



Agenda

Planning Decisions Committee

6.30pm, Tuesday 12 April 2022

Richmond Town Hall

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 Edward Crossland
Cr Anab Mohamud

Council officers

Julian Larkins (Co-ordinator Statutory Planning)
Samantha Tham (Senior Statutory Planner)
Cindi Johnston (Governance Officer)

Municipal Monitor

Yehudi Blacher (Municipal Monitor)

Apology

Cr Bridgid O'Brien

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 22 March 2022 be confirmed.

6. Committee business reports

Item		Page	Rec. Page
6.1	PLN21/0807 - 371-385 Gore Street and 195 and 197 Argyle Street, Fitzroy	5	53
6.2	PLN21/0666 - 25-29 and 31-43 Wangaratta Street Richmond	200	227

6.1 PLN21/0807 - 371-385 Gore Street and 195 and 197 Argyle Street, Fitzroy

Executive Summary

Purpose

1. This report provides the Planning Decision Committee with an assessment of a planning application submitted for 371-385 Gore Street and 195 and 197 Argyle Street, Fitzroy. The report recommends approval of the application subject to a number of conditions.

Key Planning Considerations

2. Key planning considerations include:
 - (a) Clause 15.01 – Urban Environment;
 - (b) Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay;
 - (c) Clause 22.05 – Interface uses policy;
 - (d) Clause 22.10 – Built Form and Design Policy;
 - (e) Clause 32.04 – Mixed Use Zone;
 - (f) Clause 43.01 – Heritage Overlay;
 - (g) Clause 52.06 – Car Parking; and
 - (h) Clause 58 – Apartment Developments.

Key Issues

3. The key issues for Council in considering the proposal relate to:
 - (a) Strategic justification;
 - (b) Built form, urban design and heritage;
 - (c) Off-site amenity impacts;
 - (d) On-site amenity, including Clause 58
 - (e) Car parking and traffic;
 - (f) Bicycle facilities and strategic transport;
 - (g) Environmental Audit Overlay;
 - (h) Objector concerns; and
 - (i) Other matters

Submissions Received

4. 26 objections were received to the application, these can be summarised as:
 - (a) Design (height, scale, bulk, character);
 - (b) Heritage impacts;
 - (c) Not consistent with provisions of the Design and Development Overlay Schedule 36;
 - (d) Relationship and impact on nearby sites including heritage sites such as 416 Gore Street and 165 Rose Street;
 - (e) Out of keeping with 6 storey redevelopments – anything beyond this is unacceptable such as 150 Kerr and corner of Johnston / Gore;
 - (f) Amenity (off-site, on-site, overlooking, overshadowing, loss of light, reflectivity);
 - (g) Ensuring protection / retention of Plane trees on Gore Street;

- (h) Traffic and car parking;
- (i) Loss of views;
- (j) Reduction in rental / property prices;
- (k) Noise from balconies and plant equipment; and
- (l) Construction impacts including carbon impacts.

5. No letters of support were received to the application.

Conclusion

6. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key recommendations:
- (a) The upper level setback to Gore Street increased to 6 metres for Level 07.

CONTACT OFFICER: Julian Larkins
TITLE: Coordinator Statutory Planning
TEL: 92055456

6.1 [PLN21/0807 - 371-385 Gore Street and 195 and 197 Argyle Street, Fitzroy](#)

Reference	D22/49043
Author	Julian Larkins - Coordinator Statutory Planning
Authoriser	Manager Statutory Planning

Ward:	Nicholls
Proposal:	Demolition of all existing buildings on site and construction of an eight (8) storey (plus two basement levels) residential development comprising of 49 dwellings/apartments; removal of easements (two carriageway easements extending along the rear boundary of 197 Argyle St)
Existing use:	371-385 Gore Street are 195 Argyle Street are single-storey commercial buildings 197 Argyle Street is a double-storey dwelling
Applicant:	Contour Consultants on behalf of Piccolo Developments Pty Ltd
Zoning / Overlays:	Mixed Use Zone (MUZ) Design and Development Overlay Schedule 36 - Fitzroy East and Johnston Street North (DDO36) Development Contributions Plan Overlay Schedule 1 (DCPO1) Environmental Audit Overlay (EAO) Heritage Overlay Schedule 334 (HO334)
Date of Application:	28 October 2021
Application Number:	PLN21/0807

Planning History

- There are no previous planning permits relevant to the current application

Background

[Planning Scheme Amendments](#)

Yarra Planning Scheme Amendment C269 Rewrite of Local Policies

- 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 (PPF), 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 was heard at a panel hearing in October 2021. The panel report was released in January 2022 and is currently under consideration by Council, likely finalised in April 2022.
- The revised local policy seeks to identify areas for minimal, incremental, moderate and high change in respect of accommodating increased density of housing. The subject site and surrounding MUZ land are identified as 'high change areas', consistent with the findings of the Yarra Housing Strategy (YHS). The following strategy is relevant:

Encourage higher density residential and mixed use development in the form of apartment buildings that establish a new character for the site or precinct

11. In relation to this current planning application, the following clauses of the updated local policy are of most relevance:

- (a) Clause 11.03-1L – Activity Centres
- (b) Clause 13.07-1L – Interfaces and Amenity
- (c) Clause 15.01-1L – Urban Design
- (d) Clause 15.01-2L – Building Design
- (e) Clause 15.01-2L – Landmarks
- (f) Clause 15.02-1L – Environmentally Sustainable Development
- (g) Clause 15.03-1L – Heritage
- (h) Clause 16.01-2L – Location of Residential Development
- (i) Clause 16.01-3L – Housing Diversity
- (j) Clause 16.01-4L – Housing Affordability
- (k) Clause 17.01-1L – Employment
- (l) Clause 18.02-1L – Sustainable Transport
- (m) Clause 18.02-4L – Car Parking
- (n) Clause 19.02-6L – Public Open Space Contribution
- (o) Clause 19.03-2L – Development Contributions
- (p) Clause 19.03-3L – WSUD
- (q) Clause 19.03-5L – Waste

12. 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.

Yarra Planning Scheme Amendment C270 – Interim Planning Controls for Fitzroy and Collingwood, Stage 1

13. On 17 December 2019, Council requested the Minister for Planning to consider the approval of proposed interim built form controls (interim Design and Development Overlays/DDOs) for activity centres in Fitzroy & parts of Collingwood (Amendment C270) under Section 20(4) of the Planning and Environment Act 1987 (Amendment without giving of notice).
14. On 20 August 2021, under delegation from the Minister for Planning the Department for Environment, Land, Water and Planning (DELWP) decided to approve Amendment C270yara with changes, however only four of the proposed DDOs were approved out of the proposed nine.
15. The subject site is in one of the four approved DDOs (DDO36), which outlines built form controls in the area of the Fitzroy East and Johnston Street North. A thorough assessment of this control is included in the assessment section of this report.

The Proposal

16. The proposal is to demolish all existing buildings on site and construction of an eight (8) storey (plus two basement levels) residential development comprising of 49 dwellings/apartments; removal of easements (two carriageway easements extending along the rear boundary of 197 Argyle St).

Demolition

17. The existing buildings will be demolished in their entirety. This includes the single storey warehouses at 195 Argyle Street, the double storey dwelling at 197 Argyle Street and the single storey building at 371-385 Gore Street.

Layout

18. At the ground floor, the building includes six apartments (5 x 2-bedroom and 1 x 3-bedroom), An internal community amenity room and lobby is proposed towards the middle of the site adjacent to a communal open space area. The dwellings are bisected by an 'L' shaped semi-indoor pedestrian circulation space that has entry points at both Gore and Argyle streets. The Gore Street pedestrian entry is an undercroft space that abuts and runs parallel to an existing public laneway accessed off Gore Street. This entry includes a small external landscaped setback with a path/ramp that leads to an entry gate and then up further into the middle of the site to the internal lobby and lifts and then through to the clear to the sky ramp entry to Argyle Street.
19. The only notable setbacks are the 4500mm setback to the northern boundary abutting 194 Kerr as well as the dimensions of the communal open space (12810mm x 6510mm) that abuts both 194 Kerr Street to the west and the rear yards of 198 and 200 Kerr Street. Balconies also front the length of Gore Street and some of Argyle Street.
20. The vehicular entry is off Argyle Street at the western boundary of the site, with a widened 6460mm crossover proposed to provide access to the two basement levels. Adjacent to the vehicular entry is five visitor bicycle spaces and recessed in to the accessway is a substation.
21. Levels 01 and 02 contain nine apartments (7 x 2-bedroom and 2 x 3-bedroom). The northernmost apartments cantilever over the undercroft pedestrian entry area at ground level. At first floor there is a small rooftop garden in the middle of the site (at level 1) above a small section of internal circulation space.
22. Level 03 contains seven apartments (4 x 2-bedroom and 3 x 3-bedroom). The apartments fronting Gore Street and the eastern part of Argyle Street propose a footprint the same as the lower levels, whereas the western apartment footprints reduces to two apartments (from four) due to the introduction of large terrace areas. There are terraces that project into the building setbacks of 7500mm to Argyle Street and 4500mm to the western boundary.
23. Level 04 contains five apartments (4 x 3-bedroom and 1 x 2-bedroom). The building envelope introduces a 7500mm for the length of Argyle Street (with the eastern part of the development a terrace setback), a 3000mm setback to Gore Street and a 3000mm setback to the adjoining laneway and a 5700mm setback to 198 Kerr Street..
24. Levels 05 and 06 of the building retain the same footprint as the level below and each contain five apartments with 4 x 3-bedroom and 1 x 2-bedroom.
25. Level 07 contains three much larger 3-bedroom penthouse apartments and introduces greater setbacks through expansion of terrace.
26. The roof level contains a photovoltaic system to the western portion and rooftop plant (open to sky) including all a/c units to the eastern portion.

Elevations

East – Gore Street

27. The east elevation shows a four-storey (average 14760mm high) podium and four upper levels with a maximum height of 28350mm. The land is sloped downward from Argyle Street to the laneway and further north along Gore Street. The slope of the land means the ground floor includes a plinth and elevated finished floor level. Above the plinth sit balustrades to the four balcony frontages. At the northernmost part of the elevation is the undercroft and inset entry gate abutting the laneway.



Figure: East elevation (Gore Street)
Source: Decision plans

28. The podium is built to the street frontages and constructed of pre-cast red oxide concrete and some masonry as well as a high degree of glazing and planters to each of the lower levels. The upper levels are set back a uniform 3000mm to Gore Street and 7500mm from Argyle Street. The upper most levels setback increases to 5000mm to Gore and 10500mm to Argyle Street. To the laneway the upper levels are set back a uniform 3000mm then increasing to 5000mm for the top level. The upper levels are predominantly glazing with precast concrete framing as well as planters. The very top of the building shows metal rooftop plant screening.

South – Argyle Street

29. The south elevation shows a part-four, part-three storey predominantly masonry podium, with pre-cast red oxide horizontal bands / string courses between levels, that is four storeys (14380mm high) at the Gore Street corner before scaling down to three storeys (10990mm) in the middle of the site. The podium is noticeably less activated compared to the Gore Street frontage with a higher degree of masonry to the four levels closest to Gore Street. The upper levels continue the same design language as Gore Street but with an inset vertical break in built form at the middle of the site marking the entry to the lobby and providing a connection between the eastern and western parts of the development. The middle of the frontage includes an open-air entry gate with the vertical break in the built form beyond. Again the podium is built to all frontages with the upper levels set back a uniform 4500mm to 193 Argyle Street before increasing to 5650mm at the top level and 3000mm to Gore Street before increasing to 5000mm for the top level.



Figure: South elevation
Source: Decision plans

30. The overall height is shown at 27440mm to Gore Street and due to the slope in the land increasing to 27700mm at the interface to 193 Argyle. The land is sloped downward from Gore Street to the interface to 193 Argyle Street. Like the Gore Street frontage, the slope of the land means the ground floor includes a plinth and elevated finished floor level but unlike Gore Street there are only two ground level balconies and less glazing. Above the podium are terrace areas as well as another terrace area show above Level 7. At the westernmost edge is the vehicle entry via a double cross-over and tilt up panel door.

North

31. The north elevation shows a part-four, part-three storey predominantly masonry podium, with pre-cast red oxide string courses, that is four storeys (15390mm high) at the Gore Street corner before scaling down to three storeys (11990mm) in the middle of the site. Again the podium is less activated as compared to the Gore Street frontage with much more masonry to the four levels closest to Gore Street fronting the laneway including hit and miss masonry at ground level running the length of the laneway. The upper levels are the same design language as the other frontages including replicating the inset vertical break between the eastern and western parts of the building and which provides a connection on each of the upper levels.

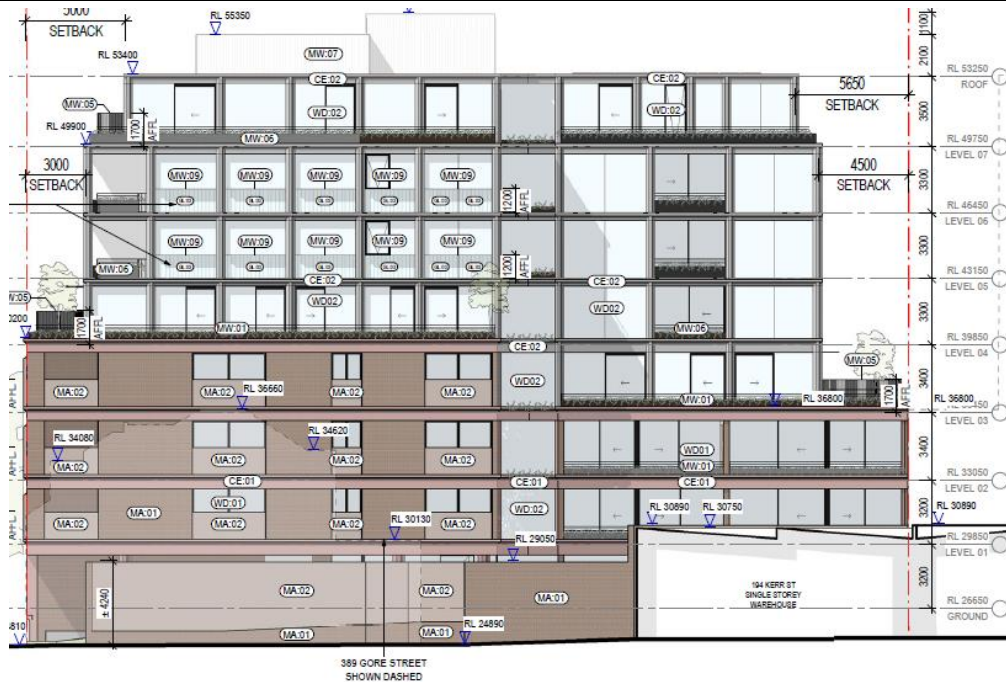


Figure: North elevation
Source: Decision plans

32. The overall height is shown at 28510mm with terraces above the podium and Level 07 and some planters. The podium is built to the laneway but sets back at the rear of the site. Like the south elevation the uniform 3000mm setback from Gore Street increases to 5000mm for the top level and the rear setback of 4500mm increases to 5650mm to the top level. Some privacy screening is shown at levels 05 and 06.

West

33. The western elevation shows a three-storey (11.08m) predominantly pre-cast red oxide podium with more masonry closer to Argyle Street. There are two breaks in the podium built form by way of courtyards. The upper level design language is again the same as the other frontages, primarily glazing with grey concrete framing.
34. The overall height is 27680mm with terraces above the podium and Level 07. The podium is built to Argyle Street and set back 3550mm to the northern boundary. Like the east elevation the upper levels are set back a uniform 7500mm before setting back 10500mm for the top level. The rear upper level set back is a uniform 4500mm until it increases to 5650mm.

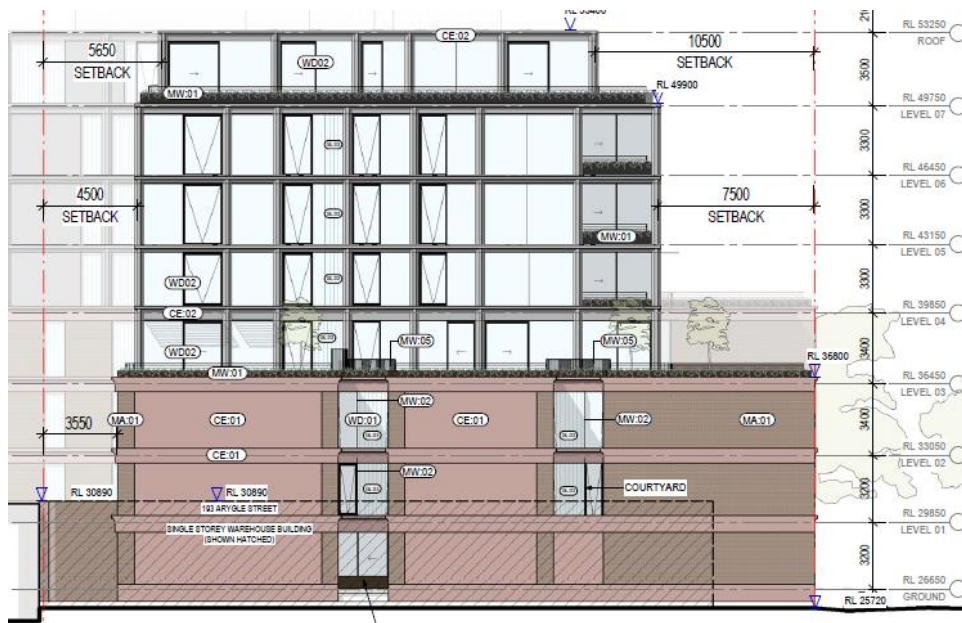


Figure: West elevation
Source: Decision plans

Existing Conditions

Subject Site

35. The subject site is located to the north-western corner of Gore and Argyle streets. The land gradient falls west down Argyle Street and north down Gore Street. The site has a frontage to Gore Street of 43.89 metres, to Argyle Street of 43.73 metres, yielding an overall site area of approximately 1874sqm. The site also includes a laneway frontage for about 20 metres of the northern boundary from Gore Street.

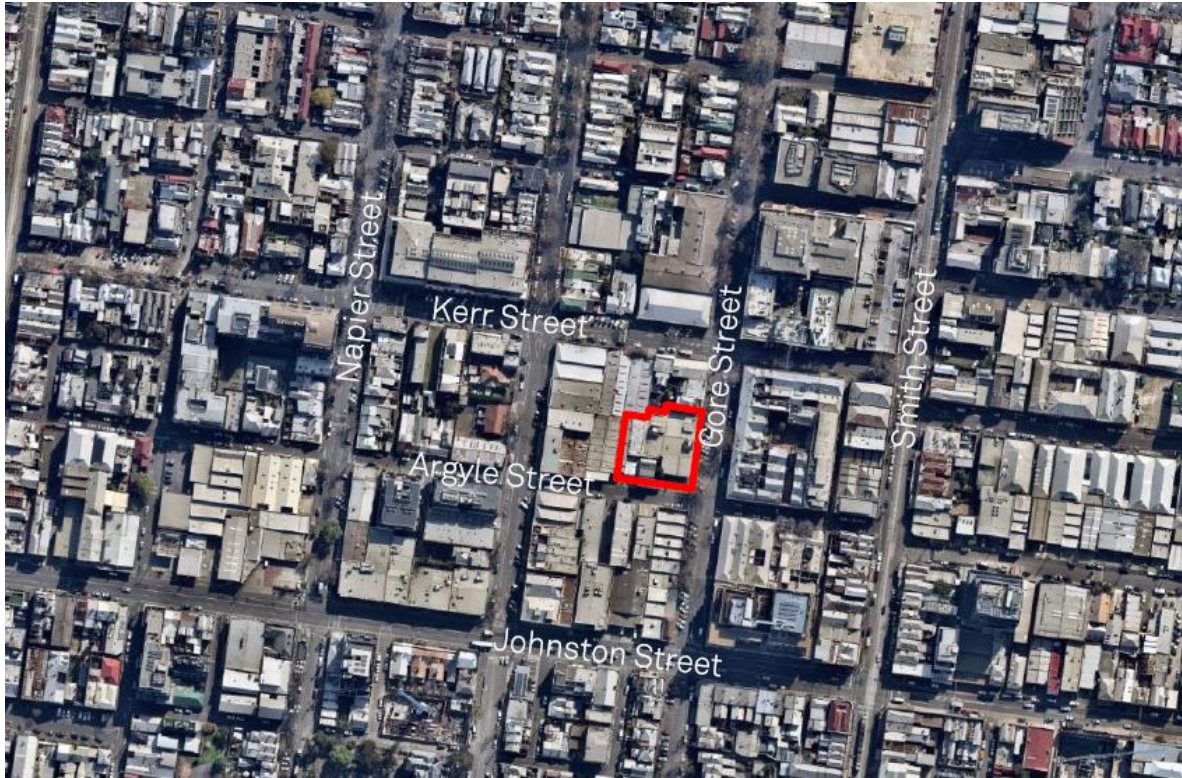


Figure: Aerial photograph of subject site
Source: NearMap

36. The subject site is three separate lots, which results in an irregularly shaped site, developed with a single storey commercial building to 371-385 Gore Street occupied by Australia Post, a commercial / warehouse building to 195 Argyle Street and a double-storey dwelling to 197 Argyle Street. The Australia Post building currently has a setback of 8.5 metres to Argyle Street and is built to the other boundaries. The dwelling at 197 Argyle Street is built to all boundaries, while the commercial / warehouse building at 195 Argyle Street is set back 5.5 metres from Argyle Street.
37. The subject currently has three crossovers, two to Argyle Street and one on Gore Street close to the Argyle corner.



Figure: View of subject site from Gore/Argyle Street
Source: Applicant Planning report

Certificates of Title

38. No restrictive covenants nor restrictions are shown on the three certificate of titles provided with the application. The 197 Argyle Street title does include two easements (E-1 and E-2), which are proposed to be removed as part of this application. The two easements are registered to benefit Lot 2 on the Plan for the purpose of carriageway up to 28.25 metres above the AHD. The 371-385 Gore Street title is benefited from a road to the north and a Carriage Way easement contained in Lot1 on this Plan.

Surrounding Land

39. In terms of zoning context, the subject site is located in a Mixed Use Zone (MUZ) precinct that is roughly bound by Rose Street to the north, Young Street to the west, MacRobertson Lane to the east and Argyle Street to the south. To the south and east of the MUZ precinct are linear strips of Commercial 1 Zone (C1Z) along Johnston Street and Smith Street respectively. To the west of the MUZ precinct is Neighbourhood Residential Zone (NRZ) and then linear strips of C1Z land either side of Brunswick Street, beyond which is another precinct of MUZ land. To the north of the MUZ precinct is NRZ1 land until C2Z land fronting Alexandra parade.



Figure: The subject site and surrounding land shown as MUZ, with C1Z to the south and east and NRZ1 to the north-west.

Source: DELWP

40. The site is located within proximity of both the Brunswick Street and Smith Street Major Activity Centres (MAC) as well as the Johnston Street neighbourhood activity centre. The inner-city locale ensures the site is well serviced by infrastructure and public transport, with:
- (a) Smith Street (110m to the west) serviced by a tram route (#86 – Bundoora/RMIT – Waterfront City/Docklands) which operates throughout the night on weekends and a night rider bus route;
 - (b) Johnston Street (90m to the south) serviced by a number of bus routes that connect the CBD to the eastern suburbs;
 - (c) Brunswick Street (360m to the east) serviced by two tram routes (#11 – West Preston – Victoria Harbour Docklands and #112 – West Preston – St Kilda); and
 - (d) The CBD is within 2km.
41. The built form of the area is mixed. Building heights include both low-rise (single to double storey), as well as higher development emerging within vicinity to the site. Low-rise development is typified by a mix of single and double-storey Victorian and Edwardian dwellings as well as various commercial/warehouse buildings including a high proportion of redbrick in close proximity to the subject site generally forming part of the MacRobertson factory complex of buildings. The emerging character is defined by mid-rise apartment developments, including the following larger scale recent approvals:
- (a) No. 338 Gore Street (239-249 Johnston Street), to the corner of Johnston Street, is developed with a ten storey residential building, approved under PLN13/0566;
 - (b) No. 365 – 379 Smith Street (to the corner of Argyle Street) is developed with an eight storey apartment development, approved under PLN15/0646;
 - (c) No. 221 Kerr Street / 397 Smith (to corner of Gore Street) is developed with a seven storey apartment building, approved under PLN11/0648.05;
 - (d) No. 186 Argyle Street (corner of George Street) is developed with a six storey apartment building.
 - (e) No.175-185 Rose Street (corner of Gore Street) is developed with a six storey, approved under PL07/0813;
 - (f) No. 377-379 George Street is developed with a six storey apartment building, approved under PLN12/0192; and
 - (g) No. 363 George Street is under construction for a six storey residential building, approved under PLN16/0829.

It is also noted that directly opposite the subject site at 223 Johnston & 369 Gore Street, an application for a twelve-storey apartment building is under assessment (PLN21/0670). At the time of writing this report the application has gone to notice, with 25 objections received, and is expected to be decided at a Planning Decisions Committee meeting in May 2022.

Beyond the immediate context, the following demonstrate the emergence of mid-rise developments in the broader area:

- (a) No. 411 Smith Street (190m northeast of the subject site), is recently approved nine storey apartment building, approved under PLN18/0888.01;
- (b) No. 341 – 347 George Street (180m southwest of the subject site), a seven-storey mixed use development, currently under construction and approved under Planning Permit PLN16/1116;
- (c) No. 250 Gore Street and 221 Moor Street (420 south of the subject site), an apartment development ranging in height from four to eight storeys, recently constructed and approved under Planning Permit PLN14/0826;

- (d) No. 178 182 Johnston Street (190m south-west of the subject site), a seven-storey apartment building (with commercial uses at ground floor) approved under Planning Permit PLN16/0563. Construction has been completed recently;
- (e) No. 142-144 Johnston Street, 6 storeys completed, approved under PLN15/0632.
- (f) No. 57-61 Johnston St, 7 storeys completed, approved under PLN15/1205.01.

35. The immediate interfaces with the site are outlined below:

North

36. Immediately to the north of the site is a (2910mm) public laneway which abuts about half of the northern boundary of the site except for the common boundary abutments to 194 Kerr Street, a single storey warehouse adjoining the 195 Argyle Street parcel of the site, and 198 Kerr Street, a double storey dwelling with its rear private open space fronting the subject site. Across the narrower part of the laneway abutting the middle of the subject site is 200 Kerr Street, which is also a double storey dwelling with rear private open space facing the subject site. Across the wider section of laneway fronting Gore Street are a group of three double storey Victorian terraces.
37. Further north is a double storey commercial building to the corner of Kerr Street. Over Kerr Street are more double storey commercial buildings before Gore Street becomes an established low-rise Victorian/Edwardian residential streetscape on the northern side of Rose Street.
38. In terms of sensitive interfaces, 198 and 200 Kerr Street and 389 Gore Street are the only residential sites with outlook from POS either abutting or in close proximity to the subject site.

East

39. To the east of the subject site is Gore Street, which is approximately 19.8m wide (including both footpaths) and is a two-way street with mature street trees. On-street car parking on both sides of the street is provided.
40. Further east, on the opposite side of Gore Street at 356-390 Gore Street are double-storey redbrick converted apartments with first floor balconies facing the subject site. The apartments are part of a large whole-block site known as bound by Argyle, Kerr and Gore streets and MacRoberston Lane. Even further east is the aforementioned development at 356 – 377 Argyle Street and Smith Street.

South

41. To the south is Argyle Street, which is 10m wide one-way (east direction only) street with immature trees and on-street parking either side. On the opposite side of Argyle Street is a single storey commercial brick building which is part of the subject site for the aforementioned twelve-storey apartment proposal at 223 Johnston St and 369 Gore Street. Further south is a part-one, part-two storey commercial building fronting Johnston Street. Even further south over Johnston Street are more low-scale commercial buildings before Gore Street becomes an established residential area, overwhelmingly Victorian in character.

West

42. Adjoining to the west is the single storey warehouse buildings of 194 Kerr Street for a small section of the northern part of the site and 193 Argyle Street which abuts most of the western boundary. Further west are more warehouse buildings and George Street.

Planning Scheme Provisions

Zoning

Clause 32.04 – Mixed Use Zone (MUZ)

43. The purpose of this zone are:

- (a) *To implement the Municipal Planning Strategy and the Planning Policy Framework.*

- (b) *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
 - (c) *To provide for housing at higher densities.*
 - (d) *To encourage development that responds to the existing or preferred neighbourhood character of the area.*
 - (e) *To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*
44. The use of the site for dwellings does not require a permit pursuant to Clause 32.04-2.
45. Pursuant to Clause 32.04-6, a permit is required to construct two or more dwellings on a lot.
46. Clause 32.04-6 states an apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.

Overlays

Clause 43.01 – Heritage Overlay (Schedule 334)

47. Under Clause 43.01-1 of the Scheme, a planning permit is required to demolish or remove a building, construct a building or construct or carry out works.
- City of Yarra Review of Heritage Areas 2007 Appendix 8*
48. The buildings on the subject site are all within Schedule 334 of the Heritage Overlay and are designated as 'Non-Contributory' buildings pursuant to the incorporated document referenced above.

Clause 43.02 – Design and Development Overlay Schedule 36 (DDO336) – Fitzroy East and Johnston Street North

49. Under Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works unless exempted under the schedule.
50. Buildings and works for a multi-level development are not exempt under Schedule 36 to the DDO and as such a permit is required under the DDO provisions.
51. The DDO includes discretionary provisions in relation to design and built form, overshadowing and access, parking and loading which will be discussed in detail in the assessment section below.

Clause 45.03 – Environmental Audit Overlay (EAO)

52. Pursuant to Clause 43.03-1 of the Scheme, the following requirements apply:
- Before a sensitive use (residential use, child care centre, pre-school centre, primary school, secondary school or children's playground) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences:*
- (a) *A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or*
 - (b) *An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use.*

53. The use of the site for dwellings are sensitive uses and the requirements of this overlay are therefore applicable to the application.

Clause 45.06 – Development Contributions Plan Overlay (Schedule 1)

54. The Development Contributions Plan applies to the proposed residential uses, requiring the developer to pay a cash contribution towards essential city infrastructure like roads and footpaths, as well as community facilities.
55. 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

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

Particular Provisions

Clause 52.02 Easements, restrictions and reserves

57. Clause 52.02 enables the removal and variation of easements to enable the use or development that complies with the planning scheme.

Clause 52.06 – Car parking

58. Clause 52.06-1 requires that a new use must not commence or the floor area of an existing use must not be increased until the required car spaces have been provided on the land. Pursuant to Clause 52.06-3 a permit is required to reduce the number of car parking spaces required under this clause.
59. Pursuant to Clause 52.06-5, Column B of Table 1 applies if any part of the land is identified as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018). The subject site is shown as being within the Principal Public Transport Network Area and therefore Column B applies.
60. Before a requirement for car parking is reduced, the applicant must satisfy the Responsible Authority that the provision of car parking is justified having regard to decision guidelines at Clause 52.06-6 of the Scheme. The provision of car parking is as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One- and Two-Bedroom Dwellings	26	1.0 space per dwelling	26	Not specified
Three- or more Bedroom Dwellings	23	2.0 spaces per dwelling	46	Not specified
Total			72 spaces	109 spaces

61. A total of 109 car spaces are proposed on site, therefore the application provides well in excess of the statutory car parking requirement (a surplus of 37 spaces) and therefore no planning permit is required under this provision.

Clause 52.34 – Bicycle facilities

62. Pursuant to Clause 52.34, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land. The purpose of the policy is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces.
63. Under the provisions of Clause 52.34-3 of the Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
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Dwellings	49 dwellings	1 resident space to each 5 dwellings	10 resident spaces	
		1 visitor space to each 10 dwellings	5 visitor spaces	
Bicycle Parking Spaces Total			10 resident spaces	50 resident spaces
			5 visitor spaces	11 visitor spaces

64. The development is required to provide ten resident spaces and five visitor spaces. With 50 resident spaces and 11 visitor spaces provided within the development, the statutory requirement is exceeded.
65. Clause 52.34-4 provides design standards for bicycle spaces and signage.
- Clause 58 – Apartment Developments*
66. The provisions of Clause 58 apply to an application to construct or extend an apartment development if the development is five or more storeys within the Mixed Use Zone. A development must meet all of the objectives and should meet all of the standards of the Clause.
- Clause 53.18 – Stormwater Management in Urban Development*
67. This clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:
- (a) *Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.*
 - (b) *Should meet all of the standards of Clauses 53.18-5 and 53.18-6.*

General Provisions

Clause 65 – Decision Guidelines

68. The decision guidelines outlined at clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant Municipal Planning Strategy and the Planning Policy Framework., as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

69. Relevant clauses are as follows:

Clause 11 (Settlement)

Clause 11.01-1R (Settlement Metropolitan Melbourne)

70. Relevant strategies include:

- (a) *Develop a network of activity centres linked by transport; consisting of Metropolitan Activity Centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function.*

- (b) *Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.*

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of Urban Land)

71. The objective is:

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

Clause 11.03 (Planning for Places)

Clause 11.03-1S (Activity Centres)

72. 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 11.03-1R (Activity centres – Metropolitan Melbourne)

73. Relevant strategies are:

- (a) Support the development and growth of Metropolitan Activity Centres by ensuring they:
 - (i) *Are able to accommodate significant growth for a broad range of land uses.*
 - (ii) *Are supported with appropriate infrastructure.*
 - (iii) *Are hubs for public transport services.*
 - (iv) *Offer good connectivity for a regional catchment.*
 - (v) *Provide high levels of amenity.*

Clause 13.04-1S (Contaminated and potentially contaminated land)

74. The relevant objective of this clause is:

- (a) *To ensure contaminated and potentially contaminated land is used and developed safely.*

75. Relevant strategies are:

- (a) *Ensure contaminated or potentially contaminated land is or will be suitable for the proposed use, prior to the commencement of any use or development.*
- (b) *Protect sensitive uses including a residential use or use as childcare centre, kindergarten, pre-school centre, secondary school or children's playground from the effects of contamination*
- (c) *Facilitate the remediation of contaminated land to make the land suitable for future intended use or development.*

Clause 13.05-1S (Noise abatement)

76. The relevant objective of this clause is:

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

77. Noise abatement issues are measured against relevant State Environmental Protection Policy and other Environmental Protection Authority (EPA) regulations.

Clause 13.07 (Amenity and Safety)
Clause 13.07-1S (Land use compatibility)

78. 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.*

Clause 15.01 (Built Environment and Heritage)
Clause 15.01-1S (Urban Design)

79. The relevant objective of this clause is:

- (a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*

80. Relevant strategies of this clause are:

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

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

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

Clause 15.01-4S (Healthy neighbourhoods)

82. The objective is:

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

Clause 15.014R (Healthy neighbourhoods – Metropolitan Melbourne)

83. The strategy is:

- (a) *Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.*

Clause 15.01-5S (Neighbourhood character)

84. The relevant objective of this clause is:

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

85. Relevant strategies are:

- (a) *Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.*
- (b) *Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.*
- (c) *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 (Sustainable Development)

Clause 15.02-1S (Energy Efficiency)

86. The objective of this clause is:

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

Clause 16.01 Residential Development

Clause 16.01-1S – Housing Supply

87. The objective of this clause is 'To facilitate well-located, integrated and diverse housing that meets community needs.'

Clause 16.01-1R (Housing Supply Metropolitan Melbourne)

88. Strategies for this clause are:

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

Clause 18.01 (Integrated Transport)

Clause 18.01-1S – (Land use and transport planning)

89. The objective of this clause is:

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

90. Relevant strategies to achieve this objective include:

- (a) *Develop transport networks to support employment corridors that allow circumferential and radial movements.*
- (b) *Plan urban development to make jobs and community services more accessible by (as relevant):*
 - (i) *Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.*
 - (ii) *Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.*
 - (iii) *Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.*
- (c) *Integrate public transport services and infrastructure into new development.*

Clause 18.02 (Movement Networks)

Clause 18.02-1S (Sustainable personal transport)

91. The relevant objective of this clause is:

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

Relevant strategies of this policy are:

- (a) *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
- (b) *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
- (c) *Ensure cycling routes and infrastructure are constructed early in new developments.*
- (d) *Provide direct and connected pedestrian and bicycle infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.*
- (e) *Ensure cycling infrastructure (on-road bicycle lanes and off-road bicycle paths) is planned to provide the most direct route practical and to separate cyclists from other road users, particularly motor vehicles.*
- (f) *Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.*
- (g) *Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.*
- (h) *Ensure provision of bicycle end-of-trip facilities in commercial buildings*

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

90. Strategies of this policy are:

- (a) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*

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

Clause 18.02-2S (Public Transport)

91. 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)

92. A relevant strategy of this clause is to:

- (a) *Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.*

Clause 18.02-4S – (Car Parking)

93. The objective of this clause is:

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

94. A relevant strategy is:

- (a) *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

[Local Planning Policy Framework \(LPPF\)](#)

95. The following LPPF provisions of the Scheme are relevant:

Clause 21 Municipal Strategic Statement (MSS)

Clause 21.04 Land use

Clause 21.04-1 Accommodation and Housing

Clause 21.04-2 (Activity Centres)

96. The relevant objectives of this clause are:

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

Relevant strategies to achieve this objective include:

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

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

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

- (b) *Objective 2 – To retain a diverse population and household structure; and*
- (c) *Objective 3 – To reduce potential amenity conflicts between residential and other uses.*

Clause 21.05 – Built Form

Clause 21.05-1 - Heritage

98. The relevant Objectives of this Clause are:

- (a) *Objective 14 To protect and enhance Yarra's heritage places.*
 - (i) *Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.*
 - (ii) *Strategy 14.2 Support the restoration of heritage places.*
 - (iii) *Strategy 14.3 Protect the heritage skyline of heritage precincts.*
 - (iv) *Strategy 14.4 Protect the subdivision pattern within heritage places.*
 - (v) *Strategy 14.5 Protect the significant landscape and heritage within streets, parks, gardens, waterways or other open spaces.*
 - (vi) *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.*
 - (vii) *Strategy 14.8 Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02*
 - (viii) *Strategy 14.9 Apply the Landmarks and Tall Structures policy at clause 22.03*

Clause 21.05-2 (Urban design)

99. The relevant objectives of this Clause are:

- (a) *Objective 16 – To reinforce the existing urban framework of Yarra;*
- (b) *Objective 17 – To retain Yarra's identity as a low-rise urban form with pockets of higher development:*
 - (i) *Strategy 17.2 – Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
 - 1. *Significant upper level setbacks*
 - 2. *Architectural design excellence*
 - 3. *Best practice environmental sustainability objectives in design and construction*
 - 4. *High quality restoration and adaptive re-use of heritage buildings*
 - 5. *Positive contribution to the enhancement of the public domain*
 - 6. *Provision of affordable housing.*
- (c) *Objective 18 – To retain, enhance and extend Yarra's fine grain street pattern;*
- (d) *Objective 19 – To create an inner city environment with landscaped beauty;*
- (e) *Objective 20 – To ensure that new development contributes positively to Yarra's urban fabric:*
 - (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.*
 - (iv) *Strategy 20.4 – Apply the Built Form and Design policy at clause 22.10.*

- (f) *Objective 21 – To enhance the built form character of Yarra’s activity centres;*
 - (i) *Strategy 21.1 – Require development within Yarra’s activity centres to respect and not dominate existing built form; and*
 - (ii) *Strategy 21.3 – Support new development that contributes to the consolidation and viability of existing activity centres.*

Clause 21.05-3 (Built form character)

100. The general objective of this clause is:

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

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

The strategies to achieve the objective are to:

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

Clause 21.05-4 – Public environment

101. The relevant Objectives of this clause are:

- (a) *Objective 28 - To provide a public environment that encourages community interaction and activity:*
 - (i) *Strategy 28.1 Encourage universal access to all new public spaces and buildings.*
 - (ii) *Strategy 28.2 Ensure that buildings have a human scale at street level.*
 - (iii) *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.*
 - (iv) *Strategy 28.5 Require new development to make a clear distinction between public and private spaces.*
 - (v) *Strategy 28.8 Encourage public art in new development.*
 - (vi) *Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.*

Clause 21.06 – Transport

102. 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.*
 - (ii) *Strategy 30.3 Use rear laneway access to reduce vehicle crossovers.*
- (a) *Objective 31 – To facilitate public transport usage.*
- (b) *Objective 32 – To reduce the reliance on the private motor car.*
- (c) *Objective 33 – To reduce the impact of traffic.*

- (i) *Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.*

Clause 21.06-1 Walking and cycling

103. This clause builds upon the objectives outlined at Clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage. The relevant objectives and strategies of this clause are:

- (a) *Objective 30 - To provide safe and convenient bicycle environments:*
 - (i) *Strategy 30.2 Minimise vehicle crossovers on street frontages.*
- (a) *Objective 32 - To reduce the reliance on the private motor car.*
- (b) *Objective 33 – To reduce the impact of traffic.*
 - (i) *Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.*

Clause 21.06-2 – Public transport

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

- (a) *Objective 31 To facilitate public transport usage.*
 - (i) *Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.*

Clause 21.06-3 – The road system and parking

105. Objective 32 To reduce the reliance on the private motor car.

Clause 21.07-1 – Environmentally sustainable development

106. The relevant objective of this clause is:

- (a) *Objective 34 To promote ecologically sustainable development that has the following strategy:*
 - (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 21.08-7 – Neighbourhoods (Fitzroy)

107. This clause describes the area in the following way (as relevant):

- (a) *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.*

108. Relevant built form strategies include:

- (a) *Ensure that development does not adversely affect the significance of the heritage place.*
- (b) *The implementation of built form strategies in clause 21.05 includes:*
 - (i) *Supporting development that maintains and strengthens the preferred character of the relevant Built Form Character type.*
 - (ii) *Encouraging the redevelopment of the following strategic re-development sites in a way that contributes positively to the urban fabric and public domain of Yarra, and, where subject to the Heritage Overlay protects the heritage of the site and of the area.*

Relevant Local Policies

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

109. This policy applies to all new development included in a heritage overlay. The relevant objectives of this Clause include to conserve Yarra's natural and cultural heritage; to conserve the historic fabric and maintain the integrity of places of cultural heritage significance; to retain significant view lines to, and vistas of, heritage places; to preserve the scale and pattern of streetscapes in heritage places;
- to encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places; to ensure that additions and new works to a heritage place respect the significance of the place; and to encourage the retention of 'contributory' heritage places.
110. At Clauses 22.02-5.1, 22.02-5.7.1, and 22.02-5.7.2 of the Scheme, the policy provides requirements with regard to demolition; new development, alterations and additions; and specific requirements relating to sites comprising commercial and retail heritage places or contributory elements, and specific requirements for garages, ancillaries and services.

