpose of this application is to allow Council to consider the merits of a ground floor addition at the rear of the site and, in particular, the southern and western wall elements which form part of this addition.

The proposed wall elements have been constructed to replace the original store/lean to structure (illustrated in the MGA+D plans) demolished under Heritage Victoria Permit P30616.

We say that the new works are designed to be respectful of the heritage character of the environs and sensitive to the amenity of neighbouring properties by:

- Maintaining brick construction.
- Proposing a similar building envelope to the former structure it has replaced.
- Adopting a single storey wall height.
- Being designed by Matt Gibson Architecture & Design to complement the broader renovation approved by Heritage Victoria (Permit P30616).

We make this application on a retrospective basis.



Figure 1 - Gore Street frontage

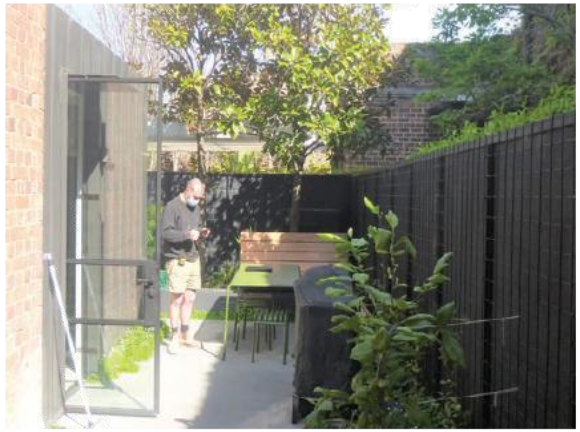


Figure 2 - Subject site rear yard looking west

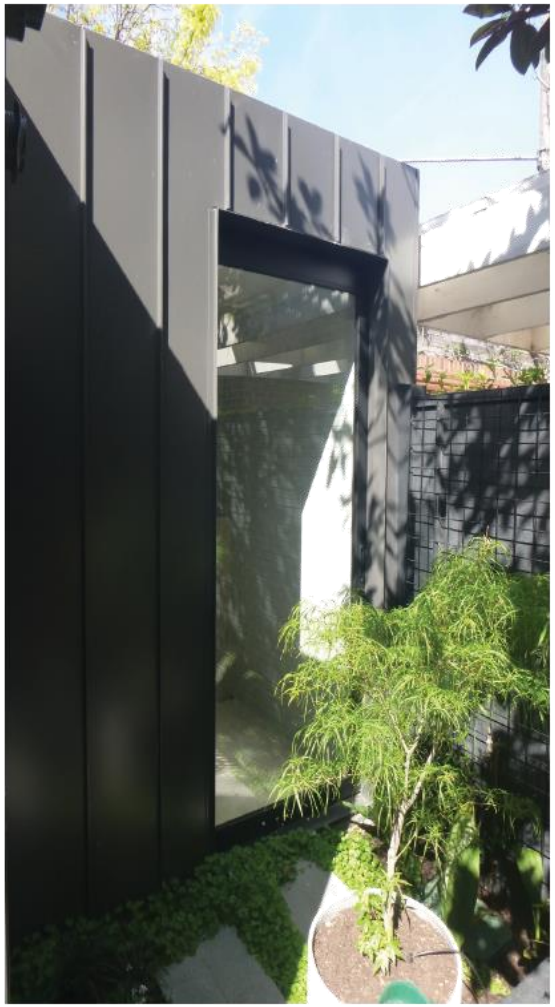


Figure 3 - Subject site rear yard and recently constructed addition

2 PLANNING HISTORY

Planning permit PLN19/0384 and associated endorsed plans were issued by the City of Yarra on 9/8/2019. The approved works to the rear of the dwelling included a pantry, laundry, toilet, store and shower area. The endorsed plans show the approved works extending:

- 6.135 metres along the southern boundary and 2.41 metres along the western boundary.
- to RL 41.510 (top of wall) and RL 41.65 (top of parapet) along the western boundary.
- to RL 41.650 along the southern boundary.

The renovation works were also approved via Permit P30616 (and plans endorsed) by Heritage Victoria on 31/5/2020. The approved works external to the dwelling included the construction of a pantry, utilities area/store and shower room. These works were located in the southwest corner of the property and built to the boundary as follows:

- Southern boundary – a wall of brick construction to connect the rear boundary to the rear of the dwelling up to a height of RL 41.650.
- Western boundary – a 2.24 metre section of brick constructed wall up to a height of RL 41.650.

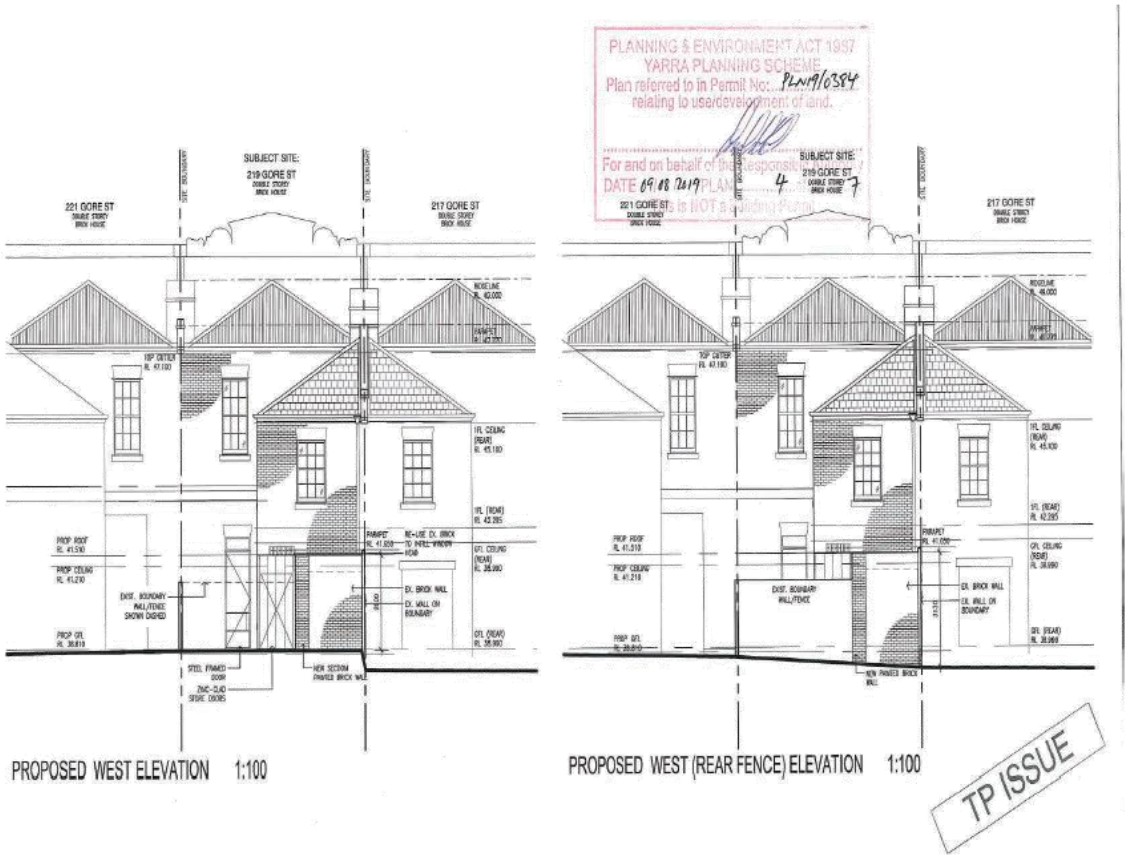


Figure 4 - Extract of previously endorsed elevations

3 SITE CONTEXT

The site is located along the western side of Gore Street, between Condell Street and Moor Street as well as Freeland Lane to the rear. The property sits within a row of Victorian terraces of heritage significance.

To the north of the land is 221 Gore Street. This extends along the northern common boundary and around to the western interface in a battle-axe configuration. This land is developed by a 2 storey Victorian terrace and generous garden. It has a direct interface to Freeland Lane, providing opportunity for vehicle and resident access to/from the ROW.

To the south of the land is 217 Gore Street. This property is a mirror image of the subject site, insofar as the layout of the dwelling. It also has a courtyard garden, interrupted by an outbuilding in its north-west corner. There is direct access to Freeland Lane via a roller door.



Figure 5 - Rear laneway interface looking east



Figure 6 - Gore Street frontage



Figure 7 - Rear laneway looking north

3 SITE CONTEXT



Figure 8 - Aerial showing subject site

4 THE PROPOSAL

This application is for retrospective approval of a ground level dwelling extension, including a wall on the southern and western boundaries of the site. Further details of the proposal are as follows:

Buildings and Works

Construction of a:

- Pantry, laundry, toilet, and shower at the rear of the dwelling.
- Modifications to openings at the rear of the dwelling.
- 4.3m long by 2.9m - 3.1m high wall on the southern boundary; and
- 2.4m long by 3.14m - 3.26m on the western boundary.

Both walls are constructed of recycled red bricks.

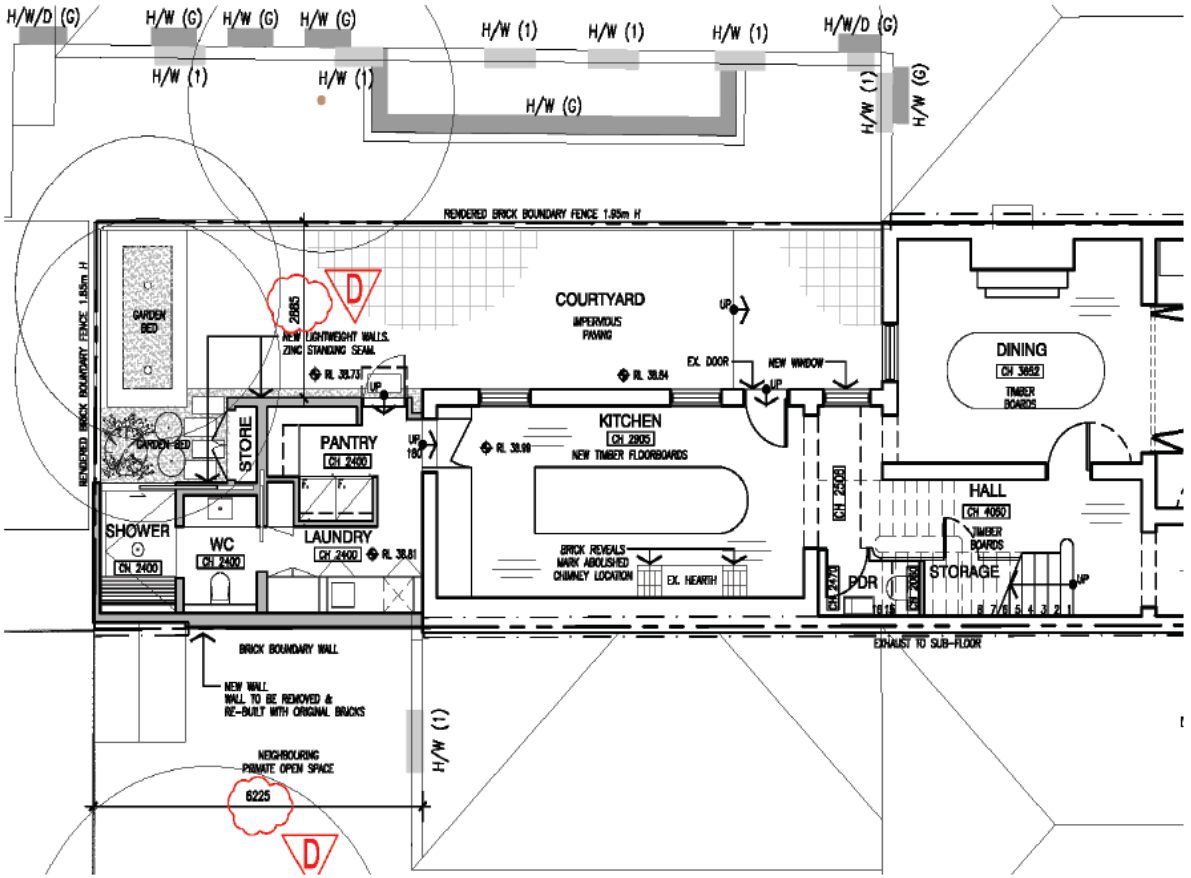


Figure 9 - Proposed ground floor plan

5 PLANNING FRAMEWORK

The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications.

Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

The land is affected by the following:

1. The Neighbourhood Residential Zone – Clause 32.09.
2. Heritage Overlay – Schedule HO166 – Clause 43.01.
3. Development Contributions Plan Overlay – Clause 45.06.

Particular Provisions

Clause 54 – One dwelling on a lot

This Clause applies as the development is for the extension of a dwelling on a lot under 500sqm. A development should meet all the standards and must meet all the objectives.

Planning Policy Framework (PPF)

The following Clauses are relevant:

(a) 15.01-2S – Building Design; and

(b) 15.01-5S – Neighbourhood Character.

Local Planning Policy Framework (LPPF)

The following Clauses are relevant:

(a) Clause 21.05-2 – Urban Design;

(b) Clause 21.05-3 – Built Form Character; and

(c) Clause 21.08-7 – Fitzroy

(d) Clause 21.08-7 states: Fitzroy is a mixed commercial and residential neighbourhood notable for the consistency of its Victorian streetscapes. It comprises a dense combination of residential areas,shopping precincts and commercial/ industrial activities.

Given the location, height, design and materials of the new works, these are sympathetic to the heritage and inner urban neighbourhood character of the environs.

The following local policies are relevant:

(a) Clause 22.02 – Development Guidelines for Sites Subject to a Heritage Overlay

The Heritage policy is addressed below, and we say that as the subject land has only an indirect interface with Freeland Lane, and no vehicular nor pedestrian connection, Clause 22.07 is of no relevance in this case.

(b) Clause 22.07 – Development Abutting Laneways.

This policy seeks to ensure that development along a laneway acknowledges the unique character of the laneway. The proposed extension will have no discernible impact on the rear laneway given its modest scale and limited direct interface.



Figure 10 - Zoning Map

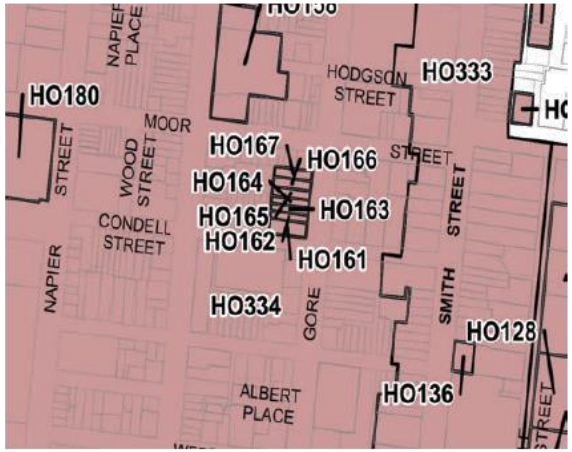


Figure 11 - Heritage Overlay Map

6 MERITS ASSESSMENT

The primary considerations for this application are:

(a) Heritage; and

(b) Clause 54 (ResCode).



Figure 12 - Gore Street frontage

Heritage

The heritage provisions of Clause 43.01 and consequently Clause 22.02, are not relevant as the subject land is included on the Victorian Heritage Register.

Pursuant to Clause 43.01-3 of the Yarra Planning Scheme no permit is required under the HO to develop a heritage place which is included in the Victorian Heritage Register (VHR).

Upon review of the Heritage Overlay Schedule, we note that HO166 specifically relates to 219 Gore Street Fitzroy "Cobden Terrace" and includes a reference to VHR No. H157.

Furthermore, Planning Permit P30616 was approved by Heritage Victoria on 30 August 2019 to allow:

"Alterations and additions to the rear wing of the house, internally and externally, generally in accordance with the following documents: nineteen (19) drawing and information sheets by Matt Gibson Architecture + Design dated 15.05.19 and numbered A-000 to A008 inclusive, A-101 to A-103 inclusive, A-201 to A-204 inclusive plus A-301, A-901 and A-902, all titled 'Alterations & Additions at 219 Gore Street Fitzroy, Vic, 3065."

For completeness, we confirm that demolition works of the original structure are also exempt pursuant to Clause 43.01-3 and were included within Heritage Victorian Permit P30616.

The proposed development will therefore achieve an acceptable outcome in relation to the heritage values of the site.

Clause 54

Clause 54 comprises design objectives and standards to guide the assessment of new residential development.

Given the site's location within a built-up inner-city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test.

In reviewing the new works, the following objectives and standards are not relevant:

Standard A2 - Integration with the street

There are no changes proposed to the dwelling's existing presentation to Gore Street.

Standard A3 - Street setback

There are no changes proposed to the existing street setback.

Standard A5 – Site coverage

The site coverage resulting from the proposed extension is 68.1%, which is consistent with that approved via PLN19/0384 and on other properties in this location. In accordance with the objective of this standard, the proposed site coverage results from an extension which respects neighbourhood character and responds appropriately to the features of the site.

Standard A6 – Site permeability

The site permeability resulting from the proposed extension is 10.8%, which is consistent with that approved via PLN19/0384, and with permeability levels on similar sites in this inner urban environment. In accordance with the objective of this standard, the extension has minimal impact resulting from increased stormwater run-off on the drainage system.

6 MERITS ASSESSMENT

Standard A7 – Energy efficiency

There are no changes to the location of habitable rooms and private open space and there are no rooftop solar energy facilities on adjoining properties. The extension also integrates well with the existing kitchen, having no impact on north facing windows.

Standard A8 - Significant trees objectives

There are no significant trees on the subject site.

Standard A10 – Side and rear setbacks

There are no changes to side and rear setbacks approved via Planning Permit PLN19/0384. The proposed setback from the northern boundary is appropriate and complies with Standard A10.

Standard A12 – Daylight to existing windows

There are no existing habitable room windows opposite the works area.

Standard A13 – North-facing windows

There are no north-facing windows within 3 metres of the new southern boundary wall. There will also be no discernible impact on an existing, west facing, habitable room window in the dwelling to the south.

Standard A15 – Overlooking

There are no additional habitable room windows, balconies, terraces or patios proposed as a result of the works sought to be approved.

Standard A16 – Daylight to new windows

There are no additional habitable room windows proposed.

Standard A17 – Private open space

There are no changes to the private open space area approved via Planning Permit PLN19/0384.

Standard A18 – Solar access to private open space

This Standard does not apply to dwelling extensions.

Standard A20 - Front fences objective

There are no alterations proposed to the existing front fence.

The remaining objectives and standards are assessed below.

Standard A1 - Neighbourhood Character

The addition is in the south-west corner of the site and is fully concealed by the existing two-storey terrace dwellings from Gore Street.

The new southern boundary wall has been constructed with recycled heritage red bricks which is a material typical in the area (particularly for boundary walls) as evidenced by the existing northern boundary wall of the subject site and the southern boundary wall at No. 217 Gore Street, which are also constructed of brick.

Building height (Standard A4) objectives

All proposed works are less than the 9m maximum specified under this Standard.

Walls on boundaries (Standard A11) objectives

To meet the standard any new wall constructed on the boundary should not abut a boundary for a length of more than 10m plus 25% of the remaining length of the boundary of an adjoining lot or the length of an existing or simultaneously constructed boundary wall, whichever is greater.

In terms of height, new boundary walls should not exceed an average 3.2m in height with a maximum height of 3.6m at any one point, unless abutting a higher existing or simultaneously constructed wall.

Southern Wall

The combined length of walls along the southern boundary is 30.4m, the same as the original conditions. The average height of the new southern boundary wall is 3.03m and the maximum height is 3.15m (RL 41.65). The new southern boundary wall is therefore compliant with the Standard.

Western Wall

The length of walls along the western boundary is 2.41m, therefore less than the Standard. The average height of the new western boundary wall is 3.2m and the maximum height is 3.26m (RL 41.65).

The new western boundary wall is therefore compliant with the Standard.

Overshadowing (Standard A14) objectives

Due to the east-west orientation of the subject site, and the laneway to the west, any shadow cast by the proposed extension would fall on the property to the south, at No. 217 Gore Street.

The original boundary wall cast a 2.1m shadow into No. 217 Gore Street but was located slightly off the title boundary, and approximately 200mm within No.217 Gore Street.

Whilst the new wall associated with the extension casts a slightly longer shadow, the wall is now sited on the title boundary and is approximately 178mm (average) higher than the original wall.

The minor change in siting is also why the total area of secluded private open space for No. 217 Gore Street is shown as slightly greater in the new shadow figures (55.8sqm vs 56.7sqm).

Given the slight increase in shadow associated with the new wall, a variation from the requirements of Standard A14 is therefore required.

As the increase in shadow is extremely minor (a maximum of 0.7% or 0.8sqm, at 12pm), it is submitted that there would be no unreasonable impacts on the amenity and usability of the secluded private open space or dwelling at No. 217 Gore Street.

The proposed variation would therefore achieve an acceptable outcome and the objective of the standard to 'ensure buildings do not unreasonably overshadow existing secluded private open space' has been met.

Attachment 4 - PLN21/0875 - 219 Gore St Fitzroy - Applicant Planning Report

6 MERITS ASSESSMENT

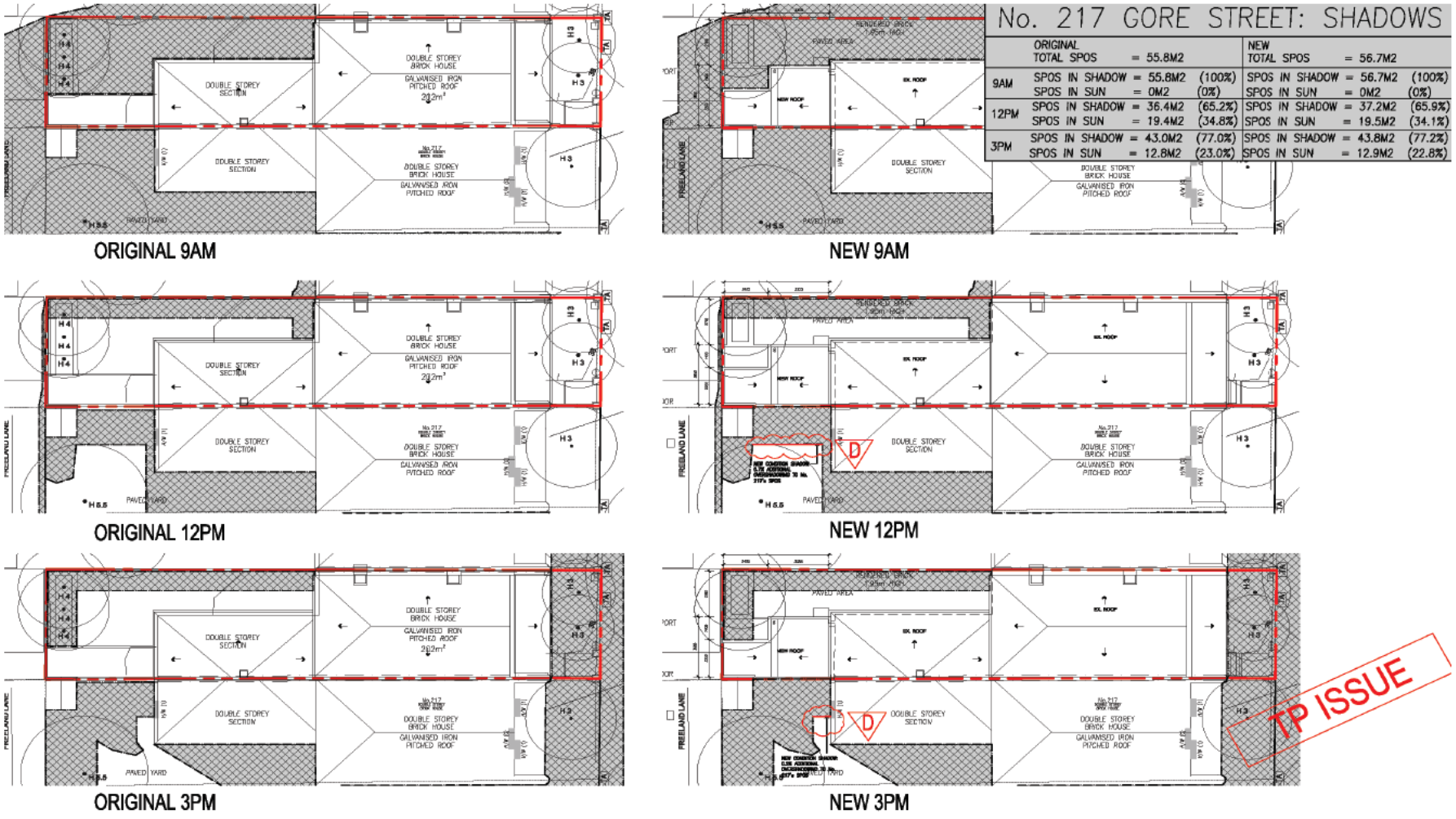


Figure 13 - Proposal Shadow Diagrams

7 CONCLUSION

Based on the above report, the proposed extension reasonably complies with the relevant planning policy and ResCode, achieves an acceptable outcome, and should therefore be supported.



Figure 14 - Drone photo showing existing conditions at rear of subject site

6.6 PLN21/0428 - 3A Keeley Lane Princes Hill

Executive Summary

Purpose

1. This report provides Council with an assessment of the application at No. 3A Keeley Lane Princes Hill, for part demolition and construction of double-storey alterations and additions to the dwelling (plus basement and roof terrace).

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 32.09 – Neighbourhood Residential Zone;
   (b) Clause 54 – One dwelling on a lot (ResCode);
   (c) Clause 43.01 and Clause 22.02 – Heritage; and
   (d) Clause 22.07 – Development abutting laneways.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Clause 54 – One dwelling on a lot (ResCode);
   (b) Heritage;
   (c) Development abutting laneways; and
   (d) Objector concerns.

Submissions Received

4. Seven objections were received to the application, these can be summarised as:
   (a) Inappropriate design (non-compliance with ResCode);
   (b) Overdevelopment of the site;
   (c) Will impact the heritage streetscape;
   (d) Off-site amenity impacts (overlooking, overshadowing, loss of light);
   (e) Disruption to parking, traffic and noise during construction;
   (f) Construction methods may damage neighbouring foundations;
   (g) Lack of car parking; and
   (h) Errors on plans (neighbouring property shown inaccurately).

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 area of roof terrace and retention of original roofline to the east end;
   (b) Screening of bedroom window and roof terrace; and
   (c) Provision of a structural engineering report.

CONTACT OFFICER: **Alexandra Paraskevakis**
TITLE: **Statutory Planner**
TEL: **92055024**

6.6 PLN21/0428 - 3A Keeley Lane Princes Hill

Reference	D22/40385
Author	Alexandra Paraskevakis - Statutory Planner
Authoriser	Co-Ordinator Statutory Planning

Ward:	Nicholls
Proposal:	Part demolition and construction of double-storey alterations and additions to the dwelling (plus basement and roof terrace).
Existing use:	Single Dwelling
Applicant:	Town Planning & Co.
Zoning / Overlays:	Neighbourhood Residential Zone 1 Heritage Overlay 329 – Princes Hill Precinct Development Contributions Plan Overlay 1
Date of Application:	24 June 2021
Application Number:	PLN21/0428

Planning History

1. Planning application PLN20/0327 for *part demolition of heritage building and double-storey alterations and additions to the dwelling (plus basement and roof terrace)* was withdrawn on 22 March 2021.

The Proposal

2. The application is for part demolition and construction of double-storey alterations and additions to the dwelling (plus basement and roof terrace). Further details of the proposal are as follows:

Demolition

(a) Ground floor portion of the eastern wall, the entire western wall and the majority of the north and south walls;
(b) The majority of the existing roof (sheeting and structure) except a 1m deep portion, the width of the building adjoining the front wall;
(c) Two sections of roof sheeting removed from the 1m retained portion (to accommodate proposed skylights – not shown on plans/elevations);
(d) Internal walls, doors, fittings *(no permit required)*

Basement

(e) A basement level setback 0.6m from all boundaries, to a depth of AHD36.5 (3.8m below Natural Ground Level);
(f) The basement will contain a light court at the west end (1m deep x 3.76m long), accessed via sliding doors from a bedroom; with a living room, bathroom and gym located further east. The gym has a skylight (0.5m x 1m) which forms part of the entryway at ground level above).
(g) An internal staircase is located along the north wall of the basement, with toilet located under the stairs.

Ground Floor

(h) The ground floor will be constructed to the north, east and south boundaries, and setback 4.1m from the west boundary.

(i) The ground floor will contain an open plan, kitchen/dining/living room with access to a 20.5sqm courtyard (SPOS). A galvanised metal grate (1m wide x 3.8m long) is located at the west side of the courtyard, setback 0.6m from the west, north and south boundaries. This grate provides light to the basement level below and is 95% open. The remaining area of the courtyard is finished in grass. An area (undefined) along the north boundary will also contain the raingarden.
(j) The east (front) wall will be constructed to the east boundary except for the entryway, which will be recessed 1.13m into the site. A bin storage area (2.3m wide x 0.95 deep) is located to the south of this entryway, with double swing doors opening to the laneway.
(k) The north and south boundary walls will be 9.96m long and 2.5m high, finished in "lightweight cladding" with paint finish (colour unknown).

First floor

(l) The first floor will be constructed to the north and south boundaries, with wall lengths of 9.96m and maximum wall heights of 6m above NGL. These walls will also be finished in "lightweight cladding" with paint finish (colour unknown).
(m) The first floor will contain a bedroom, ensuite, home office and powder room.
(n) The east wall of the first floor will be retained, including the full height double window.
(o) The west wall of the upper level is 6m above NGL and finished in "used red brick".

Roof terrace

(p) The proposed roof terrace is 8.96m long and 4.7m wide, setback 1m from the east boundary (setback contains two skylights to office below).
(q) The roof terrace is accessed from the internal staircase, via an operable glass hatch (approx. 1.6m wide x 3.7m long) which covers the stairwell when closed.
(r) A 1m high "timber clad" balustrade is constructed along most of the north, south and east edges of the roof terrace.
(s) The west edge of the roof terrace is finished with a 1.7m high glass privacy screen; as are part of the north balustrade (1.8m long from the west end) and south balustrade (1.2m long from the west end).
(t) The glass screens to the roof terrace create an overall height of 7.4m above NGL.

Existing Conditions

Subject Site

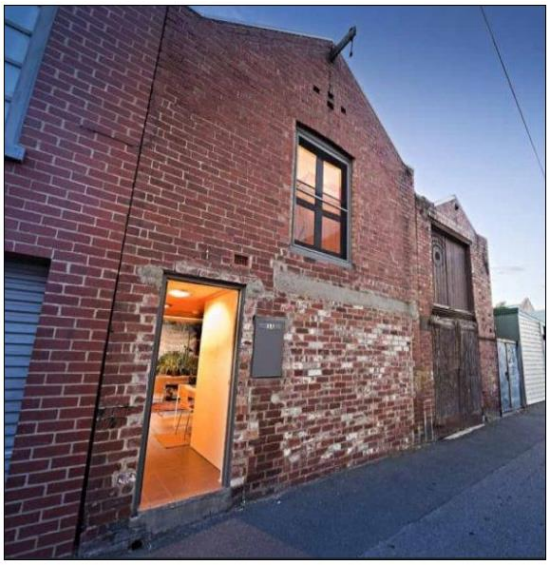
3. The subject site is located on the west side of Keeley Lane, 40m south of Richardson Street in Princes Hill. The site was formerly part of No. 26 McIlwraith Street (subdivided in July 2008). The site has a frontage of 5.03m and a maximum site depth of 14.06m, yielding an overall site area of 70.7sqm.

4. The site is developed with a heritage 'stables' building, finished in red brick, with the original barn pulley intact at the top of the front façade. The building is constructed to the east, north and south boundaries and has previously been converted into a one bedroom dwelling. The existing building is setback 5.78m from the west (rear) boundary and has a maximum height of 6.7m above natural ground level.



Figure 1: View south along Keeley Lane (from approx. 20m north of subject site). Red lines outline the roof form of outbuilding at rear of No. 28 McIlwraith Street (at the right of the image). Existing pitched roof form of the subject site is visible behind the neighbouring outbuilding. (Source: Google Streetview)





Figures 2 and 3: Views northwest along Keeley Lane toward the subject site. Barn pulley visible at the parapet of the building. Source: Google Streetview November 2009 (left) and www.realestate.com.au October 2013 (right).

Surrounding Land

5. The immediate area is characterised by residential dwellings from the Victorian/Edwardian-era and some modern infill development, particularly along Keeley Lane. The subject site and surrounds are located in the Princes Hill Heritage Precinct (Schedule 329).



Figure 4: Aerial image of subject site (outlined in yellow). Source: Nearmap aerial imagery. Date February 2020.

6. Immediately to the west is No. 26 McIlwraith Street, which is developed with a Victorian-era, single storey dwelling. The secluded private open space (SPOS) for this property is located to the rear (east) and abuts the SPOS of the subject site.

7. Immediately to the north is No. 28 McIlwraith Street. The house is a single storey heritage dwelling, with an extension to the rear completed in 2014. An original double storey stables building is located at the eastern portion of the property, abutting the building on the subject site. The stables building has a height of approx. 5.8m (at the east elevation) above natural ground level) and is finished in red brick with gable ends and a pitched roof. The secluded private open space for No. 28 McIlwraith Street is located between the dwelling and the stables building, abutting the existing SPOS of the subject site to the north. This property is classified “contributory” in the Princes Hill Heritage Precinct.

8. Immediately to the south is No. 3 Keeley Lane. Similar to the subject site, this property was once part of No. 24 McIlwraith Street (land subdivided in 1999). A building permit was issued in May 1998 for the construction of a “detached villa unit”. This building is in the style of the (original) stables buildings upon the subject site and No. 28 McIlwraith Street, with gable ends and a pitched roof. The dwelling at No. 3 Keeley Lane is constructed along the north and south boundaries for a length of 10m and is constructed to the east boundary (except for the recessed front entryway). The dwelling has an overall height of 7m above NGL, and the rear SPOS for this property is a small courtyard (3.5m x 5.5m) which abuts the subject site to the south. This property is classified “non-contributory” in the Princes Hill Heritage Precinct.

9. To the east, across the laneway is the rear of No. 487 Lygon Street. This property is developed with a double storey Edwardian-era building to the Lygon Street boundary (commercial at ground floor and residential above), as well as a double storey stables/outbuilding constructed to the rear and side boundaries along Keeley Lane. The outbuilding is a red brick building, with a large door at ground floor and a smaller single-width door at upper level to the Keeley Street façade. The outbuilding is finished in red brick with gable ends and a pitched roof. This property is classified “contributory” in the Princes Hill Heritage Precinct.

Planning Scheme Provisions

Zoning

Neighbourhood Residential Zone (Schedule 1)

10. Pursuant to Clause 32.09-1 of the Yarra Planning Scheme (the Scheme), a permit is not required to use the land as a dwelling.

11. Pursuant to Clause 32.09-5, *a planning permit is required to construct or extend a dwelling on a lot less than 500sqm* (as specified in Schedule 1 of the Zone). The subject site is an area of 70.7sqm thus a permit is required to extend one dwelling on a lot.

12. Pursuant to Clause 32.09-4 of the Scheme, mandatory minimum garden area requirements applies to lots greater than 400sqm. As the subject site is a total area of 70.7sqm, the garden area requirements are not applicable.

13. Pursuant to Clause 32.09-10, *a building used as a dwelling or residential building must not exceed a height of 9 metres or two storeys at any point.*

14. The proposed extension which has a maximum height of 7.4 metres above NGL (including privacy screen) and is two storeys meets the requirements of the mandatory provision.

Overlays

Heritage Overlay (Schedule 329)

15. Pursuant to Clause 43.01-1, a planning permit is required to demolish or remove a building and to construct and carryout works.

16. The incorporated document, Appendix 8 to the City of Yarra Review of Heritage Areas, 2007 (revised May 2017) lists the property type of No. 26 McIlwraith Street Princes Hill as “Aberfeldy & stables” with a ‘contributory’ heritage status (Property no. 214345, Estimated date: 1870 – 1890)

17. The subject site does not have a separate listing in Council’s heritage database, however the description of No. 26 McIlwraith Street clearly includes the stables building located upon the subject site.

Development Contribution Plan Overlay (Schedule 1)

18. 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.

19. The proposal does not result in an increase in the number of dwellings; thus the requirements of the Overlay do not apply.