Clause 22.03 – Landmarks and tall structures

111. The Municipal Strategic Statement (MSS) identifies the importance of landmarks and tall structures to the built form of the City. The MSS seeks to retain important landmarks and icons which contribute to the identity of the City and to maintain view lines to key landmark sites. This Policy responds to the MSS by identifying key valued landmarks.
112. The objective under this clause is 'to maintain the prominence of Yarra's valued landmarks and landmark signs.'
113. Clause 22.03-4 of the Scheme states: *New buildings within the vicinity of the following landmarks should be designed to ensure the landmarks remain as the principal built reference (as relevant):*
- (a) *Clock tower of Fitzroy Town Hall; and*
 - (b) *Spire of St Marks Church, George Street, Fitzroy*

Clause 22.05 – Interface Uses Policy

114. This policy applies to all development and use applications and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.
115. It is policy that:
- (a) *New residential use and development in or near commercial centres and activity centres and near industrial uses includes design features and measures to minimise the impact of the normal operation of business and industrial activities on the reasonable expectation of amenity within the dwellings.*
116. Decision guidelines at clause 22.05-6 include:
- (a) *Before deciding on an application for residential development, Council will consider as appropriate:*
 - (i) *The extent to which the proposed dwellings may be subject to unreasonable noise, fumes and air emissions, light spillage, waste management and other operational matters from the nearby business or industrial uses.*

- (ii) *Whether the dwellings are designed or incorporate appropriate measures to minimise the impact of noise, fumes and air emissions, light spillage, waste management and other operational matters from the nearby business or industrial uses.*

Clause 22.07 – Development Abutting Laneways

117. This policy applies to applications for development that is accessed from a laneway or has a laneway abuttal
118. Its policy basis is :
- (a) *The Yarra Municipal Strategic Statement (MSS) identifies the need to retain existing laneways and enhance their amenity. It also states that, where appropriate, laneway access for vehicles is to be used in preference to street frontages to reduce vehicle crossover*

Clause 22.12 – Public Open Space Contribution

119. The objectives of this clause are:
- (a) *To implement the Yarra Open Space Strategy;*
- (b) *To identify when and where land contributions for public open space are preferred over cash contributions; and*
- (c) *To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, in satisfaction of the public open space contribution requirement.*
120. The subject site is in an area where land in lieu of cash is the preferred method of public open space contribution (area 3121B). Given the size of the site, a land contribution will not be practical and therefore a cash contribution will be requested instead.

Clause 22.16 - Stormwater Management (Water Sensitive Urban Design)

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

Clause 22.17 – Environmentally Sustainable Development

122. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Relevant Documents

Plan Melbourne

123. The plan outlines the vision for Melbourne’s growth to the year 2050. It seeks to define what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city’s growth. It is a blueprint for Melbourne’s future prosperity, liveability and sustainability.

124. It is policy to create mixed-use neighbourhoods at varying densities to offer more choice in housing and create opportunities for local businesses and new jobs whilst also delivering better access to local services and facilities. It is acknowledged that the application of the Mixed Use Zone can facilitate diverse housing and a greater mix of uses at varying densities.

Advertising

125. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 862 letters sent to surrounding owners and occupiers and by a sign displayed on site. Council received 26 objections, the grounds of which are summarised as follows):
- (a) Design (height, scale, bulk, character);
 - (b) Heritage impacts;
 - (c) Not consistent with provisions of the Design and Development Overlay Schedule 36;
 - (d) Relationship and impact on nearby sites including heritage sites such as 416 Gore Street and 165 Rose Street;
 - (e) Out of keeping with 6 storey redevelopments – anything beyond this is unacceptable;
 - (f) Amenity (off-site, on-site, overlooking, overshadowing, loss of light, reflectivity);
 - (g) Ensuring protection / retention of Plane trees on Gore Street;
 - (h) Traffic and car parking;
 - (i) Loss of views;
 - (j) Reduction in rental / property prices;
 - (k) Noise from balconies and plant equipment; and
 - (l) Construction impacts including carbon impacts.

Referrals

External Referrals

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

Internal Referrals

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

- (a) Heritage Advisor;
- (b) Urban Design Unit (public realm only);
- (c) Open Space Unit;
- (d) Environmentally Sustainable Design (ESD) Advisor;
- (e) Streetscapes and Natural Values Unit;
- (f) City Works Unit;
- (g) Engineering Services Unit;
- (h) Strategic Transport Unit;
- (i) Strategic Planning Unit;

External Consultants

- (a) Urban Design (Hansen Partnership);
- (b) Acoustics (SLR Consultants); and
- (c) Wind Consultant (MEL Consultants)

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

OFFICER ASSESSMENT

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

- (a) Policy and strategic support;
- (b) Built form, urban design and heritage;
- (c) Off-site amenity impacts;
- (d) On-site amenity, including Clause 58;
- (e) Car parking and traffic;
- (f) Bicycle facilities and strategic transport;
- (g) Environmental Audit Overlay;
- (h) Objector concerns;
- (i) Other matters.

Policy and Strategic Support

- 130. State and local planning policies are consistent in outlining that the subject land is located in an area where an increased intensity of development is encouraged. The context of the site; within the MUZ, its close location to the Smith and Brunswick Street Major Activity Centres (MAC) and proximity to the CBD, creates an excellent opportunity for increased residential densities and higher built form.
- 131. The MUZ specifically identifies the purpose of the land as an area where higher residential density developments are anticipated and expected and whilst this development would provide only dwellings, the area already contains a good mix of uses with the Smith and Brunswick Street MAC within easy walking distance. Further, Clause 11.01 states that planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and social facilities.
- 132. The dwellings would provide increased housing opportunities consistent with Clause 11.01 and Clause 16.01-2, which seeks to encourage new housing with good access to services and transport. This outcome is also encouraged by Clause 18.02 of the Scheme. The site is within walking distance to trams along Brunswick and Smith Streets and is within proximity to trams along Gertrude Street, Nicholson Street and Victoria Parade, and very close proximity to buses along Johnston Street. The site has excellent access to shops, restaurants, community facilities and supermarkets. The proposal will result in efficient use of existing infrastructure, consistent with Clause 21.04-1 of Council's MSS.
- 133. Having regard to the above, the proposed development of the site for a greater provision of dwellings is considered to have strategic planning support, however regard must be had to the appropriate scale of the proposal, based on the individual context and constraints of the land. This aspect of the development will be discussed below, with the deletion of one level recommended.

Built form, urban design and heritage

- 134. The primary considerations for the proposed development are the provisions of the Design and Development Overlay Schedule 36 (DDO36), the Heritage Overlay and the decision guidelines of the MUZ. This assessment is also based upon State and local planning policy at clauses 15.01-2S – Building design; 21.05-2 - Urban design; 22.02 - Decision Guidelines for Sites Subject to the Heritage Overlay and 22.05 Interface Uses Policy.
- 135. These provisions and guidelines 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 context, height and massing, relationship to adjoining buildings and architectural quality. These matters, and others, will be assessed in turn below.

Context

136. As outlined in the 'site and surrounds' section of this report, built form within the area is mixed, with development in the Fitzroy area displaying a range of building types, forms and designs. Site coverage in the immediate area is generally high.
137. There is no dispute that strategically the subject site is appropriately located for more intense development than which current exists on the site, being so close to the Smith Street MAC, within a MUZ 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.
138. As identified earlier, a number of developments have been approved, are under construction, or have been built on sites within proximity to the subject site. These buildings range in height from 3-10 storeys, however Gore Street is predominantly low-scale but with two prominent higher forms very noticeable amongst the otherwise one to two-storey overwhelmingly heritage and brick street wall character. The newly constructed 8-storey build at 388 Gore Street, to the corner of Johnston Street, and the redeveloped MacRobertson building (88 dwellings converted from a warehouse) to the north at 416 Gore Street. It is evident that the wider area is undergoing change and redevelopment with many examples of 6 storey buildings in close proximity and 8-10 storeys towards Smith Street.
139. Based on the context outlined, a mid-scale infill development on the subject site is expected. However, regard must be had to the appropriate scale of the proposal, based on the individual context and constraints of the land and the more specific provisions of the DDO36.

Demolition

140. Prior to ascertaining if the proposed building is acceptable, it must be determined if the demolition of the existing buildings satisfy Council's policy.
141. The existing buildings on the site are graded as being 'not-contributory' to the South Fitzroy heritage precinct. Council's Heritage advisor has confirmed that the demolition of the existing buildings is acceptable on this basis. The removal of the 'not-contributory' building would not detrimentally impact the significance of the wider area and is acceptable.

Height, scale and massing of the development

142. The strategic planning context for the site has been established and is considered to support re-development of the site. However, this must be balanced against achieving acceptable design outcomes for the site having regard to relevant built form policies.
143. The site is located within DDO36 which seeks the following relevant design objectives:
 - (a) *'to ensure development responds to the heritage character and streetscape by supporting mid-rise development (ranging from 3 to 8 storeys) in the mixed use precinct in Fitzroy East, north of Argyle Street, which ensures the varied but low heritage street wall remains the visually dominant element of the streetscape and upper level developments are recessive providing a clear visual distinction between lower street walls and upper level development.'*
 - (b) *to ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.*
144. The site is identified within DDO36 as having a discretionary height control of 27.2m and encourages a street wall height that varies between 11.2m to Argyle Street and 14.4m to Gore Street.

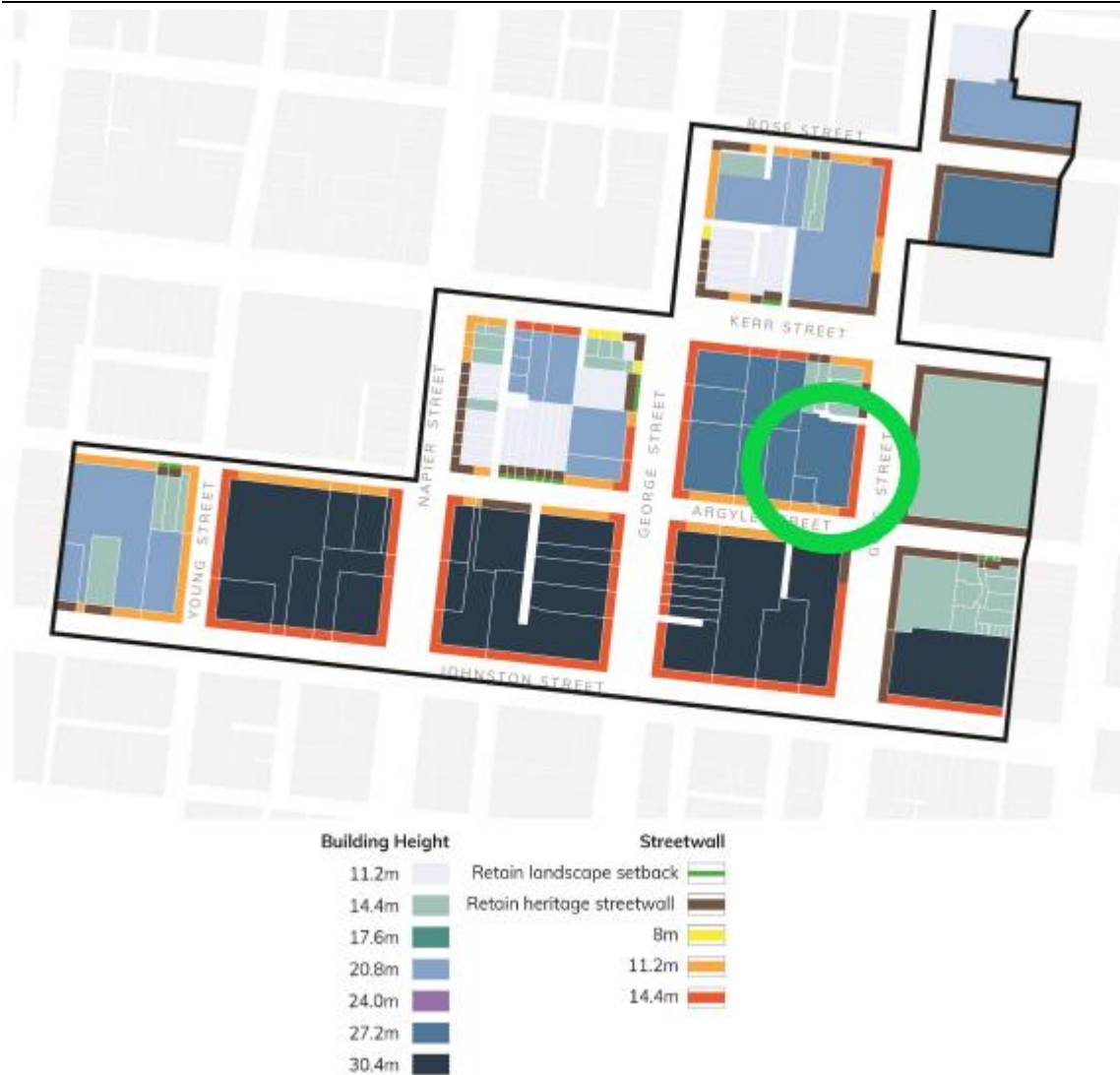


Figure: This is an image within the DDO36 but with the subject site circled. The image provides applicable preferred building heights and preferred streetwall heights.

Source: DELWP

145. The proposal as submitted, is slightly above the height control, rising to as much as 1.15 metres above the preferred building height at the northern edge of the site due to the slope of the land, and also seeks variations to the street wall requirements.
146. In terms of upper level setbacks, the DDO36 seeks a 10 metre setback above street wall to Argyle Street and a 6 metre upper level setback to Gore Street. This means that the development is varying the Argyle Street preferred setback by 2.5 metres and Gore Street by 3 metres.
147. Though the proposed development does not strictly comply with the preferred requirements of the DDO36 as confirmed within the referral advice provided by the Urban Design consultant and Strategic Planning Department, it is important to understand that this does not preclude the grant of a permit, with the characteristics of the site and the proposed development to be assessed.

Height

148. In regard to height, Planning Officers agree with the external Urban Design and Heritage consultants that the slight increase above the preferred height control is acceptable.



Figure: 3D image of the subject development looking south from Kerr Street.

Source: Woods Bagot

149. The slope of the land means that the most pronounced increase to height is at the northern edge of the site where the height is a proposed maximum of 28.35 metres.
150. As highlighted by the external Urban Design consultant that while the development is '...higher than the discretionary measure we believe that given the site's corner location, the gentle fall of the land and the proposal's general compliance of other measures such as overshadowing we consider this height supportable as it will not adversely affect neighbouring properties, result in unreasonable visual bulk or negatively impinge of the amenity available within either Argyle or Gore Streets.'
151. Planning officers agree with Council's consultant Urban Designer and recognise that that 1.1m fall across the site contributes to the variation required to the preferred height control. This coupled with many of the positive attributes of the proposal including design quality, incorporation of landscaping and siting of the upper levels, show that the minor variation required in the height should be supported.

Streetwall

152. In regard to the street wall, again there are moderate variations to the preferred heights within the DDO36, which are supported by the external Urban Design and Heritage consultants. The key variations sought are slight increases to the preferred height with 14.76 metres shown to Gore Street (an increase of 0.36m above preferred) and carrying the higher street wall height from Gore Street for a longer portion of Argyle Street before stepping down to the western part of Argyle Street. The street wall also does not reduce down to 11.2 metres at the northernmost section closest to the laneway, instead remaining over 14 metres high. Despite these variations sought the Planning Officers agree with these findings, noting that the buffer provided by the abutting laneway allows the street wall to not have to scale down on Gore Street where it fronts the contributory terrace row at 389-393 Gore Street. If this were a direct abuttal then a more sensitive response would be necessary. This point is reinforced in the Heritage consultant comments as follows:

'The Gore Street podium at its north end will exceed the height of the adjoining contributory terrace row at 389-393 Gore Street. However, this is acceptable here. The terrace row is separated from the development by a ROW, and there are other examples in this general area of HO334, including historic examples, where buildings of different height are 'side by side' and seen together.'



Figure: 3D image of the subject development looking south.

Source: Woods Bagot

153. Equally the street wall height to Argyle Street, though outside the DDO requirements, is considered acceptable by Planning Officers given the logical rhythm of dropping scale in the middle of the frontage to acknowledge the pedestrian entry on Argyle Street. A strict adherence to the requirements of the DDO would take away from this rhythm / equilibrium by requiring a pronounced drop in the street wall height much closer to the corner. In this instance, the current design is preferred as it allows the design to logically hold the corner and then drop the podium towards the middle of the Argyle Street frontage at the pedestrian entry. Council's consultant Urban Designer fully supports the variations to the street wall, stating '...given the corner profile and the logical rhythm of the step down after the building entrance we find this to be an appropriate design response'. Furthermore, the Heritage consultant also supports the street wall to Arglye Street.



Figure: 3D image of the Argyle Street street wall showing the step down looking east down Argyle Street (left) and in elevation (right).

Source: Woods Bagot

Upper Level

154. The DDO outlines a number of requirements for upper level setbacks including as relevant:
- (a) Upper levels above the Argyle Street street wall should be set back by a minimum of 10 metres.
 - (b) Upper levels above the primary and side street wall should be set back by a minimum of 6 metres along other streets.
 - (c) Projections such as building services and architectural features (other than shading devices, moldings etc.), balconies and balustrades should not intrude into a setback.
155. In regard to upper setbacks, Council's consultant Urban Designer and Heritage consultant have different opinions to the acceptability of the siting of this component of the development
156. Council's consultant Urban Designer and Heritage consultant both support the proposed 7.5 metre setback to Argyle Street where the DDO provisions seek a 10 metre setback. The urban design advice concludes that despite the 2.5 metre variation the objectives of the control were being met as the 7.5 metre setback allows the narrower profile of Argyle Street to be respected while also ensuring there is not a strong sense of street enclosure and no unreasonable shadow impacts. Planning Officers agree with this position as 7.5 metres is consistent with the objectives of the DDO36 including to not overshadow above the ground floor of buildings on the south side of Argyle Street.



Figure: 3D image of the development looking east down Argyle Street.

Source: Woods Bagot

157. However, in regard to the upper levels to Gore Street, only the consultant Urban Designer supports the 3 metre setback to Gore Street. To Gore Street the upper level setback is consistently shown as 3 metres for levels 4 – 6 increasing to 5m at the upper most level.

158. Council's consultant Urban Designer infers that the most important factors are that the 3m setback allows for the development to accord with the overshadowing parameters in maintaining solar access to the opposite side of Gore Street and that the proposal ensures a 'visual distinction between podium and upper levels which appear as a recessive element in the overall expression' of the building. The consultant Urban Designer then suggests the high-quality podium materials complement the MacRobertson factories opposite, while the lightweight upper levels ensure distinction with the stronger base, '...ensuring that the street wall presentation will be more prominent when appreciated within the streetscapes of both Gore and Argyle Streets.'



Figure: 3D image of the development looking north down Gore Street but with existing street trees removed for clarity.

Source: Woods Bagot

159. The Heritage Consultant, however, raises concern with the proposal's potential dominance of the streetscape, in particular in regard to the significance of the MacRobertson factories.
160. Planning Officers agree with the Urban Design consultant that development achieves distinction between the upper and lower levels in accordance with the objectives of DDO36.
161. It is considered that the topmost Gore Street upper level needs to be set back more to ensure consistency with the objectives of the DDO36, in particular objectives seeking visually recessive upper levels and to also ensure the Gore Street terrace to the penthouse PH.01 achieves a more useable 2.4m width as required BADs (discussed further below). Officers acknowledge the high-quality materiality of the proposal, with the lightweight upper levels, will ensure that the development does not overwhelm the any heritage buildings or detract from the character of the streetscape. The street wall materials provide a strong base that successfully references the streetscape and the MacRobertson factories in accordance with Clauses 15.03-1, 22.02-4 and the Heritage Overlay. The compliance with the objectives of the DDO in combination with the detailed justification from the consultant Urban Designer highlight the very high quality of the development and for these reasons only a modest additional 1 metre setback to the topmost level to Gore Street will be required.
162. Subject to these changes the height, scale and massing of the development is fully supported.

Architectural quality

163. The development is considered to be of high architectural quality and in that regard responds to the design objectives clauses 15.01-2 and 22.10-3.4. The contemporary design is appropriate and responds well to this part of Fitzroy. Council's external Urban Designer and Heritage consultant were both complementary of the proposed architectural design and quality including how the brickwork responds to the heritage context and the lighter weight upper levels are recessive and respond to the repetitive pattern of bays and openings in the form of the factories opposite.
164. Whilst it is not considered that modified materials are required, the quality of materials can be assured via a standard façade strategy condition. This will ensure that the materials to be utilised for the development are reviewed prior to construction, with a higher degree of detail provided to ensure they are of a high architectural quality in accordance with the plans submitted to date.

Landmarks, Views and Vistas

165. The policy direction under Clause 22.03 (Landmarks and Tall Structures) of the Scheme outlines that development should maintain the prominence of Yarra's landmarks (i.e. the spire of St Mark's Church on George Street approximately 450 metres south of the subject site and the Fitzroy Town Hall clock-tower approximately 640 metres south-west of the subject site).
166. Given the substantial distance of the development and the presence of existing higher density development closer to these two sites, the prominence of the identified landmarks and views to them would be unaffected by the proposed development.

Light, Shade and Public Realm

167. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user.
168. In respect of public space, Council's internal Urban Design Unit raise concerns with various matters including the removal of garden beds, the design of outstands, details of kerb, channel and drainage, provision of seating, the potential for more street trees to Argyle Street, but the need more details including species, protection and spacing of street trees as well as materials of pavement, which could be addressed via conditions.
169. In respect of each frontage, Council's external Urban Designer was also supportive of the ground floor interface, making the following comment:
- (a) *'The proposed site plan configuration is successful in suitably responding to this corner site's street frontages and gentle change in typography. The provision of the vehicle access from Argyle Street to the site's western edge is appropriate (given its side street nature) and enables the Ground Floor frontage to the high amenity Gore Street streetscape to be maximised. Where the arrangement of elevated terraces is supported, as they foster strong engagement with the street, while ensuring an appropriate threshold and privacy for future residents.'*
 - (b) *'The provision of dual pedestrians' entrances is considered a generous attribute, coupled with the alignment of a north-south light courts will ensure an inviting sense of address. It will also afford choice and convenience for residents entering or existing the building.'*
170. Council's local policy at Clause 22.07 discusses development abutting laneways and relevantly, seeks to provide an environment which has a feeling of safety for users. This is applicable to the laneway abutting the northern boundary.
171. From a design perspective, the new development with a pedestrian entry abutting and the hit and miss bricks and upper level activation and passive surveillance towards the laneway is vastly improved from existing conditions and will contribute to a higher quality lane and increased perceptions of safety.

172. In regard to sunlight access within the public realm, the proposed development will cause increased shadow impacts. The proposed development will create shadow on the southern side of Argyle Street and to Gore Street. With regard to the proposed DDO36, the development would meet the overshadowing and daylight access requirements, as follows:
- (a) the opposite Gore Street footpath, as measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September, is not affected; and
 - (b) does not impact properties fronting Argyle Street, south side, from the first floor upwards between 10am and 2pm at 22 September.
173. Notwithstanding the above, the increased setback to the upper levels fronting Gore Street as previously recommended would also assist in reducing the shadowing further.
174. Lastly, Objective 5.1.4 of the UDGV requires new buildings within activity centres to minimise adverse wind effects. The application was accompanied by a desktop wind assessment prepared by MEL Consultants, who provided the following summary of findings:
- (a) 'We have assessed the likely environmental wind conditions in the streetscapes surrounding the proposed development at 371-385 Gore Street and 195-197 Argyle Street, Fitzroy, detailed in drawings by Woods Bagot dated 19 October, 2021.
 - (b) It has been assessed that the wind conditions in the surrounding streetscapes would be expected to satisfy the walking comfort criterion and the pedestrian safety criterion. The wind conditions outside the main entrance doors would be expected to satisfy the standing criterion.
 - (c) The wind conditions on the private terraces, considering landscaping up to 1.5m high near the corners of the building, have been assessed as satisfying the walking criterion.
 - (d) The wind conditions on the single aspect private balconies would be expected to satisfy the sitting criterion on the east face and the standing criterion on all other faces. The private balconies that are located on the corners of the building, i.e. open to two aspects, would be expected to satisfy the walking criterion.'
175. Council's Wind Consultant reviewed the proposal on 19 January 2022 and generally agreed with the predictions and conclusions made except for one aspect as follows:
- (a) MEL Consultants should assess the wind conditions at the communal open area on the ground floor.
176. In response MEL Consultants then provided an updated wind report dated 1 February 2022 which included an additional finding that the ground floor communal open space would be expected to satisfy the standing criterion, with more shielded areas satisfying sitting criterion.
177. However, the wind conditions are still not fully supported, as it is considered that the private balconies should meet sitting levels, rather than walking.
178. Wind impacts on a rooftop communal space were considered recently by the Tribunal in *SMA No. 17 Pty Ltd v Yarra CC [2020] VCAT 1364*. In that case, the Tribunal found:
- 'The key concerns relating to the wind impacts are in respect of the rooftop communal open space area. The evidence is that walking criterion is an acceptable outcome for this area. The Council does not agree, arguing that sitting criterion should be achieved.*
- The rooftop space is an important area and will make a notable contribution to residents' amenity given its size, proportions, landscaping, opportunity for views and solar access. It will provide an attractive option for occupants and their visitors as an alternative to the individual balconies.*

According to the evidence, it is possible to create areas within the rooftop communal open space that achieve the sitting criteria, with reference being made to the use of vegetation and screens. We consider that an acceptable outcome would be achieved by ensuring that the designated sitting area (comprising a table and seating) is designed to meet the sitting criterion in order for occupants to experience comfortable conditions while in this part of the rooftop open space. This outcome would be conducive to the intended use and provide an acceptable level of amenity to encourage residents to occupy this area.

179. The above case directly discusses wind impacts to communal areas and demonstrates that the communal areas should be afforded greater wind comfort. Furthermore, it is considered that private areas are worthy of the same, if not greater, protection to allow for acceptable amenity. Conditions will require this to be provided.

Site Coverage

180. The level of site coverage proposed is consistent with surrounding built form and is supported.

Landscape architecture

181. Whilst landscaping is not a typical feature of higher density development in Fitzroy, the proposal includes a good degree of visible landscaping throughout.
182. Council's Open Space Unit reviewed the submitted landscaping plan prepared by Acre Studios dated 01 November 2021 and indicated that additional information is required in relation to plant schedules, planning plans, balcony planters, irrigation, maintenance and load bearing which can all be addressed via condition.
183. In regard to street trees, there are three plane trees on Gore Street that will need to be protected.
184. To ensure the protection of these trees during construction, Council's Streetscapes and Natural Values Unit also require a bond of \$50,000 to be provided. This is considered a typical requirement and will form a condition. The Unit has also requested tree protection hoarding be installed on each tree in accordance with AS4970 Protection of trees on development sites.
185. The application will be able to accommodate two new street trees to Argyle Street. The exact details of the proposed new street trees will need to be approved by the Council Open Space team in due course and this can be addressed via condition.
186. The proposed new garden beds to both Gore and Argyle streets are shown on the landscape plans but are not supported by the Open Space or internal Urban Design unit.
187. This can also be facilitated via conditions.

Off-site amenity impacts

188. The relevant policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy) of the Scheme. The decision guidelines at Clause 22.05-6 specify that Council should consider (as appropriate):
- (a) *The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.*

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

Visual bulk and overlooking

190. The primary potential visual bulk impacts are to the dwellings to the north, that being 198 and 200 Kerr Street, which both having rear POS fronting the subject site, and 369 Gore Street on the other side of the lane.



Figure: Ground floor plan with stars added to clearly show the residential properties north of the proposal..

Source: Woods Bagot

191. It is considered that the design response responds well to these sensitive interfaces. Reviewing each interface in turn:
- (a) To 198 Kerr Street, which is the only residential site which abuts the subject site, the interface with the POS area is with the communal open space with built form set back 14.08 metres .
 - (b) To 200 Kerr Street the built form is set back 2.7 metres from the boundary and then also includes the buffer of the laneway to protect against visual bulk impacts. The upper levels are then set back a further 3 metres (5.7 metres in total) and a further 2 metres for the top most level (7.7 metres total) from this site to further mitigate any visual bulk impacts.
 - (c) To 389 Gore Street the proposal is set back the width of the laneway (2910mm) away from this sensitive site which is orientated in an east-west direction with only two small habitable windows fronting the laneway. The upper levels are set back 3 metres from the laneway before increasing to 5 metres for the topmost level to ensure no unreasonable impacts to 389 Gore Street.
192. In regards to overlooking, though not strictly applicable in this instance, the proposal, subject to conditions, will comply with the overlooking objective of Clause 55 (Standard B22) to the windows facing north, which specifies that new development should be designed to avoid direct views into habitable room windows and SPOS of dwellings within a radius of 9 metres and 45 degree arc

193. All the north facing windows within 9 metres facing the three sensitive dwellings to the north show screening but additional details will be assured via condition to ensure compliance with the overlooking provision. However, the west facing upper level podium windows closest to the northern boundary does not show screening and may overlook 198 Kerr Street and as such a condition requiring an overlooking diagram to demonstrate compliance and / or screening to this window will be required. All other remaining terraces, balconies and windows only overlook commercial properties or are outside of the requirements of overlooking.
194. It is also noted that internal overlooking concerns were raised by Officers prior to notice and this issue is addressed by obscuring glass windows to the east and west windows facing each other as shown on the elevations.

Overshadowing and daylight to existing windows

195. In relation to overshadowing, the Scheme requires impacts to be assessed at the September Equinox. Due to the only nearby sensitive sites being north of the proposal, there are no unreasonable shadow impacts.
196. It is considered that the separation distances provided by Gore Street, and the laneway would adequately address matters of daylight to the north and east.

Noise

197. The applicant submitted an acoustic report to address noise impacts from the proposal on surrounding residential properties, as well as the residences within the development.
198. Council's acoustic consultants reviewed potential noise sources from the development, namely the car stackers, carpark door and car lift as well as the mechanical plant, providing the following recommendations:
- (a) *Confirmation be provided that the apartment west wall will not be connected to the wall of 193 Argyle Street. If it is, further investigations should be carried out to ensure that there will not be any structureborne noise impacts from the use.*
 - (b) *A recommended maximum noise level at a reference distance be specified in the report to ensure that the carpark gate and any other carpark equipment (if installed) does not exceed sleep disturbance criteria at the dwellings at 192 Argyle Street, and complies with the Noise Protocol*
 - (c) *Confirmation be provided that all walls surrounding the proposed ground floor communal outdoor area are masonry or of a construction with an Rw rating of at least 25 dB and are at least 3 m above ground level on the development side.*
199. Council's acoustic consultants also found that the potential impacts from nearby commercial sites and traffic noise would not unreasonably impact future residents of the proposal.
200. In regard to item (c) listed above, the wall is masonry on the plans and therefore the matter is addressed. Items (a) and (b) will be required to be addressed through an amended acoustic report.

Fumes and air emissions, light spillage

201. The proposed is not considered to result in unreasonable air emissions nor fumes. The use of the land for dwellings does not require a planning permit and as such it is considered that light spill from the building would be limited due to the nature of the use and of an acceptable nature.

Equitable development

202. To ensure the fair, orderly, economic and sustainable development of land in accordance with the objective of the Act, matters of equitable development should be considered.
203. As specified in Clause 2.8 of DDO36 upper levels of a development are to provide a 3 metre setback for non-habitable room windows and 4.5 metres for habitable room windows and balconies. This is to be taken from the centreline of a ROW, where a ROW separates two properties. In this respect the northern separation is generally consistent with this requirement with a 4500mm setback to 194 Kerr Street, a 14080mm setback to 198 Kerr Street and a 4455mm setback to 200 Kerr and 389 Gore Street, as measured from the middle of the laneway.
204. In regard to the equitable development to the other common boundary to the west this is more complex given the design response including terraces and lightwells to the boundary. The lightwells to this boundary are supported and it would be a reasonable expectation that corresponding lightwells would be provided in response if 193 Argyle was to ever be residentially developed. The 4500mm terrace setback to the upper levels despite being to the boundary is again considered supportable. Though the terraces are to boundary they each have dual aspect in the event that the 193 Argyle site is developed in a manner that directly impacts them. Moreover, the prospect of a boundary response being against the terraces is low given that the 193 Argyle Street site is recommended to have 11.2 metre street wall and the same upper level setbacks as the subject site. Hence the most likely outcome would be a boundary form below the terraces or even corresponding terraces at the same height. Equally, it is not considered that any site's development potential is unreasonably affected by the prospect of having to set back to prevent unreasonable shadow impacts to these terraces.

On-site amenity impacts, including Clause 58

205. Clause 58 comprises design objectives and standards to guide the assessment of new residential development. Given the site's location within a built-up inner-city mixed-use area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test. As supplementary guidance, the UDGv and ADGv are also of relevance.
206. The applicant provided apartment types and an assessment table as part of the application to assist in the assessment of the application against the standards of Clause 58.

Standard D1 Urban context objective

207. This is addressed within the Built form, urban design and heritage section of this report. The standard and objective are met.

Standard D2 Residential policy objectives

208. This is addressed within the Policy and strategic support section of this report. The standard and objective are met.

Standard D3 Dwelling diversity

209. This objective seeks to encourage a range of dwelling sizes and types in developments of ten or more dwellings. The proposal provides 49 apartments including 26 x two bedroom and 23 x three-bedroom apartments. The standard and objective are met.

Standard D4 - Infrastructure

210. 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 and objective are met.

Standard D5 Integration with the street

211. The development improves the integration with the street and activation to both Argyle and Gore streets as well as enhancing the laneway through hit and miss bricks at ground level and upper level outlook. The three crossovers currently on-site are being reduced to one and will be reinstated as footpaths, with high amenity pedestrian entries are provided to both Gore and Argyle streets.

Standard D6 Energy efficiency

212. Redevelopment of the site located in an existing built-up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces residents and visitors from relying on private vehicles.
213. 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.
214. Council's ESD Advisor reviewed the submitted SMP and the development plans, commenting that the proposal did not meet the ESD standards. Specifically, there were some deficiencies identified and a number of outstanding information that had not been provided to substantiate a number of items referenced within the SMP. These are replicated below:

Application ESD Deficiencies:

- (a) *For glazed areas on the east, north and south façade that aren't protected by balcony overhangs, additional external shading should be provided (either fixed awnings, fins or operable blinds).*
- (b) *The waste management approach should be revised to include food organics (given they make up to 40% of general waste) with each apartment provided with a kitchen caddy and private collection organised and detailed within the WMP.*

Outstanding Information:

- (c) *While operable windows are evident throughout, some of the breeze paths indicated on the BADS assessment show non-compliant distances (i.e. apt 2B.10, 3B.04, 3B.06, 3B.10 and PH.03). In addition to BESS report claiming 100% of apartments are naturally ventilated.*
- (d) *Revise breeze paths to align with BESS requirements, provide a table summary of apartments, and amend achievement in BESS accordingly (i.e. 60% [if still compliant after changes]).*
- (e) *Any room can achieve daylight with a higher level of internal reflectance. Amend daylight modelling with more realistic internal finishes (i.e. <80%).*
- (f) *Clarify VOC approach for all internal sealants, adhesives, and carpets, and formaldehyde limits for any engineered wood products.*
- (g) *Clarify % reduction in GHG emissions as a result of building design, services and rooftop solar PV to support credit claim.*
- (h) *Clarify % reduction in peak energy demand to support credit claim.*
- (i) *Clarify heating and cooling system/s for the development.*
- (j) *Clarify landscape irrigation system.*
- (k) *Confirm post-development flows do not exceed pre-development levels.*
- (l) *Clarify design of raingarden (i.e. a cross-section), noting that a 1 m² raingarden may not be large enough to managed run-off from 646 m² during a storm event.*

- (m) *Clarify whether a similar approach will be extended to concrete, reducing Portland cement with SCMs (20-30%) is becoming industry standard and is critical in reducing the embodied carbon impacts of development.*
- (n) *Confirm that pipes, cabling, flooring will do not contain PVC or meet best practice guidelines for PVC.*
- (o) *Confirm a site specific WMP will be developed with a target recycling rate of 80% of construction and demolition waste for the construction phase of the development to minimise the volume of waste to landfill.*
- (p) *Provide cross-sections of each planting area that supports trees to highlight soil depth/volumes in line with the updates BADS (table D2-D4).*
- (q) *Provide a statement as to how the design has responded to, and minimises urban heat impacts.*
- (r) *While the SMP indicates that the storage cages are supported by the City of Yarra's innovation fact sheet, no reference was found. Please clarify innovation here or remove credit.*
- (s) *Clarify that head contractor will be ISO 14001 accredited.*
- (t) *Confirm that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.*

215. The above would not require substantial design changes to be addressed and as such conditions will be included to address the above areas of deficiency and require the outstanding information to be provided. Items (g) and (k) will be required to be shown on an updated landscape plan.

216. Standard D6 requires dwellings located in Climate Zone 21 (Melbourne) to not exceed the NaTHERS annual cooling load of 30mj/m². The applicant's SMP provided cooling loads for 5 apartments identifying that no apartments exceeded an annual cooling load of 30mj/m². Council's ESD Advisor raised no concern with cooling loads proposed.

Standard D7 Communal open space

217. This Standard applies to developments which propose forty (40) or more dwellings. 122.5sqm of communal open spaces is required by the standard. The proposal provides 233sqm of communal space including 94sqm communal meeting / reading space, 25sqm of outdoor space for entertainment and recreation purpose and 114sqm outdoor landscaped open space. This meets the requirement.
218. In terms of location, the proposed communal space is adequately orientated to the north to best make use of northern light and is set back from the northern boundary and thus allows sufficient natural daylight access.

Standard D8 Solar access to communal open space

219. The communal open space is located to face north and will therefore maximise solar access. Furthermore, the separation provided the laneway and the limited development potential to the properties to the north will ensure more than 50% of the communal open space would receive adequate daylight any time of year.

Standard D9 Safety

220. Both the proposed communal residential entrances would be visible from both Gore and Argyle streets and not obscured or isolated from the streets, with the Gore Street entry sheltered in a landscaped undercroft and the Argyle Street entry marked by the dropping of the podium on Argyle. Both entries are of high quality and highly visible from the public realm and from many vantage points within the development and cleverly connect internally to optimise pedestrian connection and visibility.

Standard D10 Landscaping

221. The site has an area of 1874sqm, which requires 187.4sqm (10% of the site) to be treated as deep soil area. The proposal includes 144sqm of deep soil planting, which is considered to meet the objective of this provision for the following reasons:
- The proposal is a vast improvement on the current site conditions.
 - A raingarden will be incorporated in the deep soil area to improve on-site storm waste infiltration.
 - Planter boxes are installed around the perimeter of the development.
 - The area is not characterised by high volumes of landscaping.
 - The proposed green area is high quality and safe space for residents to enjoy.

Standard D11 Access

222. Vehicle access is maintained via a crossover to Argyle Street. Access for service, emergency and delivery vehicles is available and the Standard is met. The proposal results in the removal of two crossovers consistent with this standard's objectives.

Standard D12 Parking location

223. The proposal includes basement car parking accessed via the abovementioned crossover, with access to apartments being via lifts/stairs. The parking provided is conveniently located and the standard and objective is met. The entry is sufficiently separated from habitable rooms to Argyle Street.

Standard D13 Integrated water and stormwater management

224. According to the SMP, the application proposes the installation of 24,000L rainwater collection tank which would be connected to the toilets for flushing and landscape irrigation. The water tank is proposed to be located within the Basement 02 and is shown to be located below the car park.
225. The STORM report provided achieves a score of 110%, which is in line with the policy direction under Clause 22.16 - Stormwater Management (Water Sensitive Urban Design). Council's ESD Advisor raised no concern with the proposed stormwater management proposed and it is considered the requirements of clause 52.18 - Stormwater Management in Urban Development are met.
226. The proposal complies with the objective and the standard.

Standard D14 Building setbacks

227. As outlined within the built form review of this assessment, the height and setbacks of the building, when amended to include the recommended condition to increase the Gore Street setback, is considered to achieve an acceptable design response to the character of the surrounding area.

In terms of internal overlooking, it is acknowledged that the ADGV identifies that the building setbacks should design for privacy to achieve the following:

- (a) The proposal complies with the objective and the standard.
- (b) Limiting lengths of facades that direct views towards the adjoining habitable rooms and private open spaces by shaping, staggering or realigning facades.
- (c) Using sill and balustrade heights and depths to limit direct views downwards.

- (d) Using pergola and shading devices to screen views to dwellings and private open spaces on lower levels.

228. This has been addressed in this report with obscure glazing being utilised to prevent interval east and west views to lower apartments. It is noted that additional screening details will be required for north and west facing windows as discussed above.

Standard D15 Internal views

229. This standard seeks that windows and balconies 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.

230. The obscure glazing for east and west facing windows prevents potential internal overlooking.

Standard D16 Noise impacts

231. The noise impacts are adequately addressed above with some modest additional requirements necessary via condition.

Standard D17 Accessibility

232. To ensure the design of dwellings caters for people with limited mobility, the Standard requires 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.*

233. The proposal includes 38 apartments that meet this standard, which is well above the 50% requirement.

Standard D18 Building entry and circulation

234. As previously discussed under safety, the building entrances are considered safe and satisfactory. The main building entrance to Gore Street is provided with shelter and this is a positive attribute of the design. The two entries are highly visible from the public realm and internal vantage points and also meet within the development to ensure pedestrian connectiveness and access through the site for residents

The pedestrian entries are of a high-quality in accordance with standard as already been addressed above.

Standard D19 Private Open Space

235. The private open space to each dwelling is in the form of balconies off living areas. Only one variation is sought to the PH.01 apartment which does not meet the 2.4 metre width requirement. However, the condition to increase the topmost upper setback to Gore Street will allow for a terrace width of 2.4 metres in accordance with this standard. Subject to this condition all POS achieves the objectives of this provision.

Standard D20 Storage

236. The storage exceeds the requirements of the standard is fully supported.

Standard D21 Common property

237. The common property areas within the development are generally clearly delineated and would not create areas which are difficult to maintain into the future. The lobby and vehicle access areas are well conceived.

Standard D22 Site services

238. Services are very well designed with no services direct to any street to maximises activation to the street. All locations are easily accessible and maintained including the mailboxes which are located just near the Gore Street entry.

Standard D23 Waste and recycling

239. The applicant submitted a Waste Management Plan (WMP) prepared by Leigh Design and dated 28 October 2021, Council's City Works Unit reviewed the WMP and advised that it was satisfactory.
240. As previously identified, Council's ESD Advisor required the following to be addressed:

- (a) *The waste management approach should be revised to include food organics (given they make up to 40% of general waste) with each apartment provided with a kitchen caddy and private collection organised and detailed within the WMP.*

As this would have an impact on the WMP, a condition will require the WMP to be amended to also address this requirement. Furthermore, a condition can ensure that the provisions, recommendation and requirements of the endorsed WMP be implemented and complied with.

Standard D24 External walls and materials

241. The materials utilised are of a good quality and respond well to the surrounding character as has been discussed above.

Standard D25 Functional layout

242. Dimensions of the habitable rooms are provided on the plans, demonstrating that the proposal fully complies with this Standard.

Standard D26 Room depth

243. The proposal meets all the requirements of this standard except for three apartments (type 2B.11) on Level 04-02 which have an open plan living / dining / kitchen area with a total depth 10645mm. However, the area is not single aspect with three aspects, including to the north, west and east which is considered to meet the objectives of this provision.

Standard D27 Windows

244. All habitable rooms within the proposed development contain a window within an external wall to the building. There are instances where a habitable room faces out onto a balcony which is covered above. In each instance, they face out onto a street which means that sufficient daylight will reach the room beyond.

Standard D27 Natural ventilation

245. The standard requires that at least 40 percent of dwellings should be provided with effective crossover ventilation that has a maximum breeze path through the dwelling of 18m and a minimum breeze path of 5m.
246. A total of 34 dwellings (or 70%) meet the cross-ventilation requirements, well in excess of this standard.

Car parking and traffic

247. The proposal provides well in excess (37 spaces) of the rate of car parking required.
248. Council's Engineering unit noted that due to the good access to public transport nearby it is desirable that surplus parking be minimised as much as possible but as this is not a permit trigger this cannot be enforced.

Traffic

249. For the car parking spaces accommodated on-site, Council's Engineering Unit reviewed the trip generation rates provided by Traffic Group. The likely trip generation is outlined below:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	AM Peak Hour	PM Peak Hour
Residential (49 Dwellings)	0.3 trips per dwelling in each peak hour	Not provided	15 trips	15 trips

250. Council's Engineering Unit confirmed that the Traffic Group has adopted a traffic generation rate of 0.3 trips per dwelling, which would take into account any dwellings that may have surplus parking. We are satisfied with this trip generation rate.
251. Council's Engineering Unit confirmed that the traffic generated by the development is not unduly high and should not adversely impact the traffic operation of Argyle Street or any of the surrounding roads.

Access and layout

252. Clause 52.06-9 (Design standards for car parking) of the Scheme relates to the design of car parking areas and contains 7 standards and requirements relating to access way, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping.
253. These details have been reviewed by Council's Engineering Unit who are satisfied with the layout of the car parking area, but included the following comment / clarification:
- (a) *The proposed kerb extension and on-street parking arrangement on the north side of Argyle Street will impact on vehicle entry and exit movements from the development proposal at 223-229 Johnston Street, Fitzroy (current application). Traffix Group is also the traffic engineering consultant for 223-229 Johnston Street. It is suggested that the applicant for the subject site considers the vehicle turning movements into and out of 223-229 Johnston Street and factor this into their design. The kerb extension and on-street parking may need to be deleted.*
254. The applicant is aware of this potential issue and for this reason, if a permit is to issue for both proposals, then they will be required via condition to prepare integrated public works plans to the satisfaction of Council to ensure any such issue can be resolved.
255. Several engineering conditions in regard to civil works, road asset protection, and construction management, impacts of assets on the proposed development and modification to car parking signage have been recommended. These conditions are considered standard and will be included as conditions.
256. It is also noted that the Clause 2.11 vehicle and pedestrian entry requirements of the DDO36 are all met including to provide car parking to the basement and to be accessed from side streets.
257. The proposed design meets this criterion, concealing the parking within the basement levels and with access to be provided from an upgraded crossover away from Gore Street.
258. Overall, the proposed design and configuration of access and car parking areas are considered to achieve a satisfactory outcome.

Loading and unloading

259. With regard to the proposed dwelling use, it is not considered that an on-site loading bay is required. It is anticipated that loading associated with moving in/out will be infrequent and could be undertaken by smaller trucks/vans that can utilise the nearest public on-street car spaces or even spare spaces within the basement.
260. A condition will require deliveries and waste collections to be undertaken in accordance with the times prescribed by Council's Local Law.

Bicycle facilities and strategic transport

Bicycle parking and facilities

261. The proposal provides a total of 61 bicycle spaces (50 resident and 11 visitor) that can be accessed directly.
262. The number of bicycle spaces for residents exceeds the stator rate outlined in Clause 52.34 and the rate outlined within Category 6 of the Built Environment Sustainability Scorecard (BESS)
263. Council's Strategic Transport Unit reviewed the layout of bicycle parking advising that the dimensions of the bicycle spaces and the layout meets the requirements of AS2890.3. Furthermore, the development satisfies the requirement for at least 20% of resident spaces to be horizontal at-grade, with all spaces provided within two-tier bicycle racks. The proposed provision of resident bicycle parking is satisfactory.
264. In respect of visitor spaces, six visitor bicycle spaces are provided at a new kerb outstand on Argyle Street and five visitor spaces are located internally, adjacent to the vehicle entry at Argyle Street.
265. The Strategic Transport unit provided the following recommendations:
1. Five visitor spaces adjacent to the vehicle entrance relocated to the Gore Street footpath and provided as 3 horizontal bicycle hoops. Visitor spaces must be positioned in accordance with Council's Standard Bicycle Hoop detail or to the satisfaction of the relevant 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.
266. These can be accommodated via condition.

Environmental Audit Overlay

267. The Environmental Audit Overlay (EAO) applies to the subject site. As noted in Architype Australia Pty Ltd v Yarra CC (includes Summary) (Red Dot) [2010] VCAT 497 (31 March 2010) the requirements of the EAO apply independently and do not trigger a planning permit. Therefore the requirements of the EAO do not form permit conditions but would form a note to ensure the permit holder is aware of their obligations under the provision.

Objector concerns

268. 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) Design (height, scale, bulk, character);

The above built form considerations are discussed within paragraphs 134 to 157.

(b) Heritage impacts

Heritage impacts are discussed within paragraphs 141 to 153.

(c) *Not consistent with provisions of the Design and Development Overlay Schedule 36*
DDO36 is discussed within paragraphs 142 to 162.

(d) *Relationship and impact on nearby sites including heritage sites such as 416 Gore Street and 165 Rose Street*

These sites are substantial distances from the subject application and not considered to be adversely impacted by the development.

(e) *Out of keeping with 6 storey redevelopments – anything beyond this is unacceptable*

The development is generally consistent with the strategic direction of the planning scheme and the objectives of the DDO36 subject to a condition to increase the top most level setback to Gore Street as discussed at paragraphs 130 to 139 and 142 to 162.

(f) *Amenity (off-site, on-site, overlooking, overshadowing, loss of light, reflectivity);*

Off and on-site amenity is discussed in detail at paragraphs 188 to 246

(g) *Ensuring protection / retention of Plane trees on Gore Street*

This issue is discussed at paragraphs 183 to 187

(h) *Traffic and car parking*

This issue is discussed at paragraphs 247 to 266.

(i) *Loss of views*

Loss of views is not a planning consideration.

(j) *Reduction in rental / property prices*

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 City Council Planning Scheme

(k) *Noise from balconies and plant equipment*

Noise issues have been addressed at paragraphs 197 to 200

(l) *Construction impacts including carbon impacts*

Construction techniques, impacts and effects are not a consideration under the *Planning & Environment Act 1987* or Yarra Planning Scheme. A condition will require the submission and endorsement of a Construction Management Plan which would address these issues through Council's Construction Management team.

Other matters

269. It is noted that the proposed removal of the easements is supported as the only beneficiaries are the owners of the subject site and their removal will allow for the redevelopment of the site.

270. Finally, it is also noted that the applicant has opted in to committing to the 'Homes for Homes' housing contribution. This is a donation that goes towards addressing the housing crisis and can be assured via condition.

Conclusion

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

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

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit for Demolition of all existing buildings on site and construction of an multi-storey (plus two basement levels) building containing dwellings; removal of easements (two carriageway easements extending along the rear boundary of 197 Argyle St) at 371-385 Gore Street, 195 Argyle Street and 197 Argyle, Fitzroy generally in accordance with the plans noted previously as the 'decision plans' and 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 Woods Bagot, dated 03.12.21, but modified to show:

Layout

- (a) Five visitor spaces adjacent to the vehicle entrance relocated to the Gore Street footpath and provided as 3 horizontal bicycle hoops. Visitor spaces must be positioned in accordance with Council's Standard Bicycle Hoop detail or to the satisfaction of the relevant authority.
- (b) Electrical infrastructure to ensure car parking areas are 'electric vehicle ready', including:
 - (i) 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.
 - (ii) A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.

Built Form

- (c) The upper level terrace setback to Gore Street increased to 6 metres for Level 07.
- (d) Detailed diagrams demonstrating compliance with Clause 55.04-6 Overlooking (Standard B22) from the northernmost upper level windows into secluded private open space areas and habitable room windows within 9 metres. Any additional screening measures used to achieve compliance are to be shown.
- (e) Detailed diagrams demonstrating compliance with Clause 55.04-6 Overlooking (Standard B22) from the northernmost west-facing upper level windows into secluded private open space areas and habitable room windows within 9 metres. Any additional screening measures used to achieve compliance are to be shown.
- (f) An updated 3D model of the development and its surrounds in conformity with the Department of Environment, Water, Land and Planning Infrastructure Advisory Note – 3D Digital Modelling.

Reports and Plans

- (g) Any changes required by the amended Sustainable Management Plan at Condition 5;
- (h) Any changes required by the amended Acoustic Report at Condition 7;
- (i) Any changes required by the amended Landscape Plan at Condition 11;
- (j) Any changes required by the amended Wind Report at Condition 15; and

(k) Any changes required by the amended Waste Management Plan at Condition 17

2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
3. In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:
 - (a) elevations at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical mid and upper level facade details;
 - (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
 - (c) information about how the façade will be maintained, including any vegetation; and
 - (d) a sample schedule and coloured drawings outlining colours, materials and finishes including:
 - (i) Glazing materials used on all external walls must be of a type that does not reflect more than 20% of visible light, when measured at an angle of 90 degrees to the glass surface.
4. As part of the ongoing consultant team, Woods Bagot 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.

Sustainable Management Plan

5. Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by ADP Consulting and dated 27 October 2021, but modified to include or show
 - (a) For glazed areas on the east, north and south façade that aren't protected by balcony overhangs, additional external shading should be provided (either fixed awnings, fins or operable blinds).
 - (b) The waste management approach should be revised to include food organics (given they make up to 40% of general waste) with each apartment provided with a kitchen caddy and private collection organised and detailed within the WMP.
 - (c) While operable windows are evident throughout, some of the breeze paths indicated on the BADS assessment show non-compliant distances (i.e. apt 2B.10, 3B.04, 3B.06, 3B.10 and PH.03). In addition to BESS report claiming 100% of apartments are naturally ventilated.
 - (d) Revise breeze paths to align with BESS requirements, provide a table summary of apartments, and amend achievement in BESS accordingly (i.e. 60% [if still compliant after changes]).
 - (e) Any room can achieve daylight with a higher level of internal reflectance. Amend daylight modelling with more realistic internal finishes (i.e. <80%).
 - (f) Clarify VOC approach for all internal sealants, adhesives, and carpets, and formaldehyde limits for any engineered wood products.

- (g) Clarify % reduction in GHG emissions as a result of building design, services and rooftop solar PV to support credit claim.
- (h) Clarify % reduction in peak energy demand to support credit claim.
- (i) Clarify heating and cooling system/s for the development.
- (j) Clarify landscape irrigation system.
- (k) Confirm post-development flows do not exceed pre-development levels.
- (l) Clarify design of raingarden (i.e. a cross-section), noting that a 1 m² raingarden may not be large enough to managed run-off from 646 m² during a storm event.
- (m) Clarify whether a similar approach will be extended to concrete, reducing Portland cement with SCMs (20-30%) is becoming industry standard and is critical in reducing the embodied carbon impacts of development.
- (n) Confirm that pipes, cabling, flooring will do not contain PVC or meet best practice guidelines for PVC.
- (o) Confirm a site specific WMP will be developed with a target recycling rate of 80% of construction and demolition waste for the construction phase of the development to minimise the volume of waste to landfill.
- (p) Provide cross-sections of each planting area that supports trees to highlight soil depth/volumes in line with the updates BADS (table D2-D4).
- (q) Provide a statement as to how the design has responded to, and minimises urban heat impacts.
- (r) While the SMP indicates that the storage cages are supported by the City of Yarra's innovation fact sheet, no reference was found. Please clarify innovation here or remove credit.
- (s) Clarify that head contractor will be ISO 14001 accredited.

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

Acoustic Report

7. Before the use and/or development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Acoustic Logic and dated 3 August 2021, but modified to include or show:
- (a) Confirmation be provided that the apartment west wall will not be connected to the wall of 193 Argyle Street. If it is, further investigations should be carried out to ensure that there will not be any structureborne noise impacts from the use.
 - (b) A recommended maximum noise level at a reference distance be specified in the report to ensure that the carpark gate and any other carpark equipment (if installed) does not exceed sleep disturbance criteria at the dwellings at 192 Argyle Street, and complies with the Noise Protocol
8. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.
9. Following completion of the development, and prior to its occupation and commencement of use, a post development Acoustic Report to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The post development Acoustic Report must be prepared by a suitably qualified acoustic engineer and must review all mechanical plant associated with the proposal for compliance with the endorsed Acoustic Report. When approved, the post development Acoustic Report will be endorsed and will then form part of this permit.

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

Landscape Plan

11. Concurrent with the submission of plans under Condition 1, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Acre Studios and dated 01 November 2021, but modified to include or show:
- (a) Provide plant schedules with the following information – the proposed plant species (botanical and common name), installation size, width x height at maturity, and plant numbers. Generally this information has been provided. The 'level 4' plant schedule is missing from page 21. Some of the proposed plants will require frequent maintenance to keep them to the 'mature' size shown in the plant schedule (e.g. *Russelia equisetiformis*). The following plant species are listed on the 'Advisory list of environmental weeds in Victoria' and alternatives should be found – *Plectranthus ciliatus*, *Achillea millefolium* 'Mondpagode', *Verbena bonariensis*. The plant list does include a number of native plants which assists in fostering local fauna and biodiversity.
 - (b) Planting plans have been provided, though the codes shown on the plans don't always correspond to the codes and colours in the plant schedule, this needs to be corrected. A legend containing key features, materials and surfaces is missing from the landscape plans so it is difficult to read what kind of surface is being proposed for the ground floor 'deep soil' zone. Also on the ground floor the Argyle St entrance shows trees located in the ramp pavement, which seems to be an error;
 - (c) A detail is provided for balcony planters – showing dimensions, drainage, lining, materials and growing media. Further information on soil depths and volumes proposed for trees is necessary to ensure volumes of growing media are adequate for the tree species proposed.
 - (d) Provide information on proposed irrigation- reference is made in relation to the inclusion of irrigation.
 - (e) Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be outlined.
 - (f) Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be outlined.
 - (g) Load bearing weights for the building structure need to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass being proposed.
12. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:
- (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
 - (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
 - (c) replacing any dead, diseased, dying or damaged plants, to the satisfaction of the Responsible Authority.

Wind

13. Before the use and/or development commences, an amended Wind Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment will be endorsed and will form part of this permit. The amended Wind Assessment must be generally in accordance with the Wind Assessment prepared by MEL Consultants and dated February 2022, but modified to include or show:
 - (a) Assess the proposal as amended pursuant to Condition 1.
 - (b) Demonstrate sitting criterion is achieved for all dwelling balconies / terraces.
14. The provisions, recommendations and requirements of the endorsed Wind Tunnel Study must be implemented and complied with to the satisfaction of the Responsible Authority.

Waste

15. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design and dated 28 October June 2021, but modified to include or show:
 - (a) Assess the proposal as amended pursuant to Condition 1.
 - (b) Revise approach to include food organics (given they make up to 40% of general waste) and management for food organics and collection including each apartment provided with a kitchen caddy.
16. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
17. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.
18. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.
19. 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.

Design and Detail Plan

20. Within six (6) months of the development commencing, detailed engineering and landscaping plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority and at the full cost of the owner showing the following:
 - (a) the location of all existing infrastructure on footpath like drainage pits, electricity poles, street signs, parking metre, parking numbers, outstands, trees etc. If any of this infrastructure is proposed to be relocated show the proposed new locations.
 - (b) the location of existing power poles/lights to ensure the location and number of new street trees.

Streetscape Improvement Plan

21. Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Streetscape Improvement plan for the development to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority, including, but not limited to, the following streetscape improvements:
- (a) Landscaping, seating and bike hoops.
 - (b) All pavements reinstated as asphalt footpaths with bluestone kerb and channels to match existing for the full length of the site as *per City of Yarra's Infrastructure – Road Materials Policy*.
 - (c) All paving must be compliant with Australian Standards for slip resistance and DDA.
 - (d) Details of any re-located street infrastructure.
 - (e) Details of pedestrian kerb crossing.
 - (f) Details of the materiality of outstands including permeable surface finishes, drainage and tree protection measures.
 - (g) The spacing and geometry of outstands needs to be revised to provide continuous canopy coverage and maximise the efficiency of outstands and parking.
 - (h) Before the development is commenced, or by such later date as approved in writing by the Responsible Authority, the owner is to amend levels to ensure the longitudinal grade of the Gore St footpath is gradual from Argyle St to the laneway (along the northern boundary).
 - (i) Internal finished floor levels (FFL) must be aligned to the proposed DDA compliant footpath levels at the interface with the property boundary.
22. Before the building is occupied, all works (including landscaping) to the public realm as shown in the plans approved under conditions 20 and 21, must be fully constructed and completed:
- (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority

Trees

23. Before the development commences, the permit holder must provide an Asset Protection Bond of \$50,000 (ex GST) for the trees in Gore Street adjacent the frontage of the development to the Responsible Authority. The security bond:
- (a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;
 - (b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and
 - (c) in accordance with the requirements of this permit; or
 - (d) otherwise to the satisfaction of the Responsible Authority.
24. Before the development commences, the permit holder must make a one off contribution of \$3,078 to the Responsible Authority to be used for new street tree plantings that are required as a result of the development.

Car Parking

25. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
- (a) constructed and available for use in accordance with the endorsed plans;
 - (b) formed to such levels and drained so that they can be used in accordance with the
 - (c) endorsed plans;
 - (d) treated with an all-weather seal or some other durable surface; and line-marked or provided with some adequate means of showing the car parking spaces; 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, external lighting capable of illuminating the pedestrian, bicycle and vehicular entrances provided within the property boundary. Lighting must be:
- (a) located;
 - (b) directed;
 - (c) shielded; and
 - (d) of limited intensity,
- to the satisfaction of the Responsible Authority.

General

27. The amenity of the area must not be detrimentally affected by the development, including through:
- (a) the transport of materials, goods or commodities to or from land;
 - (b) the appearance of any buildings, works or materials;
 - (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot,
 - (d) ash, dust, waste water, waste products, grit or oil, or
 - (e) the presence of vermin.
28. 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.
29. All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.
30. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.
31. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
32. 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.
33. The 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).

Road Infrastructure

34. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossing must be constructed:
 - (a) in accordance with any requirements or conditions imposed by Council;
 - (b) Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
 - (c) at the permit holder's cost; and
 - (d) to the satisfaction of the Responsible Authority.
35. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all building works and connections for underground utility services, the footpaths along the property's street frontages must be reconstructed (including kerb and channel):
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
36. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath and kerb and channel to all street frontages must be reconstructed:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
37. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated, including the reconstruction of the footpaths along both the Gore Street and Argyle frontages:
 - (a) in accordance with Council's Road Materials Policy;
 - (b) at the permit holder's cost; and
 - (c) to the satisfaction of the Responsible Authority.
38. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development (including trenching and excavation for utility service connections) must be reinstated:
 - (a) at the permit holder's cost;
 - (b) to the satisfaction of the Responsible Authority.
39. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.
40. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing / the existing kerb extension along the property's street frontages 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.
41. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:
 - (a) at the permit holder's cost;
 - (b) to the satisfaction of the Responsible Authority.

42. 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.
43. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the proposed bench seating on the Gore Street frontage is to be installed:
- (a) at the permit holder's cost;
 - (b) to the satisfaction of the Responsible Authority.

Development Infrastructure Levy

44. 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.

Community Infrastructure Levy

45. Prior to the issue of a building permit, the Community 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 Community Infrastructure Levy within a time specified in the agreement.

Construction Management Plan

46. 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) Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.
In preparing the Noise and Vibration Management Plan, consideration must be given to:
 - (i) using lower noise work practice and equipment;
 - (ii) the suitability of the land for the use of an electric crane;
 - (iii) silencing all mechanical plant by the best practical means using current technology;
 - (iv) fitting pneumatic tools with an effective silencer;
 - (v) other relevant considerations; and
- (q) any site-specific requirements.

During the construction:

- (r) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
 - (s) 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;
 - (t) vehicle borne material must not accumulate on the roads abutting the land;
 - (u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
 - (v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.
47. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
48. 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.

Homes for Homes

49. The developer must enter into a written agreement with “Home for Homes”, with a copy to be provided to the Responsible Authority confirming that a contribution of 0.1% of the sale price of every residential property will be contributed to “Home for Homes” at the time of settlement. Contribution to be used for social and affordable housing in the City of Yarra.

Expiry

50. 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

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

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

The proposed kerb extension and on-street parking arrangement on the north side of Argyle Street may impact on vehicle entry and exit movements from the development proposal at 223-229 Johnston Street, Fitzroy (PLN21/0670). Traffic Group is also the traffic engineering consultant for 223-229 Johnston Street. It is suggested that the applicant for the subject site considers the vehicle turning movements into and out of 223-229 Johnston Street and factor this into their design. The kerb extension and on-street parking may need to be deleted.

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

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

All future residents within the development approved under this permit will not be permitted to obtain resident parking permits.

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

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

An overland flow flood risk assessment should be undertaken by the applicant to determine if property entry points will be impacted by flooding due to severe (1 in 100) storm events. This area has a history of localised flooding.

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

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

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

Any on-street parking reinstated 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.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.

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.

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.

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 PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans
- 2 PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments
- 3 PLN21/0807 - 371-385, 195 and 197 Argyle Street, Fitzroy - site map

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



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	Sheet Number	Sheet Name	Revision
TP	1000	Cover Sheet	B
TP	1101	Site Plan	Easting
TP	1201	Demolition	B
TP	2002	Demolition	Demolition Elevations
TP	1102	Site Plan	Precipend
TP	2202	General Arrangement Plans	Basement G2
TP	2208-1	General Arrangement Plans	Basement G1
TP	2209	General Arrangement Plans	Ground
TP	2201	General Arrangement Plans	Level 01
TP	2202	General Arrangement Plans	Level 02
TP	2203	General Arrangement Plans	Level 03
TP	2204	General Arrangement Plans	Level 04
TP	2205	General Arrangement Plans	Level 05
TP	2206	General Arrangement Plans	Level 06
TP	2207	General Arrangement Plans	Level 07
TP	2208	General Arrangement Plans	Roof
TP	3001	Building Elevations	East Elevation (Gore Street) and South Elevation (Angelo Street)
TP	3002	Building Elevations	Rear Elevation and West Elevation
TP	3003	Building Elevations	Internal West Elevation and Internal East Elevation
TP	3004	Building Sections	Section 01 - GZ 00
TP	3401	Building Sections	Boundary Interfaces - Sheet 01
TP	3402	Building Sections	Boundary Interfaces - Sheet 02
TP	4100	Building Interface	Gore Street Interface
TP	4201	Building Interface	Gore Street Interface
TP	4202	Building Interface	Angelo Street Interface
TP	4203	Building Interface	Angelo Street Interface
TP	4204	Detail Arrangement Plans	Apartment Summary
TP	4201-1	Detail Arrangement Plans	2 Bed Apartments - Sheet 01
TP	4202-2	Detail Arrangement Plans	2 Bed Apartments - Sheet 02
TP	4203-3	Detail Arrangement Plans	2 Bed Apartments - Sheet 03
TP	4204-4	Detail Arrangement Plans	2 Bed Apartments - Sheet 04
TP	4205-5	Detail Arrangement Plans	2 Bed Apartments - Sheet 05
TP	4206-6	Detail Arrangement Plans	2 Bed Apartments - Sheet 06
TP	4207-7	Detail Arrangement Plans	3 Bed Apartments - Sheet 07
TP	4208-8	Detail Arrangement Plans	3 Bed Apartments - Sheet 08
TP	4209-9	Detail Arrangement Plans	3 Bed Apartments - Sheet 09
TP	4210-10	Detail Arrangement Plans	3 Bed Apartments - Sheet 10
TP	4211-11	Detail Arrangement Plans	3 Bed Apartments - Sheet 11
TP	4212-12	Detail Arrangement Plans	Perforated Apartments - Sheet 01
TP	4213-13	Detail Arrangement Plans	Perforated Apartments - Sheet 02
TP	4214-14	Detail Arrangement Plans	Perforated Apartments - Sheet 03
TP	5000	Shade Studies	Overall - 22 September
TP	5001	Shade Studies	Overall - 22 September
TP	5002	Shade Studies	Angelo Street - 22 September
TP	6000	Schedule	

Project

371-385 Gore Street, Fitzroy
195 Arygle Street, Fitzroy
197 Argyle Street, Fitzroy

Client

piccolo

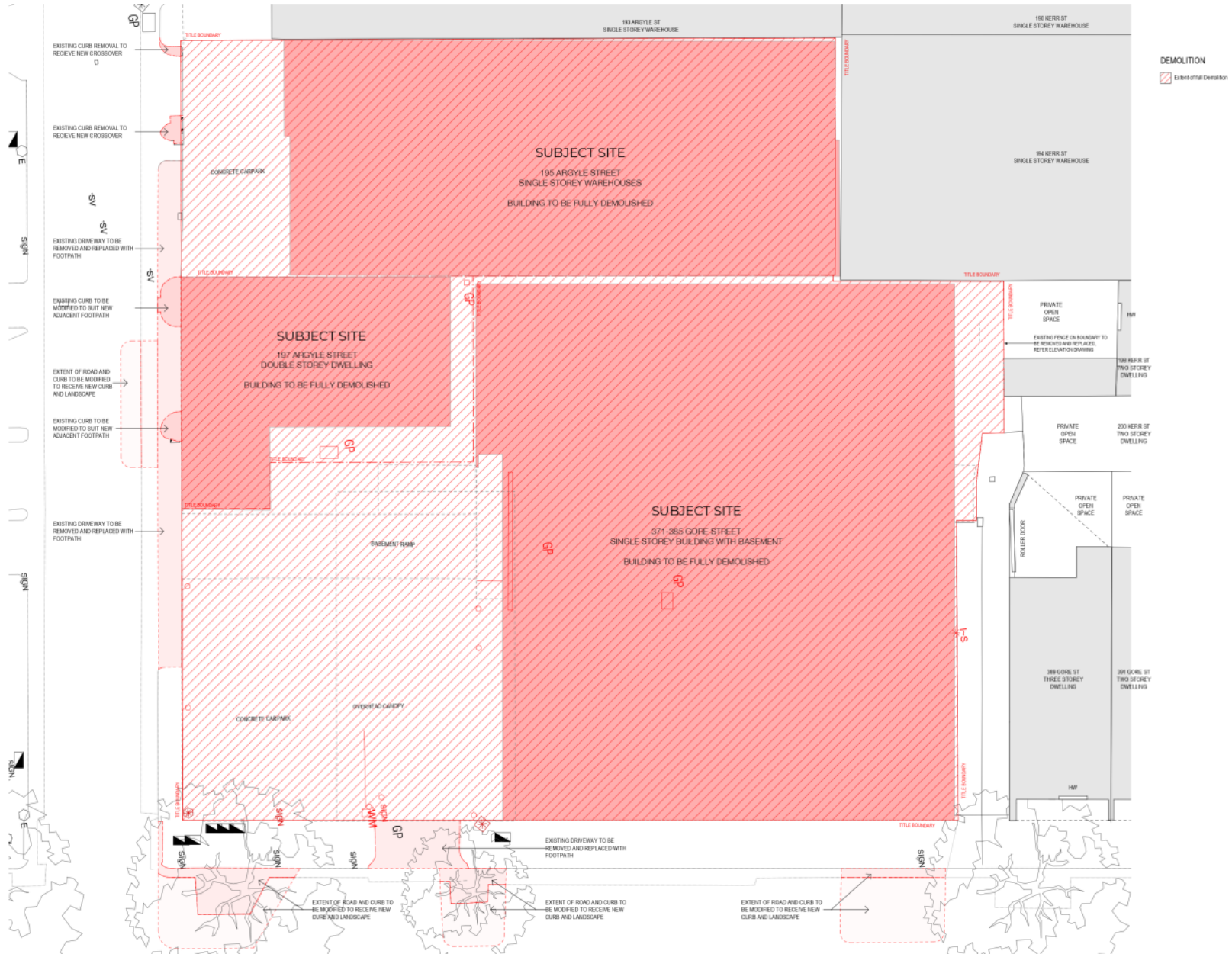
Project number

130865

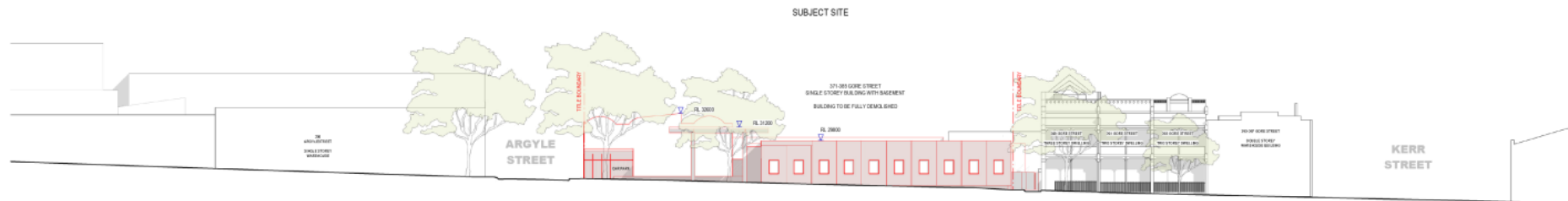
Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



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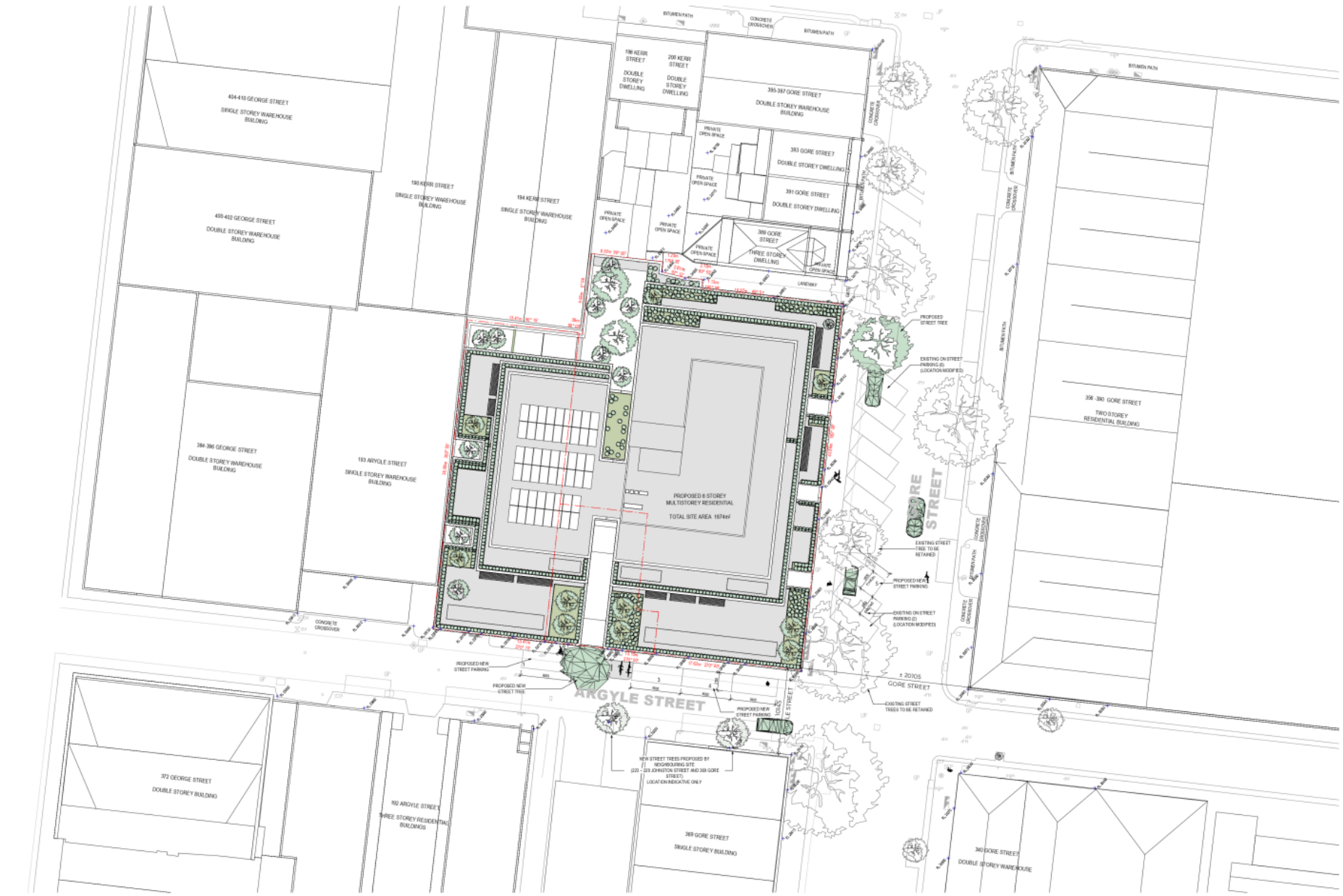