Particular Provisions

Clause 52.06 – Car parking

20. Pursuant to Clause 52.06-1, the requirements of Clause 52.06 do not apply to the extension of one dwelling on a lot in the Neighbourhood Residential Zone 1. Therefore, no assessment against car parking has been undertaken against this application.

Clause 54 – One dwelling on a lot (ResCode)

21. Pursuant to Clause 54 of the Scheme this provision applies to an application to construct a dwelling on a lot less than 500sqm. A development must meet the objectives of Clause 54.

General Provisions

22. The Decision Guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. The Responsible Authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause.

23. Amongst other things, the Responsible Authority must consider the relevant Municipal Planning Strategy and the Planning Policy Frameworks, as well as the purpose of the Zone, Overlay or any other Provision.

Planning Policy Framework (PPF)

Clause 15.01-1S – Urban design

24. The objective of this clause is '*to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity*'.

Clause 15.02-1S – Energy and resource efficiency

25. The objective of this clause is '*to encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions'.*

Clause 15.03-1S – Heritage conservation

26. The objective of this clause is '*to ensure the conservation of places of heritage significance'*.

Clause 16.01-3S – Housing diversity

27. The objective of this clause is *'to provide for a range of housing types to meet diverse needs*'.

Local Planning Policy Framework (LPPF)

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.03 – Vision

28. Clause 21.03 of the Scheme outlines strategic objectives for land use, built form, transport and environmental sustainability within the City. Strategies to achieve the objectives are set out in the following clauses of the MSS.

Clause 21.05 – Built form
Clause 21.05-5 – Heritage

29. The principal objective of this clause are '*to protect and enhance Yarra's heritage places'*.

Clause 21.05-6 – Urban Design

30. This clause incorporates the following relevant objectives:
    (a) *Maintain and strengthen the preferred character of each Built Form Character Type within Yarra*; and
    (b) *Ensure development is designed having particular regards to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs*.

Clause 21.08-3 – North Carlton – Princes Hill

31. The subject site is identified as 'Heritage Overlay' on the *Figure 10 (Built Form Character Map).* The objective for this area is to '*ensure that development does not adversely affect the significance of the heritage place*'.

Relevant Local Policies

Clause 22.02 – Development guidelines for sites under the heritage overlay

32. This policy applies to all land within a Heritage Overlay. The clause incorporates the following relevant objectives;
    (a) To conserve Yarra's natural and cultural heritage;
    (b) To conserve the historic fabric and maintain the integrity of places of cultural heritage significance;
    (c) To preserve the scale and pattern of streetscapes in heritage places;
    (d) To ensure that additions and new works to a heritage place respect the significance of the place; and
    (e) To encourage the retention of 'individually significant' and 'contributory' heritage places.

Clause 22.07 – Development abutting laneways

33. The policy applies to applications for development that is accessed from a laneway or has laneway abuttal. The clause incorporates the following relevant objectives;
    (a) To provide an environment what 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; and
    (c) To ensure that development along a laneway is provided with safe pedestrian and vehicular access.

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

34. This policy applies to extensions greater than 50sqm in area. The objective of this clause is:
    (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).

Advertising

35. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 19 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):
    (a) Inappropriate design (non-compliance with ResCode);
    (b) Overdevelopment of the site;
    (c) Will impact the heritage streetscape;
    (d) Off-site amenity impacts (overlooking, overshadowing, loss of light);
    (e) Disruption to parking, traffic and noise during construction;
    (f) Construction methods may damage neighbouring foundations;
    (g) Lack of car parking; and
    (h) Errors on plans (neighbouring property shown inaccurately).

Referrals

36. The referral comments are based on decision plans dated April 2020, Revision B, prepared by Zosel Design (advertised plans).

External Referrals

37. The application was not required to be referred to external parties under the Scheme.

Internal Referrals

38. The application was referred to the following units within Council:
    (a) Heritage Advisor

(b) Engineering Unit

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

OFFICER ASSESSMENT

40. The primary considerations for this application are as follows:
    (a) Clause 54 – one dwelling on a lot (ResCode);
    (b) Heritage;
    (c) Development abutting laneways; and
    (d) Objector concerns.

Clause 54 – One dwelling on a lot (ResCode)

41. Clause 54 comprises design objectives and standards to guide the assessment of new residential development. Given the site's location within a built up inner city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test. The following objectives are not relevant to this application:

    (a) *Standard A3 Street setback objective* – no change from existing conditions.
    (b) *Standard A8 Significant trees* – no significant trees to be removed.
    (c) *Standard A13 North-facing windows* – there are no north-facing windows within 3m of the subject site.
    (d) *Standard A19 Solar access to open space objective* – not applicable to extensions.
    (e) *Standard 20 Front fences objective* – no front fence.

Standard A1 - Neighbourhood Character

42. The surrounding area is characterised by single and double storey, Victorian/Edwardian-era dwellings. Along Keeley Lane, double-storey outbuildings (some of which have been converted to dwellings) are predominantly constructed to site boundaries along the laneway.

43. High site coverage is a common characteristic due to the established pattern of outbuildings and subdivision of previously long sites. As a result of this pattern, the backyard areas are generally centrally located between dwellings to McIlwraith Street and Keeley Lane.

44. Outbuildings and dwellings in the immediate area of the subject site are typically red brick, double-storey with gable ends and pitched roofs. Many of these outbuildings are former stables from the Victorian or Edwardian Era, including the building upon the subject site.

45. For these reasons the proposal, which seeks to maintain a red brick finish, gable ends and double storey form, is generally in keeping with the existing and emerging pattern of development on the subject site and the surrounding area. The proposal has generally responded to the existing pattern of development of the site, the location of neighbouring built form and its sensitive interfaces and also the intact heritage streetscape to Keeley Lane.

46. Pursuant to Figure 10 in Built Form Character Map of Clause 21.08-3 (Carlton North/Princes Hill) the subject site is identified as being in a Heritage Overlay. The neighbourhood policy encourages that development within these areas *does not adversely affect the significance of the heritage place.*

47. The front of the dwelling will be modified to remove the lower half of the front wall, and construct a new front wall, recessed entryway and storage area. The proposed front façade will have a similar finish to other converted outbuildings/dwellings along Keeley Lane, with a single-width recessed entryway as seen at Nos. 3 and 12 Keeley Lane, and double-width "barn" doors similar to the outbuilding at No. 26 McIlwraith Street.

48. However the proposal introduces a roof terrace setback only 1m from the front façade. Roof terraces, particularly on heritage buildings, is not a characteristic of the area. The balustrade of the roof terrace (and any activity including umbrellas and other temporary structures) will be visible when approaching the subject site from the north along Keeley Lane (see Figure 1 for further detail). The existing pitched roof on the subject site forms part of a pattern of pitched roof styles along Keeley Lane (to both outbuildings and heritage dwellings).

49. The minimal setback of the roof terrace from the front wall of the building results in the roof terrace balustrades being visible to Keeley Lane and disrupts the pattern of pitched roofs. A condition will require the roof terrace be setback at least 3m from the east boundary to limit visibility from Keeley Lane and to retain the pitched roof form to the front of the dwelling, as viewed from the laneway. A setback of 3m from the front boundary will ensure the roof terrae balustrade and activity upon the terrace is setback out of the sightline from Keeley Lane, while also requiring minimal alteration to the proposed layout (to accommodate the hatch opening above the staircase as shown on decision plans). The proposal will be further assessed against the heritage policy of the Scheme later in this report.

50. For the reasons above, and together with the condition as outlined, the proposal is considered to comply with the Neighbourhood Character Standard.

Standard A2 Integration with the street objective

51. The proposed layout of the dwelling will maintain the existing upper level window which looks over Keeley Lane. The front door to the dwelling is accessed from Keeley Lane directly. As the building is constructed along the front boundary, there is no high front fence which prevents passive surveillance. For the reasons outlined, the proposal is considered to comply with the Street Integration Standard.

Standard A4 – Building Height

52. Standard A4 requires that the maximum building height should not exceed the maximum height specified in the zone, schedule to the zone or an overlay that applies to the land. Schedule 1 of the Zone specifies that the maximum building height is 9 metres.

53. The proposed altered dwelling has a maximum height of 7.4 metres above NGL and therefore complies with the Standard.

Standard A5 – Site Coverage

54. As no minimum site coverage is specified in Schedule 1 of the Neighbourhood Residential Zone, the maximum site coverage under the Standard of 60% applies.

55. The proposal has an overall site coverage of 72.5% and therefore does not comply with the Standard; however the proposal is considered to meet the objectives of the Standard for the following reasons:
    (a) The existing site coverage is 41.8sqm (59.1% of the site).
    (b) High site coverage is a prominent characteristic of the neighbourhood, particularly on ‘rear lots’, which have been subdivided from a larger site. Higher site coverage is visible on similar neighbouring lots, including Nos. 2, 3 and 12 Keeley Lane.
    (c) A variation of 12% is marginal within the context and is unlikely to result in an unreasonable amenity impact associated with site coverage, especially given the existing outbuildings to the north and south.

Standard A6 – Permeability

56. As no minimum permeability is specified in Schedule 1 of the Neighbourhood Residential Zone, pervious surfaces must cover at least 20% of the site.

57. The decision plans show the proposal has an overall site permeability of 13.8% however, the proposal also includes a basement across the majority of the subject site; therefore the permeability of the site is likely to be lower than 13.8% and does not comply with the Standard.

58. Local policy Clause 22.16 (Stormwater Management), which applies to an extension greater than 50sqm is an area, provides clear direction on how development can address stormwater run-off. A STORM Rating Report was submitted with the application which demonstrates a score of 134% through the inclusion of 9.8sqm of 300mm deep raingardens.

59. The location of the proposed raingarden/s is not shown on the plans. A notation reading "grass/rainwater garden" is shown at the proposed SPOS north boundary, however there is no indication of what area the raingarden will cover. The rear SPOS has an area of 20.5sqm, however officer calculations (as seen in figure 5 below) show that only approx. 7.5sqm of the rear SPOS is located outside the margins of the basement/light court.

60. A condition will require the proposed ground floor plan to clearly outline the location of the proposed 9.8sqm of raingarden/s, including where any raingarden is proposed to be located in a planter box above the basement. A condition will also require construction and maintenance details of each type of raingarden proposed.

61. Low site permeability is a prominent characteristic of the neighbourhood, particularly on 'rear lots', which have been subdivided from a larger site and have minimal private open space areas at ground level.

62. A variation to Standard A6 within this context is unlikely to result in an unreasonable amenity impact associated with site permeability, considering the stormwater management provisions proposed (discussed above).

63. Together with the conditions as outlined above, the proposal can satisfy the objectives of the standard.

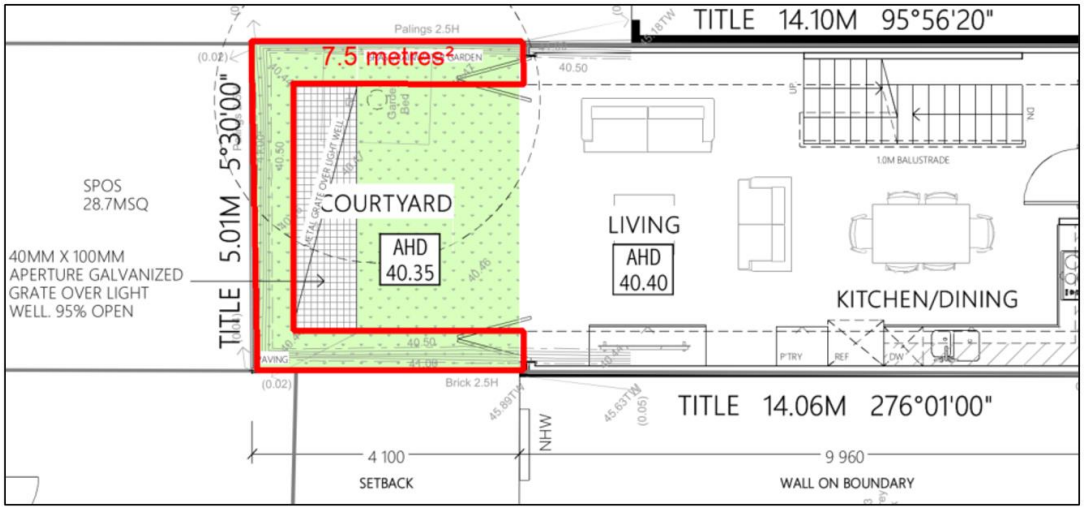


Figure 5; An excerpt from the proposed ground floor plan, with the area of SPOS beyond the extent of the basement outlined in red (officer notation).

Standard A7 – Energy efficiency protection objective

64. The proposal meets the first objective of Standard A7 *to ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy* for the following reasons:
    (a) Generally, all habitable rooms are provided with good daylight access with extensive west-facing glazing provided to the open living and dining rooms.
    (b) A light well is provided along the western boundary which will provide daylight to the basement-level bedroom and living room.

(c) A skylight is provided to the gym at basement level for natural daylight access.
(d) An operable window is provided to the home office at upper level which will provide for natural ventilation. The operability of the west-facing bedroom window is not shown. A condition will require that, unless required to be fixed for overlooking purposes, windows should be operable to increase the natural cross-ventilation of the dwelling and reduce reliance on air-conditioning or mechanical ventilation systems.

65. The proposed west elevation shows full height (2.1m) glass bi-fold doors with an expanse of 4.6m at ground level. There is no shading device shown for these glass doors, which will result in excessive heat loading in summer. A condition will require a retractable shading device be provided across these glass doors to reduce reliance on air-conditioning in summer months.

66. The proposal meets the second objective of the Standard *to achieve and protect energy efficient dwellings* for the following reasons discussed below.

67. The extension has generally been designed to abut the existing dwelling to the south at No. 3 Keeley Lane. As will be discussed, there will be minimal additional shadows cast to the SPOS of No. 3 Keeley Lane given that the proposed shadows fall largely within the existing shadows cast by the dwelling of No. 3 Keeley Lane. There are no north-facing windows at No. 3 Keeley Lane. In addition there are no solar panels located on the roof of any adjacent property.

68. For the reasons outlined above, the extension is considered to meet the objectives of Standard A7.

Standard A10 – Side and rear setbacks

69. Standard A10 requires (outlined in paragraphs 70 and 71):

70. A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:

- *At least the distance specified in a schedule to the zone, or*
- *If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.*

71. Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the setbacks of this standard.

72. The proposal is assessed against Standard A10 (Side and rear setbacks) in the below table.

Standard A10 Table					
Proposed Wall	Wall height (m)	A10 Setback (m)	Proposed setback (m)	Difference (m)	Compliance
West wall	7.3	2.39	4.1	1.71	Yes

73. The proposal meets the requirements of Standard A10 (Side and rear setbacks).

Standard A11 – Walls on boundaries

74. Standard A11 requires (outlined in paragraphs 73-76):

75. *A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot should not abut the boundary:*

- *For a length more than the distance specified in a schedule to the zone; or*
- *If no distance is specified in a schedule to the zone, for a length of more than:*
    - *10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or*
    - *Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater.*

76. *A new wall or carport may fully abut a side or rear boundary where the slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.*

77. *A building on a boundary includes a building set back up to 200mm from a boundary.*

78. *The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.*

79. With regards to the walls on boundary heights, the following is proposed:
(a) The existing north and south boundary walls of the dwelling are 5.41 metres.
(b) The proposed north and south boundary walls of the dwelling have a maximum height of 7.4 metres (including the timber balustrade and the opaque glass privacy screen around the roof terrace).
(c) The existing east boundary wall of the dwelling is 6.72 metres.
(d) The proposed east boundary wall of the dwelling is retained at 6.72 metres.

80. The proposed length and height of the new southern and northern boundary walls is assessed against Standard A11 (Walls on boundaries) in the below table.

Standard A11 table					
Wall on boundary	Proposed Length (m)	Proposed Maximum height (m)	Boundary Length (m)	Allowed Length	Compliance
Southern wall	9.96	7.4	14.06	11m	Length – Yes Height - No
Northern wall	9.96	7.5	14.10	19.5m	Length – Yes Height - No

81. The assessment of the north and south boundary walls includes the height of the proposed opaque screens and timber balustrades to the roof terrace. Although these structures are not walls, the location of these structures atop boundary walls abutting neighbouring private open spaces increases the perception of boundary wall height and overall built form and will therefore be assessed against the requirements and objectives of this standard.

82. To the north, the length of the proposed addition, and the roof terrace above, extends beyond the west wall of the neighbouring outbuilding to the north. As a result, the northwest corner of the proposed terrace abuts the north neighbouring SPOS and this interface creates overlooking concerns. The applicant's response to overlooking concerns was to provide 1.7m high privacy screens (of opaque glass) to the edge of the roof terrace, along a 1.8m long section of the north boundary. This design response further impacts the amenity of the northern neighbour (No. 28 McIlwraith Street), by way of visual bulk created with this additional height.

83. The site at No. 28 McIlwraith Street is a narrow site (approx. 5m wide), and the construction of a 7.4m high 'wall' on the subject site's north boundary does not *limit the impact on the amenity of existing dwellings,* per the objective of the standard.

84. A condition will require the area of roof terrace reduced in length; setback at least 1.8m from the west wall of the dwelling, to align with the west wall of the north neighbouring outbuilding. As a result, the north boundary wall height where abutting the neighbouring SPOS will be approx. 5.9m above NGL. As the existing north boundary wall is 5.4m above NGL, this moderate height increase is a reasonable outcome, particularly as double-storey walls on boundary are a typical part of the existing neighbourhood character.

85. Together with the condition as outlined earlier, in relation to the visibility of the roof terrace from Keeley Lane, the overall area of roof terrace resulting from these two conditions would be approx. 20sqm (see figure 7 below). Combined with the 20.5sqm area of courtyard at ground level, the proposal maintains good SPOS on the subject site.