1 East (Gore Street) Demolition Elevation



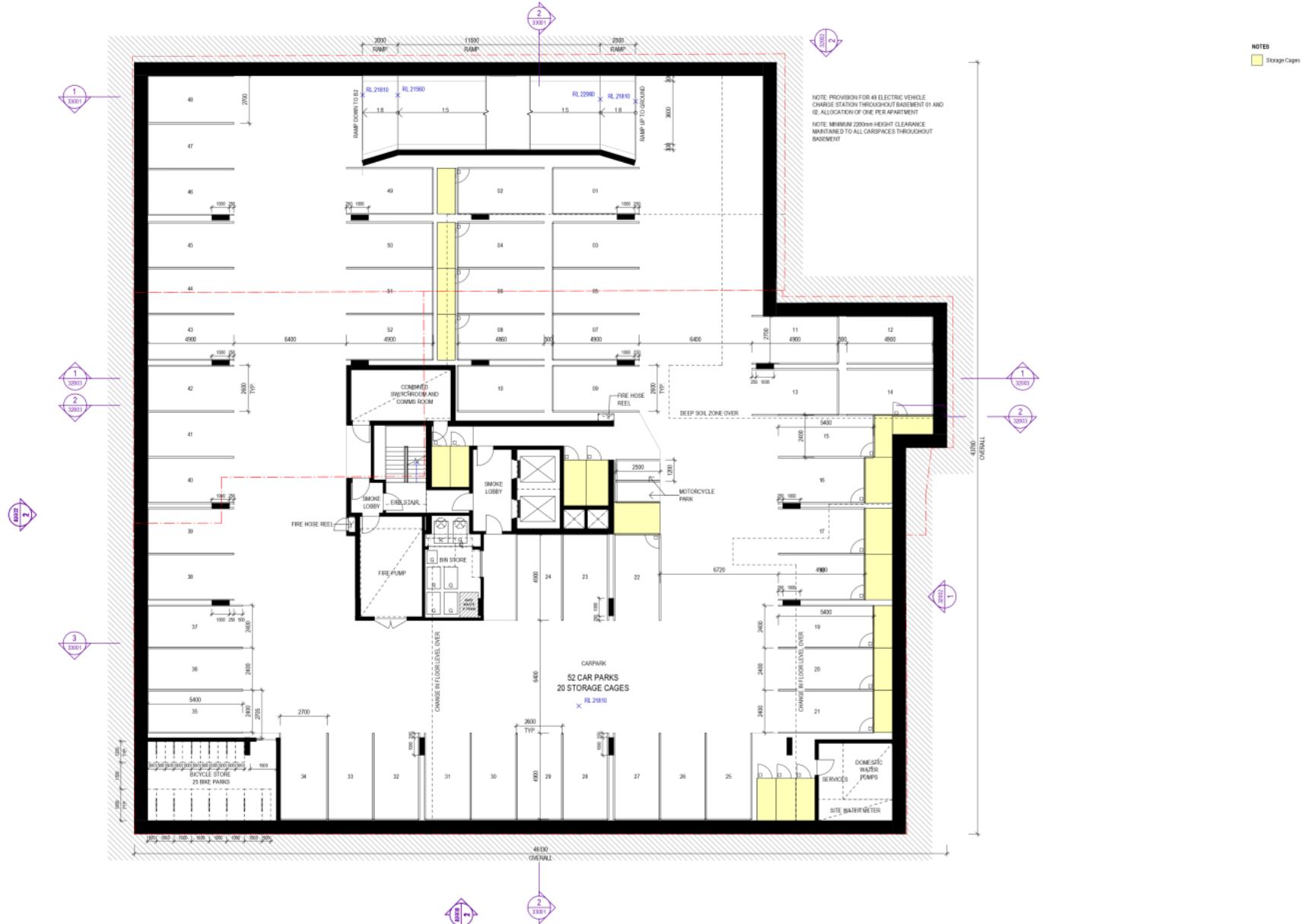
2 South (Argyle Street) Demolition Elevation

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Sheet title
General Arrangement Plan
Level 03
Agenda Page 75

Description	Date	Project number	Scale	Sheet size	© Woods Bagot
Town Planning - RP1 Town Planning	31/01/21 19/02/21	130865	1 : 100	A1	
		Sheet number	Revision	Date	
		TP22003	B	3/12/21	

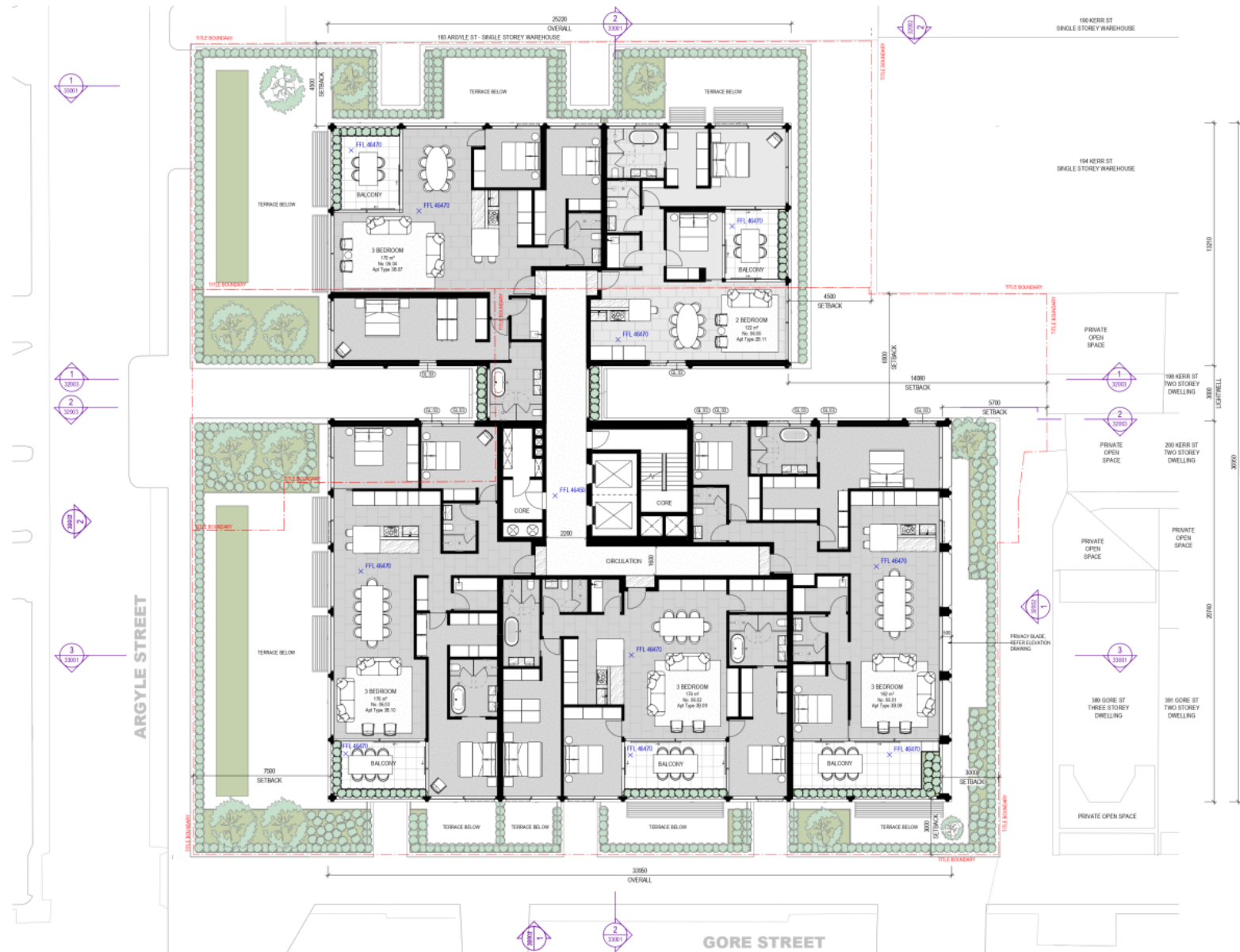
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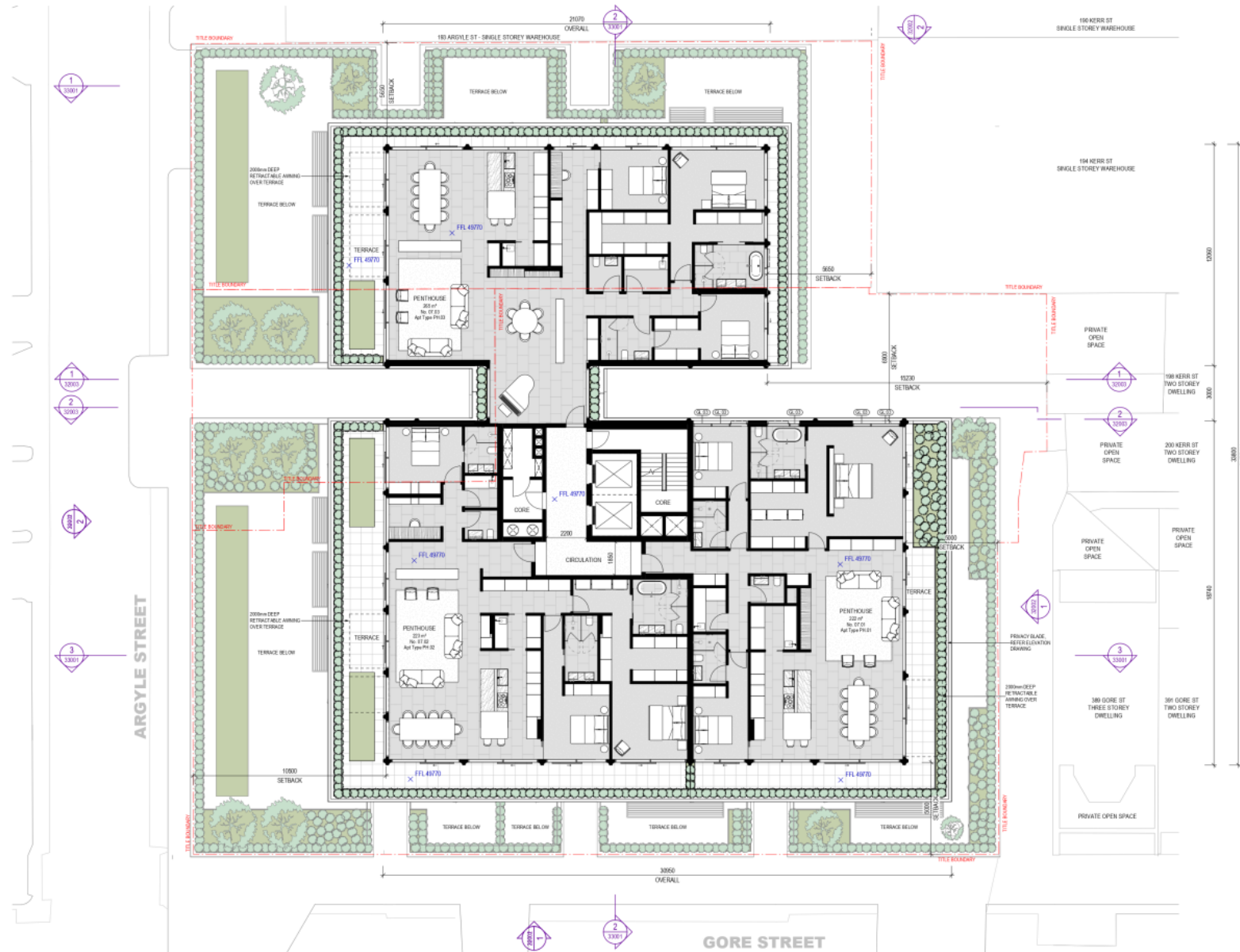
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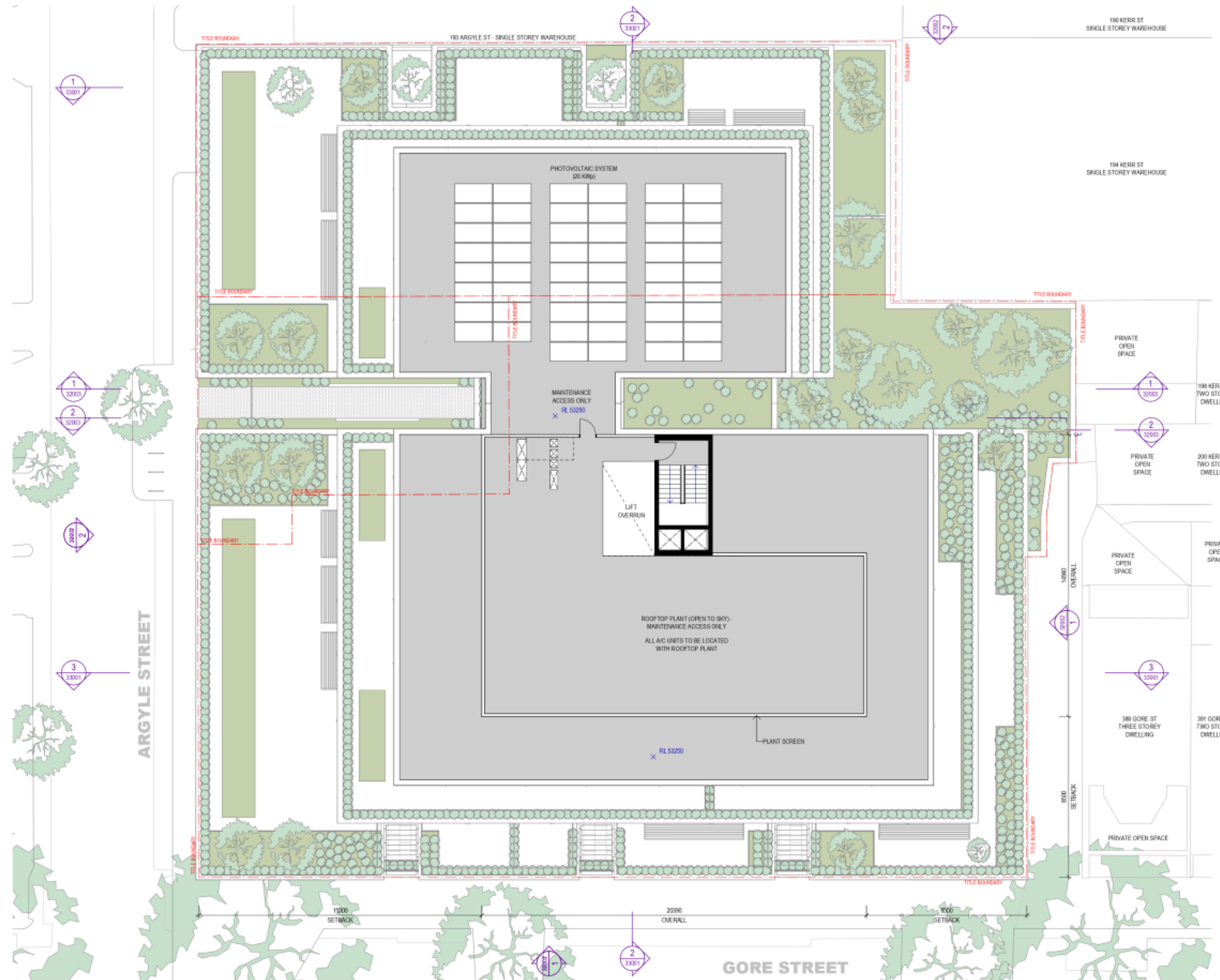
Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



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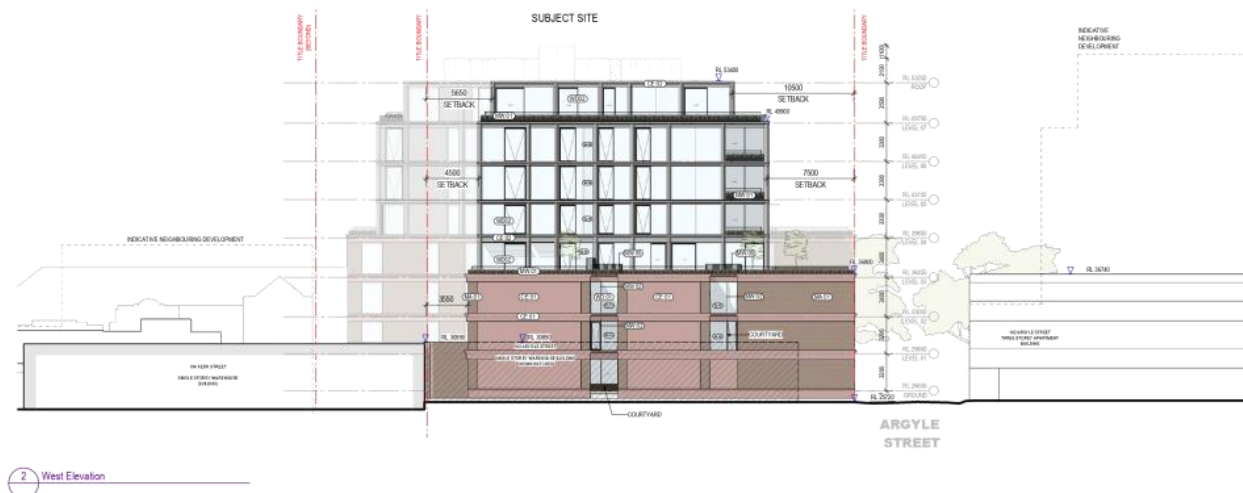


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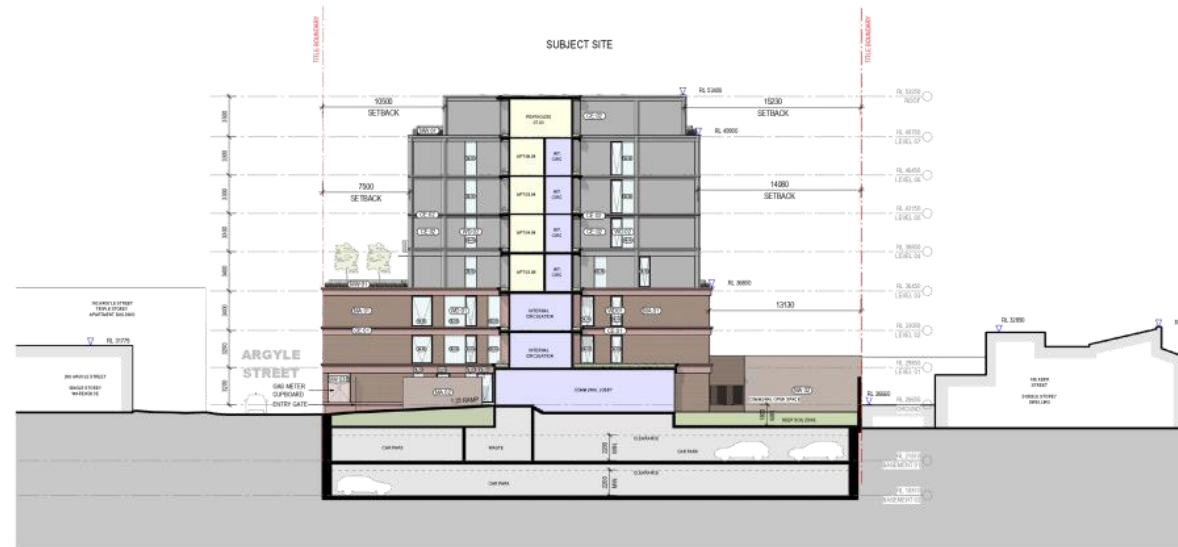
Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans





- | MATERIAL LEGEND | |
|---|--|
| WDS WINDOW TYPE #1 | <ul style="list-style-type: none"> Glazed Double-paneled unit - clear Frame: Select powdered finish - Bronze tone |
| WDS WINDOW TYPE #2 | <ul style="list-style-type: none"> Glazed Double-paneled unit - clear Frame: Select powdered finish - Dark gray tone |
| WDS SCREENING LAYER (SL) #01 | <ul style="list-style-type: none"> Clearance layer - applied in window glazing Material: 25% visibility |
| WDS SCREENING LAYER (SL) #02 | <ul style="list-style-type: none"> Clearance layer - applied in window glazing Material: 25% visibility |
| WDS #1 MASONRY | Select finish brick - Long shape brick |
| WDS #2 MASONRY | <ul style="list-style-type: none"> Select finish brick - Long shape brick Min. profile: Max. 25% Variability |
| CE#1 PRECAST CONCRETE | Red oxide of iron concrete |
| CE#2 PRECAST CONCRETE | Light gold off-white concrete |
| WW-#1 PLASTER BOB & BALLUSTRAE | Select powdered finish - Bronze tone |
| WW-#2 PRIVACY BLADE | Select powdered finish - Bronze tone |
| WW-#3A METAL CLADDING | <ul style="list-style-type: none"> Select powdered finish - Bronze tone Vertical exposure |
| WW-#3B METAL CLADDING - PERFORATED | <ul style="list-style-type: none"> Select powdered finish - Bronze tone Vertical exposure with perforations |
| WW-#4 ENTIRE GATE | Select powdered finish - Bronze tone |
| WW-#5 PRIVACY RAIL | <ul style="list-style-type: none"> Profile metal with minimum 25% visibility Vertical exposure with minimum 25% visibility |
| WW-#6 PLASTER BOB & BALLUSTRAE | Select powdered finish - Dark gray tone |
| WW-#7 METAL CLADDING | <ul style="list-style-type: none"> Select powdered finish - Dark gray tone Vertical exposure |
| WW-#8 FREED CONCRETE | <ul style="list-style-type: none"> Select powdered finish - Dark gray tone Barbed Shocks, Open to Sky |
| WW-#9 PRIVACY BLADE | Select powdered finish - Mid gray tone |
| WW-#10 FREED CONCRETE | <ul style="list-style-type: none"> Select powdered finish - Bronze tone Barbed Shocks |

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Internal West Elevation

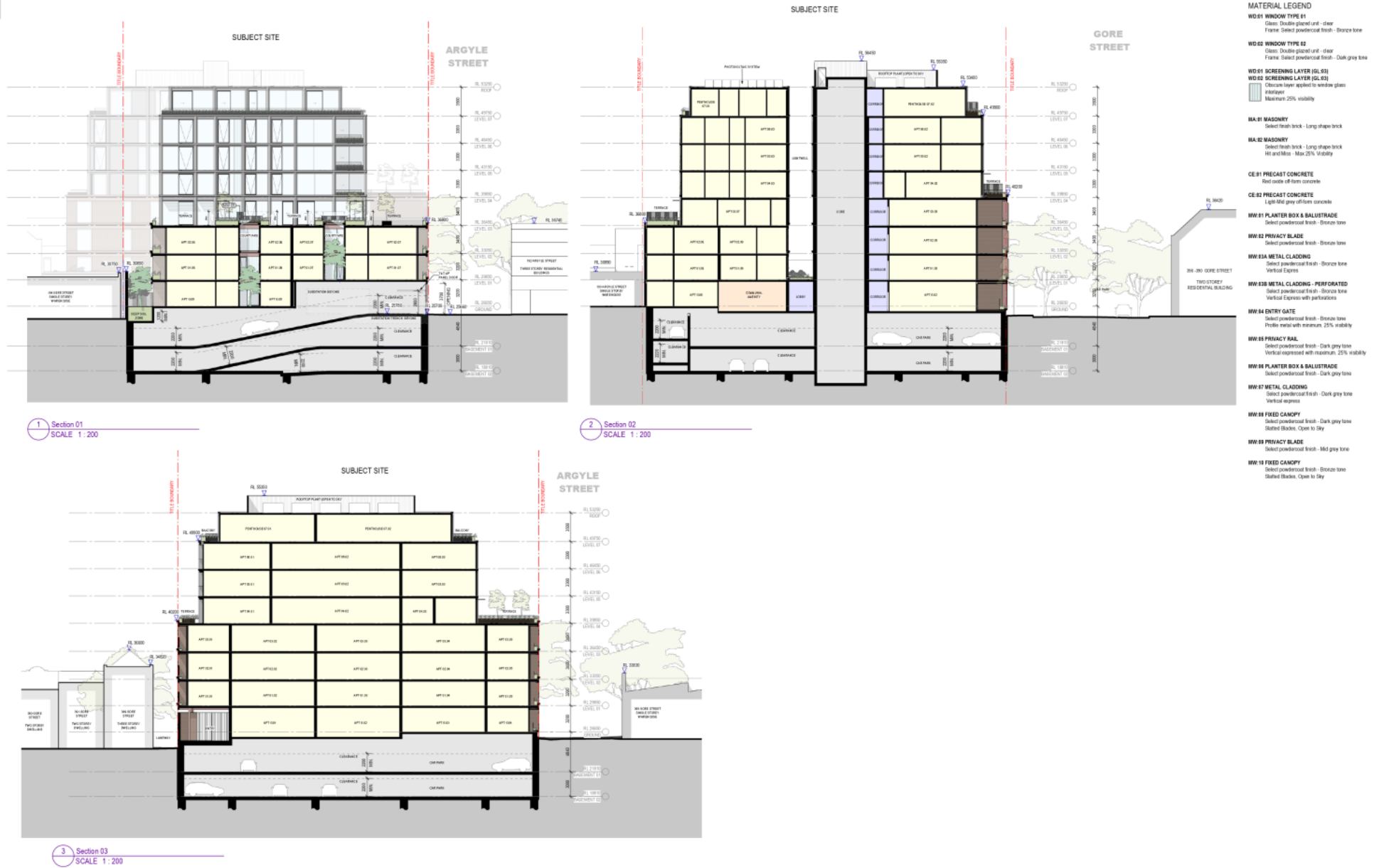


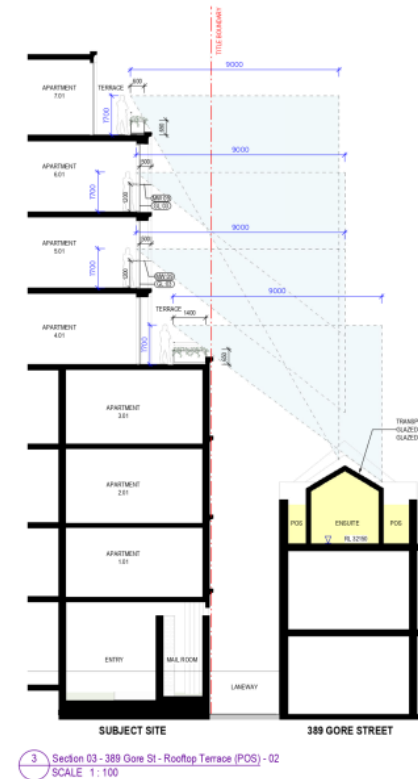
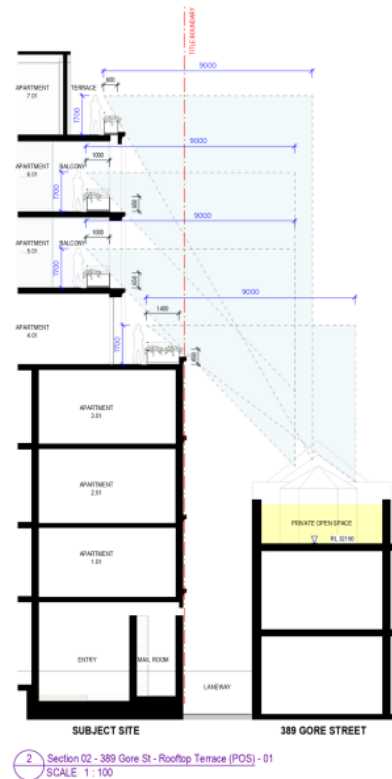
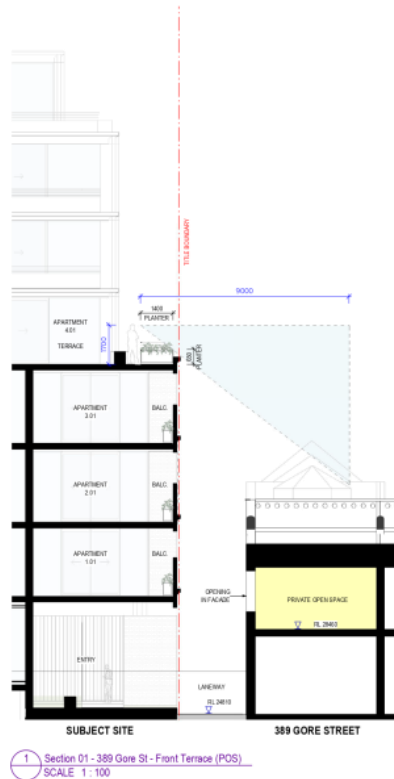
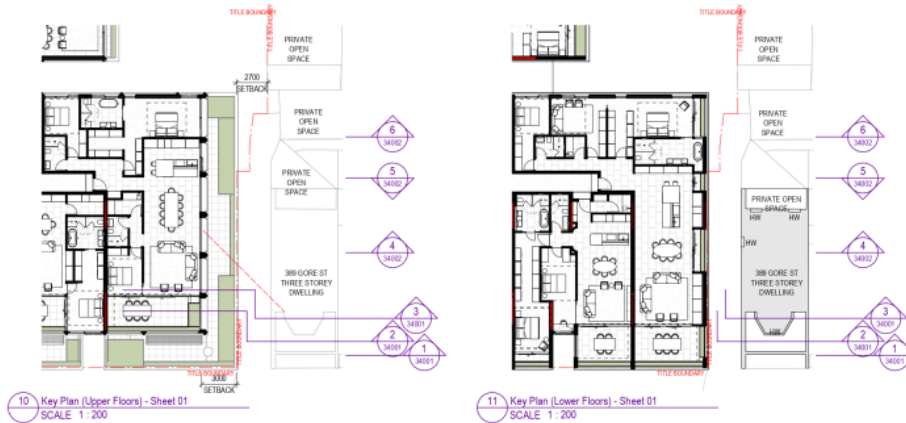
2 Internal West Elevation

MATERIAL LEGEND

WD-01 WINDOW TYPE 01	Class: Double glazed unit - clear Frame: Select powdercoat finish - Bronze tone
WD-02 WINDOW TYPE 02	Class: Double glazed unit - clear Frame: Select powdercoat finish - Dark grey tone
WD-01 SCREENING LAYER (SL-01)	Class: Clear layer applied to window glass
WD-02 SCREENING LAYER (SL-02)	Class: Clear layer applied to window glass
BA-01 MASONRY	Select finish brick - Long shape brick
BA-02 MASONRY	Select finish brick - Long shape brick Ht and Max - Max 25% Visibility
CE-01 PRECAST CONCRETE	Select cast-in-place concrete
CE-02 PRECAST CONCRETE	Light Mid grey off-form concrete
HW-01 PLANTER BOX & BALUSTRADE	Select powdercoat finish - Bronze tone
HW-02 PRIVACY BLADE	Select powdercoat finish - Bronze tone
HW-03A METAL CLADDING	Select powdercoat finish - Bronze tone Vertical Express
HW-03B METAL CLADDING - PERFORATED	Select powdercoat finish - Bronze tone Vertical Express with perforations
HW-04 ENTRY GATE	Select powdercoat finish - Bronze tone Profile metal with maximum 25% visibility
HW-05 PRIVACY RAIL	Select powdercoat finish - Dark grey tone Vertical expressed with maximum 25% visibility
HW-06 PLANTER BOX & BALUSTRADE	Select powdercoat finish - Dark grey tone
HW-07 METAL CLADDING	Select powdercoat finish - Dark grey tone Vertical express
HW-08 FIXED CANOPY	Select powdercoat finish - Dark grey tone Slatted Blades, Open to Sky
HW-09 PRIVACY BLADE	Select powdercoat finish - Mid grey tone Slatted Blades, Open to Sky
HW-10 FIXED CANOPY	Select powdercoat finish - Bronze tone Slatted Blades, Open to Sky

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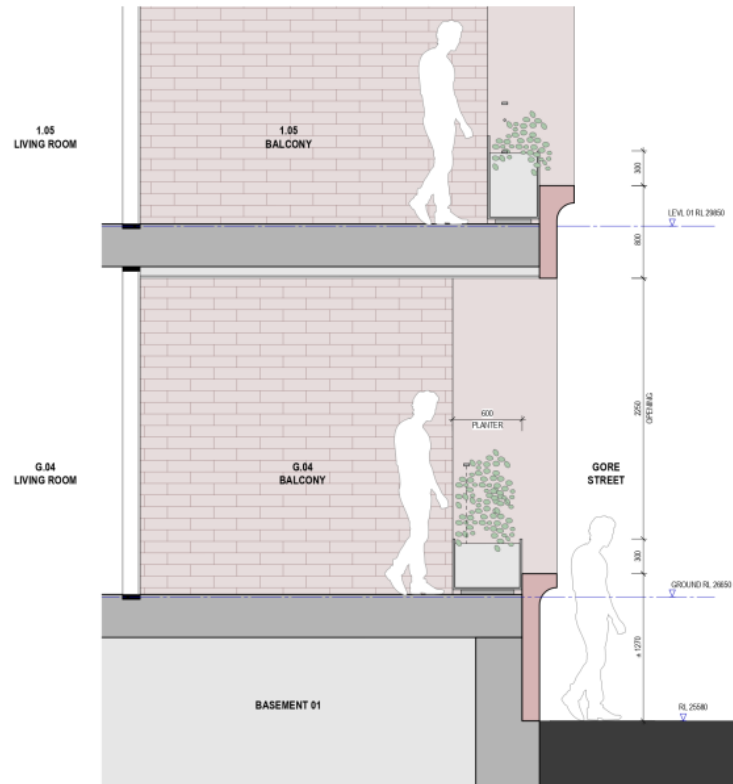




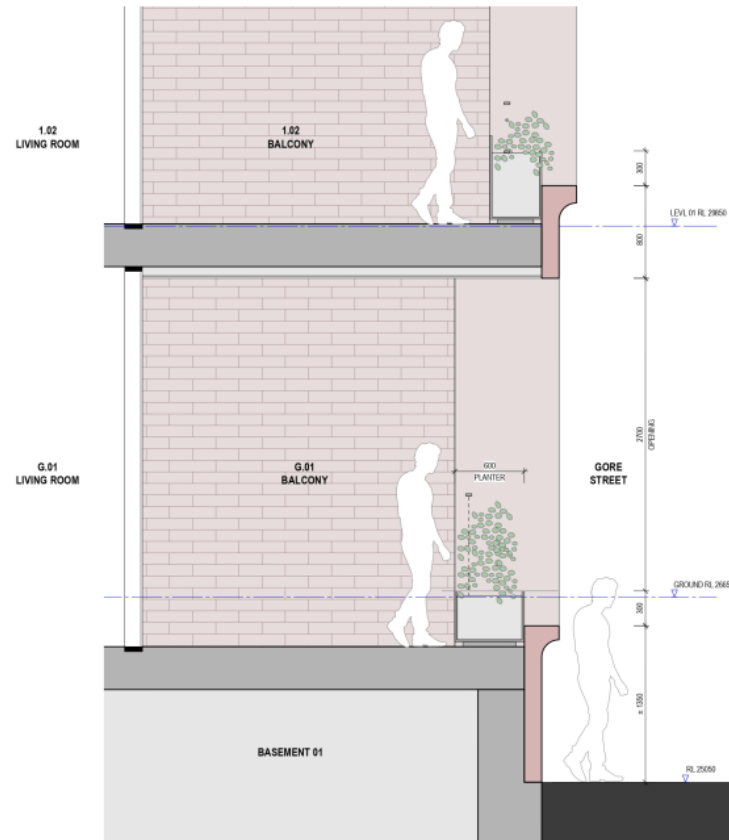
- ## MATERIAL LEGEND
- WD-01 WINDOW TYPE 01**
Glass Double glazed and - silver
Frame: Select powdercoat finish - Bronze tone
- WD-02 WINDOW TYPE 02**
Glass Double glazed and - silver
Frame: Select powdercoat finish - Dark grey tone
- WD-03 SCREENING LAYER GLASS**
WD-04 SCREENING LAYER GLASS
Options have been applied to window glass
reflector
Maximum 25% visibility
- M-01 MASONRY**
Select finish brick - Long shape brick
- M-02 MASONRY**
Select finish brick - Long shape brick
Mid and Mid - Max 25% visibility
- CE-01 PRECAST CONCRETE**
Real cast off form concrete
- CE-02 PRECAST CONCRETE**
Light Mold off form concrete
- WP-01 PLANTER BOX & BALUSTRADE**
Select powdercoat finish - Bronze tone
- WP-02 PRIVACY BLADE**
Select powdercoat finish - Bronze tone
- WP-03A METAL CLADDING**
Select powdercoat finish - Bronze tone
Vertical Cspine
- WP-03B METAL CLADDING - PERFORATED**
Select powdercoat finish - Bronze tone
Vertical Cspine with perforations
- WP-04 ENTRY GATE**
Select powdercoat finish - Bronze tone
Polished metal with minimum 25% visibility
- WP-05 FINANCIAL RAIL**
Select powdercoat finish - Dark grey tone
Vertical Cspine with maximum 25% visibility
- WP-06 PLANTER BOX & BALUSTRADE**
Select powdercoat finish - Dark grey tone
- WP-07 METAL CLADDING**
Select powdercoat finish - Dark grey tone
Vertical Cspine
- WP-08 FIXED CANOPY**
Select powdercoat finish - Dark grey tone
Stained Slates, Open to Sky
- WP-09 PRIVACY BLADE**
Select powdercoat finish - Mid grey tone
- WP-10 FIXED CANOPY**
Select powdercoat finish - Bronze tone



Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans

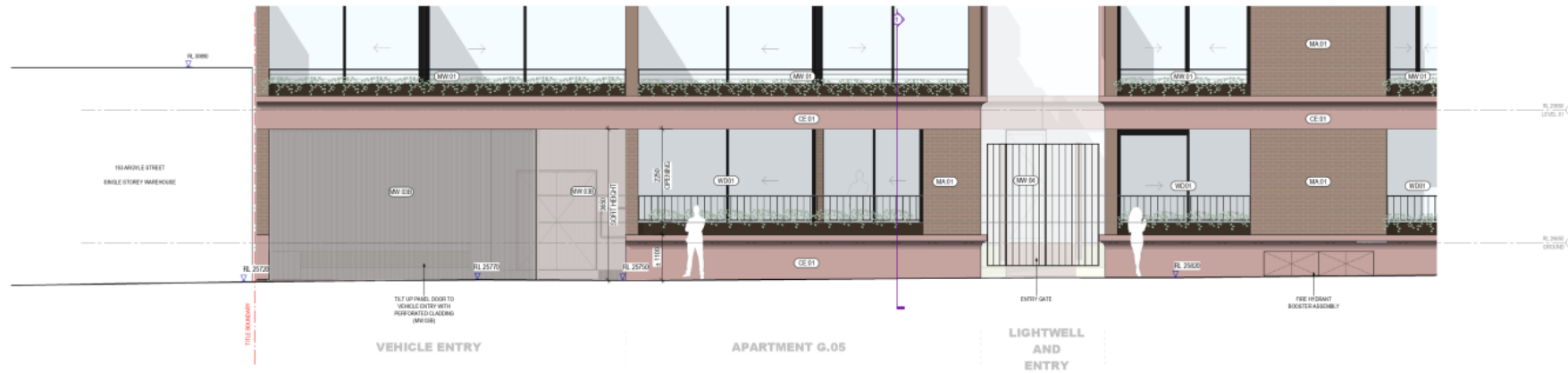


1 Gore Street Interface

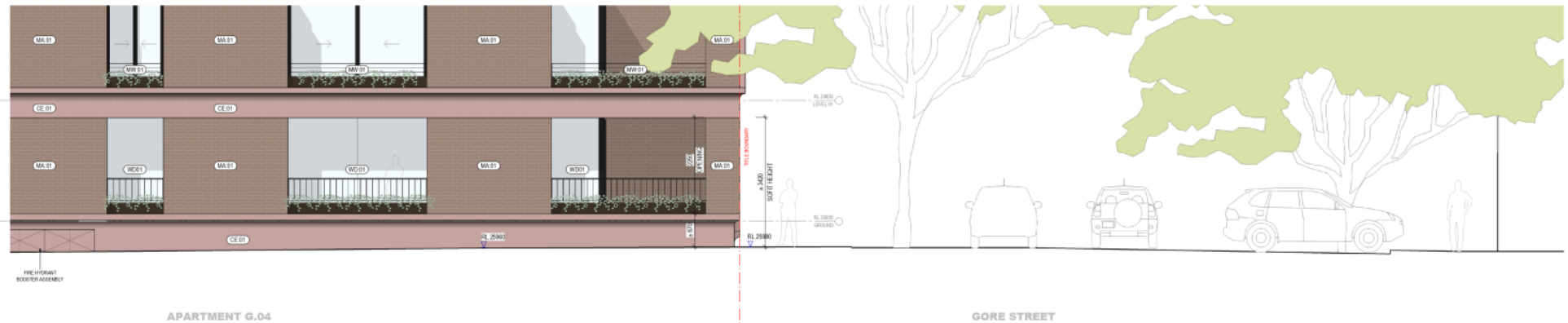


2 Gore Street Interface 02

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans

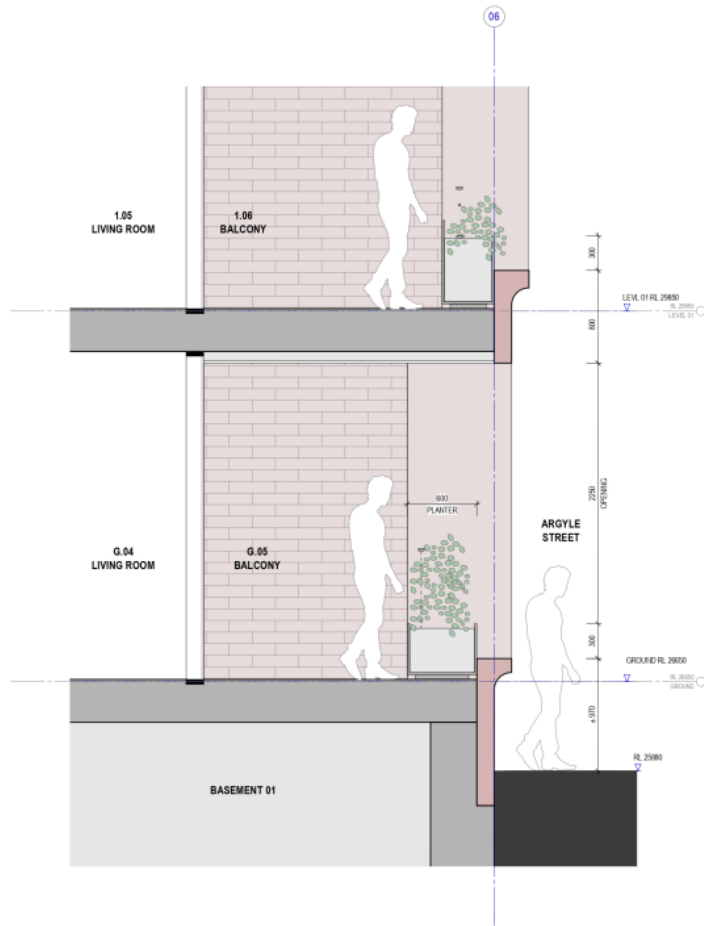


1 South (Argyle Street) Interface - West



2 South (Argyle Street) Interface - East

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans

Apartment Number	Name	Apartment Type	Apartment Size	Private Open Space	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage
00.01	2BEDROOM	2B.01	125 m²	12 m²	No	No	21.00 m³	Yes
00.02	2BEDROOM	2B.01	124 m²	12 m²	No	No	21.00 m³	Yes
00.03	2BEDROOM	2B.02	124 m²	12 m²	Yes	No	21.00 m³	Yes
00.04	3BEDROOM	3B.11	163 m²	25 m²	Yes	Yes	29.58 m³	Yes
00.05	2BEDROOM	2B.03	119 m²	12 m²	No	No	19.12 m³	Yes
00.06	2BEDROOM	2B.04	127 m²	14 m²	Yes	Yes	20.90 m³	Yes
01.01	3BEDROOM	3B.01	192 m²	32 m²	Yes	Yes	44.80 m³	Yes
01.02	2BEDROOM	2B.05	128 m²	22 m²	Yes	No	26.30 m³	Yes
01.03	2BEDROOM	2B.05	128 m²	22 m²	Yes	No	26.30 m³	Yes
01.04	2BEDROOM	2B.05	128 m²	22 m²	Yes	No	26.30 m³	Yes
01.05	3BEDROOM	3B.02	193 m²	34 m²	Yes	Yes	40.40 m³	Yes
01.06	2BEDROOM	2B.06	115 m²	20 m²	No	Yes	24.30 m³	Yes
01.07	2BEDROOM	2B.06	116 m²	21 m²	Yes	Yes	20.00 m³	Yes
01.08	2BEDROOM	2B.09	112 m²	26 m²	Yes	Yes	20.70 m³	Yes
01.09	2BEDROOM	2B.07	167 m²	24 m²	No	Yes	17.90 m³	Yes
02.01	3BEDROOM	3B.01	192 m²	32 m²	Yes	Yes	44.80 m³	Yes
02.02	2BEDROOM	2B.05	128 m²	22 m²	Yes	No	26.30 m³	Yes
02.03	2BEDROOM	2B.05	128 m²	22 m²	Yes	No	26.30 m³	Yes
02.04	2BEDROOM	2B.05	128 m²	22 m²	Yes	No	26.30 m³	Yes
02.05	3BEDROOM	3B.02	193 m²	34 m²	Yes	Yes	40.40 m³	Yes
02.06	2BEDROOM	2B.06	115 m²	20 m²	No	Yes	24.30 m³	Yes
02.07	2BEDROOM	2B.06	116 m²	21 m²	Yes	Yes	20.00 m³	Yes
02.08	2BEDROOM	2B.09	112 m²	26 m²	Yes	Yes	20.70 m³	Yes
02.09	2BEDROOM	2B.07	167 m²	24 m²	No	Yes	17.90 m³	Yes
03.01	3BEDROOM	3B.01	192 m²	32 m²	Yes	Yes	44.80 m³	Yes
03.02	2BEDROOM	2B.05	128 m²	22 m²	Yes	No	26.30 m³	Yes
03.03	2BEDROOM	2B.05	128 m²	22 m²	Yes	No	26.30 m³	Yes
03.04	2BEDROOM	2B.05	128 m²	22 m²	Yes	No	26.30 m³	Yes
03.05	3BEDROOM	3B.02	194 m²	34 m²	Yes	Yes	40.40 m³	Yes
03.06	3BEDROOM	3B.03	193 m²	179 m²	No	Yes	38.70 m³	Yes
03.07	2BEDROOM	2B.10	138 m²	61 m²	No	Yes	24.60 m³	Yes
04.01	3BEDROOM	3B.04	209 m²	36 m²	Yes	Yes	36.60 m³	Yes
04.02	3BEDROOM	3B.05	191 m²	32 m²	Yes	No	44.00 m³	Yes
04.03	3BEDROOM	3B.06	192 m²	198 m²	Yes	Yes	41.20 m³	Yes
04.04	3BEDROOM	3B.07	170 m²	17 m²	Yes	Yes	26.60 m³	Yes
04.05	2BEDROOM	2B.11	122 m²	13 m²	Yes	Yes	16.30 m³	Yes
05.01	3BEDROOM	3B.08	182 m²	26 m²	Yes	Yes	31.30 m³	Yes
05.02	3BEDROOM	3B.08	174 m²	18 m²	No	No	43.40 m³	Yes
05.03	3BEDROOM	3B.10	176 m²	16 m²	Yes	Yes	30.80 m³	Yes
05.04	3BEDROOM	3B.07	170 m²	17 m²	Yes	Yes	26.60 m³	Yes
05.05	2BEDROOM	2B.11	122 m²	13 m²	Yes	Yes	16.30 m³	Yes
06.01	3BEDROOM	3B.08	182 m²	26 m²	Yes	Yes	31.30 m³	Yes
06.02	3BEDROOM	3B.09	174 m²	18 m²	No	No	43.40 m³	Yes
06.03	3BEDROOM	3B.10	176 m²	16 m²	Yes	Yes	30.80 m³	Yes
06.04	3BEDROOM	3B.07	170 m²	17 m²	Yes	Yes	26.60 m³	Yes
06.05	2BEDROOM	2B.11	122 m²	13 m²	Yes	Yes	16.30 m³	Yes
07.01	PENTHOUSE	PH.01	222 m²	72 m²	Yes	Yes	42.70 m³	Yes
07.02	PENTHOUSE	PH.02	223 m²	95 m²	Yes	Yes	56.20 m³	Yes
07.03	PENTHOUSE	PH.03	265 m²	78 m²	Yes	Yes	68.20 m³	Yes

D17 Requirement:

Min. 50% of dwellings to be designed to meet the needs of people with limited mobility (2549 appts)

Provided:
77% (2549 appts)

D27 Requirement:

Min. 40% of dwellings should achieve effective cross ventilation (2549 appts)

Provided:
69% (2549 appts)

NOTES**General**

1. Carpark storage is provided in the basement carpark.
2. All laundry cupboards provide space for a washer and dryer.
3. Refer to landscape architect's documentation for planter details.
4. Refer to general arrangement floor plans for facade design.
5. Refer to general elevations for operable windows to bedrooms.
6. Ceiling height provided to living areas (see: kitchens) is 2700mm minimum.
7. Tap and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 900mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high.

LEGEND**General**

- PH.01: Full height storage
FRSZ: Fridge/Freezer
OVNFA: Wall-hung oven with pantry storage above/below
RA: Pantry
RO: Ruble

Operable Glazing Types

- AW: Awning window
H: Hinged swing door (glazed)
SD: Sliding door (glazed)

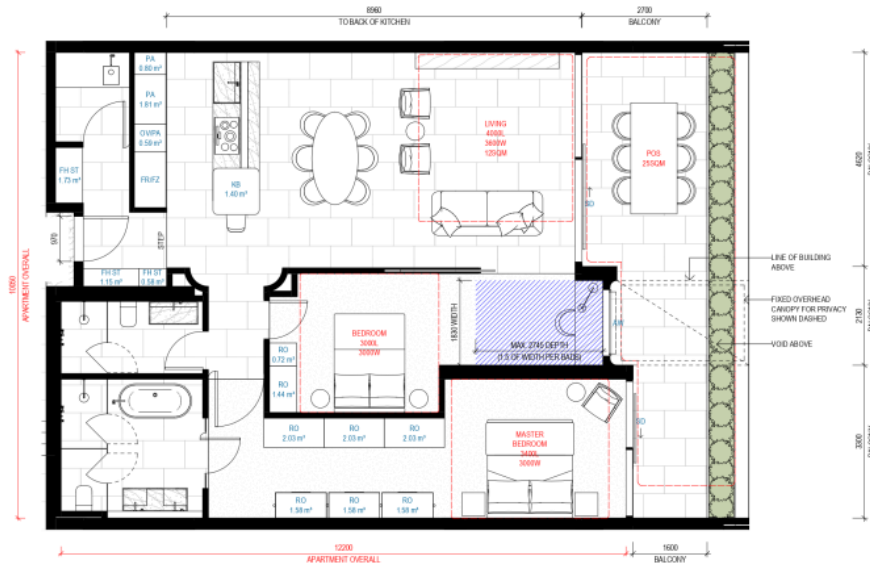
Glazing Types

Refer general elevations

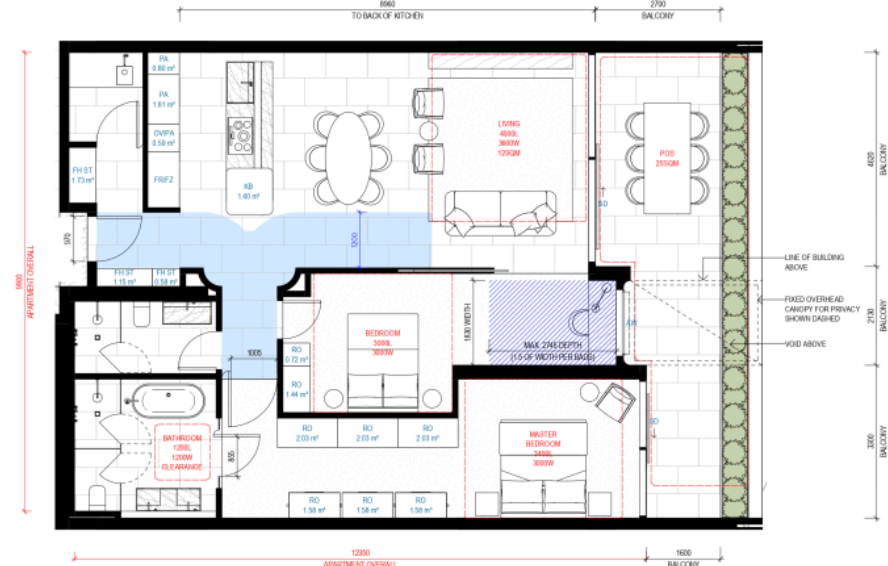
BAD0 Compliance

- Minimum dimensions and areas
- - - Cross ventilation breeze path
Accessibility path (1.2m wide)
- - - Potential for overhead shelving/storage (min. 2.5m AFFL)

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Detail Arrangement Plan - Apartment Type 2B.01
SCALE 1:50



2 Detail Arrangement Plan - Apartment Type 2B.02
SCALE 1:50

NOTES

- General
1. Carpark storage is provided in the basement carpark.
2. All laundry cupboards provide space for a washer and dryer.
3. Refer to landscape architect's documentation for planter details.
4. Refer to general arrangement floor plans for facade design.
5. Refer to general elevations for operable windows to bedrooms.
6. Ceiling height provided to living areas (inc. kitchen) is 2700mm minimum.
7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Rake depth: 800mm
5. Laundry depth: 700mm
6. Fall height storage: 2400mm high

LEGEND

General

- PH ST: Full height storage
- FRFZ: Fridge/freezer
- OWPA: Wall-hung oven with pantry storage above/below
- PA: Pantry
- RO: Rake

Operable Glazing Types

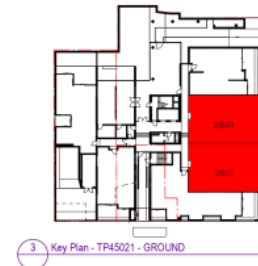
- AW: Awning window
- HO: Hinged opening door (glazed)
- SO: Sliding door (glazed)

Glazing Types

- Refer general elevations

BADG Compliance

- Minimum dimensions and areas
- Cross ventilation breeze path
- Accessibility path (1.2m wide)
- Potential for overhead shading/storage (min. 2.5m APFL)



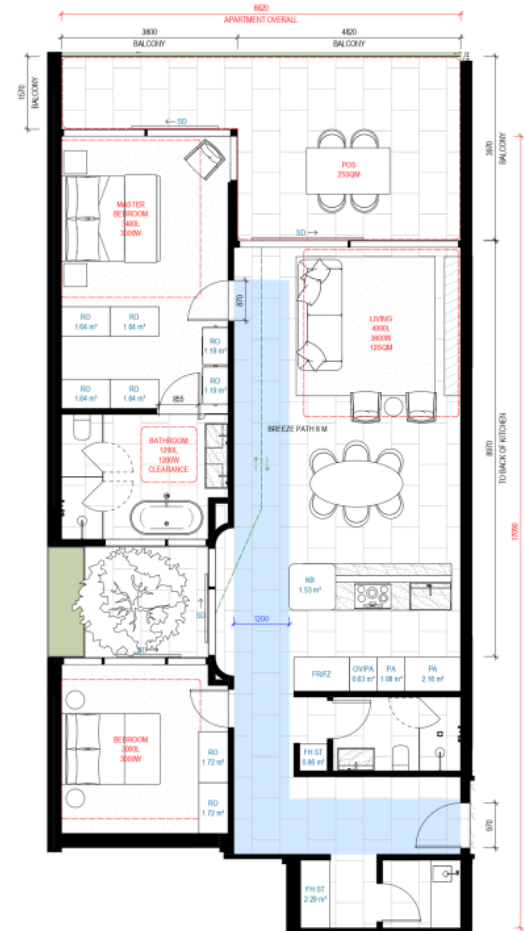
3 Key Plan - TP45021 - GROUND

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
00.02	2 BEDROOM	2B.01	124 m²	32 m²	No	No	21.00 m²	Yes	2700
00.01	2 BEDROOM	2B.01	120 m²	33 m²	No	No	21.00 m²	Yes	2700
00.03	2 BEDROOM	2B.02	124 m²	32 m²	Yes	No	21.00 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Detail Arrangement Plan - Apartment Type 2B.03
SCALE 1:50



2 Detail Arrangement Plan - Apartment Type 2B.04
SCALE 1:50

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Closet Storage	Ceiling Height
00.05	2 BEDROOM	2B.03	1039 m²	23 m²	No	Yes	15.10 m²	Yes	2700
00.06	2 BEDROOM	2B.04	1277 m²	34 m²	Yes	Yes	25.90 m²	Yes	2700

NOTES

General

1. Closets storage is provided in the basement carpark.
2. All laundry cupboards provide space for a washer and dryer.
3. Refer to landscape architect's documentation for planter details.
4. Refer to general arrangement floor plans for facade design.
5. Refer to general elevations for operable windows to bedrooms.
6. Ceiling height provided to living areas (see: kitchens) is 2700mm minimum.
7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 900mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- FH ST: Full height storage
- FRFZ: Fridge freezer
- OVP: Wall-hung oven with pantry storage above/below
- PA: Pantry
- RD: Ruble

Operable Glazing Types

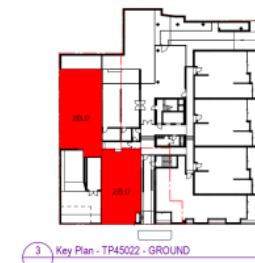
- AW: Awning window
- HD: Hinged hanging door (glazed)
- SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

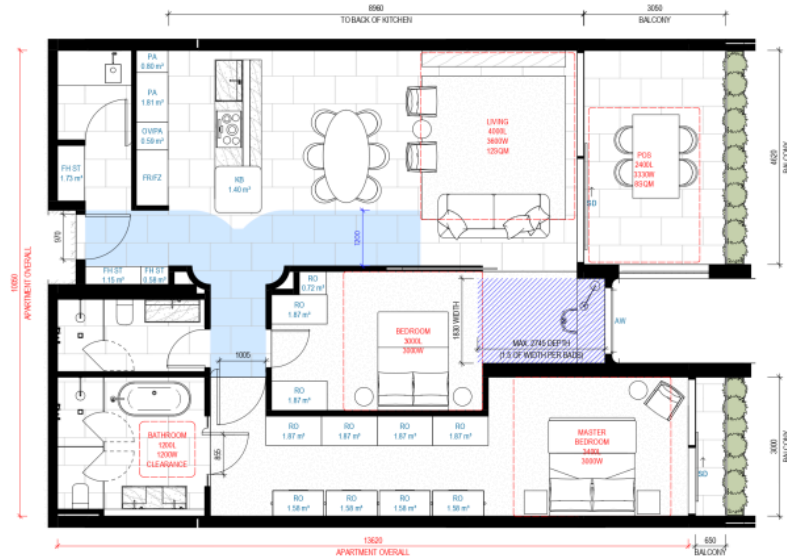
BADG Compliance

- Minimum dimensions and areas
- Cross ventilation breezeway path
- Accessibility path (1.2m wide)
- Potential for overhead shading/storage (min: 2.5m APFL)

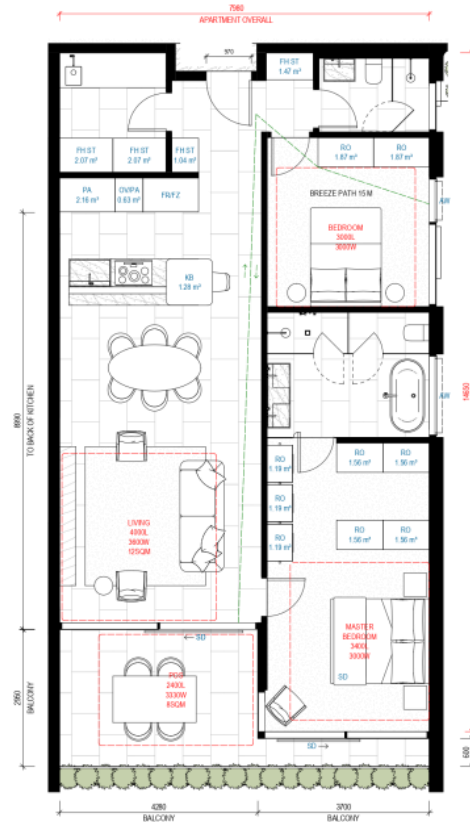


3 Key Plan - TP45022 - GROUND

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Detail Arrangement Plan - Apartment Type 2B.05
SCALE 1:50



2 Detail Arrangement Plan - Apartment Type 2B.06
SCALE 1:50

NOTES

General

1. Carpark storage is provided in the basement carpark.
2. All laundry cupboards provide space for a washer and dryer.
3. Refer to landscape architect's documentation for planter details.
4. Refer to general arrangement floor plans for facade design.
5. Refer to general elevations for operable windows to bedrooms.
6. Ceiling height provided to living areas (see: kitchens) is 2700mm minimum.
7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Rake depth: 600mm
5. Laundry depth: 700mm
6. Fall height storage: 2400mm high

LEGEND

General

- FH ST: Full height storage
- FRFZ: Fridge freezer
- OVPA: Wall-hung oven with pantry storage above/below
- PA: Pantry
- RO: Rake

Operable Glazing Types

- AW: Awning window
- HD: Hinged swing door (glazed)
- SD: Sliding door (glazed)

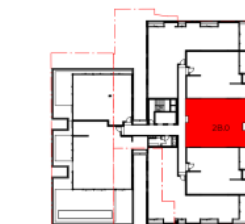
Glazing Types

- Refer general elevations

BADO Compliance

- Minimum dimensions and areas
- Cross ventilation breeze path
- Accessibility path (1.2m wide)
- Potential for overhead shading/storage (min: 2.5m APTL)

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
01.02	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
01.03	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
01.04	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.02	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.03	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.04	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.05	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.06	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.07	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.08	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.09	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.10	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.11	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.12	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.13	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.14	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.15	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.16	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.17	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.18	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.19	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.20	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.21	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.22	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.23	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.24	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.25	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.26	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.27	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.28	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.29	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.30	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.31	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.32	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.33	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.34	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.35	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.36	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.37	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.38	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.39	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.40	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.41	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.42	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.43	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.44	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.45	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.46	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.47	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.48	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.49	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700
02.50	2 BEDROOM	2B.05	120m²	22 m²	Yes	No	26.30m³	Yes	2700

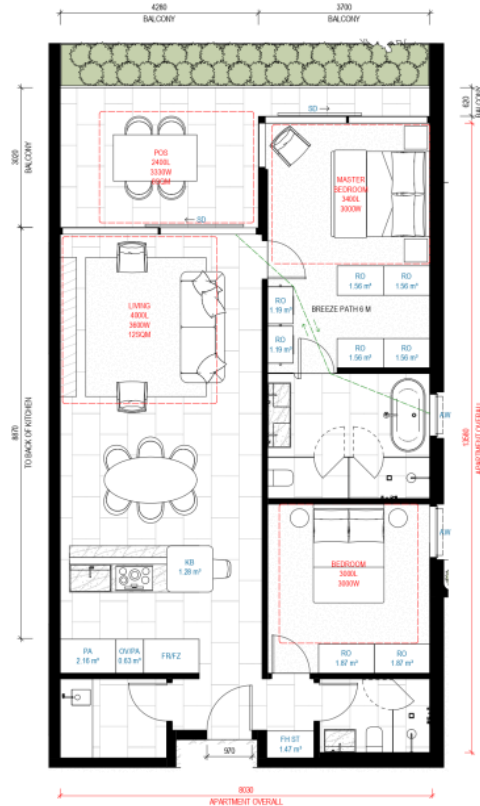


4 Key Plan - TP45023 - LEVEL 03

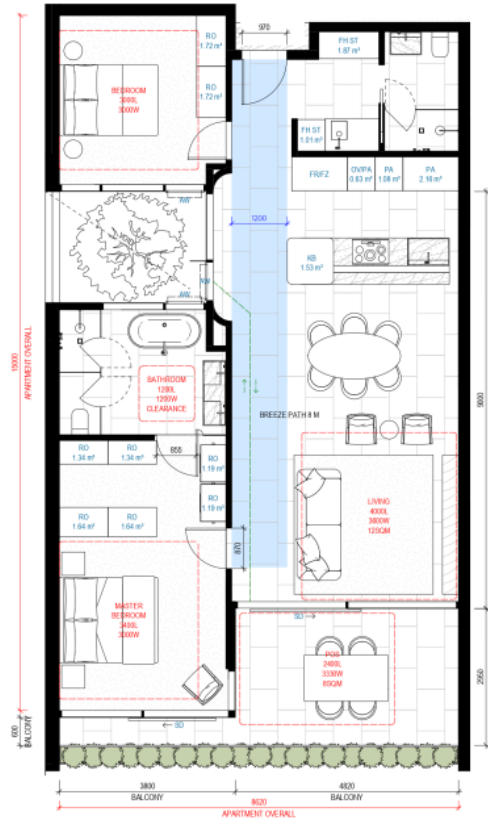


3 Key Plan - TP45023 - LEVEL 01

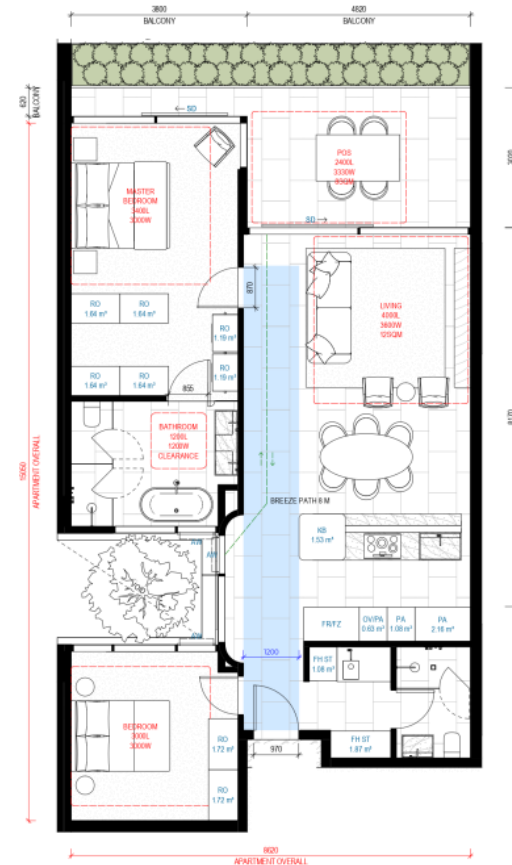
Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Detail Arrangement Plan - Apartment Type 2B.07
SCALE 1:50



2 Detail Arrangement Plan - Apartment Type 2B.08
SCALE 1:50



3 Detail Arrangement Plan - Apartment Type 2B.09
SCALE 1:50

- NOTES**
- General**
1. Carpark storage is provided in the basement carpark.
 2. All laundry cupboards provide space for a washer and dryer.
 3. Refer to landscape architect's documentation for planter details.
 4. Refer to general arrangement floor plans for facade design.
 5. Refer to general elevations for operable windows to bedrooms.
 6. Ceiling height provided to living areas (inc. kitchen) is 2700mm minimum.
 7. Top and floor waste to be provided for each courtyard or terrace.
- General minimum allowances**
1. Kitchen island bench length: 2100mm
 2. Kitchen island bench depth: 900mm
 3. Clearance between kitchen island bench and back storage: 600mm
 4. Ruble depth: 900mm
 5. Laundry depth: 700mm
 6. Full height storage: 2400mm high

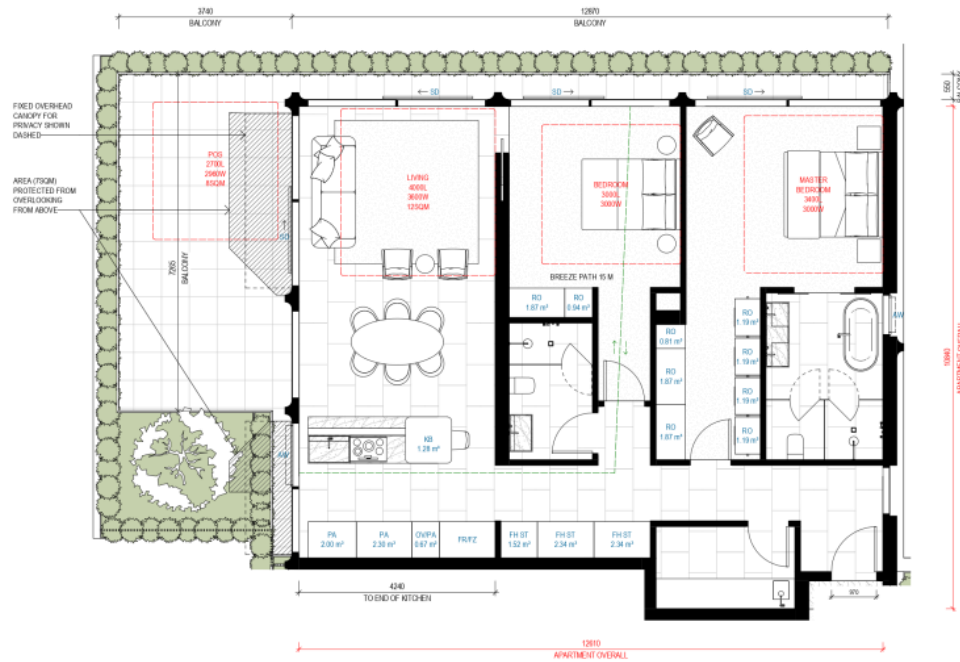
- LEGEND**
- General**
- PH ST: Full height storage
 - FRFZ: Fridge/freezer
 - OWFA: Wall-hung oven with pantry storage above/below
 - PA: Pantry
 - RO: Ruble
- Operable Glazing Types**
- AW: Awning window
 - HD: Hinged swing door (glazed)
 - SD: Sliding door (glazed)
- Glazing Types**
- Refer general elevations
- BAD0 Compliance**
- Minimum dimensions and areas
 - Cross ventilation breeze path
 - Accessibility path (1.2m wide)
 - Potential for overhead shading/storage (min. 2.5m APFL)



4 Key Plan - TP45024 - LEVEL 01

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D17 Compliance	Internal Storage	Carpark Storage	Ceiling Height
01.09	2 BEDROOM	2B.07	107 m²	24 m²	No	Yes	17.50 m²	Yes	2700
02.09	2 BEDROOM	2B.07	107 m²	24 m²	No	Yes	17.50 m²	Yes	2700
01.07	2 BEDROOM	2B.08	116 m²	31 m²	Yes	Yes	20.00 m²	Yes	2700
02.07	2 BEDROOM	2B.08	116 m²	31 m²	Yes	Yes	20.00 m²	Yes	2700
01.08	2 BEDROOM	2B.09	112 m²	26 m²	Yes	Yes	20.70 m²	Yes	2700
02.08	2 BEDROOM	2B.09	112 m²	26 m²	Yes	Yes	20.70 m²	Yes	2700
03.05	2 BEDROOM	2B.11	122 m²	13 m²	Yes	Yes	16.30 m²	Yes	2700
04.05	2 BEDROOM	2B.11	122 m²	13 m²	Yes	Yes	16.30 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Detail Arrangement Plan - Apartment Type 2B.10
SCALE 1:50



2 Detail Arrangement Plan - Apartment Type 2B.11
SCALE 1:50

NOTES

1. Carpet storage is provided in the basement carpark.
2. All laundry cupboards provide space for a washer and dryer.
3. Refer to landscape architect's documentation for planter details.
4. Refer to general arrangement floor plans for facade design.
5. Refer to general elevations for operable windows to bedrooms.
6. Ceiling height provided to living areas (inc. kitchens) is 2700mm minimum.
7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Rake depth: 900mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- FH ST: Full height storage
- FRSZ: Fridge/freezer
- OWFA: Wall-hung oven with pantry storage above/below
- PA: Pantry
- RO: Rake

Operable Glazing Types

- AW: Awning window
- HD: Hinged swing door (glass)
- SD: Sliding door (glass)

Glazing Types

- Refer general elevations

BADG Compliance

- Minimum dimensions and areas
- Cross ventilation breeze path
- Accessibility path (1.2m wide)
- Potential for overhead shelving/storage (min. 2.5m AFFL)

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpet Storage	Ceiling Height
03.07	2 BEDROOM	2B.10	136 m²	61 m²	No	Yes	24.60 m³	Yes	2700
04.05	2 BEDROOM	2B.11	122 m²	13 m²	Yes	Yes	16.30 m³	Yes	2700

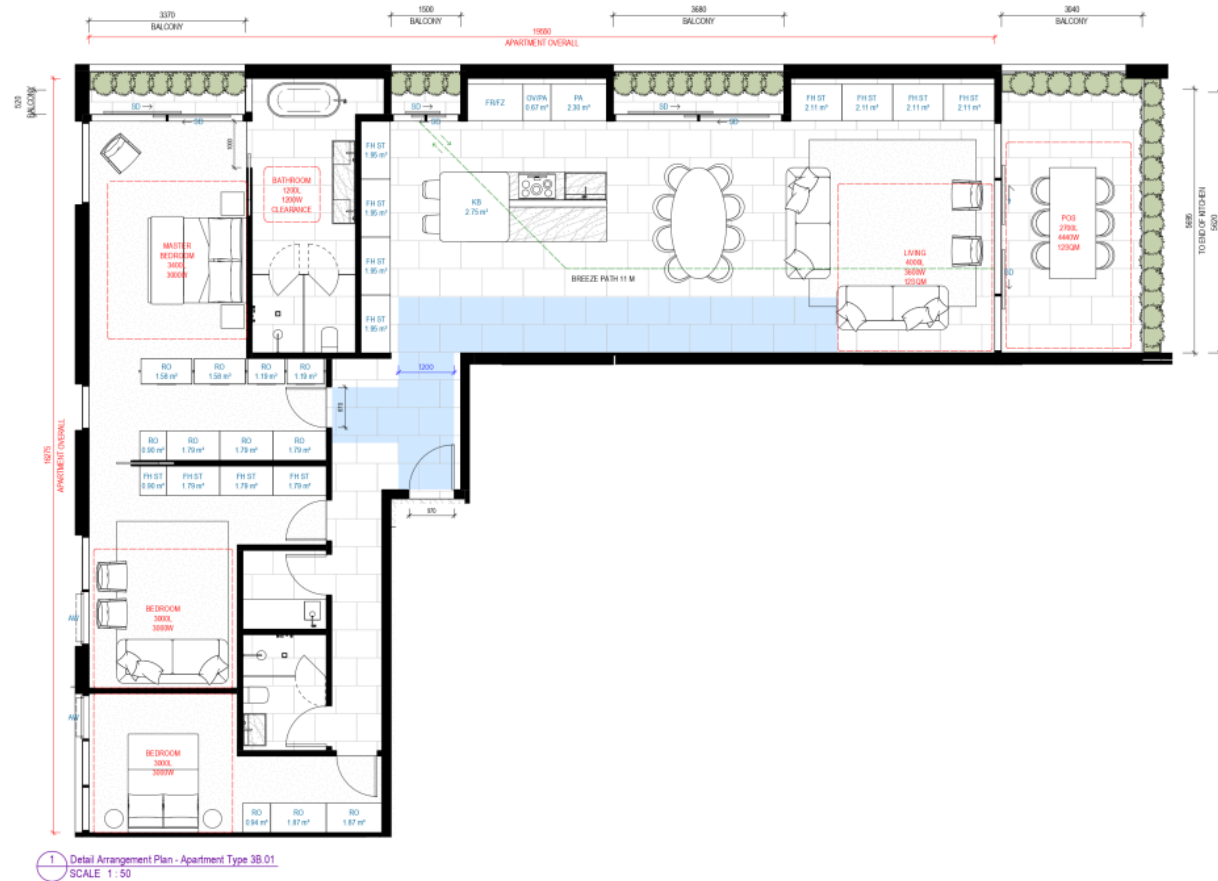


4 Key Plan - TP45025 - LEVEL 04



3 Key Plan - TP45025 - LEVEL 03

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



NOTES

- General**
1. Carpark storage is provided in the basement carports.
 2. All laundry cupboards provide space for a washer and dryer.
 3. Refer to landscape architect's documentation for planter details.
 4. Refer to general arrangement floor plans for facade design.
 5. Refer to general elevations for operable windows to bedrooms.
 6. Ceiling height provided to living areas (see: kitchens) is 2700mm minimum.
 7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 900mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- PH ST: Full height storage
FRSZ: Fridge/Freezer
OVSA: Wall-hung oven with pantry storage above/below
RL: Rumble
RD: Ruble

Operable Glazing Types

- AW: Awning window
HD: Hinged swing door (glazed)
SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

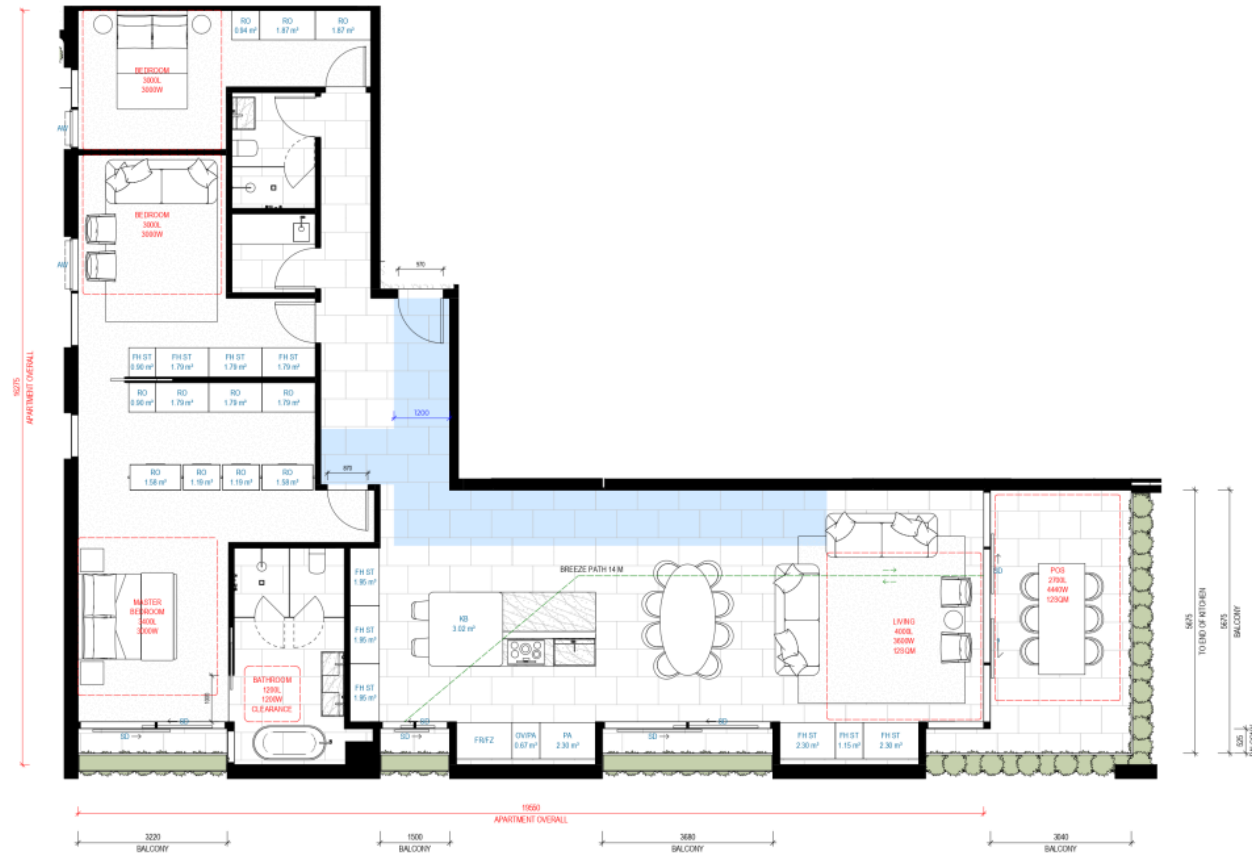
BADG Compliance

- Minimum dimensions and areas
Cross ventilation breeze path
Accessibility path (1.2m wide)
Potential for overhead shelving/storage (min. 2.5m APFL)



Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
01.01	3 BEDROOM	3B.01	192 m²	32 m²	Yes	Yes	44.80 m²	Yes	2700
02.01	3 BEDROOM	3B.01	192 m²	32 m²	Yes	Yes	44.80 m²	Yes	2700
03.01	3 BEDROOM	3B.01	192 m²	32 m²	Yes	Yes	44.80 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Detail Arrangement Plan - Apartment Type 3B.02
SCALE 1 : 50

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
01.05	3 BEDROOM	3B.02	193 m²	34 m²	Yes	Yes	40.40 m²	Yes	2700
02.05	3 BEDROOM	3B.02	193 m²	34 m²	Yes	Yes	40.40 m²	Yes	2700
03.05	3 BEDROOM	3B.02	194 m²	34 m²	Yes	Yes	40.40 m²	Yes	2700

NOTES

- General**
1. Carpark storage is provided in the basement carpark.
 2. All laundry cupboards provide space for a washer and dryer.
 3. Refer to landscape architect's documentation for planter details.
 4. Refer to general arrangement floor plans for facade design.
 5. Refer to general elevations for operable windows to bedrooms.
 6. Ceiling height provided to living areas (see: kitchens) is 2700mm minimum.
 7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2110mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Rake depth: 800mm
5. Laundry depth: 700mm
6. Full height storage: 2493mm high