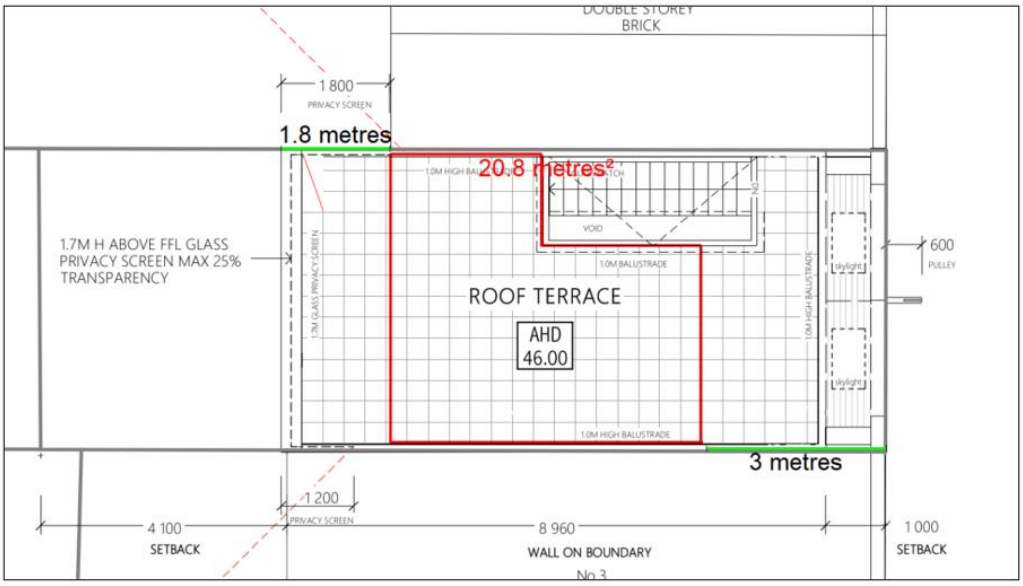


Figure 7: An excerpt of the proposed roof terrace with annotations by Planning Officer. Green lines indicate setbacks as required by conditions. The remaining roof terrace area is outlined in red.

86. The proposed north elevation indicates the north boundary wall will be finished in "lightweight cladding for a paint finish". To ensure the presentation of this wall does not overwhelm the narrow neighbouring SPOS area, a condition will require this wall be finished in a light colour. Use of a dark colour would increase the potential visual bulk impacts and exacerbate the non-compliance of this wall.

87. To the south, the dwelling at No. 3 Keeley Lane is constructed along the north (shared) boundary for a length of 9.96m and has an overall north boundary wall height of 5.72m. The proposed south boundary wall mirrors the neighbouring boundary wall length and position, however the proposed south boundary wall maximum height is 7.4m (where the privacy screens are located), and the minimum height is 6.6m (where the timber balustrades are located).

88. As discussed earlier, the provision of opaque glass 1.7m high privacy screens to the north and south boundary create excessive height and visual bulk. The condition to setback the roof terrace from the west wall (as outlined above) will remove the need for privacy screens to the north and south boundaries adjacent SPOS.

89. The resulting 6.6m south boundary wall height will abut the dwelling of No. 3 Keeley Lane, and will not cause amenity impacts to the neighbouring dwelling or SPOS due to visual bulk concerns.

90. Together with the conditions as outlined above, the proposal satisfies the objectives of Standard A11 to both north and south boundaries.

Standard A12 – Daylight to existing windows

91. No. 24 McIlwraith Street to the west has one east-facing habitable room window and full height, double glazed east-facing doors to their dining room.

92. The standard requires that buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum of 3sqm and minimum dimension of 1 metre clear to the sky. Walls more than 3m in height opposite an existing habitable room window should be set back from the window at least 50% of the height of the new wall.

93. The proposed dwelling on the subject site has a west wall of 5.78m (7.3m with privacy screen). The required setback is 3.65m (for a 7.3m high wall). The dwelling is setback 4.1m from the shared boundary with No. 24 McIlwraith Street, providing a light court of at least 20sqm on the subject site. The proposal meets the requirement of Standard A12.

Standard A14 - Overshadowing

94. Pursuant to Clause 54.04-5, (Standard A14):
Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.

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

95. Due to the east-west orientation of the site, the proposal results in additional overshadowing to the SPOS areas of No. 24 McIlwraith Street and No. 3 Keeley Lane.

96. Shadow diagrams provided within the decision plan rely on an inaccurate north point, and do not show existing overshadowing created by the built form upon No. 24 McIlwraith Street. The assessment undertaken below relies upon calculations done by the Planning Officer. These calculations are based on the rear wall height of 5.8m above NGL, without the glass 1.7m high screens, and also assumes a reduction in area of the roof terrace as previously outlined (see figure 5) and related relocation of the balustrades (see attachment for revised shadow diagrams).

97. Tables below show the areas of additional shadowing will occur only between 9am and 11am. Due to the orientation of the site, there is no additional shadowing to the two neighbouring SPOS areas (as listed below) beyond 11am.

98. Overshadowing to No. 24 McIlwraith Street:

24 McIlwraith Street SPOS area: 26.7sqm.							
	9am	10am	11am	12pm	1pm	2pm	3pm
Area of existing sunlight	5.1sqm	14.5sqm	14sqm	20.3sqm (76%)	14.1sqm	10.1sqm	4.4sqm
Area of proposed sunlight	2.1sqm	12.1sqm	14sqm	20.3sqm	14.1sqm	10.1qm	4.4sqm
Area of change to shadowing	-4sqm (14.9%)	-2.4sqm (8.9%)	0sqm	0sqm	0sqm	0sqm	0sqm

99. A reduction in solar access of 4sqm at 9am and 2.4sqm at 10am to the SPOS area at No. 24 McIlwraith Street requires a variance from the Standard.

100. As demonstrated in the table above, the proposed development will further reduce sunlight access to the SPOS of No. 24 McIlwraith Street, contrary to the standard requirements. However the overshadowing impact will take place at 9am to 11am. During this time, the greatest overshadowing impact is at 9am with $4m^2$ / 14.9% of the neighbouring SPOS being overshadowed. As the morning progresses, the overshadowing impact reduces, and from 11am onwards there is no overshadowing impact to the neighbouring SPOS area from the subject site. Based on this, it is considered that the overshadowing impact will not adversely affect the use of this space for outdoor recreation and service needs, generally in accordance with the objective, and a variation to the standard is supported.

101. Overshadowing to No. 3 Keeley Lane SPOS:

3 Keeley Lane SPOS area: 19.6sqm.							
	9am	10am	11am	12pm	1pm	2pm	3pm
Area of existing sunlight	0sqm	0sqm	7sqm	14.2sqm	9.7sqm	6.3sqm	4.6sqm
Area of proposed sunlight	0sqm	0sqm	5.5sqm	14.2sqm (72.4%)	9.7sqm	6.3sqm	4.6sqm
Area of change to shadowing	0sqm	0sqm	-1.5sqm (7.6%)	0sqm	0sqm	0sqm	0sqm

102. A reduction in solar access of 1.5sqm at 11am to the SPOS area at No. 3 Keeley Lane requires a variance from the Standard.

103. The flat roof design of the rear section of the dwelling upon the subject site, and the length of the addition, which aligns with the length of the dwelling upon No. 3 Keeley Lane, results in minimal shadowing to the south neighbouring dwelling. While the south neighbouring property does not receive the minimum area of sunlight at required by the standard, the area of additional shadowing is minimal (1.5sqm) and not unreasonable in the context of very small lot sizes and narrow lot shapes.

104. As demonstrated in the table above, the proposed development (when incorporating the reduced roof terrace area in calculations) will further reduce sunlight access to the SPOS of No.3 Keeley Lane, contrary to the standard requirements. However the overshadowing impact will take place at 11am, with 1.5m^2 / 7.6% of the neighbouring SPOS being overshadowed. As the morning progresses, the overshadowing impact reduces, and from 12pm onwards there is no overshadowing impact to the neighbouring SPOS area from the subject site. Based on this, it is considered that the overshadowing impact will not adversely affect the use of this space for outdoor recreation and service needs, generally in accordance with the objective, and a variation to the standard is supported.

Standard A15 – Overlooking

105. Pursuant to Clause 54.04-6, *the standard does not apply to a new habitable room window, which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room is less than 0.8 metres above ground level at the boundary.*

106. At ground level, due to a level difference between the subject site and the neighbouring properties to the north, south and west; the level of the proposed rear SPOS and ground finished floor level will be approximately 0.5m below the neighbouring SPOS areas.

107. Proposed elevations show a 2.5m high west boundary fence and 3m high north and south boundary fences surrounding the proposed rear courtyard. (Heights above level of subject site SPOS). The existing/demolition floor plan shows these boundary fences as existing and to be retained. A condition will require the proposed ground floor plan and elevations clearly show the materials of the fences.

108. A proposed west-facing window to the first floor bedroom shows a timber batten screen with the annotation “1.7m H above FFL privacy screen. Max 25% transparency”. However, the west elevation shows this screen fixed to the full height of the window. There are no details given of the depth, width or spacing of the timber battens, so the transparency of the screen is not clearly demonstrated. A condition will require that detailed diagrams of the proposed timber screen are provided to demonstrate compliance with Standard A15.

109. Conditions as outlined earlier will reduce the overall area of the roof terrace (see Figure 7), however given the high lots density and small lot sizes of the immediate area, there are a number of neighbouring habitable room windows and private open space areas within 9m of the (reduced) roof terrace. A condition will require screening measures be included on the roof terrace where required, with overlooking plans, sections and elevations to demonstrate compliance with Standard A15 from the roof terrace.

110. Subject to conditions, the requirements of Standard A15 are met.

Standard A16 - Daylight to new windows

111. All new windows are located to face an outdoor space clear to sky, or a light court with a minimum area of 3sqm and minimum depth of 1 metre clear to sky.

112. The light well provided to the basement provides light to a bedroom (adjacent the light well) and a living room (borrowing light from the bedroom). The light well has a minimum width of 1m and width of 3.77m, resulting in a total area of 3.77sqm.

113. The applicant states the light well design is in accordance with *Building Regulations 2018* and *NCC 2019 Vol 2.* The requirement as per *Building Regulation 85* for ‘*Daylight to Habitable Room Window’* is for the light well to be a minimum of 3sqm and have a minimum depth of 1m. Assessment against the relevant building regulations will be undertaken as part of the building permit process, and is not a matter for further consideration under the planning application process.

114. To ensure adequate daylight into the basement; a condition will require the bedroom and living room sliding doors be constructed of glass, and this detail shown on the proposed basement floor plan and elevations. Together with the condition as outlined, the proposal complies with the Standard.

Standard A17 – Private open space objective

115. According to Standard A17, *a dwelling should have private open space consisting of an area of 80 square metres or 20 per cent of the area of the lot, whichever is the lesser, but not less than 40 square metres. At least one part of the private open space should consist of secluded private open space with a minimum area of 25 square metres and a minimum dimension of 3 metres at the side or rear of the dwelling with convenient access from a living room.*

116. The proposal has a principal area of secluded private open space at ground floor which is approximately 20.5sqm. Further, the extension provides a secondary area of SPOS at the roof terrace (which will be reduced to approx. 20sqm in area following conditions as outlined previously). The proposal therefore exceeds the Standard, being provided with at least 40.5sqm of SPOS.

Standard A19 – Design detail

117. The objective of the Design detail Standard is *to encourage design detail that respects the existing or preferred neighbourhood character*. The proposal incorporates "lightweight cladding for a paint finish" to north and south boundary walls, recycled red brick to east and west walls, "light natural colour" front door (shown as cream on the materials schedule) and timber barn doors to the front façade. The roof is proposed to be finished in zincalume and the new aluminium windows and doors to the rear are to be framed in black aluminium. These materials and colours are generally in keeping with materiality of the existing building and other similar buildings in the neighbourhood.

118. However, it is recommended that a condition require a more specific Materials and Finishes Schedule to confirm the materiality and colour of the north and south boundary wall finishes being light/pale. Subject to these conditions, the proposal is considered to meet the objective of Standard A19 (Design detail) and is supported.

Heritage

Demolition

119. The site is recognised as 'contributory' to the *Princes Hill Heritage Precinct* (Schedule 329). The upper half of the front wall of the dwelling is being retained, with a thin sliver of wall return to the north and south as is encouraged by Clause 22.02-5.1. The bottom half of the front wall has been highly modified, and no longer contributes to the heritage significance of the place. Therefore, demolition of the bottom half of this wall is supported by local heritage policy.

120. The removal of the side and rear walls of the dwelling would not be visible from the Keeley Lane frontage and therefore would not detrimentally impact the appearance of the heritage place to this streetscape.

121. The extent of roof demolition is not supported by Council's Heritage Advisor, as the building should *maintain a gable roof form as viewed from the street.* As outlined earlier a condition will require the east end of the roof terrace be setback at least 3m from the east boundary. A further condition will require the gable roof structure be retained for a length of at least 3m from the east boundary. The demolition, subject to this condition and with no skylights in this setback, is supported.

122. The demolition floor plans currently provided do not match with the extent of demolition shown on elevations (i.e. red hatching extends at first floor to all title boundaries, contrary to the elevations which show a sliver of wall to be retained to the north and south). A condition will require the floor plans to accurately show the demolition to match elevations.

123. Given the extensive demolition proposed, including the excavation required, a condition will require the provision of a structural report prior to endorsement of plans to ensure the proposed works will not undermine the remnant of the heritage fabric. Once approved, the structural report will need to be implemented to the satisfaction of the Responsible Authority.

Development

124. Council's Heritage Advisor raised the following concerns with the proposal:

    (a) The proposed roof form is not acceptable owing to:
        (i) the removal of the majority of the gable roof, as viewed from the street.
        (ii) the addition of two skylights in the retained 1m section of roof.
        (iii) the visibility of the roof terrace from the laneway.
    (b) The building should retain views of the existing roof form from the laneway. This would equate to the retention of more than 1m of roof and the removal of the skylights from this area.

    (c) A roof terrace in the proposed location would enable the positioning of plantings, umbrellas and the like, as well as the presence of persons, almost directly behind the parapet on the laneway. In addition, the placement of a balustrade within 1m of the façade parapet will alter the original parapet and roof form. These issues would risk an unacceptable visual impact for the heritage streetscape and would reduce the ability of the individually significant place to contribute to the heritage streetscape.
    (d) It is recommended that a deeper setback is provided from the laneway to preserve the visible original roof form.
    (e) The proposed appearance is acceptable, except for the use of Zincalume roof sheeting. As is appropriate for the building and surrounding area, the proposal should be revised to incorporate Heritage Grade Z600 corrugated galvanised iron (Fielders or otherwise).

125. Accordingly, conditions will require the skylights over the home office to be deleted, and the gable roof to the east end of the dwelling finished in Heritage Grade Z600 corrugated galvanised iron.

126. Beyond these concerns, the proposal generally satisfies the objectives of local heritage policy as;

    (a) The original shape and form of the stables building will be recreated;
    (b) The original features of the building (including the upper half of the front gable wall, with vent and pulley) will be retained;
    (c) The proposal seeks to recycle red bricks from the demolition of side and rear walls to construct the new (half) front and rear walls of the dwelling, thus maintaining the red brick appearance of the building.
    (d) Council's heritage advisor supported the proposed works to the remaining building fabric, including the brick repair and infill works to the façade, new entry door and barn doors, as these works will preserve and maintain the heritage place with these restoration works.

127. In consideration of the above, and together with the conditions as outlined, the proposal is acceptable from a heritage perspective.

Development abutting laneways

128. The proposal will increase the height of the two storey dwelling overall, although the east wall height to the laneway will remain unchanged. The proposal meets the policy objectives of Clause 22.07-3 for the following reasons:

(a) The pedestrian entry is recessed; providing a sense of address;
(b) The upper level (office) window will remain unchanged, overlooking the laneway.
(c) The provision of a bin store area in the front of the dwelling will ensure the laneway will not be used for refuse storage.
(d) The proposal generally respects the scale of the surrounding built form.

129. Neither the ground floor plan, nor the proposed east elevation show provision of a sensor light within the front entryway. Given the recessed nature of the entryway, a light should be provided to ensure a *sense of safety*, as per Clause 22.07-3. A condition will require a sensor light be provided to the front entryway.

Objector concerns

Overdevelopment of the site (height, scale, bulk)

130. The proposed two-storey dwelling (with basement and roof terrace) is not considered out of character or an over development in the context of a residential area with a range of single to double storey dwellings. The existing two storey dwelling would be replicated in the current proposal, with only an additional 1.7m length to walls at ground and first floor.
The building would extend a maximum of 1.8m beyond the neighbouring northern, double storey outbuilding, and would generally match the length of the neighbouring southern, double storey outbuilding. Given this context in a highly developed laneway environment which is dominated by built form to the boundary, combined with the earlier assessment against Clause 54 and the Heritage Overlay; the proposal is considered appropriate.

Overlooking

131. This aspect of the proposal has been discussed at paragraphs 105-110 of this report. Subject to conditions relating to the screening of the roof terrace and first floor west-facing windows, the proposal complies with the provisions of Clause 54.04-6 (Overlooking Standard) of the Yarra Planning Scheme.

Overshadowing

132. These matters have been discussed at paragraphs 94 - 104 of this report. The proposal satisfies the objectives of Standard A14.

Shadow diagrams are not shown accurately

133. This matter has been addressed at paragraph 96 and Attachment 5 of this report. Planning Officers have undertaken shadow calculations based on the heights and ground levels provided in plans and assessed the proposal accordingly.

Design (non-compliance with ResCode)

134. The ResCode standards (Clause 54 of the Yarra Planning Scheme) have been discussed in this report. 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.

135. Subject to various conditions outlined in this report, the proposal is considered to meet the relevant objectives of the ResCode provisions.

Heritage streetscape

136. This matter has been addressed at paragraphs 15-17, 31-32, 48-49 and 119-127 of this report. It is expected that views to the roof terrace will be limited subject to the conditions as outlined.

Lack of car parking

137. Pursuant to Clause 52.06-1, Clause 52.06 does not apply to *the extension of one dwelling on a lot in the Neighbourhood Residential Zone.* Accordingly, no car parking assessment was undertaken as part of this application.

Noise during construction

138. This is not a planning consideration, as noise is considered under the relevant EPA standards. However standard conditions will limit the hours of construction in line with local laws to ensure works do not occur during normal sleeping hours.

Noise from roof terrace and services

139. The use of the land as a dwelling is an as-of-right (no permit required) use in this instance, so noise from residential services is not a planning consideration. Noise from services must comply with the relevant noise regulations which are enforced by the EPA. However, services normal to a dwelling do not require planning permission and are thus not a planning consideration in this instance.

Errors on plans (neighbouring property shown inaccurately)

140. The errors on plans relating to neighbouring properties did not impact the Planning Officer's assessment. All relevant considerations have been assessed in this report.

Construction methods may damage neighbouring foundations

141. This is not a planning consideration, as the impact on neighbouring properties is dealt with through the building permit stage.