LEGEND

General

- FH ST: Full height storage
FRSZ: Fridge/Freezer
CLOVA: Wardrobe over with pantry storage above/below
PA: Pantry
RO: Rake

Operable Glazing Types

- AW: Awning window
HD: Hinged swing door (glazed)
SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

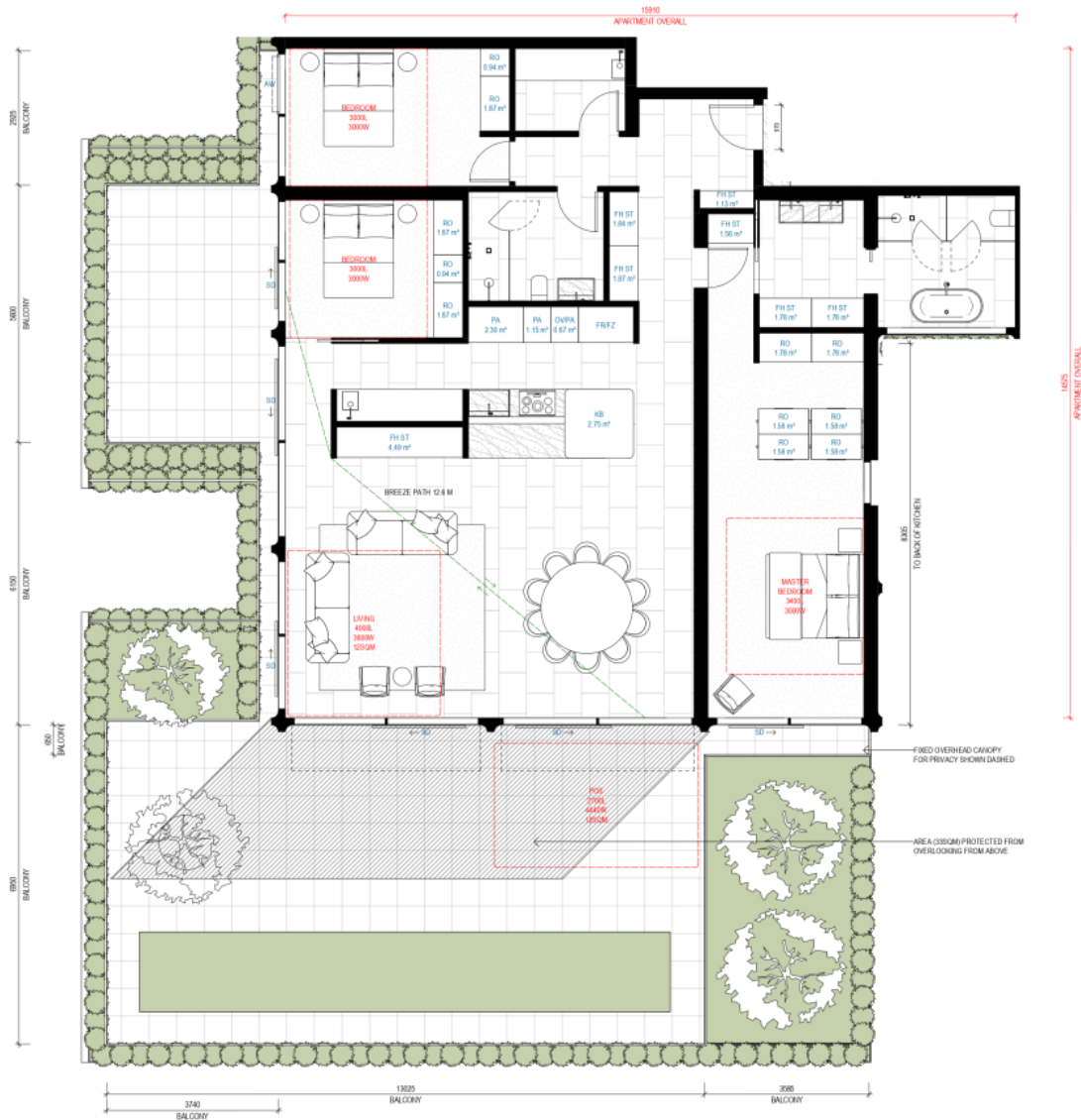
BADG Compliance

- Minimum dimensions and areas
Cross ventilation breeze path
Accessibility path (1.2m wide)
Potential for overhead shelving/storage (min. 2.5m AFFL)



2 Key Plan - TP45032 - LEVEL 01

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



NOTES

- General**
1. Carpark storage is provided in the basement carpark.
 2. All laundry cupboards provide space for a washer and dryer.
 3. Refer to landscape architect's documentation for planter details.
 4. Refer to general arrangement floor plans for facade design.
 5. Refer to general elevations for operable windows to bedrooms.
 6. Ceiling height provided to living areas (see: kitchens) is 2700mm minimum.
 7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 900mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- PH ST: Full height storage
FRFZ: Fridge/freezer
OVPA: Wall-hung oven with pantry storage above/below
PA: Pantry
RD: Ruble

Operable Glazing Types

- AW: Awning window
HD: Hinged swing door (glazed)
SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

BADG Compliance

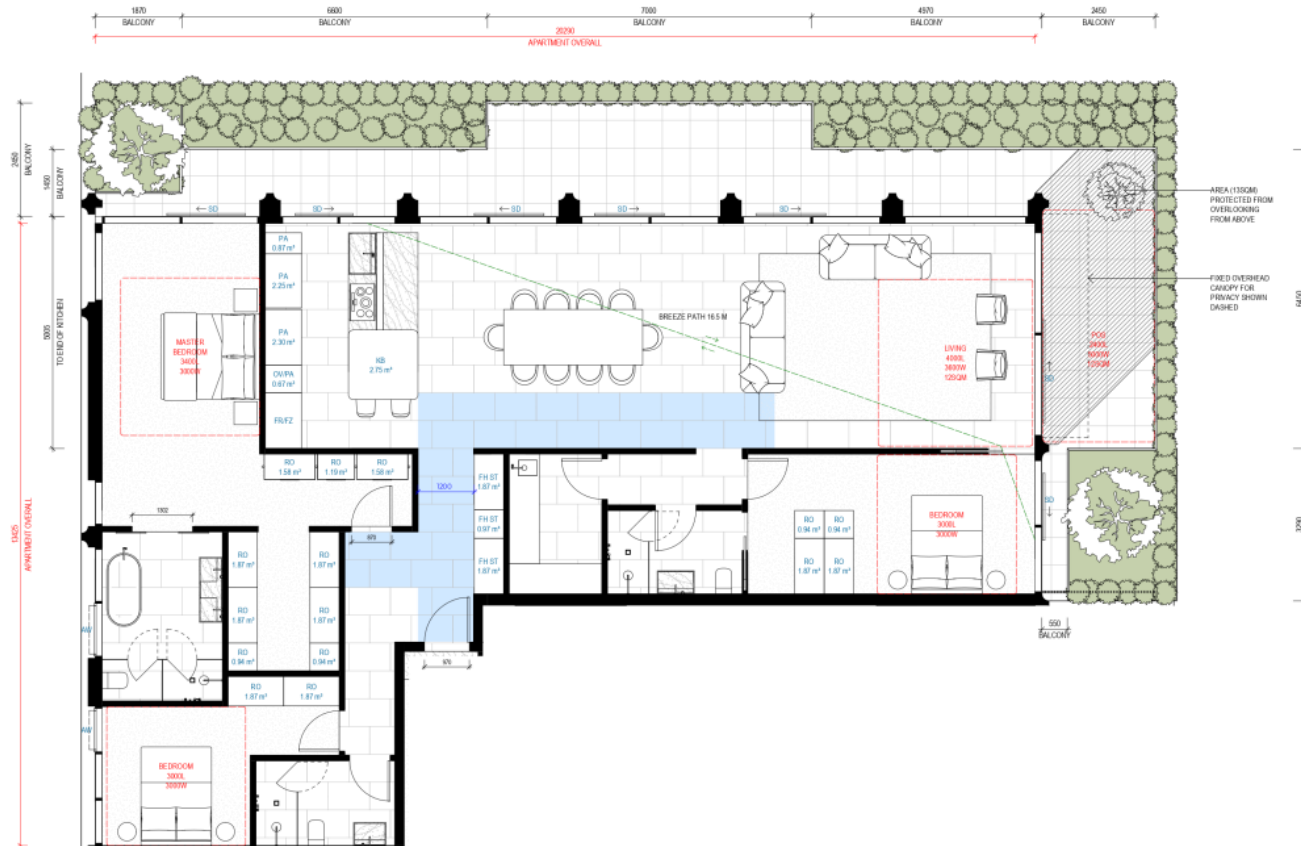
- Minimum dimensions and areas
--- Cross ventilation breeze path
--- Accessibility path (1.2m wide)
--- Potential for overhead shading/storage (min. 2.5m APFL)

2 Key Plan - TP45033 - LEVEL 03

1 Detail Arrangement Plan - Apartment Type 3B.03
SCALE 1:50

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
03.06	3 BEDROOM	3B.03	153 m²	179 m²	No	Yes	38.70 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Detail Arrangement Plan - Apartment Type 3B.04
SCALE: 1:50

NOTES

- General**
1. Carpark storage is provided in the basement carpark.
 2. All laundry cupboards provide space for a washer and dryer.
 3. Refer to landscape architect's documentation for planter details.
 4. Refer to general arrangement floor plans for facade design.
 5. Refer to general elevations for operable windows to bedrooms.
 6. Ceiling height provided to living areas (see kitchens) is 2700mm minimum.
 7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 900mm
5. Laundry depth: 750mm
6. Full height storage: 2400mm high

LEGEND

General

- FH ST: Full height storage
FRFZ: Fridge/freezer
OWPA: Wall-hung oven with pantry storage above/below
PA: Pantry
RD: Ruble

Operable Glazing Types

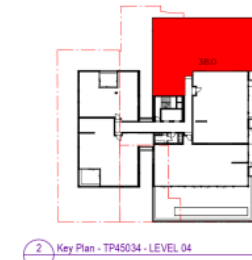
- AW: Awning window
HD: Hinged (swing door) (glazed)
SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

BADG Compliance

- Minimum dimensions and areas
Cross ventilation breezeway path
Accessibility path (1.2m wide)
Potential for overhead shading/storage (min. 2.5m APFL)



Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
04.01	3 BEDROOM	3B.04	209m²	96 m²	Yes	Yes	36.60 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



NOTES

General

1. Carpark storage is provided in the basement carpark.
2. All laundry cupboards provide space for a washer and dryer.
3. Refer to landscape architect's documentation for planter details.
4. Refer to general arrangement floor plans for facade design.
5. Refer to general elevations for operable windows to bedrooms.
6. Ceiling height provided to living areas (inc. kitchen) is 2700mm minimum.
7. Tap and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 900mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- FH ST: Full height storage
- FRFZ: Fridge/freezer
- OWFA: Wall-hung oven with pantry storage above/below
- PA: Pantry
- RO: Ruble

Operable Glazing Types

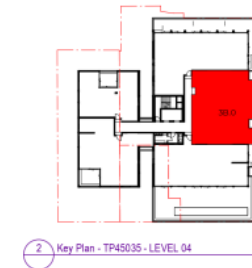
- AW: Awning window
- HD: Hinged swing door (glazed)
- SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

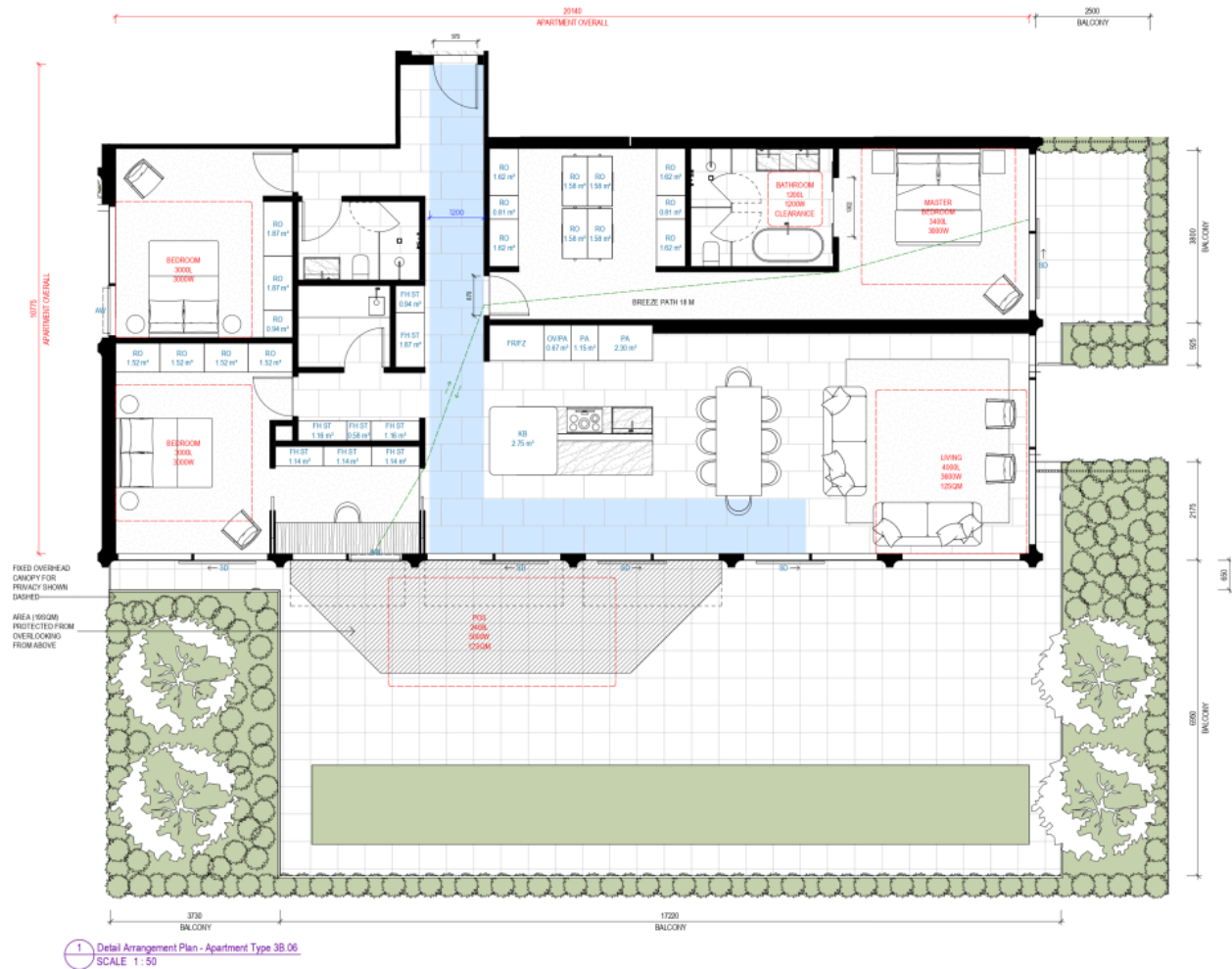
BADG Compliance

- Minimum dimensions and areas
- Cross ventilation breeze path
- Accessibility path (1.2m wide)
- Potential for overhead shelving/storage (min. 2.5m AFFL)



Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
04.02	3 BEDROOM	3B.05	191 m²	35 m²	Yes	No	44.00 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



NOTES

- General**
1. Carpark storage is provided in the basement carpark.
 2. All laundry cupboards provide space for a washer and dryer.
 3. Refer to landscape architect's documentation for planter details.
 4. Refer to general arrangement floor plans for facade design.
 5. Refer to general elevations for operable windows to bedrooms.
 6. Ceiling height provided to living areas (see: kitchens) is 2700mm minimum.
 7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 800mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- FIN ST: Full height storage
FRFZ: Fridge/freezer
CUPVA: Wall-hung oven with pantry storage above/below
RL: Pantry
RD: Ruble

Operable Glazing Types

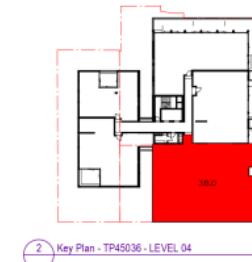
- AW: Awning window
HD: Hinged swing door (glass)
SD: Sliding door (glass)

Glazing Types

- Refer general elevations

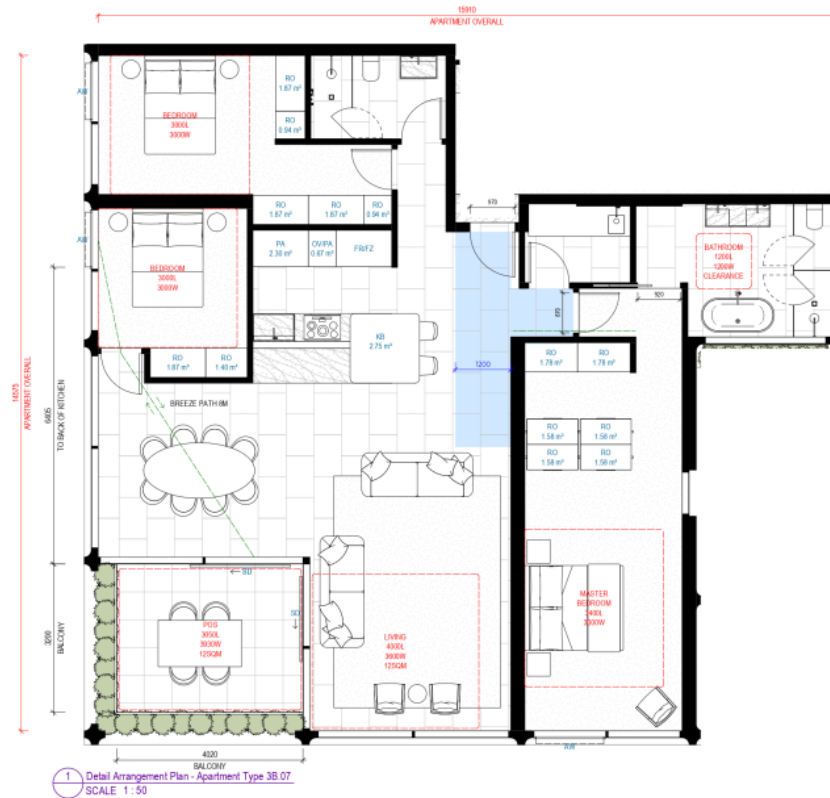
BADG Compliance

- Minimum dimensions and areas
Cross ventilation breezeway path
Accessibility path (1.2m wide)
Potential for overhead shading/storage (min. 2.5m APFL)



Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
04.03	3 BEDROOM	3B.06	192 m²	198 m²	Yes	Yes	41.20 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



NOTES

General

1. Carpark storage is provided in the basement carpark.
2. All laundry cupboards provide space for a washer and dryer.
3. Refer to landscape architect's documentation for planter details.
4. Refer to general arrangement floor plans for facade design.
5. Refer to general elevations for operable windows to bedrooms.
6. Ceiling height provided to living areas (inc. kitchen) is 2700mm minimum.
7. Tap and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 600mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- FIN ST: Full height storage
- FRFZ: Fridge/freezer
- OVPA: Wall-hung oven with pantry storage above/below
- PA: Pantry
- RO: Ruble

Operable Glazing Types

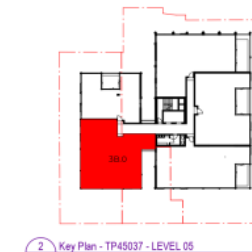
- AW: Awning window
- HD: Hinged swing door (glazed)
- SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

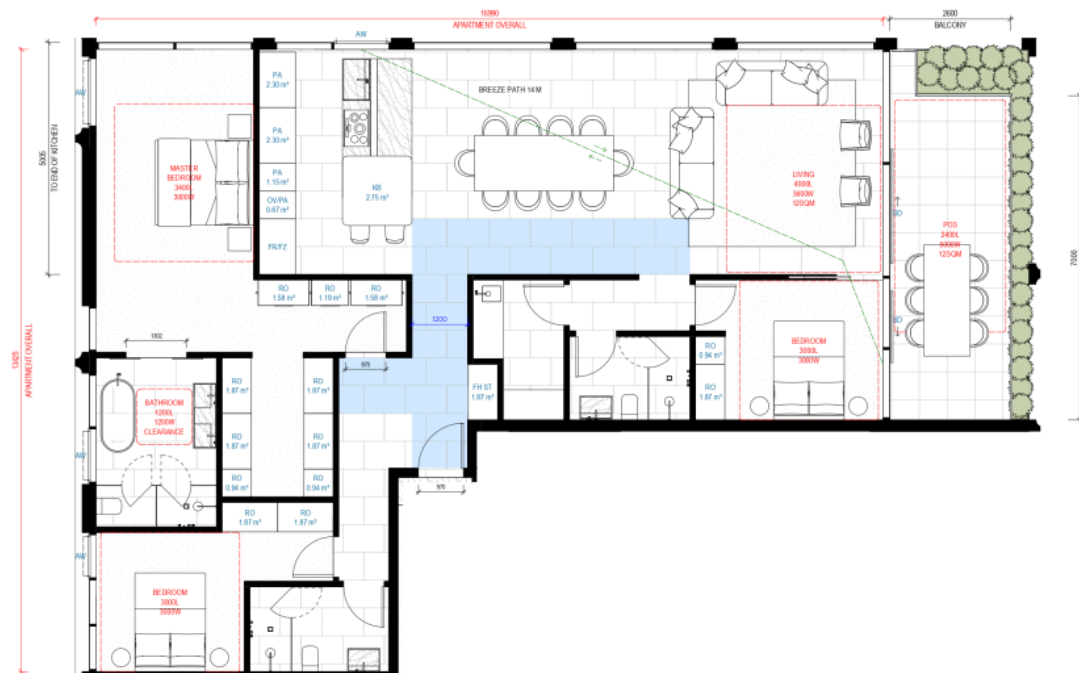
BADG Compliance

- Minimum dimensions and areas
- Cross ventilation breeze path
- Accessibility path (1.2m wide)
- Potential for overhead shading/storage (min. 2.5m APFL)



Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
04.04	3 BEDROOM	3B.07	170m²	17 m²	Yes	Yes	26.40 m²	Yes	2700
05.04	3 BEDROOM	3B.07	170m²	17 m²	Yes	Yes	26.40 m²	Yes	2700
06.04	3 BEDROOM	3B.07	170m²	17 m²	Yes	Yes	26.40 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Detail Arrangement Plan - Apartment Type 3B.08
SCALE 1:50

NOTES

- General**
1. Carpark storage is provided in the basement carpark.
 2. All laundry cupboards provide space for a washer and dryer.
 3. Refer to landscape architect's documentation for planter details.
 4. Refer to general arrangement floor plans for facade design.
 5. Refer to general elevations for operable windows to bedrooms.
 6. Ceiling height provided to living areas (see: kitchens) is 2700mm minimum.
 7. Tap and floor waste to be provided for each courtyard or terrace.

- General minimum allowances**
1. Kitchen island bench length: 2100mm
 2. Kitchen island bench depth: 900mm
 3. Clearance between kitchen island bench and back storage: 600mm
 4. Ruble depth: 900mm
 5. Laundry depth: 700mm
 6. Full height storage: 2400mm high

LEGEND

- General**
- FH ST: Full height storage
 - FRSZ: Fridge/Fridge
 - OWFA: Wall-hung oven with pantry storage above/below
 - PA: Pantry
 - RO: Ruble

- Operable Glazing Types**
- AW: Awning window
 - FD: Fixed (swing door) (glazed)
 - SD: Sliding door (glazed)

- Glazing Types**
- Refer general elevations

BADG Compliance

- Minimum dimensions and areas
- Cross ventilation breeze path
- Accessibility path (1.2m wide)
- Potential for overhead shading/storage (min. 2.5m APFL)

2 Key Plan - TP45038 - LEVEL 05

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
05.01	3 BEDROOM	3B.08	192 m²	26 m²	Yes	Yes	31.30 m²	Yes	2700
06.01	3 BEDROOM	3B.08	192 m²	26 m²	Yes	Yes	31.30 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



NOTES

General

1. Carpark storage is provided in the basement carpark.
2. All laundry cupboards provide space for a washer and dryer.
3. Refer to landscape architect's documentation for planter details.
4. Refer to general arrangement floor plans for facade design.
5. Refer to general elevations for operable windows to bedrooms.
6. Ceiling height provided to living areas (inc. kitchens) is 2700mm minimum.
7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 900mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- FH ST: Full height storage
- FRFZ: Fridge/Freezer
- OVPA: Wall-hung oven with pantry storage above/below
- PA: Pantry
- RO: Ruble

Operable Glazing Types

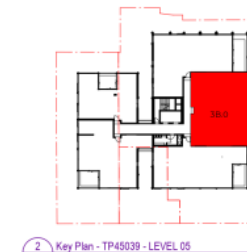
- AW: Awning window
- HD: Hinged swing door (glazed)
- SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

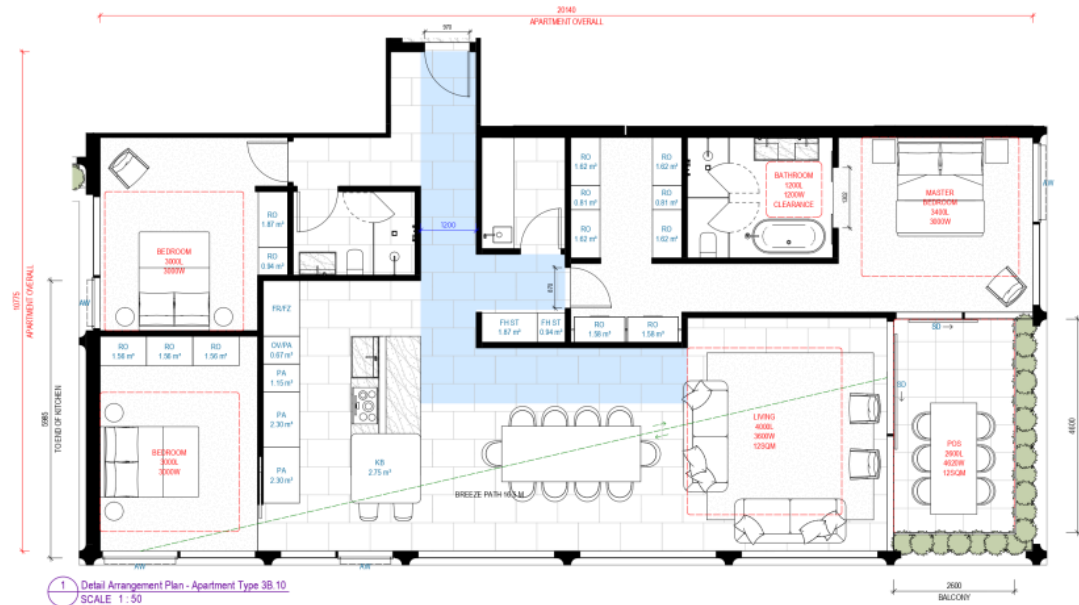
BADG Compliance

- Minimum dimensions and areas
- Cross ventilation breeze path
- Accessibility path (1.2m wide)
- Potential for overhead shelving/storage (min. 2.5m AFFL)



Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
05.02	3 BEDROOM	3B.09	174 m²	18 m²	No	No	43.40 m²	Yes	2700
06.02	3 BEDROOM	3B.09	174 m²	18 m²	No	No	43.40 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



NOTES

- General**
1. Carpark storage is provided in the basement carpark.
 2. All laundry cupboards provide space for a washer and dryer.
 3. Refer to landscape architect's documentation for planter details.
 4. Refer to general arrangement floor plans for facade design.
 5. Refer to general elevations for operable windows to bedrooms.
 6. Ceiling height provided to living areas (see: kitchens) is 2700mm minimum.
 7. Top and floor waste to be provided for each courtyard or terrace.

- General minimum allowances**
1. Kitchen island bench length: 2100mm
 2. Kitchen island bench depth: 900mm
 3. Clearance between kitchen island bench and back storage: 600mm
 4. Ruble depth: 900mm
 5. Laundry depth: 750mm
 6. Full height storage: 2400mm high.

LEGEND

- General**
- FH ST: Full height storage
 - FRFZ: Fridge freezer
 - OWFA: Wall-hung oven with pantry storage above/below
 - PA: Pantry
 - RO: Ruble

- Operable Glazing Types**
- AW: Awning window
 - HD: Hinged swing door (glazed)
 - SD: Sliding door (glazed)

- Glazing Types**
- Refer general elevations

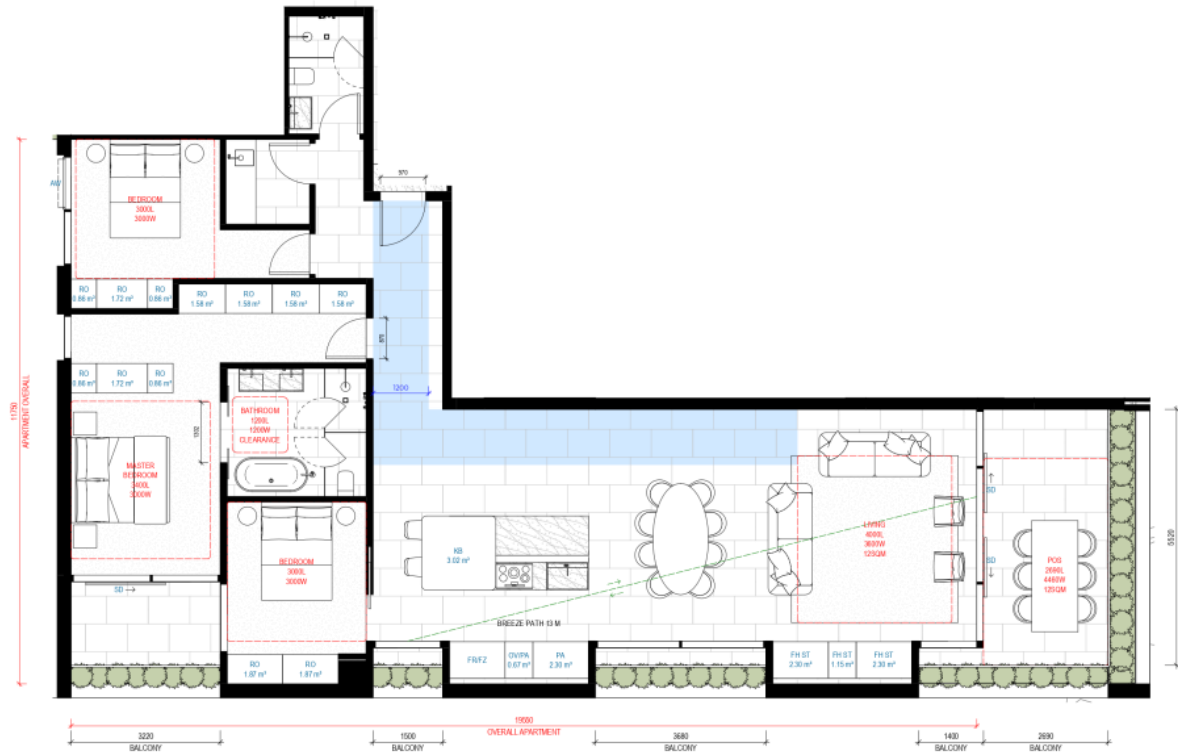
BADG Compliance

- Minimum dimensions and areas
- Cross ventilation breeze path
- Accessibility path (1.2m wide)
- Potential for overhead shelving storage (min. 2.5m AFFL)

2 Key Plan - TP45040 - LEVEL 05

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
05.03	3 BEDROOM	3B 10	170m²	16 m²	Yes	Yes	30.60 m²	Yes	2700
06.03	3 BEDROOM	3B 10	170m²	16 m²	Yes	Yes	30.60 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Detail Arrangement Plan - Apartment Type 3B.11
SCALE 1:50

NOTES

- General**
1. Carpark storage is provided in the basement carpark.
 2. All laundry cupboards provide space for a washer and dryer.
 3. Refer to landscape architect's documentation for planter details.
 4. Refer to general arrangement floor plans for facade design.
 5. Refer to general elevations for operable windows to bedrooms.
 6. Ceiling height provided to living areas (rec. kitchens) is 2700mm minimum.
 7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 900mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- FIN ST: Full height storage
FRST: Full height storage
CUTPA: Wall-hung oven with pantry storage above/below
PA: Pantry
RD: Ruble

Operable Glazing Types

- AW: Awning window
HD: Hinged (swing) door (glazed)
SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

BADG Compliance

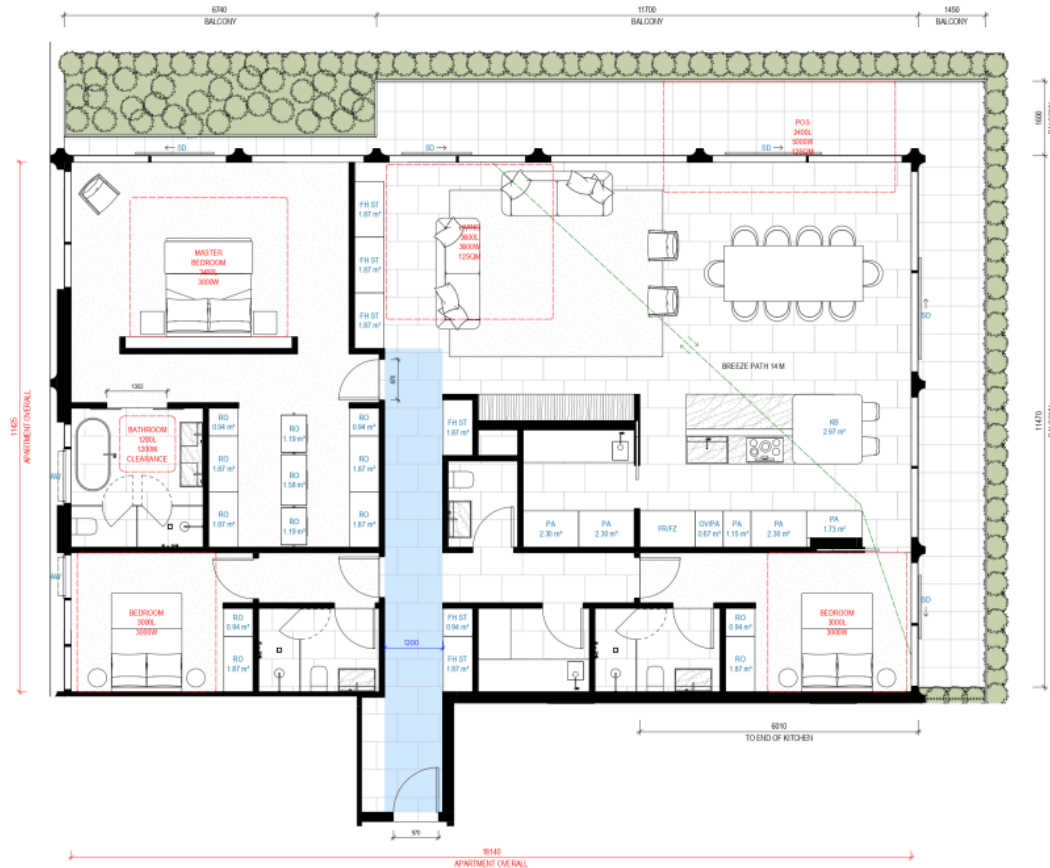
- Minimum dimensions and areas
--- Cross ventilation breeze path
--- Accessibility path (1.2m wide)
--- Potential for overhead shading/storage (min. 2.5m APFL)



2 Key Plan - TP45041 - GROUND

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
00.04	3 BEDROOM	3B.11	163 m²	25 m²	Yes	Yes	28.68 m²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
07.01	PENTHOUSE	PH01	2222 m²	72 m²	Yes	Yes	42.70 m²	Yes	2700

NOTES

General

1. Carpark storage is provided in the basement carpark.
2. All laundry cupboards provide space for a washer and dryer.
3. Refer to landscape architect's documentation for planter details.
4. Refer to general arrangement floor plans for facade design.
5. Refer to general elevations for operable windows to bedrooms.
6. Ceiling height provided to living areas (inc. kitchens) is 2700mm minimum.
7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Ruble depth: 900mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- FH ST: Full height storage
- FRSZ: Fridge/freezer
- OWPA: Wall-hung oven with pantry storage above/below
- PA: Pantry
- RO: Ruble

Operable Glazing Types

- AW: Awning window
- HD: Hinged swing door (glazed)
- SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

BADG Compliance

- Minimum dimensions and areas
- Cross ventilation breezeway path
- Accessibility path (1.2m wide)
- Potential for overhead shelving/storage (min. 2.5m AFFL)

2 Key Plan - TP45051 - LEVEL 07

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Carpark Storage	Ceiling Height
07.02	PENTHOUSE	PH.02	2231m²	95 m²	Yes	Yes	36.20 m²	Yes	2700



NOTES

General

1. Carpark storage is provided in the basement carpark.
2. All laundry cupboards provide space for a washer and dryer.
3. Refer to landscape architect's documentation for planter details.
4. Refer to general arrangement floor plans for facade design.
5. Refer to general elevations for operable windows to bedrooms.
6. Ceiling height provided to living areas (see: kitchens) is 2700mm minimum.
7. Top and floor waste to be provided for each courtyard or terrace.