Conclusion

142. Based on the above report, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN21/0428 for part demolition and construction of double-storey alterations and additions to the dwelling (plus basement and roof terrace) at No. 3A Keeley Lane Princes Hill, 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 Zosel Design, Revision B, Drawings TPA01, TPA02, TPA03, TPA04, TPA05, TPA06, TPA07, dated April 2021, but modified to show:

    (a) Demolition plans and elevations to demonstrate retention of the first 3 metres of pitched roof form and to accurately show retention at first floor on floor plans (to match elevations).
    (b) The roof terrace setback a minimum of 3m from the east boundary and a minimum of 1.8m from the proposed first floor west wall.

(c) The roof terrace and upper level bedroom window screened in accordance with the objective of Clause 54.04-6 (Overlooking Standard) of the Yarra Planning Scheme, with overlooking diagram/s from across the roof terrace and detailed diagrams of the proposed timber screen demonstrating compliance.
(d) Revised proposed plans and elevations to show:
    (i) Location of the proposed raingarden/s;
    (ii) Basement level bedroom and living room sliding doors shown/annotated as glass;
    (iii) A retractable shading device provided across the west-facing glass doors at ground level;
    (iv) Deletion of the skylights over the home office; and
    (v) Materials of the boundary fences to demonstrate no overlooking.
(e) Windows as operable where they are not required to be fixed for overlooking purposes, with each habitable room to be provided with at least one operable window.
(f) A sensor light provided to the front entryway of the dwelling.
(g) Notation that bin storage doors will be closed and locked at all times to ensure doors do not interfere with laneway traffic.
(h) Materials and Finishes schedule revised to show:
    (i) Pitched roof to the east end of the dwelling finished in Heritage Grade Z600 corrugated galvanised iron.
    (ii) North and south boundary walls painted in a light colour.

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 plans are endorsed, a structural report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the structural report will be endorsed and will form part of this permit. The structural report must be prepared by a suitably qualified structural engineer, or equivalent, and demonstrate the means by which the retained portions of building and neighbouring buildings will be supported during demolition and construction works to ensure their retention.

4. The provisions, recommendations and requirements of the endorsed structural report must be implemented and complied with to the satisfaction of the Responsible Authority.

5. 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;

If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

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

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

8. 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.

9. 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.

10. 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.

11. 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:

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

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

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

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

Attachments

1 PLN21/0428 - 3A Keeley Lane Princes Hill - Decision Plans

2 PLN21/0428 - 3A Keeley Lane Princes Hill - STORM Rating Report

3 PLN21/0428 - 3A Keeley Lane Princes Hill - Internal Referral Response - Heritage

4 PLN21/0428 - 3A Keeley Lane Princes Hill - Internal Referral Engineering Comments

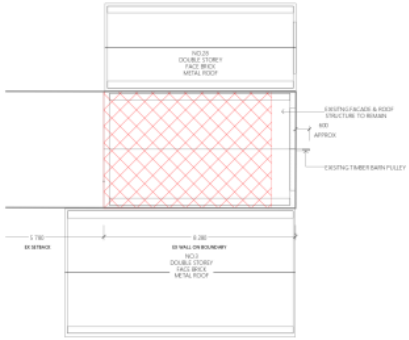
5 PLN21/0428 - 3A Keeley Lane Princes Hill - Council officer shadow calculations

Attachment 1 - PLN21/0428 - 3A Keeley Lane Princes Hill - Decision Plans

TPA01

PHOTOGRAPHIC SURVEY





ROOF PLAN
SCALE: 1:100

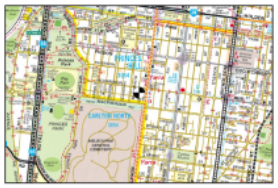
SITE ANALYSIS

SITE AREA	70.7m²
SITE COVERAGE	51.3m² or 72.5%
HARD SURFACE AREA	9.8m² or 13.9%
PERMEABILITY	9.8m² or 13.8%
EX GROUND FLOOR	41.8m²
EX FIRST FLOOR	41.8m²
PROPOSED BASEMENT	70.7m²
PROPOSED GROUND FLOOR	48.8m²
PROPOSED FIRST FLOOR	51.1m²
PROPOSED ROOF TERRACE	19.7m²

LEGEND

PROPOSED DEMOLITION

MELWAYS MAP



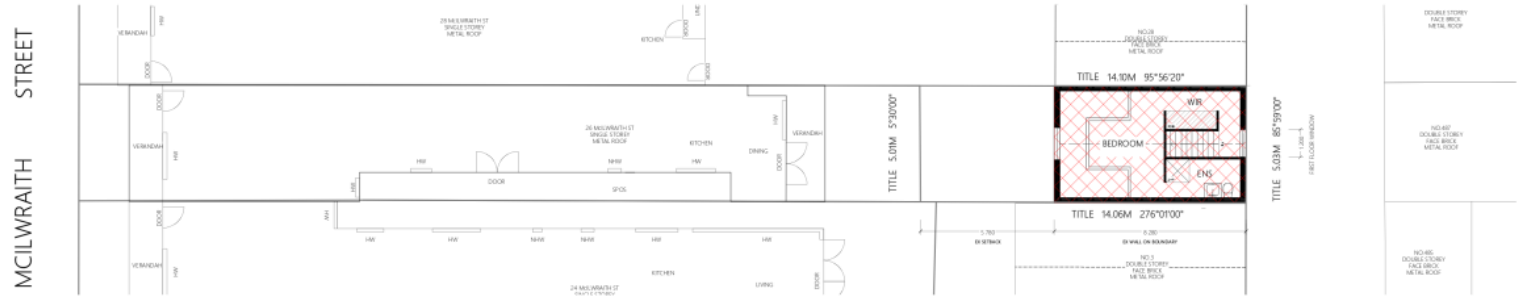
EXISTING MATERIALS & FINISHES SCHEDULE

EXISTING FACE BRICKWORK (RED)

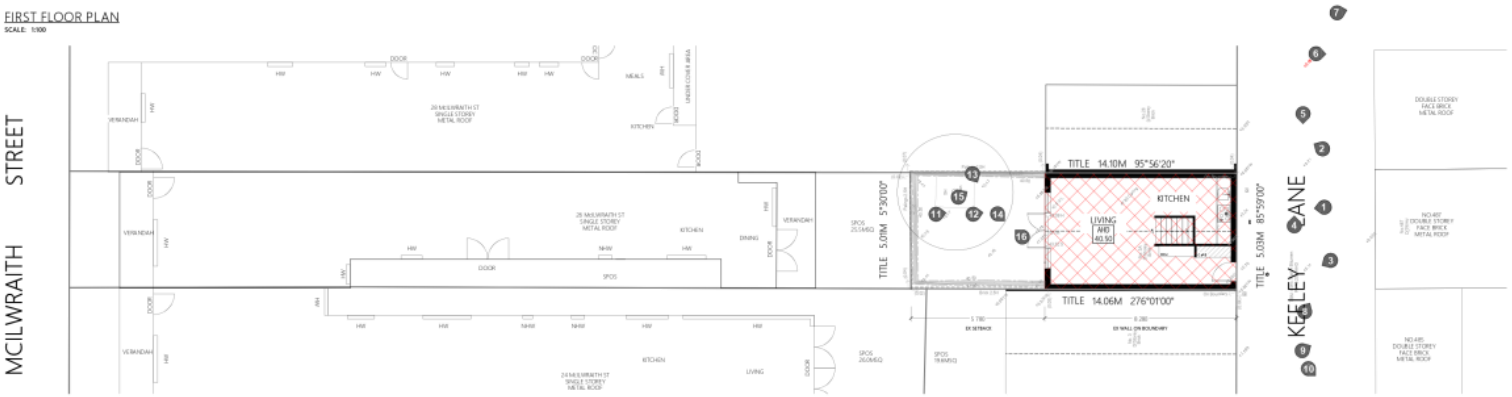


EXISTING TIMBER WINDOW





FIRST FLOOR PLAN
SCALE: 1:100



GROUND FLOOR PLAN
SCALE: 1:100

N

DATE		REVISION	BY
25/05/2020	-	ISSUED FOR APPROVAL	AHZ
18/06/2021	A	ISSUED FOR APPROVAL	AHZ
08/08/2021	B	ISSUED FOR APPROVAL	AHZ

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ZOSEL DESIGN
M: 0438 881 008 E: CONTACT@ZOSELDESIGN.COM.AU W: WWW.ZOSELDESIGN.COM.AU
REGISTERED Building Practitioner
Design Matters Member

PROJECT: 3A KEELEY LANE, PRINCESS HILL
CLIENT: E. HEIGHT

DRAWN BY: AHZ DATE: APRIL 2020
CHECKED BY: AHZ SCALE: AS SHOWN

DRAWING NAME: **EXISTING FLOOR PLANS**

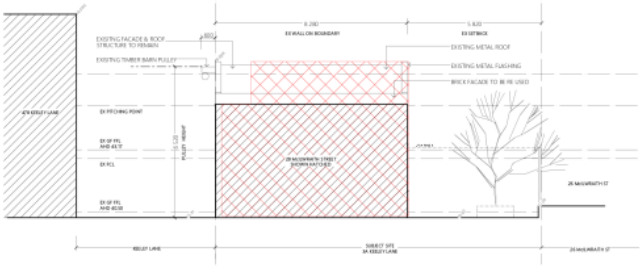
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PROJECT NO: **105-20**
REVISION **B**

Attachment 1 - PLN21/0428 - 3A Keeley Lane Princes Hill - Decision Plans

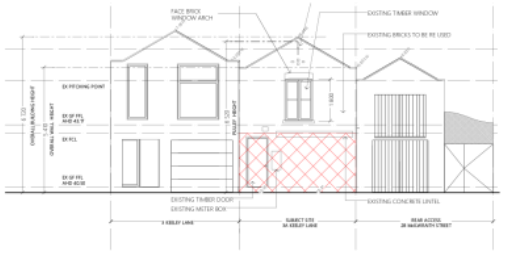
TPA02

SITE ANALYSIS

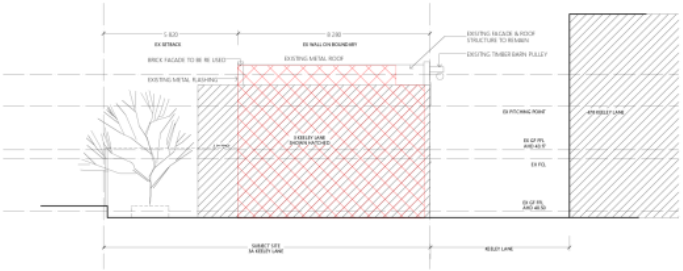
SITE AREA	70.7m²
SITE COVERAGE	51.3m² or 72.5%
HARD SURFACE AREA	9.8m² or 13.9%
PERMEABILITY	9.8m² or 13.8%
EX GROUND FLOOR	41.8m²
EX FIRST FLOOR	41.8m²
PROPOSED BASEMENT	70.7m²
PROPOSED GROUND FLOOR	48.8m²
PROPOSED FIRST FLOOR	51.1m²
PROPOSED ROOF TERRACE	19.7m²



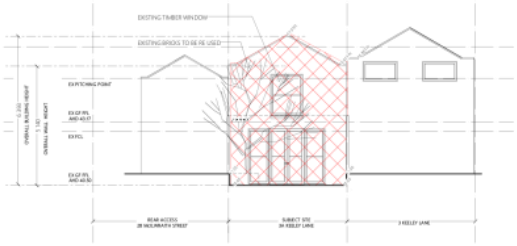
NORTH ELEVATION
SCALE: 1:100



EAST ELEVATION
SCALE: 1:100



SOUTH ELEVATION
SCALE: 1:100



WEST ELEVATION
SCALE: 1:100

ZOSEL DESIGN
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REGISTERED Building Practitioner
Design Matters Member

DATE		REVISION	BY
25/05/2020	-	ISSUED FOR APPROVAL	AHZ
18/06/2021	A	ISSUED FOR APPROVAL	AHZ
08/09/2021	B	ISSUED FOR APPROVAL	AHZ

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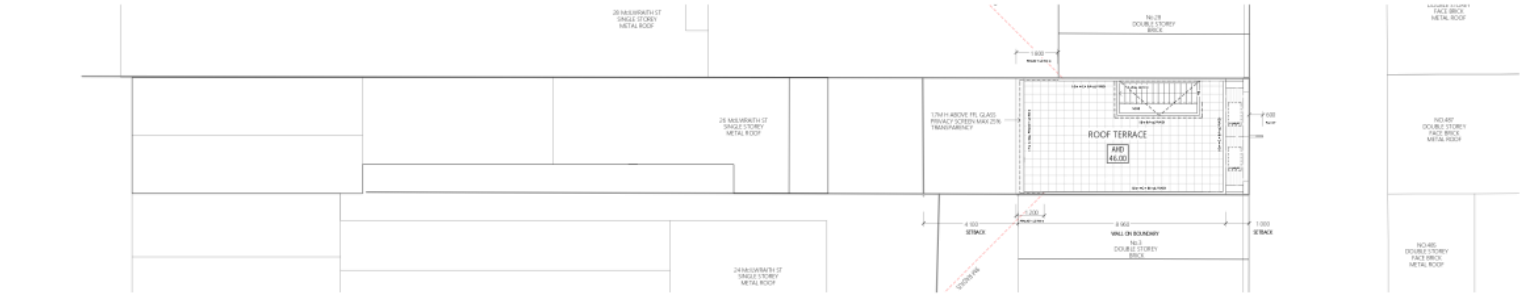
PROJECT: 3A KEELEY LANE, PRINCESS HILL
CLIENT: E. HEIGHT

DRAWN BY: AHZ DATE: APRIL 2020
CHECKED BY: AHZ SCALE: AS SHOWN
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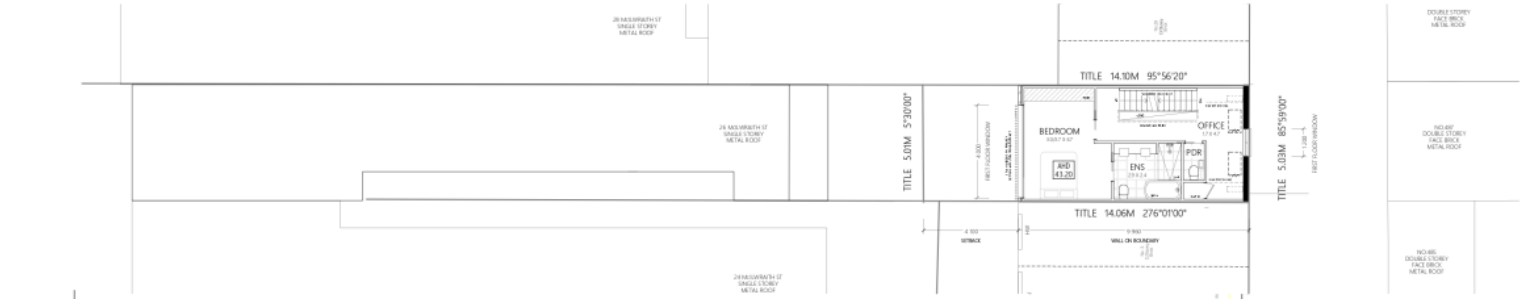
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PROJECT NO: **105-20** REVISION: **B**

Attachment 1 - PLN21/0428 - 3A Keeley Lane Princes Hill - Decision Plans

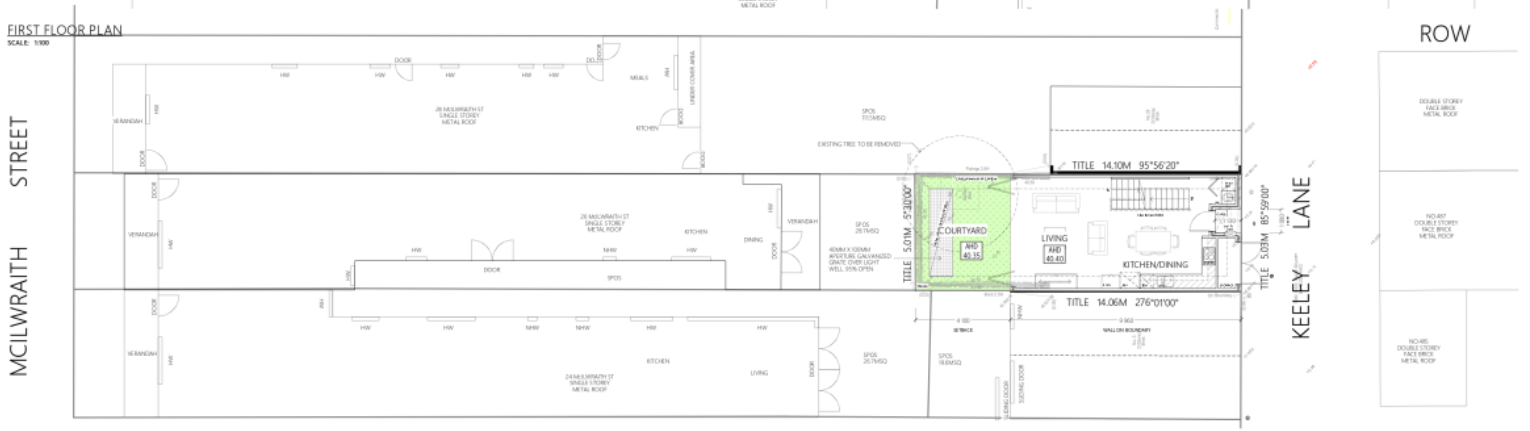
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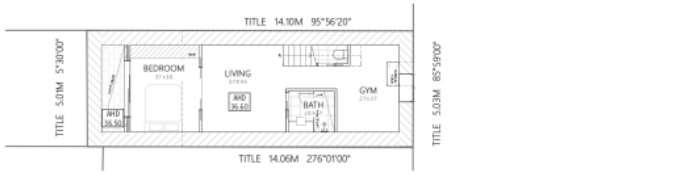
ROOF TERRACE PLAN
SCALE: 1:100



FIRST FLOOR PLAN
SCALE: 1:100



GROUND FLOOR PLAN
SCALE: 1:100



BASEMENT PLAN
SCALE: 1:100

SITE ANALYSIS

SITE AREA	70.7m²
SITE COVERAGE	51.9m² or 72.5%
HARD SURFACE AREA	9.8m² or 13.8%
PERMEABILITY	9.8m² or 13.8%
EX GROUND FLOOR	41.8m²
EX FIRST FLOOR	41.8m²
PROPOSED BASEMENT	70.7m²
PROPOSED GROUND FLOOR	48.8m²
PROPOSED FIRST FLOOR	51.1m²
PROPOSED ROOF TERRACE	19.7m²

MATERIALS & FINISHES SCHEDULE

PROPOSED FACE BRICKWORK (RED)	
PROPOSED ALUMINIUM WINDOWS/DOORS (MONUMENT)	
COLORBOND MONUMENT STEEL DOWN PIPES, FASCIAS, GUTTERS & RAINWATER HEADS ROOF SHEET	
TIMBER DOORS	
ZINCALUME CUSTOM ORB ROOF SHEETING	
TRANSLUCENT PRIVACY SCREEN	
CONCRETE TERRACE TILES	
FRONT DOOR COLOUR	
HARDWOOD TIMBER BATTEN PRIVACY SCREEN	

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PROJECT: 3A KEELEY LANE, PRINCESS HILL
CLIENT: E. HEIGHT

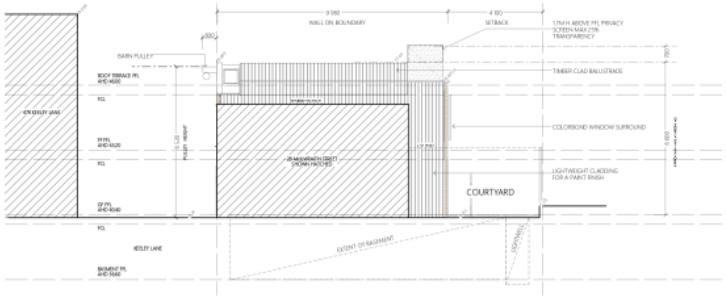
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CHECKED BY: AHZ SCALE: AS SHOWN

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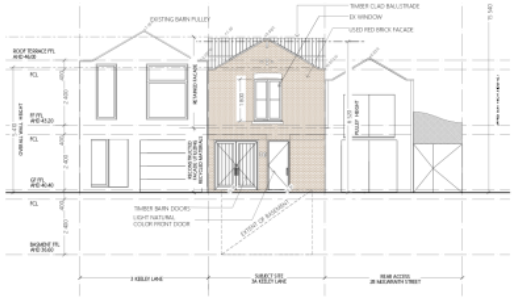
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PROJECT NO: **105-20**
REVISION **B**

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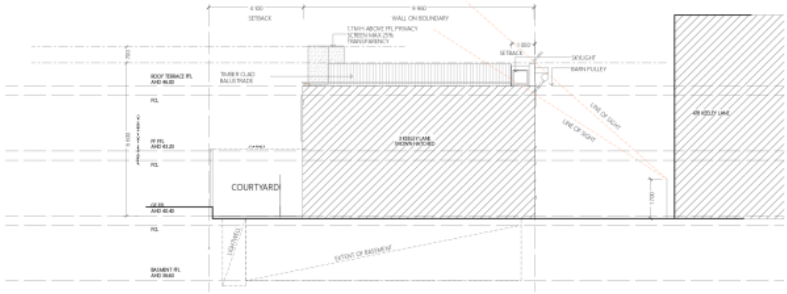
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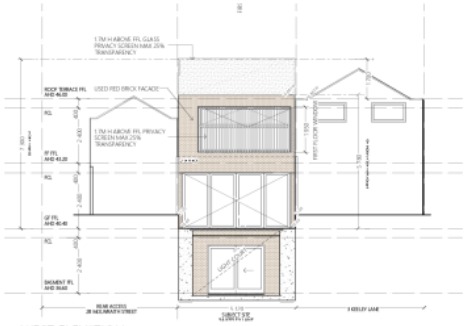
NORTH ELEVATION
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EAST ELEVATION
SCALE: 1:100



SOUTH ELEVATION
SCALE: 1:100



WEST ELEVATION
SCALE: 1:100



TYPICAL SECTION
SCALE: 1:100

SITE ANALYSIS

SITE AREA	70.7m²
SITE COVERAGE	51.3m² or 72.5%
HARD SURFACE AREA	9.8m² or 13.9%
PERMEABILITY	9.8m² or 13.8%
EX GROUND FLOOR	41.8m²
EX FIRST FLOOR	41.8m²
PROPOSED BASEMENT	70.7m²
PROPOSED GROUND FLOOR	48.8m²
PROPOSED FIRST FLOOR	51.1m²
PROPOSED ROOF TERRACE	19.7m²

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PROJECT: 3A KEELEY LANE, PRINCESS HILL
CLIENT: E HEIGHT

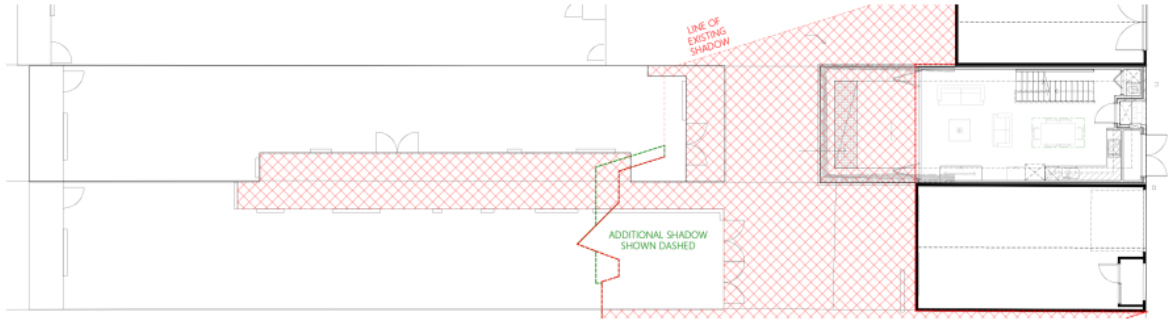
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DRAWING NAME: **PROPOSED ELEVATIONS**

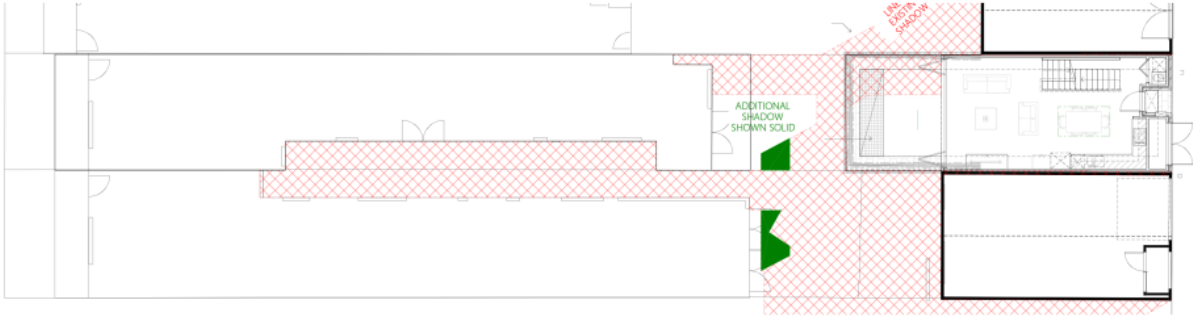
DRAWING NO: **TP04**
PROJECT NO: **105-20** REVISION **B**

Attachment 1 - PLN21/0428 - 3A Keeley Lane Princes Hill - Decision Plans

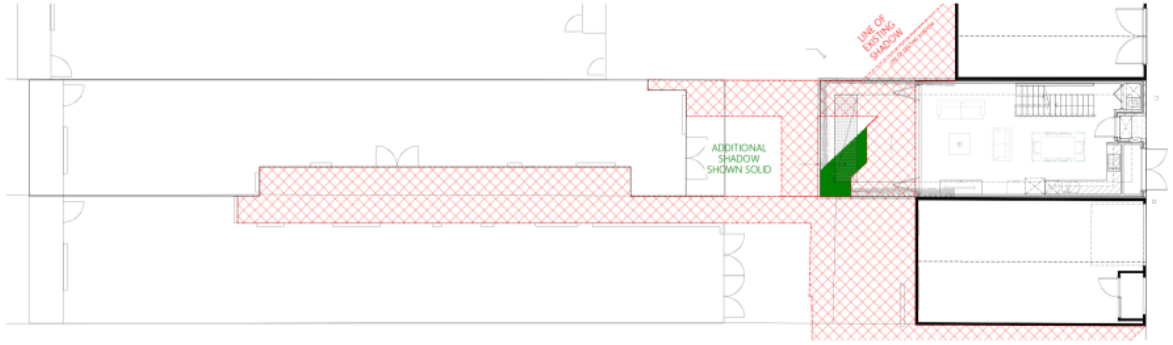
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SHADOW DIAGRAM 9.00AM
SCALE: 1:100
22ND SEPTEMBER



SHADOW DIAGRAM 10.00 AM
SCALE: 1:100
22ND SEPTEMBER



SHADOW DIAGRAM 11.00 AM
SCALE: 1:100
22ND SEPTEMBER

SITE ANALYSIS

SITE AREA	70.7m²
SITE COVERAGE	51.3m² or 72.5%
HARD SURFACE AREA	9.8m² or 13.8%
PERMEABILITY	9.8m² or 13.8%
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EX FIRST FLOOR	41.8m²
PROPOSED BASEMENT	70.7m²
PROPOSED GROUND FLOOR	48.8m²
PROPOSED FIRST FLOOR	51.1m²
PROPOSED ROOF TERRACE	19.7m²

LEGEND

EXISTING SHADOW

PROPOSED SHADOW

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PROJECT: 3A KEELEY LANE, PRINCESS HILL
CLIENT: E. HEIGHT

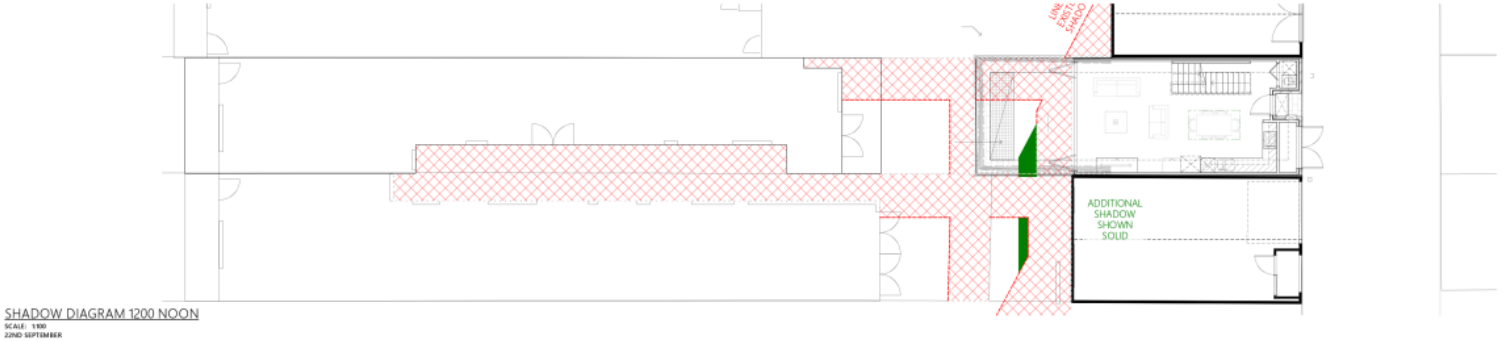
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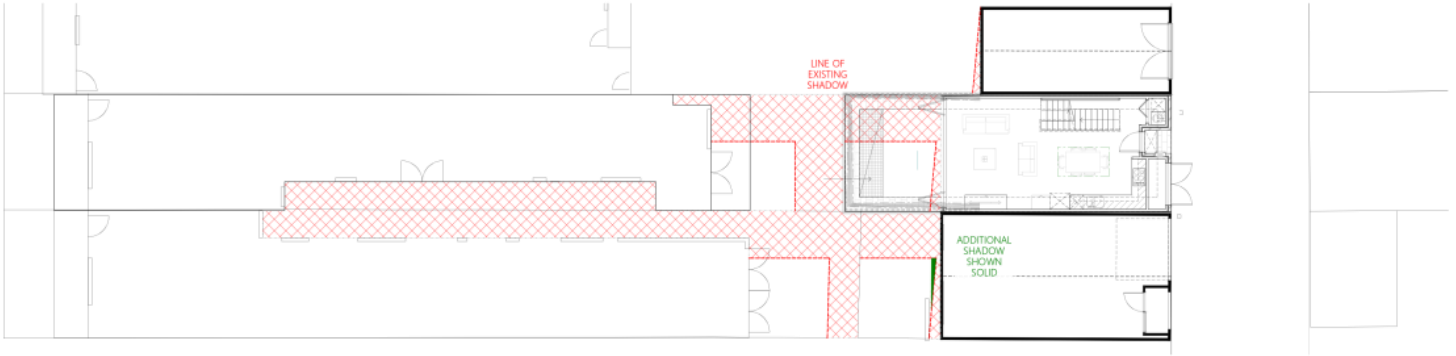
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PROJECT NO: **105-20**
REVISION: **B**

Attachment 1 - PLN21/0428 - 3A Keeley Lane Princes Hill - Decision Plans

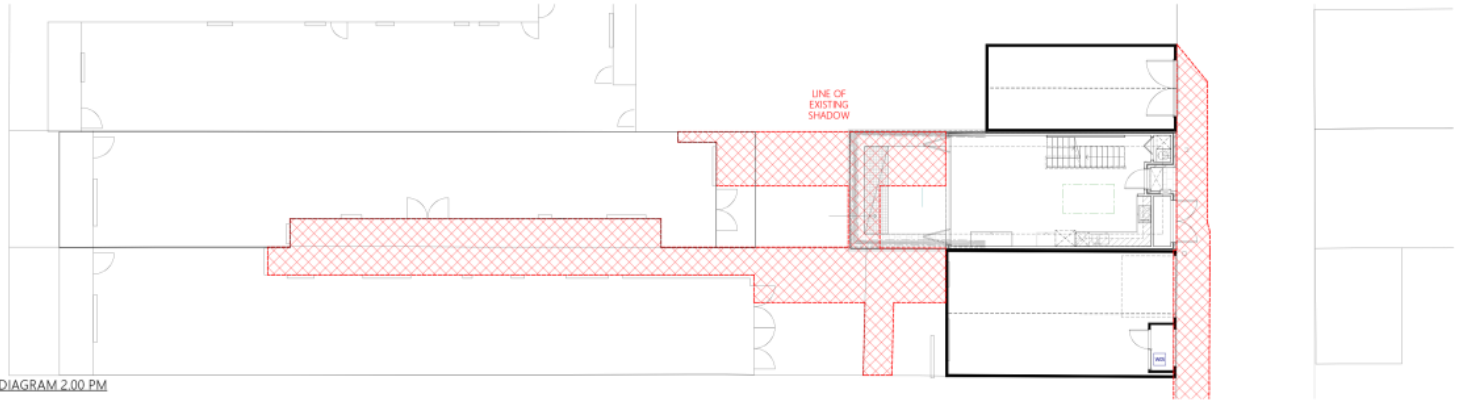
TPA06



SHADOW DIAGRAM 12.00 NOON
SCALE: 1:100
22ND SEPTEMBER



SHADOW DIAGRAM 1.00 PM
SCALE: 1:100
22ND SEPTEMBER



SHADOW DIAGRAM 2.00 PM
SCALE: 1:100
22ND SEPTEMBER

SITE ANALYSIS

SITE AREA	70.7m²
SITE COVERAGE	51.9m² or 72.5%
HARD SURFACE AREA	9.8m² or 13.9%
PERMEABILITY	9.8m² or 13.8%
EX GROUND FLOOR	41.8m²
EX FIRST FLOOR	41.8m²
PROPOSED BASEMENT	70.7m²
PROPOSED GROUND FLOOR	48.8m²
PROPOSED FIRST FLOOR	51.1m²
PROPOSED ROOF TERRACE	19.7m²

LEGEND

EXISTING SHADOW

PROPOSED SHADOW

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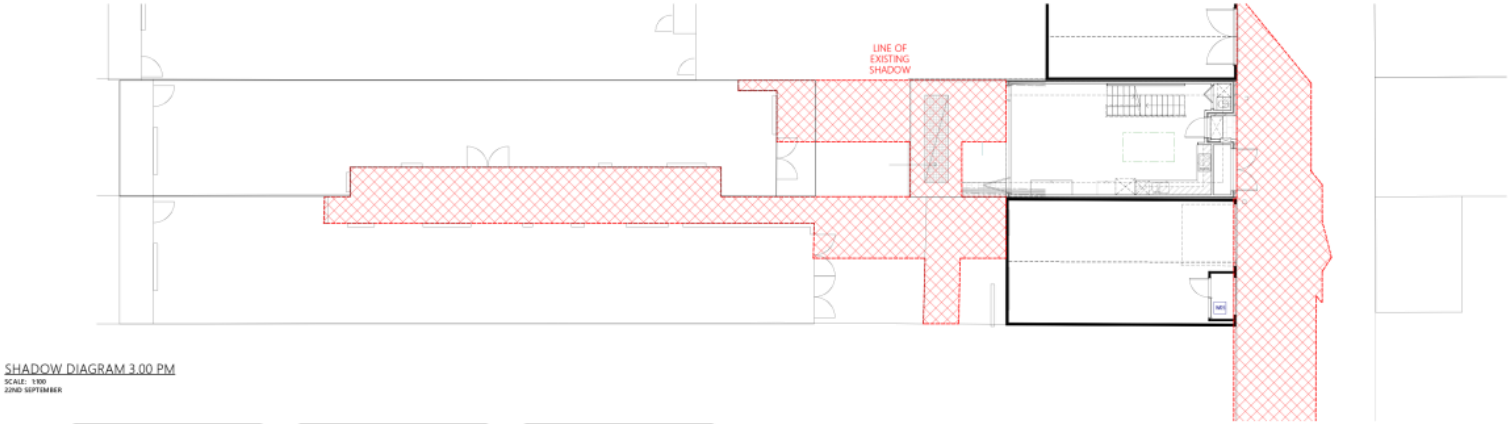
PROJECT: 3A KEELEY LANE, PRINCESS HILL
CLIENT: E. HEIGHT