General minimum allowances

1. Kitchen island bench length: 2100mm
2. Kitchen island bench depth: 900mm
3. Clearance between kitchen island bench and back storage: 600mm
4. Rube depth: 600mm
5. Laundry depth: 700mm
6. Full height storage: 2400mm high

LEGEND

General

- PH.02: Full height storage
- FRFZ: Full height storage
- OUVA: Wall-hung oven with pantry storage above/below
- PA: Pantry
- RO: Rube

Operable Glazing Types

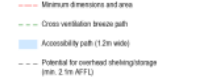
- AW: Awning window
- HD: Hinged swing door (glazed)
- SD: Sliding door (glazed)

Glazing Types

- Refer general elevations

BADG Compliance

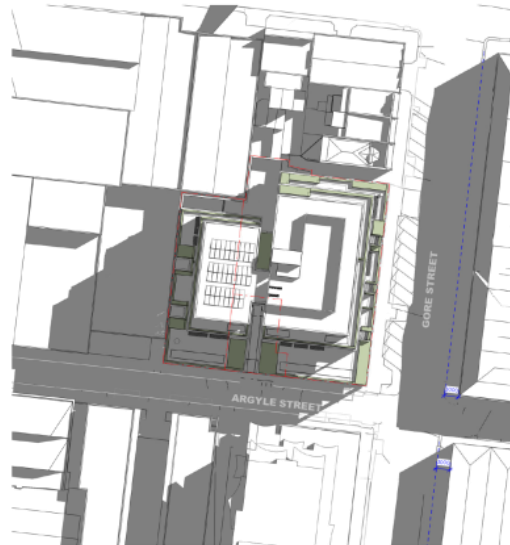
- Minimum dimensions and areas
- Cross ventilation breeze path
- Accessibility path (1.2m wide)
- Potential for overhead shelving storage (min. 2.5m AFFL)



2 Key Plan - TP45053 - LEVEL 07

Apartment Number	Name	Apartment Type	NSA	POS GFA	D17 Compliance	D27 Compliance	Internal Storage	Cospart Storage	Ceiling Height
07.03	PENTHOUSE	PH.03	265 m ²	78 m ²	Yes	Yes	68.20 m ²	Yes	2700

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



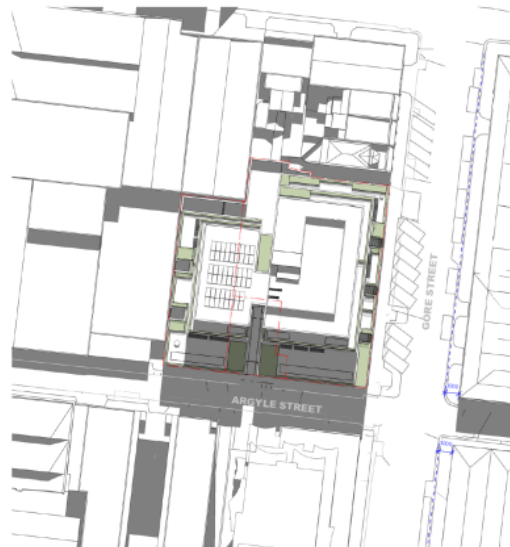
1 Shadow Studies - Overall - 22 Sep - 9am



2 Shadow Studies - Overall - 22 Sep - 10am
SCALE 1:500



3 Shadow Studies - Overall - 22 Sep - 11am
SCALE 1:500



4 Shadow Studies - Overall - 22 Sep - 12pm
SCALE 1:500

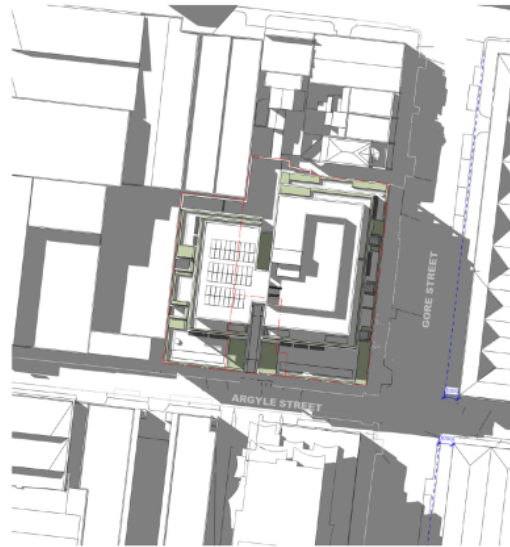


5 Shadow Studies - Overall - 22 Sep - 1pm
SCALE 1:500



6 Shadow Studies - Overall - 22 Sep - 2pm
SCALE 1:500

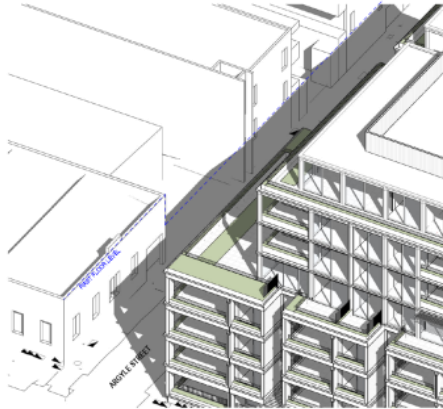
Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



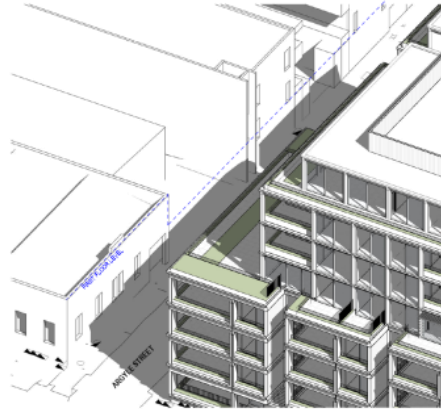
1 Shadow Studies - Overall - 22 Sep - 3pm
SCALE 1 : 500



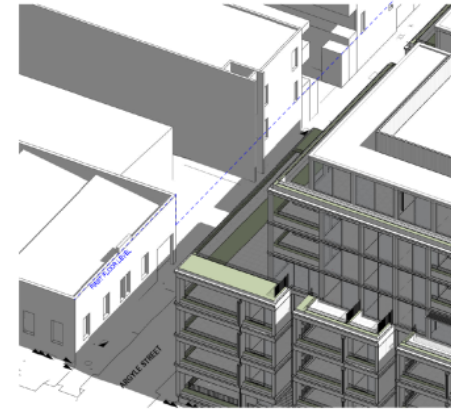
Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans



1 Shadow Studies - Argyle Street - 10am



2 Shadow Studies - Argyle Street - 11am



3 Shadow Studies - Argyle Street - 12pm



4 Shadow Studies - Argyle Street - 1pm



5 Shadow Studies - Argyle Street - 2pm

Attachment 1 - PLN21/0807 - 371 - 385 Gore Street, 195 & 197 Argyle Street Fitzroy - Advertised - Plans

Development Summary

LEVEL	GBA (m²)	NSA (m²)	POS (m²)	Core and Circulation (m²)	Landscape (Planter) (m²)	Landscape (Garden)	Communal Space (Indoor and Outdoor Amenity) (m²)	Common Space (excl. Amenity) (m²)	Service and Store (m²)	Carpark (m²)	Apartment Mix				Total
											2B	3B	PH		
Roof	0														
Level 07	1039	711	162	80	86								3		3
Level 06	1032	824	69	114	25						1	4			5
Level 05	1032	824	69	114	25						1	4			5
Level 04	1300	663	253	114	110						1	4			5
Level 03	1603	1100	244	133	126						4	3			7
Level 02	1630	1220	163	156	91						7	2			9
Level 01	1639	1220	172	156	91						7	2			9
Ground	1750	773	146	132	184	30	233	198	54		5	1			6
Basement 01	1837			67					129	1641					
Basement 02	1837			70					44	1723					
TOTAL	14,759	7,555	1,278	1,136	738	30	233	198	227	3,364	26	20	3		49

PARKING PROVISIONS	CARS	MOTORCYCLES	SITE	(sqm)
BASEMENT 01	52	2	SITE AREA	1874
BASEMENT 02	57	3	DEEP SOIL	133
TOTAL	109	5		

Legend

NSA = Net Saleable Area
NSA = Net Saleable Area
POS = Private Open Space

Disclaimer

All areas shown in these drawings are approximate only and should not be used for any contractual negotiations.
Information provided is conceptual and should only be used for information purposes.
Further development work is required with a consultant team to confirm all areas / final feasibility.



Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Open Space Design Formal Referral Response



Application Information	
Referral Officer	USERID
Officer	Kevin Ayrey
Council Reference	PLN21/0807
Address	371-385 Gore St, Fitzroy VIC 3065
Proposal	Demolition of all existing buildings on site and construction of an eight (8) storey (plus two basement levels) residential development comprising of 49 dwellings/apartments; removal of easements (two carriageway easements extending along the rear boundary of 197 Argyle St).
Comments Sought	This is the link to the Statutory Planning Referral memo:

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Council's Open Space Design (City Strategy) provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Council's Open Space Design (City Strategy) were requested to make comment on the proposal:

- Landscaping Plan
- Landscaping proposed within a development's property boundary

Comments and Recommendations

I have reviewed the landscape plans prepared by Acre Studios (01/11/2021) for the above planning application. I have also assessed these against the Architectural drawings from Woods Bagot (Revision A-19/10/2021).

Landscaping and planting is shown on all levels from Ground to level 7.

Planning permit requirements

- a) Provide plant schedules with the following information – the proposed plant species (botanical and common name), installation size, width x height at maturity, and plant numbers. Generally this information has been provided. The 'level 4' plant schedule is missing from page 21. Some of the proposed plants will require frequent maintenance to keep them to the 'mature' size shown in the plant schedule (e.g. *Russelia equisetiformis*). The following plant species are listed on the 'Advisory list of environmental weeds in Victoria' and alternatives should be found –
Plectranthus ciliatus
Achillea millefolium 'Mondpagode'
Verbena bonariensis
 The plant list does include a number of native plants which assists in fostering local fauna and biodiversity.
- b) Planting plans have been provided, though the codes shown on the plans don't always correspond to the codes and colours in the plant schedule, this needs to be corrected. A legend containing key features, materials and surfaces is missing from the landscape plans so it is difficult to read what kind of surface is being proposed for the ground floor 'deep soil' zone. Also on the ground floor the Argyle St entrance shows trees located in the ramp pavement, which seems to be an error;
- c) A detail is provided for balcony planters – showing dimensions, drainage, lining, materials and growing media. Further information on soil depths and volumes proposed for trees is necessary to ensure volumes of growing media are adequate for the tree species proposed.
- d) Provide information on proposed irrigation- reference is made in relation to the inclusion of irrigation.
- e) Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be outlined.

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Load bearing weights for the building structure need to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass being proposed.

Open Space Design: ayrek

Signature:

Date:07/01/2022

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Civil Works Formal Referral Response



Application Information	
Referral Officer	USERID
Officer	Atha Athanasi
Council Reference	PLN21/0807
Address	371-385 Gore St, Fitzroy VIC 3065
Proposal	Demolition of all existing buildings on site and construction of an eight (8) storey (plus two basement levels) residential development comprising of 49 dwellings/apartments; removal of easements (two carriageway easements extending along the rear boundary of 197 Argyle St).
Comments Sought	This is the link to the Statutory Planning Referral memo:

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Council's Civil Works Unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Civil Works were requested to make comment on the submitted Waste Management Plan (WMP).

Comments and Recommendations

The waste management plan for 371-385 Gore St & 195-197 Argyle St, Fitzroy authored by Leigh Design and dated 28/10/21 is satisfactory from a City Works Branch's perspective.

Engineer: USERID

Signature:

Date:

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Urban Design Formal Referral Response



Application Information	
Referral Officer	Julian Larkins
Officer	John Williams
Council Reference	PLN21/0807
Address	371-385 Gore St, Fitzroy VIC 3065
Proposal	Demolition of all existing buildings on site and construction of an eight (8) storey (plus two basement levels) residential development comprising of 49 dwellings/apartments; removal of easements (two carriageway easements extending along the rear boundary of 197 Argyle St).
Comments Sought	<p>Urban Design comments have been sought on the public realm aspects of the proposal and to confirm if there are any capital works around the site led by the Urban Design team.</p> <p>The comments provided below are based on the architectural drawings by Woods Bagot Architects (2 December 2021) and landscape architectural drawings by Acre (November 2021).</p> <p>The extent of this review is limited to the proposed development's integration with the streetscape and public realm and excludes landscaping within the building and rooftop landscapes.</p>

Recommendation

The proposal is not supported in its current form. The following recommendations and clarifications are required to strengthen the proposal from an Urban Design streetscape perspective. The rationale behind these changes is explained in detail overleaf.

- Modifications to Gore Street to improve integration with the streetscape.
- Current alignment and spacing of outstands and spacing of trees is not supported.
- Groundcover planting in outstands is not supported.
- Outstand drainage strategy to be resolved.
- Additional street tree to Argyle Street to be provided.
- Provide updated ground plans and landscape plans for Council review.

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Urban Design Comments

Capital Works

As of January 2022, there are no known planned/approved capital works around the site being led by the Urban Design Unit. The following traffic upgrades to Gore Street are proposed by Council's Traffic Unit.

- Speed humps to be installed adjacent to the development on Gore Street between Johnston Street and Kerr Street.
- New median islands works between Rose Street and Westgarth Street.
- Pedestrian island at the southern approach of the Gore Street / Rose Street intersection.

Additional Information Required

The following details are required on the drawings:

- Verification of existing and proposed adjacent on-street parking numbers.
- Drainage including kerb and channel (including back of kerb, invert, and lip of channel) and any side entry pits.
- Streetscape surface finishes to be nominated on plans.

Additional details required on the drawings are set out in the relevant sections below.

Pavements and Street Furniture

- Pavements along Gore Street and Argyle Street are to be reinstated as asphalt footpaths with heritage bluestone kerb and channels to match existing types for the full length of the site.
- Pedestrian kerb crossings to be shown on drawings as per Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings 4.4.7.
- Provision of seating at entry supported. Alignment of bench along 1:10 ramp to be reconsidered.

Street Tree Planting

- The principle of providing more street trees is highly supported however the spacing and geometry of outstands needs to be revised. Spacing of outstands to be updated to provide continuous canopy coverage and reinforce the regular tree planting intervals along the western side of Gore Street rather than marking the building entry. There is also space for an additional road tree in Argyle Street. (refer to figure 1 markup)
- Tree species to be updated to align with wider street tree character:
 - Tree species on Argyle Street to be *Koelreuteria paniculatum*
 - Proposed plane trees on Gore Street to be *Platanus x acerifolia* 'Liberty'
- The applicant is requested to contribute to the cost of planting three (3) new street trees, which would cover tree sourcing, planting and 2 years of maintenance. The total cost for the trees would be \$3,078 and below is the breakdown:
 - Outstand – 1 x Gore Street; approximate cost \$880 per tree
 - Roadside – 2 x Argyle Street; approximate cost \$1,099 per tree
- Council's tree planting contractor will source and plant the street trees. 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.

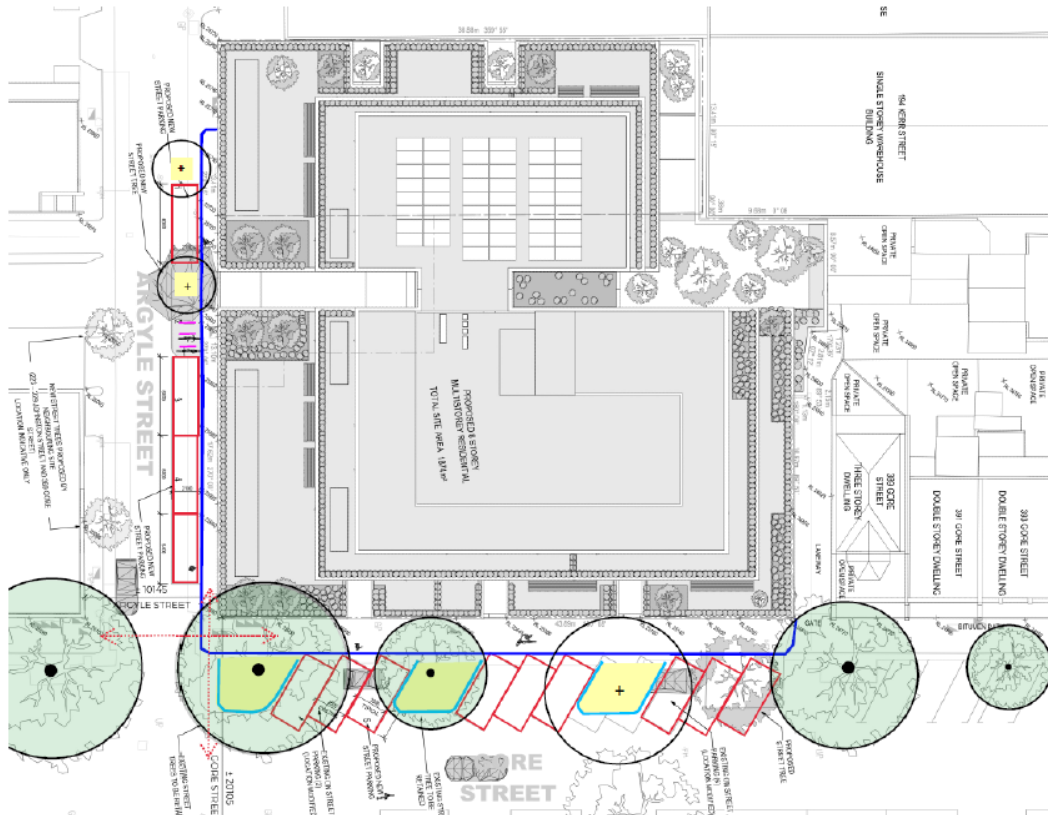


Figure 1: Tree outstand markup

Gore Street Outstands

- Geometry of outstands to be revised to maximise the efficiency of outstands and parking.(refer to figure 1 markup).
- Accessible east/west pedestrian connection across Gore Street at the Argyle Street intersection to be considered. Suggest kerb ramp provided at corner with outstand geometry revised to allow accessible pedestrian connection across Gore Street. (refer to figure 1 markup).
- Southern most outstand to be shaped for truck turning movements out of Argyle Street. Vehicular access to existing Gore Street laneway to be confirmed.
- More detail required including materiality of outstands, drainage and tree protection measures to be indicated on drawings and provided for council approval.
- Council is not supportive of new on street garden beds below established trees. Permeable granular surface finish to be provided to outstands (e.g. resin bonded granitic gravel). Outstand tree surrounds to be stripped of road pavement and backfilled with approved topsoil and 100mm of granitic sand as per detail YSD709.
- Extreme care should be taken when working within 2 metres of an existing tree trunk. Should the Contractor expose tree roots greater than 40mm in diameter, the Supervisor should be notified before proceeding with the Landscape Works. Other concerns regarding trees, or the potential impact of planting works upon trees, should be directed to Council's Arborist.
- Footpath kerb and channel to be maintained as continuous "run through" channel to reduce construction impacts on trees and allow for passive irrigation via existing kerb

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

and channel. Raised bluestone kerb to be constructed on roadside of outstands to provide protection of rootzones from vehicles. Outstand kerb to be constructed as semi mountable bluestone pitcher kerb as per YSD 311. See below Gore Street precedent for reference.

Argyle Street Outstands

- There is opportunity for two (2) street trees to be provided to Argyle Street.
- Council is not supportive of new on street garden beds below street trees in this location. Permeable granular surface finish to be provided to tree pit (e.g. resin bonded granitic gravel) as per detail YSD709. Surface finish of outstands to be nominated on plans.
- Parking spaces and outstand on northern side of Argyle St are subject to truck turning circles entering and the Laneway to the south of Argyle St.
- Realignment kerbs for the proposed outstand along Argyle Street is likely to result in drainage issues. Council's preference is for the existing kerb alignment to be maintained with street trees and bike parking to be provided at road level or as a detached outstand. (refer to figure 1 markup and Council Civil comments)
- Tree protection bike hoops for road trees on Argyle Street to be indicated. Bike hoops to be installed by council during tree planting.

Urban Designer: John Williams

Date: DateIssueL

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments



Vipac Engineers and Scientists Ltd
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City of Yarra
333 Bridge Road
Richmond, Victoria, 3121

19 January 2022
Ref: 30N-21-0635-GCO-27861-0

Dear Julian Larkins,

371-385 Gore St and 195-197 Argyle St, Fitzroy

This peer review of MEL Consultants "Environmental Wind Assessment" (Report: 181-21-DE-EWA-00) is based on Vipac's experience as a wind engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Vipac has reviewed the Environmental Wind Assessment and the relevant drawings and have the following comments:

- i. The MEL Consultants Environmental Wind Assessment has been prepared based on the drawings dated 19th October 2021 and consultancy experience. No wind tunnel testing has been carried out to support their assessment. We have no issues with this method for a desktop study as this is a common approach to provide architects, developments and responsible authorities advice on the wind impact of the proposed design.
- ii. We have no issues with the analysis approach, wind environment and exposure estimate. MEL Consultants have clearly identified the process for the desktop assessment, and this is consistent with the approach that Vipac would take.
- iii. The report has used the assessment criteria as detailed in the Better Apartment Design Standards (BADs) produced by the Department of Environment, Land, Water and Planning (DELWP). Vipac has no issues with this.
- iv. The report analysed the wind effects on the streetscapes along Argyle Street and Gore Street. It concluded that the pedestrian pathways are generally expected to meet the recommended walking comfort criterion. Vipac has no issues with this.
- v. The report finds that the main entrance along Argyle Street and Gore Street will be within the recommended standing comfort criteria Vipac has no issues with this.
- vi. The report also finds that all private terraces in the lower levels will be within the recommended walking comfort criterion, whereas those at the upper levels will satisfy this criterion with recommendations for wind amelioration. Vipac has no issues with this.
- vii. There is a communal open space on the ground floor at the north west corner of the site. MEL Consultants have not comments for this area.

In conclusion, the MEL Consultants Environmental Wind Assessment report used the proper analysis and methodology to analyse the wind effects on the pedestrian level surrounding the proposed development and on the terraces in detail. The report found that the proposed design would be expected to generate winds within the recommended wind comfort criteria at their respective locations. However, MEL Consultants should assess the wind conditions at the communal open area on the ground floor.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Rumman Islam

Consulting Engineer

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

ANITA BRADY HERITAGE

PO Box 1108
Collingwood, 3066
anita@abheritage.com.au
TEL 0411 057 271
ABN 21 157 418 354

MEMORANDUM

TO	Julian Larkins, City of Yarra	FROM	Anita Brady
RE	371-385 Gore and 195-197 Argyle Streets, Fitzroy	DATE	24 February 2022

Introduction

This memorandum addresses a proposal to develop the property at 371-385 Gore and 195-197 Argyle streets, Fitzroy, as per the permit application lodged with Yarra City Council in 2021 and advertised in December 2021. The proposed development includes:

Demolition of all existing buildings on site and construction of an eight (8) storey (plus two basement levels) residential development comprising of 49 dwellings/apartments; removal of easements (two carriageway easements extending along the rear boundary of 197 Argyle Street).

The advertised documentation has been reviewed, including plans prepared by Woods Bagot, dated December 2021. A Heritage Impacts Statement, prepared by Bryce Raworth (October 2021) is also referred to below (as the 'HIS report').



Figure 1 Aerial image, with subject property at centre
Source: Nearmap December 2021

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

ANITA BRADY HERITAGE

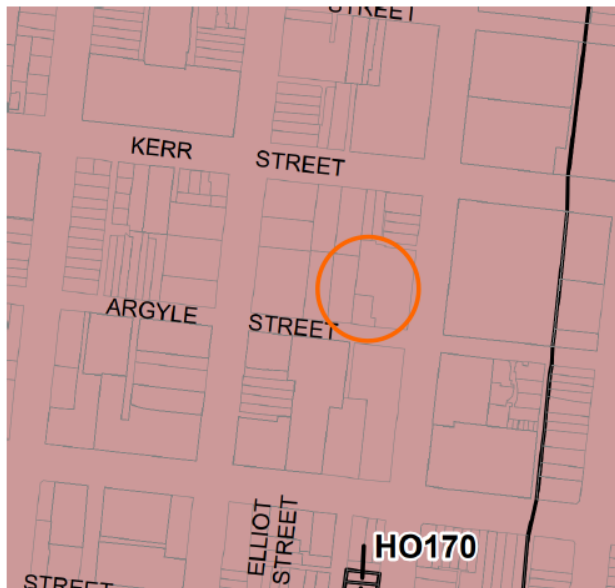


Figure 2 Extract from Yarra Heritage Overlay map. Indicating the subject property within this area of the HO334 precinct
Source: Planning Schemes Online

The subject property is a large site which comprises several ungraded (not contributory) building and spatial components, situated in the South Fitzroy Precinct (HO 334). The corner-located property has two street frontages to the heritage precinct.

The site is described in the HIS report as:

The subject site is located on the north-west corner of Gore and Argyle Streets, Fitzroy. Occupying the site is a modern single-storey commercial building with a covered loading bay and carpark to the front (371-385 Gore Street), a modern double storey dwelling with corrugated steel cladding (197 Argyle Street) and a non-descript single-storey warehouse (195 Argyle Street).

Given the not contributory status of the subject buildings, no comment is provided here on the proposed demolition.

I also note that I have recently provided (memorandum) advice to Council on the proposed development of the property on the opposite (south) side of Argyle Street (with an address of 223-229 Johnston Street and 369 Gore Street). This advice addressed a proposed (up to) ten-storey development which, on balance and with regards to a previous VCAT decision, matters such as appropriate setbacks to the higher levels in the northern part of the site, and the treatment of the heritage building(s) on the site, was considered acceptable.

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

ANITA BRADY HERITAGE



Figure 3 Subject development site, to the corner of Argyle and Gore streets



Figure 4 Subject site, Argyle Street frontage

ANITA BRADY HERITAGE

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Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

ANITA BRADY HERITAGE



Figure 5 Terrace row at 389-393 Gore Street, adjoins the subject site to its north



Figure 6 Former MacRobertson factories, east side of Gore Street, opposite the subject site

ANITA BRADY HERITAGE

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Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

ANITA BRADY HERITAGE

Heritage precinct and adjoining development

As noted, the subject property is included in the South Fitzroy Precinct, identified as HO334 in Yarra's Schedule to the Heritage Overlay. Under the precinct controls, external building and land development controls apply, but no external paint, internal or tree controls.

The South Fitzroy Precinct, HO334, is large and diverse and its development dates from the late 1830s when it was the focus of the first suburban sale of land outside the early town centre of Melbourne.

More generally, this area of the heritage precinct north of Johnston Street differs to that which is south of Johnston Street, through having larger existing buildings and allotments including some factory and warehouse buildings from the late nineteenth and early twentieth centuries such as the former shirt factory (south side of Argyle Street, at 369 Gore Street) and the former MacRobertson confectionery factories (east side of Gore Street and elsewhere in this immediate area). Conversely, development south of Johnston Street is more consistent with the typically fine-grained historic residential development of South Fitzroy (which is largely one- and two-storey scale).

It is also the case that this area of the HO334 precinct has seen recent developments of larger scale approved and/or constructed, including mixed use but mainly residential buildings of six and seven storeys, plus the recent ten-storey development to the south at 239-245 Johnston Street, corner of Gore Street. Smith Street, further east, is also accommodating developments of scale.

While the subject site does not contain buildings of heritage value, there are adjoining and nearby properties with various gradings. Adjoining and in the vicinity of the site, the following are noted:¹

West of property, north side of Argyle Street:

- 193 Argyle Street, single-storey twentieth century building. Not contributory.
- Through to the corner of George Street, various building components. Not contributory.

North of property, west side of Gore Street:

- 389-393 Gore Street, Linslade Terrace, row of three two-storey Victorian terraces. Contributory.

East of property, east side of Gore Street:

- Former MacRobertson confectionery factory brick buildings, mostly two-storey. Individually significant.

South of property, south side of Argyle Street:

- 369 Gore Street, late nineteenth century single-storey brick building(s) to the south-west corner of Gore and Argyle streets (former Argyle Shirt Factory). Individually significant.
- 198 Argyle Street, single-storey brick building which adjoins the above to its west. Not contributory.
- 192 Argyle Street, three-storey modern townhouse development. Not contributory.

To summarise, the north side of Argyle Street, between Gore and Georges streets, is comprised of ungraded and not contributory properties and is not a sensitive section of the Argyle Street

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

ANITA BRADY HERITAGE

streetscape. The ungraded properties include some with large footprints which can reasonably be considered future development sites.

To the north, east and south of the property are heritage buildings of mainly low scale (typically two storeys). That to south (referred to above at 369 Gore Street) is part of a site where a substantial development (potentially up to ten storeys) is likely to be constructed. As per my previous advice on this development, I sought a lower-level building with setbacks to the corner of Gore and Argyle streets (associated with the former shirt factory). This development, which I now regard as generally acceptable, proposes up to nine above-ground levels in its northern half (to the corner), with upper-level setbacks to Argyle Street in the order of 10.m and 17m.

Proposed development

As noted, the proposed development includes:

Demolition of all existing buildings on site and construction of an eight (8) storey (plus two basement levels) residential development comprising of 49 dwellings/apartments; removal of easements (two carriageway easements extending along the rear boundary of 197 Argyle Street.

The proposed building will have a podium of three levels (at west end of Argyle Street) and four levels (remainder of site) topped by five and four upper levels, respectively. The massing will be broken into west and east building components, separated by an open north-south corridor/pedestrian access (breezeway). The facades will have vertically expressed bays, and a regularity of openings.

Vehicle access to the basement levels will be located in the north-west of the site.

Regarding setbacks, the facades will have no setbacks to Argyle and Gore streets for ground to level 3 (four levels), with balconies set in from the façade lines. For the four levels above (levels 4-7) the facades will be setback from the building edge with open terraces in the setbacks. At levels 4-6 the setbacks will be:

- 7.5m on the south side to Argyle Street
- 3m on the east side to Gore Street
- 4.5m on the west side

Levels 5 and 6 will have balconies set in from the façade lines.

At level 7 (top level) the setbacks will be:

- 10.5m on the south side to Argyle Street
- 5m on the east side to Gore Street
- 5.6m on the west side

Materials will include red face brickwork, off-form concrete (red tinted), bronze details and clear glazing to the lower levels; and raw concrete, dark grey powdercoat details and clear glazing to the upper levels.

Comments

The following comments have had regard for Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay, and for Clause 43.01.

Reference is also made to the interim Design & Development Overlay Schedule 36 (DDO36).

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ANITA BRADY HERITAGE

Height

The overall height of the proposed building in this part of the HO334 precinct is generally acceptable, although the height in combination with the setbacks to Gore Street is more problematic, as outlined below.

But more generally, eight storeys is acknowledged to be reasonable here, and with the emerging height in this area. This section of the north side of Argyle Street is also, as noted, not of heritage sensitivity in terms of existing development (all ungraded properties between Gore and George streets). There is also the proposed development of the opposite 369 Gore Street, with 9 levels in the part of the site closest to Argyle Street. This places it at one level higher than what is proposed for the subject site, although the 369 Gore Street development has greater setbacks to Argyle Street for the upper levels.

It is also understood that the overall height is largely consistent with the interim Design & Development Overlay Schedule 36 (DDO36).

Streetscape height/podium

The streetscape height of the podium, especially to the Gore Street frontage, is discussed below. The podium height to Argyle Street is acceptable.

The Gore Street podium at its north end will exceed the height of the adjoining contributory terrace row at 389-393 Gore Street. However, this is acceptable here. The terrace row is separated from the development by a ROW, and there are other examples in this general area of HO334, including historic examples, where buildings of different height are 'side by side' and seen together.

However, the other and perhaps more important heritage consideration is the potential impact on the individually significant former MacRobertson factories on the opposite (east side) of Gore Street. This is a broader streetscape and heritage precinct issue.

While impacts on heritage buildings on the opposite side of a wide street (such as Gore Street) are not always relevant considerations, in this case the MacRobertson factories make a highly distinctive and important contribution to the heritage character of Gore Street, and this area of the heritage precinct. These buildings present with a very consistent two-storey scale for the length of the east side of Gore Street between Argyle and Kerr streets (and beyond) and form highly valued heritage streetscapes in Fitzroy.

The documentation submitted with the application provides some indication of the comparative heights of the proposed podium to Gore Street, and that of the MacRobertson factories opposite (see TP32001, South Elevation and TP32002, North Elevation). This indicates that the streetscape height of the podium will be about 1.4m higher than the roof of the MacRobertson factories. The latter have a hipped roof form which is visible above the parapets for the length of this section of Gore Street (see Figure 6). However, the height of the factory facades, to the parapet, is lower again and when comparing the proposed podium height on the west side of Gore Street with the height of the facades of the former factories on the east side of the street, the former will be about one level (one storey) higher than the latter.

The issue, therefore, is whether this difference will result in the new building/podium overly competing with, and/or dominating or detracting from the MacRobertson buildings opposite, when looking along Gore Street. The former factories have a very long frontage (to all of Gore

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

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Street in this section), while the podium will occupy a lesser frontage (about two-thirds of the west side of Gore Street).

It is also understood that the height of the podium is largely consistent with the interim DDO36.

Having regard to all the above, this is a situation where the streetscape height of the proposed podium can be seen as acceptable, but not with the current setbacks as proposed to the levels above the podium. These levels are too close to the building frontage and to Gore Street, where they will reinforce the height differential with the factories opposite, as already established by the podium, and add to the issue of visual dominance when seen in the context of the historic factories. The setbacks to these levels are therefore recommended to be increased (see below). This would also assist the overall development to achieve a more respectful relationship with the individually significant buildings opposite, and to be less prominent in views along Gore Street.

Setbacks

The setbacks for the lower/podium levels are acceptable.

Having regard to the above comments, the setbacks to levels 4-6 above the podium on the east side of the proposed building (to Gore Street) are recommended to be increased by 2m. The east setback to level 7 (top level) should also have a largely commensurate increase of up to 2m.

Again, the increased setbacks to Gore Street will help to 'offset' the impact of the podium height.

The increased setbacks would also assist the proposed development to be more consistent with the interim DDO36 setbacks to the Gore Street frontage.

Architectural expression

The overall architectural expression of the proposed building, and the proposed materials are acceptable. The face brickwork is responsive to the heritage context, including the strong brick materiality of the former MacRobertson factories on Gore Street and in this general area of the precinct (although originally most of the MacRobertson buildings in this area of Fitzroy were painted white).

The lighter treatment to the proposed upper levels will help these levels to be more recessive.

The regular (grid-like) pattern of the facades, and their openings, also responds to the repetitive pattern of bays and openings in the former factories opposite.

¹ Gratings taken from Yarra Heritage Database, <http://vhd.heritage.vic.gov.au/local/search/yarra>, accessed 23 February 2022.

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments



17 February 2022

640.10090.07370 371-385 Gore & 195-197 Argyle St Fitzroy 20220117.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Julian Larkins

Dear Julian

371-385 Gore Street & 195-197 Argyle Street, Fitzroy Development Application Acoustic Review

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for development proposed for 371-385 Gore Street & 195-197 Argyle Street, Fitzroy.

Details of the report are as follows.

- Title: Gore Street – Residential Development
- Reference: 20210996.1/2810A/R3/MS
- Date: 3/08/2021
- Prepared for: Piccolo Developments Pty Ltd
- Prepared by: Acoustic Logic Pty Ltd (AL)

The report has been prepared to support the planning application for the project.

1 Background Information

(Sections 1 and 3 the acoustic report)

The proposal is for an 8 storey residential development plus 2 levels of basement carparking.

Potential noise impacts on the proposal are identified as:

- Noise from existing commercial uses. A number of surrounding buildings are identified as commercial however Ellikon Printing at 384 George Street and 193 Argyle Street on the western boundary of the subject site is the only one observed to produce noise.
- Road traffic noise

The site is noted to be not in the vicinity of any existing licensed premises.

Potential noise impacts from the proposal are identified in later sections of the report as mechanical plant and carpark equipment.

SLR Comments: *The proposal and site context have generally been identified.*

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The nearest noise sensitive receivers have not been explicitly identified in the report. These are the two storey dwellings north of the subject site (389-393 Gore Street and 200 Kerr Street) and multilevel residential development on the south side of Argyle Street (192 Argyle St).

2 Noise to the subject development

2.1 Existing commercial noise

(Section 2 and 3.1 of the report)

Noise from surrounding businesses is proposed to be assessed to *Part I of the 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues', Publication 1826 (the Noise Protocol, Part I / formerly SEPP N-1).*

Daytime noise limits have been determined from land use zoning and existing background noise levels. Background noise measurements were conducted at four locations around the subject site between 1:45 pm and 2:30 pm Tuesday 3 August 2021 and were in the range 48 to 51 L_{A90} , dB. They fall within the 'neutral' range for the day period, and the resultant noise limit is identified as the zoning level of 59 dBA.

Noise from Ellikon Printing has been measured at two locations in Argyle Street proximate to the printers. The garage door to the printing facility was open during the measurements. The measured noise levels were 56 L_{Aeq} and 57 L_{Aeq} , dB (2.5 dB façade reflection removed from measured level). The measured levels are observed to comply with the 59 dBA noise limit.

SLR Comments: *The background noise measurements and timing are reasonable. Our calculation of the noise limit is consistent with Acoustic Logic's.*

Noise from the printers was measured at an appropriate location and we agree that compliance has been demonstrated for noise via the open door.

Some apartments are constructed along the western boundary of the subject site and there is potential for structureborne noise transfer via the wall separating them from the printers. We would like to confirm that the buildings will not be connected. If they are, further investigations into potential structureborne noise transfer via the common wall should be investigated.

2.2 Road traffic noise impacts to the subject development

2.2.1 Criteria

(Section 4 of the report)

Road traffic noise is proposed to be assessed to levels of 40 dB $L_{Aeq,1hr}$ in habitable rooms during the day period, and up to 35 dB $L_{Aeq,1hr}$ in bedrooms at night. These levels are the maximum recommended levels provided in AS/NZS2107:2016 for apartment on minor roads.

AL state that the criteria provided in Standards D16 and D40 do not apply to this project because the site is not in a noise influence area.

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SLR Comments:

We note that while the site is not in a noise influence area, the City of Yarra 'Guidelines – managing noise impacts in urban development', October 2019, clarifies that the criteria provided in Standards D16 and D40 should be applied to all apartment developments impacted by road traffic noise in the City of Yarra.

However, the design noise criteria nominated for this project will provide a better level of amenity than is required under Standards D16 and D40 due to the fact that the criteria for minor, rather than major roads has been nominated. On these grounds the proposed criteria are considered acceptable.

2.2.2 Quantification of noise impacts

(Section 2 of the acoustic report)

The L_{Aeq} levels of the measurements conducted to quantify background noise have also been used to quantify road traffic noise. The measured levels of road traffic ranged from 52 to 57 L_{Aeq} dB.

SLR Comment: *The measurements undertaken are reasonable for quantifying road traffic noise to the subject site. The subject development is almost 100 m from any major road and unlikely to have significant traffic noise impacts, even on upper levels of the building.*

2.2.3 Assessment

(Section 6 of the acoustic report)

AL state that the measured levels of road traffic noise are low, and conventional acoustic treatments will be able to be implemented to ensure that the nominated criteria will be met.

SLR Comment: *SLR agrees that the identified criteria will be able to be met with conventional glazing options.*

3 Noise from the subject site

3.1 Mechanical plant

(Section 6 of the report)

AL state that plant and equipment should comply with Noise Protocol, Part I.

SLR Comment: *Noise impacts from mechanical plant on this project would appear to be a reasonably low risk, with the potentially most impacted receivers likely to be the development itself.*

3.2 Carpark entry gate

(Section 5 of the report)

The two level basement carpark is accessed via Argyle Street. AL provide practical guidance for minimising noise intrusion from operation of the carpark entry gate.

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SLR Comment: The report includes a discussion of carpark entrance gate likely noise levels, but does not provide a firm specification for noise from the equipment. Given the proximity of existing dwellings to the proposed carpark entrance (less than 10 m away), in combination with the size of the carpark and the probable low background noise levels at night, we would prefer the acoustic advice to include a recommended maximum noise level for the carpark gate, such that it does not cause sleep disturbance at existing dwellings, and complies to the Noise Protocol noise limits. However, this is a minor issue and could be easily addressed either by planning permit, or in a revised or updated acoustic report.

4 Other Matters – Common Areas

The development includes a communal outdoor area with a shared amenity room opening onto it at ground level, on the north side of the building, adjacent to existing dwellings. From our understanding of the architectural drawings, the boundary walls to this area are proposed to be at least 3 m above ground level on the apartment side (Sheet TP32003, Rev. B). The wall appears to be masonry (MA:01).

Noise impacts from outdoor communal areas to existing dwellings can be a concern on residential developments, however if the perimeter walls are masonry and at least 3 m high as appears to be shown, they will be managed as far as is practicable.

5 Summary

SLR has undertaken a review of the revised acoustic report prepared to address noise to and from the development proposed for 371-385 Gore Street and 195-197 Argyle Street, Fitzroy. The report addresses most noise issues on the project, and identifies the project as generally low risk. SLR agrees with that assessment. However, we suggest that further consideration is given to the following matters, either in a revised acoustic report, or by Council:

- Confirmation be provided that the apartment west wall will not be connected to the wall of 193 Argyle Street. If it is, further investigations should be carried out to ensure that there will not be any structureborne noise impacts from the use.
- A recommended maximum noise level at a reference distance be specified in the report to ensure that the carpark gate and any other carpark equipment (if installed) does not exceed sleep disturbance criteria at the dwellings at 192 Argyle Street, and complies with the Noise Protocol
- Confirmation be provided that all walls surrounding the proposed ground floor communal outdoor area are masonry or of a construction with an Rw rating of at least 25 dB and are at least 3 m above ground level on the development side.

Regards,



Dianne Williams
Principal – Acoustics

Reviewed by JA

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments



Urban Design Memo

To:	Julian Larkins	Date:	23.02.2022
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	371-385 Gore Street & 195 and 187 Argyle Street, Fitzroy		

Thank you for the opportunity to review the application package for the proposed 8 storey mixed use development at **371-385 Gore Street & 195 and 187 Argyle Street, Fitzroy**. Following our site inspection, we have reviewed the relevant background drawings upon planning policy, analysis of the urban context and on our own intimate knowledge of the Fitzroy area and Johnston Street corridor.

We provide the following assessment in relation to urban design matters:

Site and context

The subject site is located on a consolidated corner site which has a main frontage to Argyle Street (43.73m) and Gore Street (43.89m). The site is irregular in shape, resulting in a total site area of approximately 1874m². Currently the site accommodates a single storey commercial building (371-385 Gore Street) occupied by Australia Post, a double storey dwelling (197 Argyle Street) with a direct interface to Argyle Street and a single storey commercial building (195 Argyle Street) that is set back approximately 5.5m from the street frontage. Vehicular access is afforded via a cross overs along both the Argyle and Gore Street frontages. The subject site is gently falls from the south east to the north west with an approximate 1m fall along the Gore Street frontage. Also, along the Gore Street frontage there are 2 mature street trees (plane trees). The site forms a significant portion of the MUZ block positioned inboard from the main spines of Johnston and Smith Streets and therefore forms part of the transitional zone between Fitzroy's corridors and 'back block' areas.