DRAWN BY: AHZ DATE: APRIL 2020
CHECKED BY: AHZ SCALE: AS SHOWN

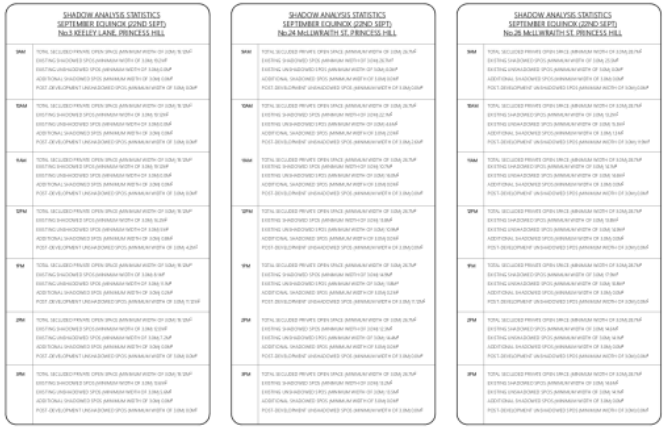
DRAWING NAME: **SHADOW DIAGRAMS (2)**

DRAWING NO: **TP06**
PROJECT NO: **105-20**
REVISION: **B**

Attachment 1 - PLN21/0428 - 3A Keeley Lane Princes Hill - Decision Plans



SHADOW DIAGRAM 3.00 PM
SCALE: 1:100
22ND SEPTEMBER



TPA07





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PROJECT: 3A KEELEY LANE, PRINCESS HILL
CLIENT: E. HEIGHT

DRAWN BY: AHZ DATE: APRIL 2020
CHECKED BY: AHZ SCALE: AS SHOWN

DRAWING NAME: **SHADOW DIAGRAMS (3)**

DRAWING NO: **TP07**
PROJECT NO: **105-20**
REVISION: **B**

Attachment 2 - PLN21/0428 - 3A Keeley Lane Princes Hill - STORM Rating Report

STORM Rating Report

TransactionID:	1226909
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	3A Keeley Lane
	Princes Hill
	VIC
Assessor:	Brendan Ward
Development Type:	Residential - Extension
Allotment Site (m2):	70.70
STORM Rating %:	134

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Dwelling & paving	60.90	Raingarden 300mm	9.80	0	134.00	0.00

Date Generated: 09-Sep-2021 Program Version: 1.0.0

Attachment 3 - PLN21/0428 - 3A Keeley Lane Princes Hill - Internal Referral Response - Heritage

Heritage
Formal Referral Response

Application Information	
Referral Officer	SOFTLEYC
Referral Reference	IREF22/00078
Officer	Corinne Softley
Council Reference	PLN21/0428
Address	3A Keeley Lane, Princes Hill
Proposal	Partial demolition of existing heritage dwelling. Double-storey alterations and additions to the dwelling (plus basement and roof terrace).
Overlay	Heritage Overlay – HO329 Princess Hill Precinct Individually Significant
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*

This is the Referral Memo that this referral advice is based on:

Document D22/18440 IREF22/00078 - Internal Referral Formal Request

The Heritage Referral requests the following advice in relation to new development PLN21/0428:

Comments on the application from a Heritage perspective are requested on the following:

- The extent of demolition to the original building.
- The proposed roof terrace.
- The proposed finish to the front façade.

As per the Schedule to the Heritage Overlay, there are no internal, paint, fence or tree controls.

Attachment 3 - PLN21/0428 - 3A Keeley Lane Princes Hill - Internal Referral Response - Heritage

Context Images

Street Frontage



Figure 1. Overview of subject site (source: www.realestate.com)

Oblique Images



Figure 2. Overview of the subject site (outlined in red) within the laneway (source: Trethowan Architecture, 2020).

Aerial



Figure 3. Oblique aerial view showing the subject property identified with an orange pin (source: NearMap, taken October 2021).

Assessment of Proposed Works

Proposed demolition shown on plans

The extent of demolition proposed by this application includes the following:

- Partial demolition the front (east) elevation, removing the lower section comprising a concrete lintel, infill bricks and a door (note: brick will be salvaged for reuse).
- Full demolition of the rear (west) elevation (note: brick will be salvaged for reuse).
- Full demolition of interior.
- Interior to be completely demolished.
- Partial demolition of the roof, retaining 1m of the roof behind the façade (east elevation).

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.

Full Demolition or Removal of a Building

Policy at Clause 22.02-5.1 of the Yarra Planning Scheme:

Generally encourages the retention of a building in a heritage place, unless:

- the building is identified as being not contributory;
- the building is identified as a contributory building; and
- new evidence has become available to demonstrate that the building does not possess the level of heritage significance attributed to it in the incorporated

document, Yarra City Council Review of Heritage Areas 2007 Appendix 8 (as updated from time to time); and

- the building does not form part of a group of similar buildings.

Note: The poor condition of a heritage place should not, in itself, be a reason for permitting demolition.

Removal of Part of a Heritage Place or Contributory Elements

- Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.

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

- that part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).

For **individually significant** building or works:

- it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.

The proposed extent of demolition is acceptable, except for the extensive demolition of the original roof. The building should maintain a gable roof form as viewed from the street. Further comments are provided on this issue under Roof Form and Roof Terrace below.

Comments regarding new development, alterations and additions

The extent of new works proposed by this application includes:

- Excavate a basement level.
- Construct a roof terrace, setback 1m from the façade and surrounded by a timber balustrade (same height as existing roof ridge) and a 1.7m high glass screen at the rear.
- Configuration and extension of the ground and first floors further west.
- Addition of two skylights.
- Addition of a new timber front door and barn doors (for bin storage) to the façade, and infill of remainder of the lower façade with salvaged brick.
- Repair of original façade bricks where cracking has occurred and where mortar is damaged.
- important to identify and address any ongoing issues of structural movement or moisture ingress.
- New down pipes, fascias, gutters, rainwater heads and roof sheeting.

Regarding the remaining building

Clause 15.03-1S of the planning scheme states that it is policy to:

Encourage the conservation and restoration of contributory elements of a heritage place.

Clause 21.05-1 'Built Form – Heritage' of the planning scheme also states that the objective to protect and enhance Yarra's heritage places will be achieved by supporting the restoration of heritage places (Strategy 14.2)

Attachment 3 - PLN21/0428 - 3A Keeley Lane Princes Hill - Internal Referral Response - Heritage

Clause 22.02-4 states that one of the objectives of the heritage policy is:

> *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places*

The proposed works to the remaining building fabric are supported, including the brick repair and infill works to the façade, new entry door and barn doors.

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 building of contributory significance; AND
  not adversely affect the significance of the broader heritage precinct.

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 setback at ground and first floor levels remains unchanged.

The side setbacks remain unchanged.

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 façade/overall height remains unchanged.

Roof Form

The proposed roof form is not acceptable owing to:

- the removal of the majority of the gable roof, as viewed from the street.
- the addition of two skylights in the retained 1m section of roof.
- the visibility of the roof terrace from the laneway.

The building should retain views of the existing roof form from the laneway. This would equate to the retention of more than 1m of roof and the removal of the skylights from this area. Refer below for further comments regarding the terrace.

Roof Terrace

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

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

A roof terrace in the proposed location would enable the positioning of plantings, umbrellas and the like, as well as the presence of persons, almost directly behind the parapet on the laneway. In addition, the placement of a balustrade within 1m of the façade parapet will alter the original parapet and roof form. These issues would risk an unacceptable visual impact for the heritage streetscape and would reduce the ability of the individually significant place to contribute to the heritage streetscape. Owing to the likely visibility of the roof terrace and impacts to the original roof form, it is recommended that a deeper setback is provided from the laneway to preserve the visible original roof form, and to minimise views of the roof terrace, people utilising the space and associated paraphernalia.

3D oblique views should be provided with the revised drawings demonstrating the visual impact of this work.

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

The proposed external materials for the new development will be timber for the doors to the laneway, salvaged brick, Zincalume roof sheeting, and Colorbond (Monument) for down pipes, fascias, gutters and rainwater heads. The predominant external materials in the street are brick, corrugated galvanised iron and timber joinery.

The proposed appearance is acceptable, except for the use of Zincalume roof sheeting. As is appropriate for the building and surrounding area, the proposal should be revised to incorporate Heritage Grade Z600 corrugated galvanised iron (Fielders or otherwise).

Recommendation

On heritage grounds, the works proposed in this application should be modified in the following way(s) and prior to further consideration:

	Suggested Condition	Explanation
1.	Retain the visible gable roof form, as viewed from the laneway.	The proposal will result in the removal of the majority of the gable roof and reduce the

Attachment 3 - PLN21/0428 - 3A Keeley Lane Princes Hill - Internal Referral Response - Heritage

		ability of the individually significant place to contribute to the heritage precinct.
2.	Remove the skylights from the visible gable roof.	The skylights will be visible from the street which is unacceptable.
3.	Revise the front setback and size of the roof terrace to avoid adverse visual impacts to the building and precinct as a result of the terrace structure, people utilising the space and associated paraphernalia.	A roof terrace in the proposed location would enable the positioning of plantings, umbrellas and the like, as well as the presence of persons, almost directly behind the parapet on the laneway. In addition, the placement of a balustrade within 1m of the façade parapet will alter the original parapet and roof form. These issues would risk an unacceptable visual impact for the heritage streetscape and would reduce the ability of the individually significant place to contribute to the heritage streetscape.
4.	Provide 3D renders demonstrating the visual impact of the roof terrace from along the laneway, once revised.	This element will assist in understanding the visual impact of the work.
5.	Revise the materiality of the roof fabric from Zincalume to Heritage Grade Z600 corrugated galvanised iron (Fielders or otherwise).	Heritage Grade Z600 corrugated galvanised iron is a sympathetic materiality for this building and wider precinct.

Heritage Officer: Corinne Softley

Signature: 

Date: 9 February 2022

Attachment 4 - PLN21/0428 - 3A Keeley Lane Princes Hill - Internal Referral Engineering Comments

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Alexandra Paraskevakis
Officer	Mark Pisani
Council Reference	IREF22/00077
Address	3A Keeley Lane, Princes Hill
Application No.	PLN21/0428
Proposal	Referral - Internal – Development Engineering
Comments Sought	Retention of top half of building façade

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Design Matters	TP01 *Existing Floor Plans* TP02 *Existing Elevations* TP03 *Proposed Floor Plans* TP04 *Proposed Elevations*	B B B B	8 September 2021 8 September 2021 8 September 2021 8 September 2021
Town Planning & Co.	Planning Response report	1	September 2021
Ingegnaria Consultants	Peer Review of Structural Assessment of Stable Building Façade		22 September 2020

Attachment 4 - PLN21/0428 - 3A Keeley Lane Princes Hill - Internal Referral Engineering Comments

Building Façade

Item	Details
Background	The proposal comprises alterations and additions to the dwelling at the property and the part retention of a heritage façade fronting Keeley Lane. It is understood that it is proposed to retain the top half of the façade while demolishing the bottom half. A basement would also be constructed.
Retention of the Façade	The retention of the façade is dependent on specialist structural engineering advice. The original peer review made by Ingegnaria Consultants concluded that retention of the façade would require a reduction of the length of the basement; the temporary propping of support gantry during demolition works (this result in temporary closing Keeley Lane at the site); and tying in the façade with the new building structure. We have no objection to the peer review undertaken by Ingegnaria Consultants for the retention of the façade.
Traffic Management During Works	The building works at the site would result in the temporary closure of Keeley Lane (a mid-block closure). Keeley Lane can be accessed from Richardson Street or the east-west aligned laneway (adjacent to 2 Keeley Lane) or MacPherson Street. In the event of a temporary road closure in front of the site, vehicles can still access properties. Prior to the works, the applicant would need to apply for footpath/road occupation permit from Council's Permits and Consents team. Further information on these permits can be found in the following link: https://www.yarracity.vic.gov.au/services/building-in-yarra/permits-and-consents/road-occupation Footpath/road occupation permits require applicants to submit a traffic management plan as well as distribute notification letters to surrounding properties, in addition to other requirements.

Attachment 4 - PLN21/0428 - 3A Keeley Lane Princes Hill - Internal Referral Engineering Comments

GENERAL ENGINEERING CONDITIONS

Road Asset Protection

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

Impact of Assets on Proposed Development

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

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

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

Attachment 4 - PLN21/0428 - 3A Keeley Lane Princes Hill - Internal Referral Engineering Comments

Engineer:	Mark Pisani
Signature:	
Date:	10 February 2022

Attachment 5 - PLN21/0428 - 3A Keeley Lane Princes Hill - Council officer shadow calculations

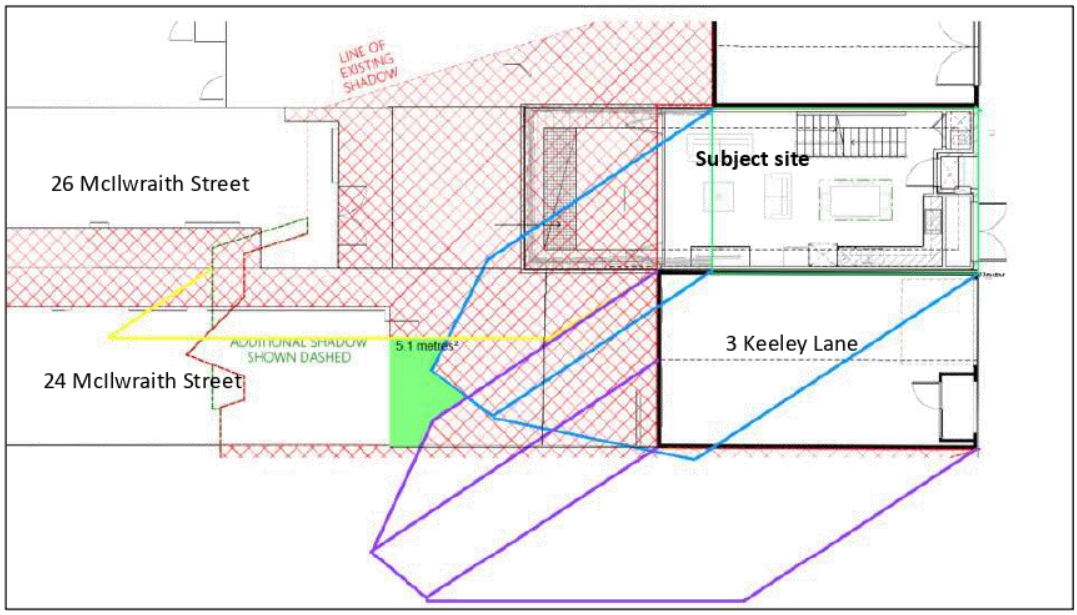
Council Officer shadow calculations

Legend:

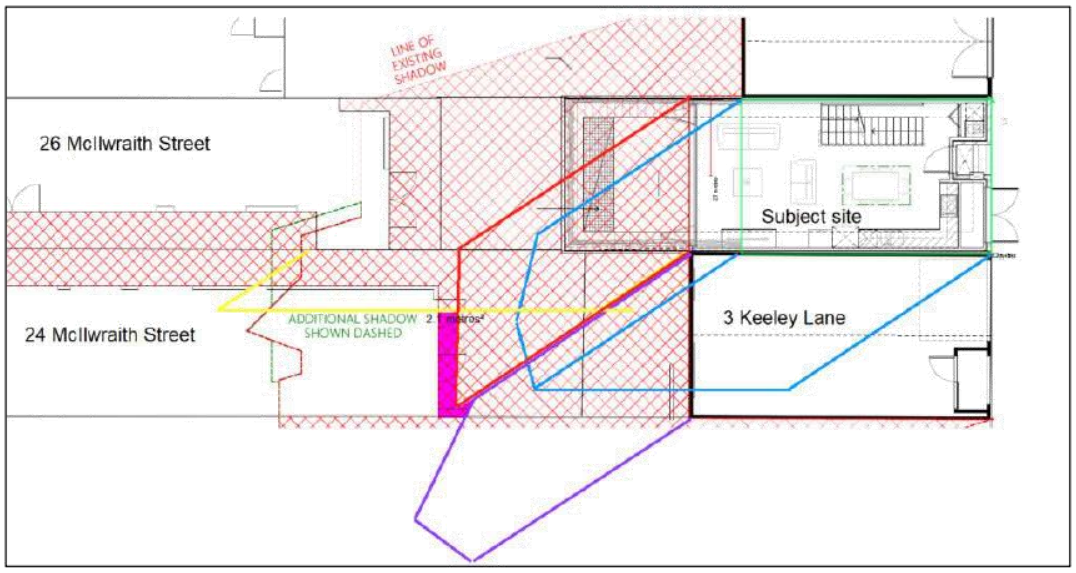
- Purple lines; 3 Keeley Lane shadows from dwelling
- Blue lines; existing subject site shadows
- Red lines: proposed subject site shadows
- Orange lines: 24 McIlwraith Street shadows from dwelling
- Yellow lines: boundary fence shadows
- Green shaded areas: existing extent of sunlight access
- Pink shaded areas: proposed extent of sunlight access

Attachment 5 - PLN21/0428 - 3A Keeley Lane Princes Hill - Council officer shadow calculations

9am existing:

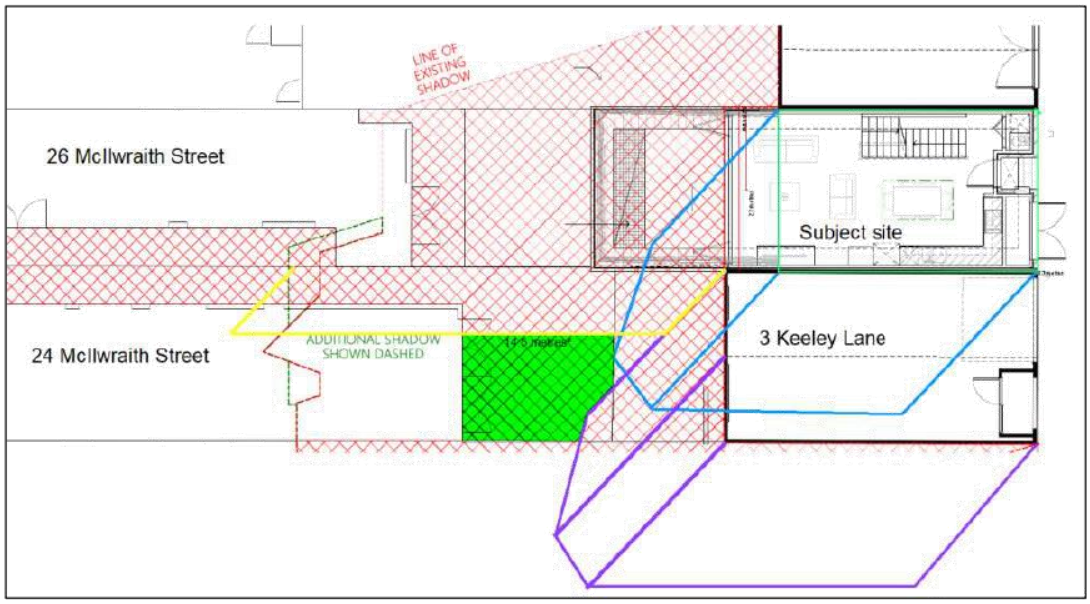


9am proposed:

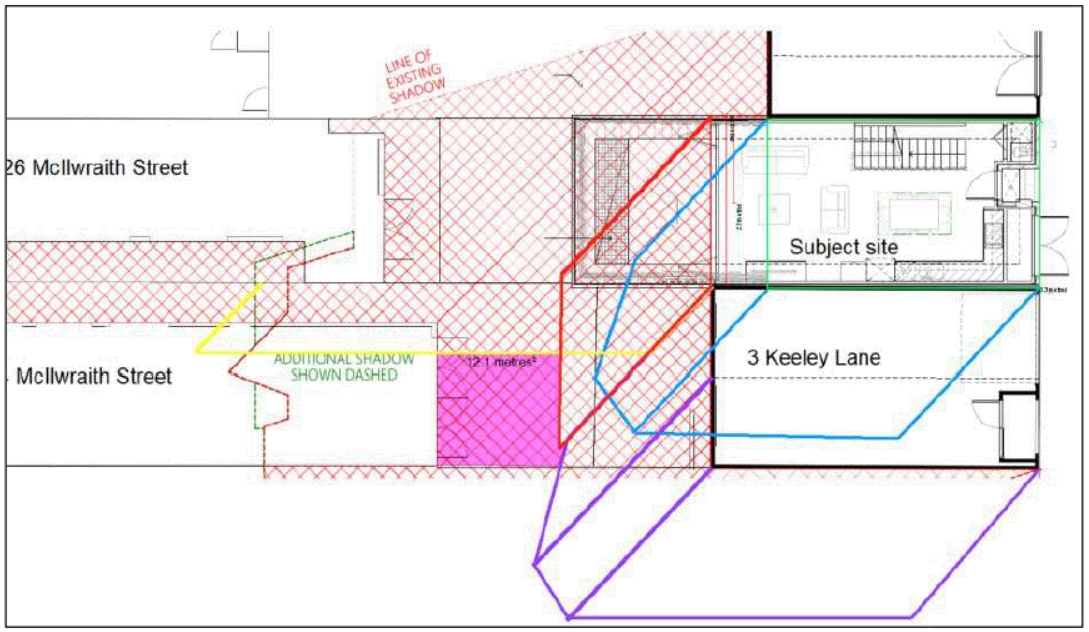


Attachment 5 - PLN21/0428 - 3A Keeley Lane Princes Hill - Council officer shadow calculations

10am existing:

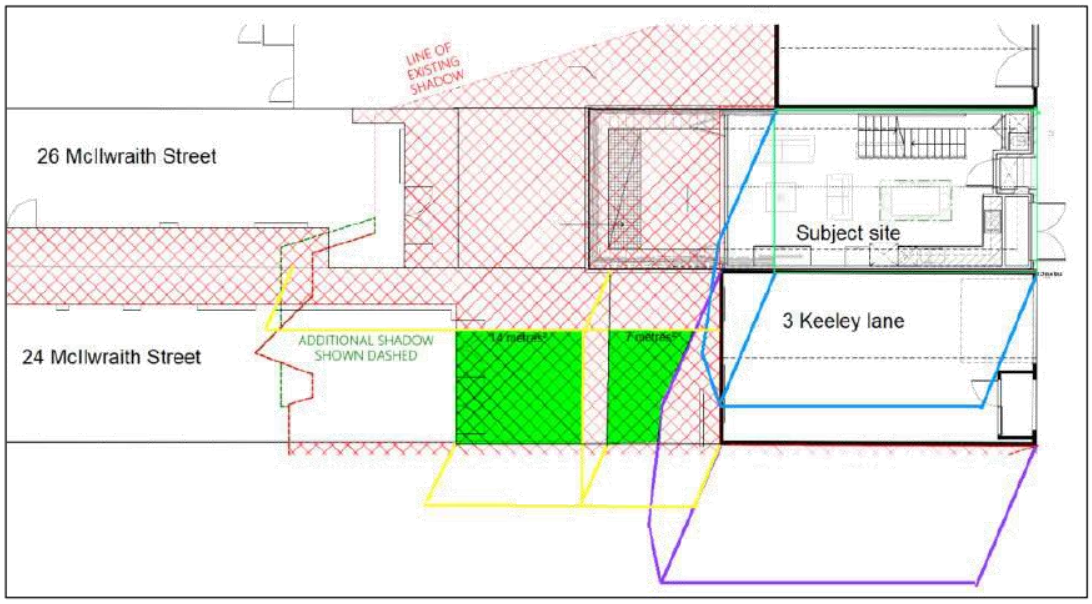


10am Proposed:

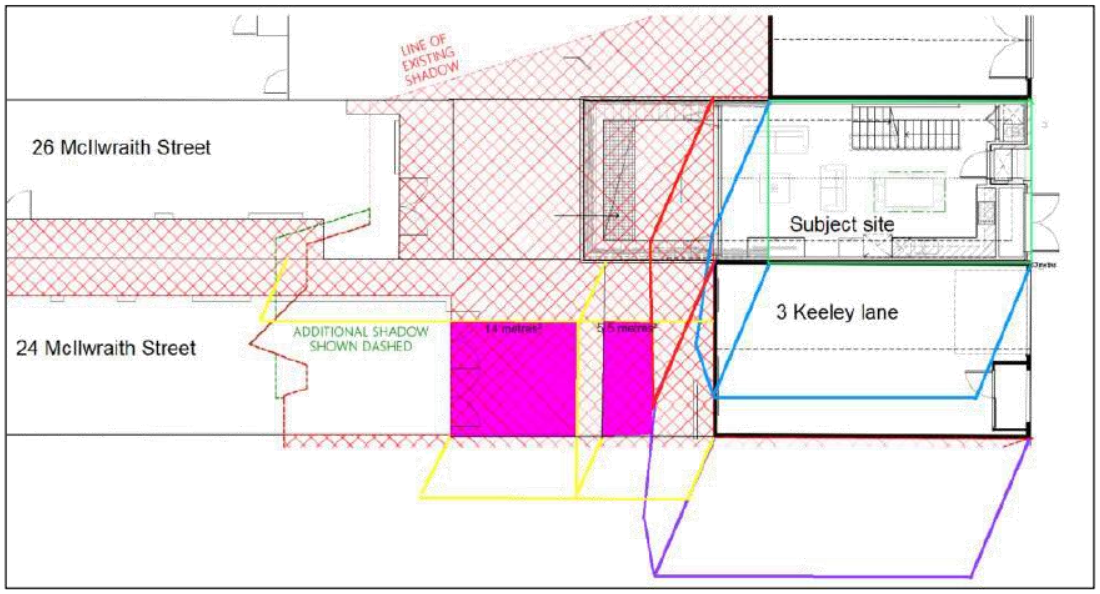


Attachment 5 - PLN21/0428 - 3A Keeley Lane Princes Hill - Council officer shadow calculations

11am existing:

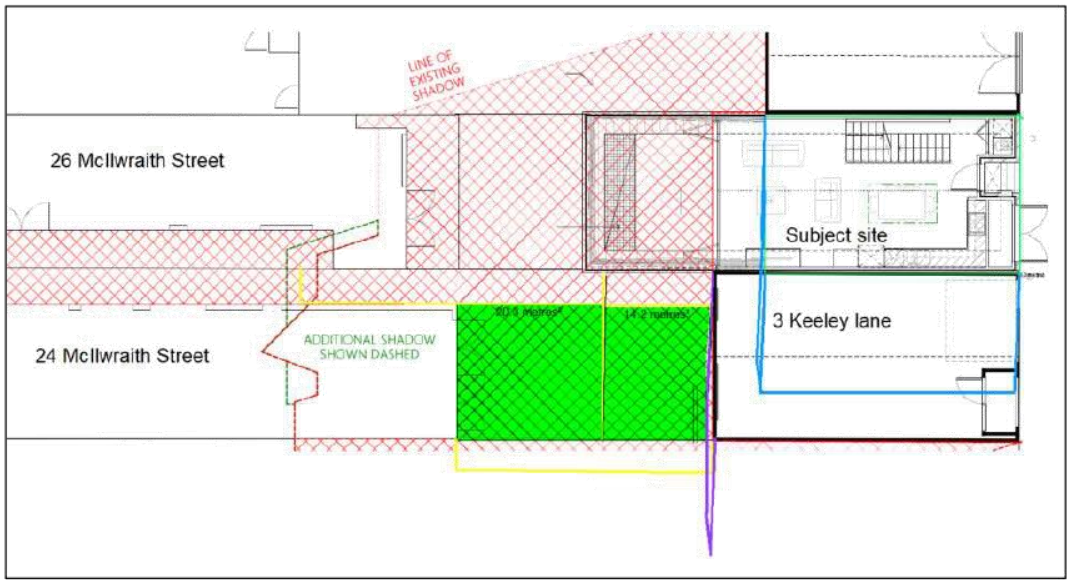


11am proposed:

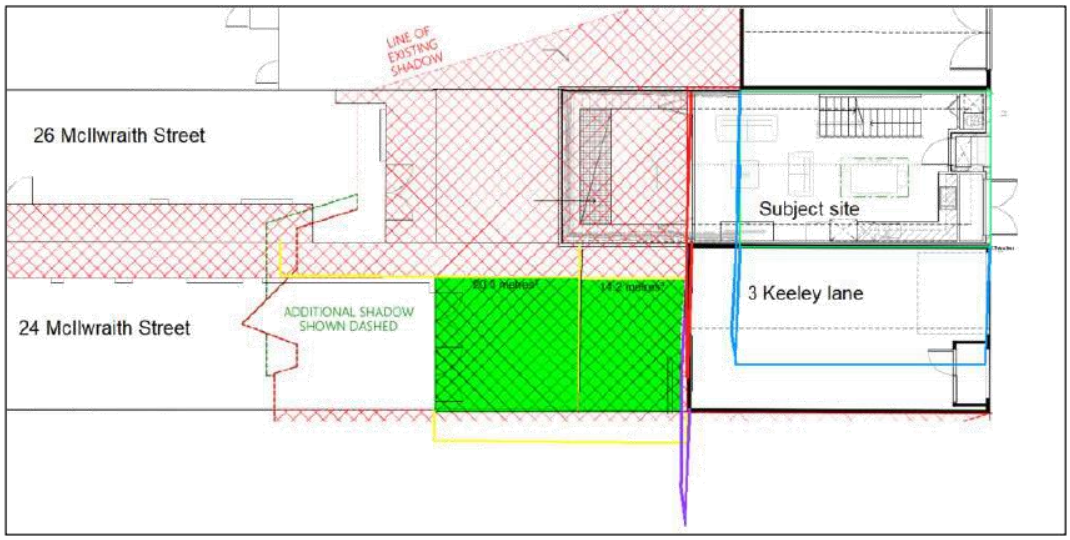


Attachment 5 - PLN21/0428 - 3A Keeley Lane Princes Hill - Council officer shadow calculations

12pm existing:

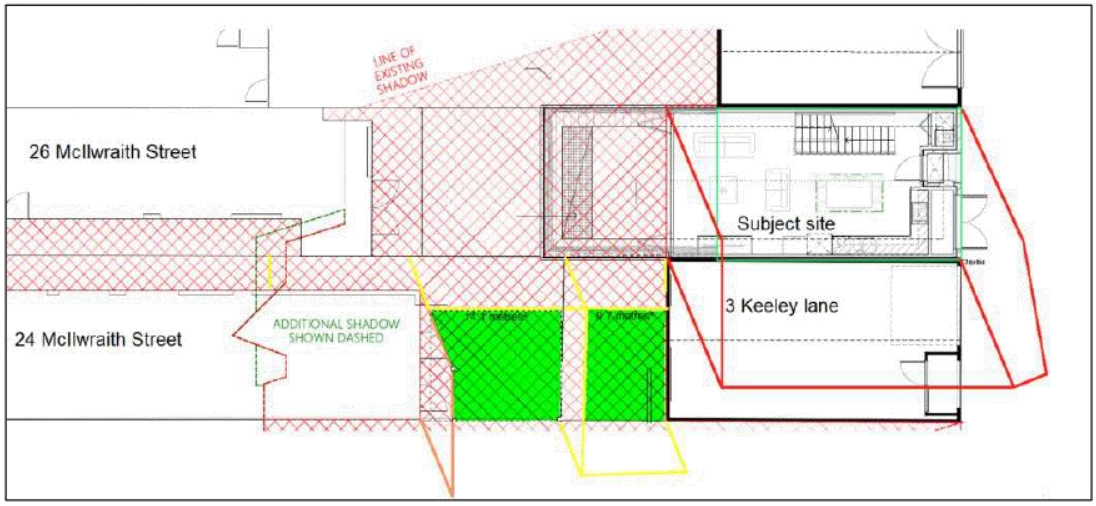


12pm proposed (no change):

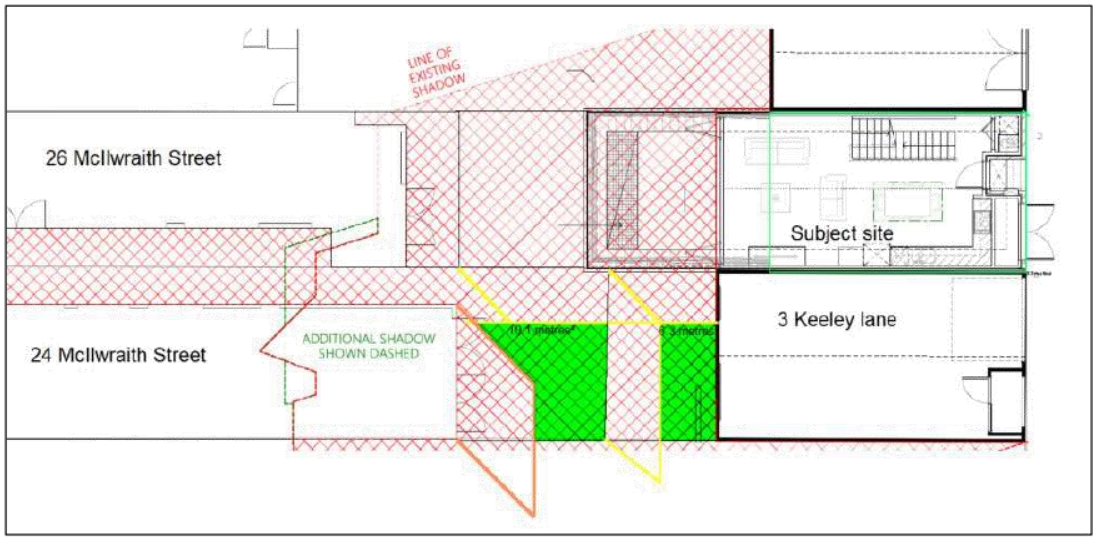


Attachment 5 - PLN21/0428 - 3A Keeley Lane Princes Hill - Council officer shadow calculations

1pm existing/proposed (no change):

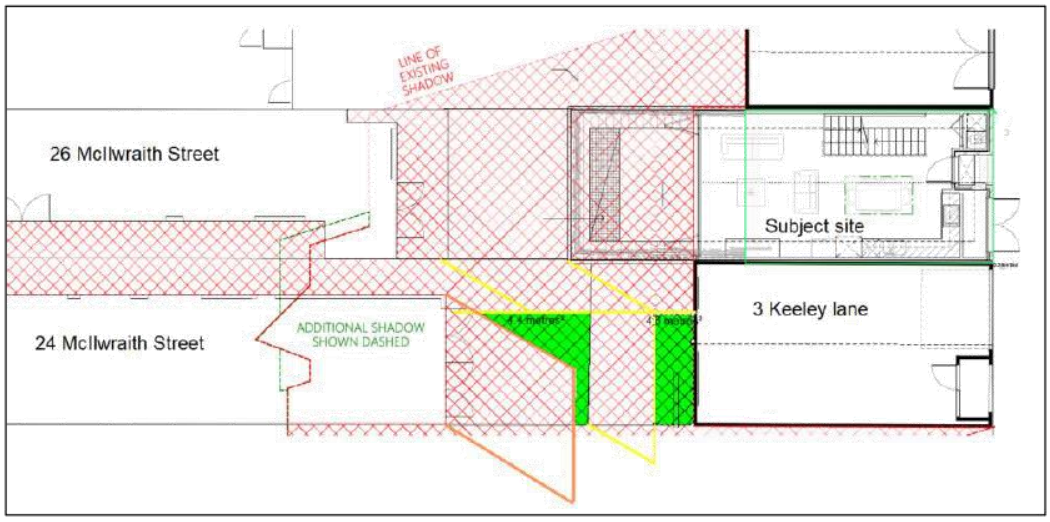


2pm existing/proposed (no change):



Attachment 5 - PLN21/0428 - 3A Keeley Lane Princes Hill - Council officer shadow calculations

3pm existing/proposed (no change):



Summary tables:

24 McIlwraith Street SPOS area 26.7sqm. Proposed shadowing:

	9am	10am	11am	12pm	1pm	2pm	3pm
Area of existing sunlight	5.1sqm	14.5sqm	14sqm	20.3sqm	14.1sqm	10.1sqm	4.4sqm
Area of proposed sunlight	2.1sqm	12.1sqm	14sqm	20.3sqm	14.1sqm	10.1qm	4.4sqm
Area of change to shadowing	-4sqm	-2.4sqm	Nil	Nil	Nil	Nil	Nil

3 Keeley Lane SPOS area 19.6sqm. Proposed shadowing:

	9am	10am	11am	12pm	1pm	2pm	3pm
Area of existing sunlight	0sqm	0sqm	7sqm	14.2sqm	9.7sqm	6.3sqm	4.6sqm
Area of proposed sunlight	0sqm	0sqm	5.5sqm	14.2sqm	9.7sqm	6.3sqm	4.6sqm
Area of change to shadowing	Nil	Nil	-1.5sqm	0sqm	0sqm	0sqm	0sqm