Site Context (nearmap)

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The key site interface conditions are as follows:

- To the **east** is Gore Street, a 20m wide road reserve permitting two way vehicular traffic movement, marked angle parking on one side and parallel kerbside parking on the opposite side of the street. The street also comprises of large canopy trees and footpaths to both sides. Across Gore Street is a former MacRobertson confectionary factory with 2 storey frontages to Gore and Kerr Streets, which have since been converted to 2-3 residences restored to a natural brick presentation. Diagonally to the south east at 340 Gore Street and 208 Argyle Street comprises a 2 storey renovated brick warehouse with a pitched metal roof accommodating residences within.
- To the immediate **south** the site has a direct interface with Argyle Street, a 10.5m road reserve permitting a one-way vehicle movement (towards the east) with marked kerbside parking on one side and unmarked parking on the other. Opposite Argyle Street is 369 Gore Street, comprising a 1 and 2 storey commercial building of which the eastern building (former Shirt Factory) is graded 'individually significant'. Parcels at 369 Gore Street and the adjoining allotment (223-229 Johnston Street) are currently subject to Planning Permit Application PLN21/0670 seeking approval for a 10 storey mixed used apartment development. Diagonally, to the south east at 338 Gore Street is a recently constructed 10 storey mixed use development comprising retail premises at Ground Level and apartment dwellings on the upper levels.
- To the immediate **west** is 193 Argyle Street, comprising a single storey commercial building with a 5m setback from the Argyle Street frontage to allow for an area of car parking. To the north-west the subject site abuts 194 Kerr Street, comprising a single storey commercial building. Land extending further west comprises a series of single and double storey commercial forms including instances of infill in the form of converted apartment developments.
- To the immediate **north** the site partially abuts a gated laneway and private open space associated with land at 198 & 200 Kerr Street. Each lot comprises a double storey Victorian era dwelling with contributory heritage status (H0334). North of the laneway at 389, 391 & 393 are three attached double storey terrace dwellings similarly graded as contributory heritage buildings within H0334. Further north is Kerr Street a 20m wide road reserve permitting traffic in each direction comprising angled parking to the north and parallel parking to the south. It also comprises a dedicated westbound cycle path and is lined with mature Plane trees.



Subject site from corner of Gore and Argyle Streets



East – former MacRobertson confectionary factory



South – Argyle Street & 369 Gore Street



West – Subject site and 193 Argyle Street



North – from the corner of Kerr and Argyle Streets

Hansen Partnership Pty Ltd

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

In the wider context, there have been several planning approvals that are beginning to shape the urban morphology of the area. Some of the notable approvals/building under construction relevant to the subject site are:

Within DD036:

- 160-164 Argyle Street, 6 storeys, completed;
- 377-379 George Street, 6 storeys, completed;
- 338 Gore Street, 10 storeys, completed; and
- 363 George Street, 6 storeys, under construction.

Outside DD036:

- 142-144 Johnston Street and No. 3 Chapel Street, 6 storeys, completed;
- 178-182 Johnston Street, 7 storeys, completed;
- 341 – 347 George Street, 7 storeys, under construction.
- 365 Smith Street, 9 storeys (approved);
- 57-61 Johnston Street, 7 storeys, completed; and
- 397 Smith Street, 8 storeys, under construction.

This represents a clear trend of emerging maximum scale within this area within close proximity to the subject site. Notably within the DD036 extents recent developments predominantly comprise 6 storey buildings. Towards the Smith Street corridor recent developments are higher and range between 8 - 10 storeys.



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The Proposal

The proposal comprises demolition of all buildings on site and the construction of an 8 storey residential development (plus 2 basement levels). Specifically, key components of the proposal are as follows:

- 2 Levels of basement car parking (109 spaces) accessed via a modified cross over from Argyle Street. Basement levels also comprise 49 storage spaces and 61 bicycle storage spaces.
- A total 49 apartments with the following configurations:
 - 26x 2 bedroom apartments
 - 20x 3 bedroom apartments
 - 3x Penthouse apartments
- A Ground Floor comprising residential units surrounding a central lift core, lobby and communal amenity area. A north-south aligned light well provides natural ventilation and sunlight extending from Ground Floor to Level 8. A garden and area of communal open space is located to the north, with pedestrian access provided via Argyle and Gore Streets.
- A First Floor including residential units around central corridor and lift core, with a similar configuration rising to the 8th floor. Each apartment is provided private open space in the form of a balcony or terrace.
- The building rises to a maximum height of approximately 28.35m (excluding services and lift overrun).
- The building has a street wall height of 14.38m presenting to Argyle Street and with a setback of 7.5m from Level 4, and is further recessed to 10.5m from Level 7.
- The building has a street wall height of 14.76m to its Gore Street frontage with a setback of 3m from Level 4 and is further recessed by 5m from Level 7.
- Materials and finishes including brick masonry and red oxide off-form concrete between ground floor and Level 3 with mid-grey concrete and prominent glazing on upper levels. Proposal incorporates soft landscape treatments throughout in the form of planter boxes.



Artists Impression of the proposal looking north along Gore Street

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Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Planning Policy

The subject site is located within the **Mixed Use Zone (MUZ)** which seeks to:

- *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
- *To provide for housing at higher densities.*
- *To encourage development that responds to the existing or preferred neighbourhood character of the area.*
- *To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*

The site is affected by the **Design and Development Overlay – Schedule 36 (DDO36)**, the **Environmental Audit Overlay (EAO)** and the **Heritage Overlay – Schedule 334 (H0334)**.

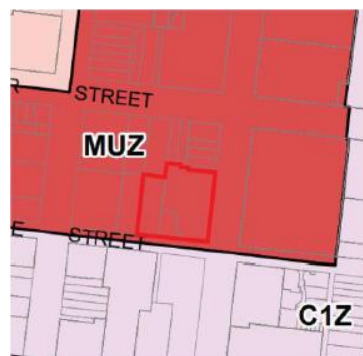
DDO36 identifies specific street wall and building height controls, the subject site has a preferred maximum building height of 27.2m. It specifies a street wall height of 14.4m to the Gore Street frontage (and the corner of Gore and Argyle Streets) with a preferred street wall height of 11.2m presenting to the Argyle Street frontage.

The following State and Local planning policies are considered relevant:

- *Clause 11 – Settlement;*
- *Clause 15 – Built Environment and Heritage;*
- *Clause 17 – Economic Development;*
- *Clause 21.03 – Vision;*
- *Clause 21.04 – Land Use;*
- *Clause 21.05 – Built Form;*
- *Clause 21.08 – Neighbourhoods;*
- *Clause 22.02 – Development Guidelines for Site Subject to the Heritage Overlay;*
- *Clause 22.05 – Interface Uses Policy;*
- *Clause 22.07 – Development Abutting Laneways; and*
- *Clause 22.10 – Built Form and Design Policy.*

Other relevant documents include:

- *Fitzroy East: Built Form Framework (2019);*
- *City of Yarra Urban Design Strategy (2011);*
- *City of Yarra Built form Review (2003);*
- *Smith Street Structure Plan (2008);*
- *Victorian Urban Design Charter (2010); and*
- *Urban Design Guidelines for Victoria (2017)*



Zone extract



DDO36 map



H0 extract

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Urban Design Assessment

Strategic Context and Urban Form

- At a strategic level, the Yarra Planning Scheme seeks to maintain the City's urban character as a *'low-rise urban form with pockets of higher development'*. Clause 21.05 – 2 states that low-rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development are Strategic Redevelopment Sites or within Activity Centres and should generally be no more than 5-6 storeys unless specific benefits can be achieved.
- While this site doesn't sit directly within an Activity Centre, it does sit within a Mixed Use Zone (MUZ) which seeks *'to provide for housing at higher densities'*. It is also affected by the recently adopted interim DDO36 which identifies specific built form controls for the subject site seeking *'mid-rise development (ranging from 3 to 8 storeys) in the mixed use precinct in Fitzroy East, north of Argyle Street'*. South of the subject site, it specifies increased heights of mid-rise character ranging from 6 to 9 storeys along the north side of Johnston Street within the Neighbourhood Activity Centre. This area is beginning to experience some transformation with new developments ranging between 4 – 10 storeys, with recent VCAT decisions and Council approvals supporting the notion. A notable development south east of the subject site at 338 Gore Street rises to 10 storeys, this building is within DDO36 however we note that its approval occurred before the adoption of DDO36.
- Specifically, DDO36 seeks a preferred building height of 27.2m for the subject site and a preferred street wall height of 14.2m along the Gore Street frontage and at the corner of Argyle and Gore Streets. The remaining Argyle Street preferred street wall height is 11.2m. It also includes further controls including specific overshadowing requirements stating *'new development should not overshadow properties fronting Argyle Street, south side, from the first floor upwards between 10am and 2pm at 22nd September'*. Additionally, new development should also not overshadow the opposite footpath of Gore Street measured as 3m from the relevant property frontage between 10am and 2pm at 22nd September.
- DDO36 has recently been adopted into the Planning Scheme and is based on recent strategic frameworks, it provides specific built form controls which outlines clear design requirements and measures. Therefore, our urban design assessment has given significant consideration to the proposals compliance with the design objectives within this Overlay.
- Clause 21.05 sets out objectives and strategies for urban design. Most relevant is the objective for non-residential areas is to improve the interface of development with the street in non-residential areas, with strategies referring to *'allowing flexibility in built form in areas with a coarse urban grain (larger lots, fewer street and lanes)'*, and requiring new development to integrate with the public street system. Importantly, the design guideline at Clause 22.10-3.3 states that the height of any portion of the new development *'should be guided by its' visual impact and off-site amenity impacts on surrounding properties such as overshadowing, visual bulk, day lighting to habitable rooms and overlooking'*.

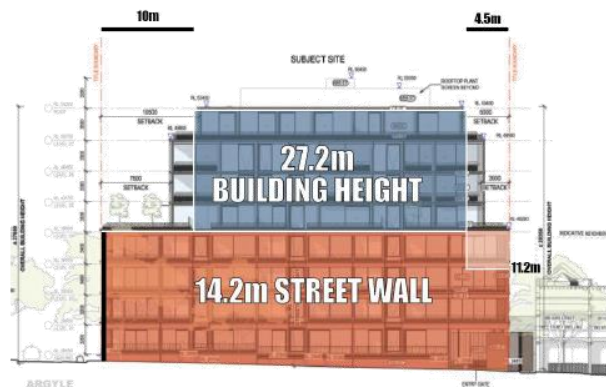


DDO36 extract: Street wall heights and building heights

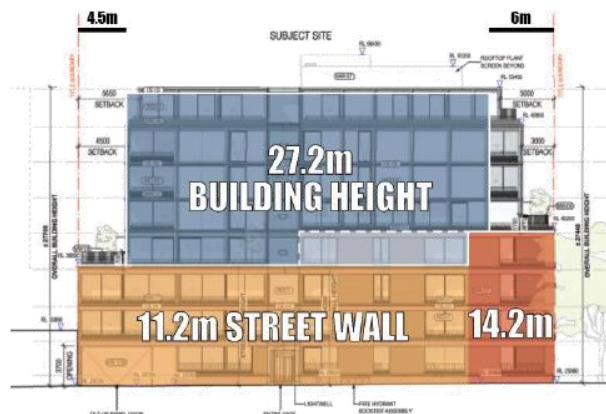
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Overall height and massing

- The proposed envelope (overall scale and street wall height) is broadly consistent with the built form parameters and objectives set out in DDO36. We do however, note some infringements on discretionary measures (as detailed below) however we find that the overall scale and massing in its totality to be supportable and appropriate within this MUZ context.
- The proposal at 28.35m rises 1.15m above the preferred building height of 27.2m identified in DDO36. However, this maximum dimension occurs at the site's northern edge along Gore Street as land falls away. While this is higher than the discretionary measure we believe that given the site's corner location, the gentle fall of the land and the proposal's general compliance of other measures such as overshadowing we consider this height supportable as it will not adversely affect neighbouring properties, result in unreasonable visual bulk or negatively impinge of the amenity available within either Argyle or Gore Streets.
- The proposal's street wall provision accords in respect to the siting of the 0m setbacks to street frontages and generally complies with the height requirements of DDO36. At the Gore Street frontage the street wall rises to 14.76m which is 0.36m above the preferred height of 11.4m. At the Argyle Street frontage the street wall is 10.98m at its western edge, rising to 14.38m after the Argyle Street entrance as it wraps around the corner of Gore Street. While this generally accord with the DDO parameters, we do note that the street wall rises to 14.38m slightly prematurely when compared to the DDO36 measure. However, given the corner profile and the logical rhythm of the step down after the building entrance we find this to be an appropriate design response.
- DDO36 states that the upper levels above the Argyle Street street wall should be set back a minimum of 10m, with upper levels above the primary and side street wall should be set back a minimum of 6m along other streets. The purpose of the increased setback to Argyle Street is sought to ensure that the narrower profile of Argyle Street is respected and to ensure there is not a strong sense of visual enclosure as the larger sites to the south fronting Johnston Street develop in scale. We note that the setback above the Argyle Street street wall is 7.5m which is 2.5m less than the preferred upper level setback requirement.



Extract: TP32001 Rev B showing Gore St DDO36 profile compared to proposal



Extract: TP32001 Rev B showing Argyle St DDO36 profile compared to proposal

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

- However, we consider this to be an acceptable distance as we believe the proposal will not negatively impact the Argyle Street streetscape, noting that the upper most level (Level 8) is further recessed to 10.5m and that the overshadowing impact appears not to extend above the Ground Floor of properties along the southern side of Argyle Street, at the equinox.

- In terms of the Gore Street frontage DD036 seeks an upper level setback of 6m, the proposal fails to meet this measure with an upper level setback above the street wall at 3m with Level 8 further recessed to 5m. We also note that this massing arrangement accords with the overshadowing parameters in respect to maintain appropriate solar access to the opposite Gore Street footpath. Therefore, we consider the key test to determining the appropriateness of the proposed lesser upper level setback to be whether or not the proposal ensures a clear visual distinction between podium and upper levels which appear as a recessive element in the overall expression. We assess this question below under 'Architectural Expression'.



Extract: TP97000 Rev B showing noon equinox shadows across Argyle Street

- The proposal otherwise complies with the Building Separation Requirements of DD036 in respect of its northern interface.
- The proposal also complies with the 4.5m setback to the west which is sought to ensure that development along the common boundary does not result in any unreasonable overlooking and therefore compliance with this measure is considered necessary in ensuring privacy of the neighbouring residents.

Architectural Expression

- We commend the building materials and colour palette which respectfully integrates into the heritage fabric of the Gore Street streetscape. Particularly the use of masonry brick finish and red oxide off-form concrete which effectively compliments the MacRobertson factory complex across the street forming a cohesive Gore Street streetscape. The robust brick street wall composition with integrated landscape provision presents a consistent geometric rhythm that appropriately 'breaks up' the facades and reflects the internal division of the building. It will therefore suitably relate to the proportions of the historic industrial warehouse forms found on the opposite side of Gore Street.
- The upper levels are presented in a more lightweight manner which visually distinguishes them from the street wall mass. The proposed light-mid grey off-form concrete grid and floor to ceiling glazing clearly contrasts with the more solid and masonry base, ensuring that the street wall presentation will be more prominent when appreciated from within the streetscapes of both Gore and Argyle Streets. Given this clear visual distinction and the presence of mature street trees (within Gore Street) we consider the need for greater spatial distinction between the street wall and upper levels to not be necessary in this instance.

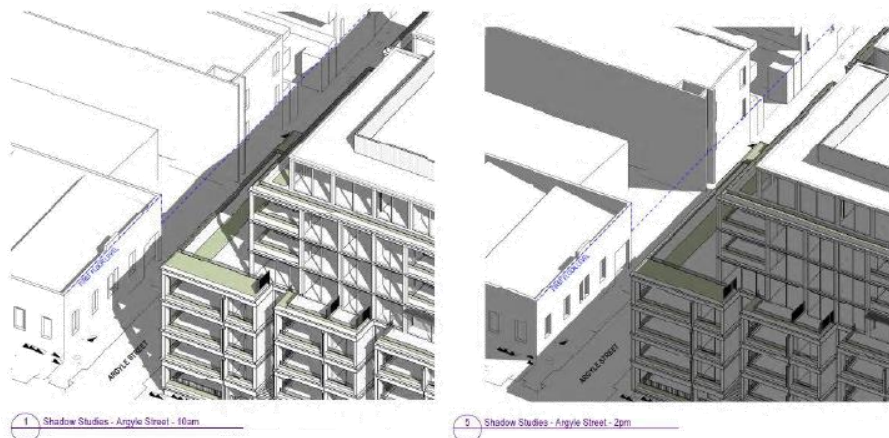
Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Internal arrangements

- The proposed site plan configuration is successful in suitably responding to this corner site's street frontages and gentle change in typography. The provision of the vehicle access from Argyle Street to the site's western edge is appropriate (given its side street nature) and enables the Ground Floor frontage to the high amenity Gore Street streetscape to be maximised. Where the arrangement of elevated terraces is supported, as they foster strong engagement with the street, while ensuring an appropriate threshold and privacy for future residents.
- The provision of dual pedestrians' entrances is considered a generous attribute, coupled with the alignment of a north-south light courts will ensure an inviting sense of address. It will also afford choice and convenience for residents entering or exiting the building.
- The internal arrangement of communal corridors is well considered, with the core being positioned central to the building and next to the north-south light courts. This configuration enables a distinction between the buildings two 'wings' and ensures provision of amenity into the corridors. The individual dwelling entrances are also recessed into the corridor, this creates a more private and individual address to the communal space.
- The incorporation of recesses (or lightwells) within the podium levels along the western interface is considered an appropriate configuration to both provide internal amenity to the inboard portion of these apartments, but also breaks up the 3 storey wall along this common boundary – to an existing single storey form.
- Given the site's position within the mixed use 'back block' area of Fitzroy, we consider it acceptable to not comprise a commercial activity. This section of Gore Street is currently devoid of commercial (shop front) activity and we therefore do not see the need to encourage such provision within this development.

Off-site Amenity Considerations

- We have reviewed the overshadowing diagrams (both plan and 3D diagrams) which indicate the proposal broadly accords with the requirements of DD036. The proposal will not overshadow the opposite footpath of Gore Street before 2pm at the equinox and only marginally infringes on the Argyle Street First Floor datum test, between 10am and 2pm at the equinox. Given that the shadow only slightly rises above the preferred height, and will not impinge on any existing First Floor windows we find this to be an acceptable encroachment that will not adversely affect properties fronting the opposite side of Argyle Street.



Extract from TP97002 Rev B – showing slight shadow encroachment at 10am and 2pm at 22nd Sept

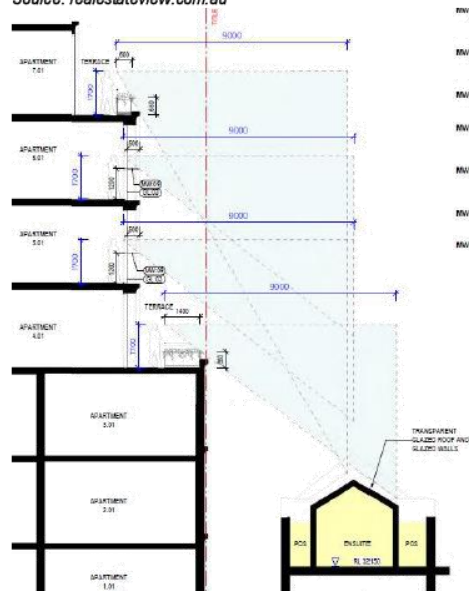
Hansen Partnership Pty Ltd

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- There appears to be a unique glazed rooftop ensuite atop the neighbouring terrace dwelling at 389 Gore Street. While technically not a habitable room under the Planning Scheme provision careful consideration of the proposal's impact on this existing condition is consider necessary to ensure continued functionality of this existing bathroom and that the proposal won't unreasonably impact upon this particular abuttal.
- The proposal contains numerous cross-sections which detail the potential overlooking arrangements between proposed upper level apartments and this ensuite and associated rooftop private open space. The proposal demonstrates that the abutting terraces and habitable room windows of apartments will not be able to see downwards into these sensitive neighbouring conditions within a horizontal dimension of 9m. Therefore, we are satisfied that the proposal should not unreasonably impinge upon the privacy of this unique abuttal.



Top floor of 389 Gore Street, directly north of the proposal.
Source: realestateview.com.au



Extract: Section 3 from TP34001 Rev B showing downward overlooking extents from proposed abutting dwellings

Conclusion

In summary, we are supportive of the proposed 8 storey residential development. While the overall height (in metrics) and upper level massing arrangements vary slightly from the DDOs discretionary requirements, we note that these departures do not result in any unreasonable off-site amenity impacts and that a clear distinction and recessive upper level form result. Overall, the site plan arrangement is well conceived and offers a high amenity entry and communal environment. While the architectural expression is commended and responds well to the site's Fitzroy context and proximity to the former MacRobertson factory complex.

We do not seek any further amendments or refinements to the proposal from an urban design perspective.

We would be happy to liaise with the design team directly to progress these refinements in a timely manner. Should you have any further enquiries, please don't hesitate to contact us on 9664 9836.

Yours faithfully,

Hansen Partnership Pty Ltd

Urban Design Team

23/02/2022

Hansen Partnership Pty Ltd

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Strategic Transport Formal Referral Response



Application Information	
Referral Officer	Julian Larkins
Officer	Chloe Wright
Council Reference	PLN21/0807
Address	371 – 385 Gore Street, Fitzroy
Proposal	Residential development
Comments Sought	This is the link to the Statutory Planning Referral memo: NA

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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 safety or access 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
Dwellings	49 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	10 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	5 visitor spaces	
Bicycle Parking Spaces Total			10 resident spaces	50 resident spaces
			5 visitor spaces	11 visitor spaces

Adequacy of visitor spaces

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

- 11 visitor bicycle spaces are proposed, which meets Council's best-practice rate¹ recommendation of 11 spaces.
- Six visitor bicycle spaces are provided at a new kerb outstand on Argyle Street and five visitor spaces are located internally, adjacent to the vehicle entry at Argyle Street.
- Dimensions of the bicycle hoops at Argyle Street have been included on the plans and demonstrate the layout is in accordance with AS2890.3.
- The five internal spaces are provided as hanging wall racks. Typically, all visitor spaces should be provided as horizontal at-grade bicycle racks and provided in a location that is visible and easily accessible to visitors. As such, it is recommended that these visitor spaces are relocated to the Gore Street footpath and provided as a horizontal bicycle hoop. Bicycle hoops at Gore Street should be positioned in accordance with Council's Standard Detail for bicycle hoops (attached).

¹ Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends a rate of 0.25 visitor spaces to each dwelling.

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

- Notations indicating the dimensions of visitor spaces at Gore Street should be shown on the plans to demonstrate the layout complies with access and clearance requirements of AS2890.3 and Council's standard detail for bike hoops.

Adequacy of resident spaces

Number of spaces

50 resident spaces are proposed which meets Council's best practice rate² recommendation of 49 resident spaces.

Design and location of resident spaces and facilities

The following comments are provided in relation to the location and design of resident bike parking:

- Resident spaces are provided within two secure facilities, including 25 spaces at Basement level 1 and 25 spaces at Basement level 2.
- Access to the bicycle parking is via the main entrances at Gore Street and internal lift shaft.
- Dimensions of resident spaces are shown on the plans and demonstrate the layout of bicycle spaces complies with access and spacing requirements AS2890.3.
- 28 resident spaces are provided as horizontal at-grade racks which satisfies the AS2890.3 requirement for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). The Traffic report notes that electric vehicle charging will be provided, but does not specify details of charging / electric infrastructure. 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, 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.

Recommendations


The following should be shown on the plans before endorsement:

1. Five visitor spaces adjacent to the vehicle entrance relocated to the Gore Street footpath and provided as 3 horizontal bicycle hoops. Visitor spaces must be positioned in accordance with Council's Standard Bicycle Hoop detail or to the satisfaction of the relevant 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.

² Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends the following 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"

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Sustainable Transport Planner (Strategic Transport Unit): Chloe Wright

Signature: 

Date: 23 February 2022

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

ESD Formal Referral Response



Application Information	
Referral Officer	USERID
Officer	Gavin Ashley
Council Reference	PLN21/0807
Address	371-385 Gore St, Fitzroy VIC 3065
Proposal	Demolition of all existing buildings on site and construction of an eight (8) storey (plus two basement levels) residential development comprising of 49 dwellings/apartments; removal of easements (two carriageway easements extending along the rear boundary of 197 Argyle St).
Comments Sought	

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Council's ESD Officer provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

ESD comments were requested on the following:

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



ESD in the Planning Permit Application Process

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

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

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

What is a Sustainable Management Plan (SMP)?

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

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

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

Assessment Process:

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

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Documents reviewed

- Sustainability Management Plan prepared by ADP Consulting (Rev 04 – 27.10.21)
- Architectural Plans prepared by Woods Bagot (Rev B – 03.12.21)
- Landscape Plan prepared by Acre (07.04.21)
- Waste Management Plan prepared by Leigh Designs (28.10.21)
- Green Travel Plan prepared by Traffix Group (Iss B – 03.12.21)

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:

- An overall BESS report score of 70% (SMP, p. 56).
- Building systems tuning and metering strategy (SMP, p. 8).
- A building user's guide will be developed for use by the occupants (SMP, p. 9).
- 25% reduction in potable water through the use of water efficient fixtures and fittings and drought tolerant landscaping (SMP, p. 10).
- A STORM report with a 110% STORM score has been submitted that demonstrates best practice and relies on ~819m² of roof connected to 24,000 litres of rainwater storage used for toilet flushing and irrigation (SMP, p. 10).
- Fire tanks to capture and reuse 80% of annual water used to test fire protection systems (SMP, p. 11).
- The development will achieve an average NatHERS rating of at least 7 stars (SMP, p. 12).
- Maximum illumination power density to be 20% lower than required by the NCC (SMP, p. 13).
- A 20kWp solar PV system installed on the roof, offsetting approximately 29,040 kgCO₂e/annum (SMP, p. 13).
- All bedrooms with external window with 85% meeting the BESS requirements of a daylight factor greater than 0.5% (SMP, p. 15).
- At least 60% of dwellings are effectively naturally ventilated (SMP, p. 15).
- A total of 61 bicycle parking spaces provided (50 for residents and 11 for visitors) (SMP, p. 16).
- EV car charging will be provided for all apartments (SMP, p. 16).
- All timber FSC, and Structural steel will be supplied by a steel supplier that is accredited to the Environmental Sustainability Charter of the Australian Steel Institute (SMP, p. 19).
- Tap and floor waste will be provided in every balcony/courtyard to encourage plants growth (SMP, p. 20).

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- Contractor Education Innovation to increase the knowledge and skillset of contractors and subcontractors of sustainable practises and outcomes to better equip them to deliver sustainable developments in the future (SMP, p. 22).

(2) Application ESD Deficiencies:

- For glazed areas on the east, north and south façade that aren't protected by balcony overhangs, additional external shading should be provided (either fixed awnings, fins or operable blinds).
- The waste management approach should be revised to include food organics (given they make up to 40% of general waste) with each apartment provided with a kitchen caddy and private collection organised and detailed within the WMP.

(3) Outstanding Information:

- While operable windows are evident throughout, some of the breeze paths indicated on the BADS assessment show non-compliant distances (i.e. apt 2B.10, 3B.04, 3B.06, 3B.10 and PH.03). In addition to BESS report claiming 100% of apartments are naturally ventilated.
- Revise breeze paths to align with BESS requirements, provide a table summary of apartments, and amend achievement in BESS accordingly (i.e. 60% [if still compliant after changes]).
- Any room can achieve daylight with a higher level of internal reflectance. Amend daylight modelling with more realistic internal finishes (i.e. <80%).
- Clarify VOC approach for all internal sealants, adhesives, and carpets, and formaldehyde limits for any engineered wood products.
- Clarify % reduction in GHG emissions as a result of building design, services and rooftop solar PV to support credit claim.
- Clarify % reduction in peak energy demand to support credit claim.
- Clarify heating and cooling system/s for the development.
- Clarify landscape irrigation system.
- Confirm post-development flows do not exceed pre-development levels.
- Clarify design of raingarden (i.e. a cross-section), noting that a 1 m² raingarden may not be large enough to managed run-off from 646 m² during a storm event.
- Clarify whether a similar approach will be extended to concrete, reducing Portland cement with SCMs (20-30%) is becoming industry standard and is critical in reducing the embodied carbon impacts of development.
- Confirm that pipes, cabling, flooring will do not contain PVC or meet best practice guidelines for PVC.
- Confirm a site specific WMP will be developed with a target recycling rate of 80% of construction and demolition waste for the construction phase of the development to minimise the volume of waste to landfill.
- Provide cross-sections of each planting area that supports trees to highlight soil depth/volumes in line with the updates BADS (table D2-D4).
- Provide a statement as to how the design has responded to, and minimises urban heat impacts.
- While the SMP indicates that the storage cages are supported by the City of Yarra's innovation fact sheet, no reference was found. Please clarify innovation here or remove credit.
- Clarify that head contractor will be ISO 14001 accredited.

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

- Confirm that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

(4) ESD Improvement Opportunities

- Consider replacing the gas system with an electric heat pump (given gas is a fossil fuel and plumbing the system into the building will lock in path dependency to its use).
- Consider the use of recycled materials (i.e. brick) or products with post-consumer content (i.e. bulk insulation).
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider a green roof or wall to improve the ecological value of this site.

Further Recommendations:

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

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All 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	The SMP indicated that 60% of dwelling are effectively naturally ventilated. (SMP, p. 15).	While operable windows are evident throughout, some of the breeze paths indicated on the BADS assessment show non-compliant distances (i.e. apt 2B.10, 3B.04, 3B.06, 3B.10 and PH.03). In addition to BESS report claiming 100% of apartments are naturally ventilated. Revise breeze paths to align with BESS requirements, provide a table summary of apartments, and amend achievement in BESS accordingly (i.e. 60% [if still compliant after changes]).	3
Daylight & Solar Access	92% of bedrooms achieving DF>0.5, and 57% of living areas achieving DF>2.0 (SMP, p. 36) – however a wall reflectance of 90% has been used within the modelling (SMP, p. 37).	Any room can achieve daylight with a higher level of internal reflectance. Amend modelling with more realistic internal finishes (i.e. <80%).	3
External Views	No information has been provided.	Satisfactory.	1
Hazardous Materials and VOC	Ultra-low VOC paint included as an innovation (SMP, p. 23).	Clarify VOC approach for all internal sealants, adhesives, and carpets, and formaldehyde limits for any engineered wood products.	3
Thermal Comfort	Mixed mode ventilation, double glazing and articulated façade and balcony overhang for shading on northern façade.		1

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Issues	Applicant's Design Responses	Council Comments	CAR*

*** 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 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All 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	Preliminary modelling indicates an average NatHERS rating of 7.0 for the apartments (SMP, p. 53).	Satisfactory.	1
Thermal Performance	Preliminary modelling indicates a maximum cooling load of 27.5 MJ/m ² and an average of 18 MJ/m ² (SMP, p. 53).	Satisfactory.	1
Greenhouse Gas Emissions	100% has been claimed in BESS for this credit but no further information provided.	Clarify % reduction in GHG emissions as a result of building design, services and rooftop solar PV to support credit claim.	3
Hot Water System	5-star centralised gas instantaneous domestic hot water system, with a 10% reduction in energy used claimed (SMP, p. 13).	Consider replacing the gas system with an electric heat pump (given gas is a fossil fuel and plumbing the system into the building will lock in path dependency to its use).	4
Peak Energy Demand	100% has been claimed in BESS for this credit but no further information provided.	Clarify % reduction in peak energy demand to support credit claim.	3
Effective Shading	While there is a good, generally use of balconies to provide shading to the east, north and west, there remains significant bedroom and living areas which will be exposed to excessive sun (e.g. the north-west	For glazed areas on the east, north and south façade that aren't protected by balcony overhangs, additional external shading should be provided (either fixed awnings, fins or operable blinds).	2

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Issues	Applicant's Design Responses	Council Comments	CAR*
	apartment on levels 4-6).		
Efficient HVAC system	No information has been provided.	Clarify heating and cooling system/s for the development.	3
Car Park Ventilation	CO monitoring.	Satisfactory.	1
Efficient Lighting	At least 20% improvement in LPD claimed.	Satisfactory.	1
Electricity Generation	A 20kWp solar PV system installed on the roof, offsetting approximately 29,040 kgCO ₂ e/annum (SMP, p. 13).	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: [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

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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. 62). <ul style="list-style-type: none"> • Taps: 6 star • Toilets: 4 star • Showers: 3 star • Dishwashers 5 star • Washing Machines: 4 star 	Satisfactory.	1
Water for Toilet Flushing	24,000L rainwater tank to be reused for toilet flushing for demand equivalent of 35 occupants.	Satisfactory. Consider increasing tank size to service toilet flushing for more occupants.	1 / 3
Water Meter	Utility meters provided for all individual dwellings (SMP, p. 9).	Satisfactory.	1
Landscape Irrigation	Beyond drought tolerant plant species no further information on irrigation system.	Clarify landscape irrigation system.	3
Other		Satisfactory	

* Council Assessment Ratings:

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

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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

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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 110% STORM score has been submitted that demonstrates best practice and relies on ~819m2 of roof connected to 24,000 litres of rainwater storage used for toilet flushing and irrigation (SMP, p, 10).	Satisfactory.	1
Discharge to sewer	No information has been provided.	Confirm post-development flows do not exceed pre-development levels.	3
Stormwater Diversion	A rooftop catchment area of 819 m2 diverts stormwater towards rainwater tanks, leaving a remaining 646 m2 of trafficable terraced areas diverted to a 1 m2 raingarden (SMP, p. 30-31).	Clarify design of raingarden (i.e. a cross-section), noting that a 1 m2 raingarden may not be large enough to managed run-off from 646 m2 during a storm event.	3
Stormwater Detention	A 24,000-L rainwater tank is located in the basement.	Satisfactory.	1
Stormwater Treatment	Rainwater tank and raingarden.	Satisfactory	1
Others			

* Council Assessment Ratings:

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

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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

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5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Consider the use of recycled materials (i.e. brick) or products with post-consumer content (i.e. bulk insulation).	4
Embodied Energy of Concrete and Steel	Structural steel will be supplied by a steel supplier that is accredited to the Environmental Sustainability Charter of the Australian Steel Institute, and reinforced steel produced using energy reducing processes (SMP, p. 19).	Clarify whether a similar approach will be extended to concrete, reducing Portland cement with SCMs (20-30%) is becoming industry standard and is critical in reducing the embodied carbon impacts of development.	3
Sustainable Timber	All timber used in the development will be FSC accredited timber (SMP, p. 19).	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.	Confirm that pipes, cabling, flooring will do not contain PVC or meet best practice guidelines for PVC.	3

* Council Assessment Ratings:

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

References and useful information:

SDAPP Fact Sheet: [5. Building Materials](#)

Building Materials, Technical Manuals www.yourhome.gov.au

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

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 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

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	A total of 109 car parking spaces and 5 motorbike spaces provided in the basement (TP90000).	Satisfactory.	1
Bike Parking Spaces	A total of 61 bicycle parking spaces provided (50 for residents and 11 for visitors) (SMP, p. 16).	Satisfactory.	1
End of Trip Facilities	n/a	-	
Car Share Facilities	Car share details are provided in the Green travel Plan.	Good. Ensure details are provided within the Building Users Guide.	1
Electric vehicle charging	EV car charging will be provided for all apartments (SMP, p. 16), and plans are annotated to support (TP220B1).	Satisfactory.	1
Green Travel Plan	A Green Travel plan has been provided.		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

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

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 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

7. Waste Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	No information has been provided.	Confirm a site specific WMP will be developed with a target recycling rate of 80% of construction and demolition waste for the construction phase of the development to minimise the volume of waste to landfill.	3
Operational Waste Management	An operational Waste Management Plan (WMP) has been provided in addition to a bin store room located in the basement.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	While recycling is covered in both the WMP and spatial allocation in bin store room, food organics are not – listed as a future possibility.	The waste management approach should be revised to include food organics (given they make up to 40% of general waste) with each apartment provided with a kitchen caddy and private collection organised and detailed within the WMP.	2
Others		Satisfactory	

* 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

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

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 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All 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.	Satisfactory	
Maintaining / Enhancing Ecological Value	Landscaping and planter boxes have been integrated into the proposed design across multiple levels with the BESS report indicating a 30% coverage of site area (SMP, p. 69).	Provide cross-sections of each planting area that supports trees to highlight soil depth/volumes in line with the updates BADS (table D2-D4).	3
Heat Island Effect	No information has been provided.	Provide a statement as to how the design has responded to, and minimises urban heat impacts.	3
Other			
Green wall, roofs, facades		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 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

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*
Improving on Green Star Benchmarks	Innovation credits have been claimed for: Ultra-low VOC paints, contractor education and storage cages (SMP, p. 70).	While the SMP indicates that the storage cages are supported by the City of Yarra's innovation fact sheet, no reference was found. Please clarify innovation here or remove credit.	3
Global Sustainability		Satisfactory	
Others		Satisfactory	

* 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 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All 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	All energy and water management systems will be commissioned in accordance with the manufacturer's specifications.	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.	Clarify that head contractor will be ISO 14001 accredited.	3
Construction Management Plan	No information has been provided.	Confirm that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	3
Others		Satisfactory	

* 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 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All 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 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Open Space Services Formal Referral Response



Application Information	
Referral Officer	USERID
Officer	Glen Willames
Council Reference	PLN21/0807
Address	371-385 Gore St, Fitzroy VIC 3065
Proposal	Demolition of all existing buildings on site and construction of an eight (8) storey (plus two basement levels) residential development comprising of 49 dwellings/apartments; removal of easements (two carriageway easements extending along the rear boundary of 197 Argyle St).
Comments Sought	

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Council's Open Space Services (City Works) provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments and Recommendations

Three Plane trees on Gore St will need to be protected with TPZ fencing as per AS.4970. An amenity tree protection bond will also need to be paid, refundable at the completion of the development after a tree inspection by Council Arborists.

We will be asking for a \$50,000.00 bond to cover the three Plane tree situated on Gore St adjacent to the proposed development.

In regards to the proposed new street trees, this will need to be discussed with the open space team at Council in regards to viability and species if approved.

If approved, council will seek payment for the new trees which includes selection, planting and 2 years maintenance. These trees, if approved will be planted during our infill planting season which runs between April and September each year and will be planted once the development is complete.

Council does not support new garden beds within the streetscape.

Open Space Services: USERID

Signature: Glen Williams

Date: 4-2-22

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Development Engineering Formal Referral Response



Application Information	
Referral Officer	Julian Larkins
Officer	Mark Pisani
Council Reference	IREF21/00186
Address	371-385 Gore Street, Fitzroy
Application No.	PLN21/0807
Proposal	Referral - Internal – Development Engineering

Council's Engineering Referral team provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Woods Bagot Architects	TP11001 <i>Site Plan Existing</i>	B	3 December 2021
	TP11002 <i>Site Plan Proposed</i>	B	3 December 2021
	TP220B2 <i>Basement 02</i>	B	3 December 2021
	TP220B1 <i>Basement 01</i>	B	3 December 2021
	TP22000 <i>Ground</i>	B	3 December 2021
	TP32001 <i>East Elevation (Gore Street) and South Elevation (Argyle Street)</i>	B	3 December 2021
	TP32003 <i>Internal West Elevation and Internal East Elevation</i>	B	3 December 2021
	TP33001 <i>Section 01, 02, 03</i>	B	3 December 2021
	TP90000 <i>Summary</i>	B	3 December 2021
Traffix Group	Traffic Engineering Assessment	F	3 December 2021
	Ground Clearance Check	A	29 November 2021

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One- and Two-Bedroom Dwellings	26	1.0 space per dwelling	26	Not specified
Three- or more Bedroom Dwellings	23	2.0 spaces per dwelling	46	Not specified
Total			72 spaces	109 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.

Car Parking Assessment

Parking Consideration	Details
<i>Parking Demand for the Dwellings</i>	Each dwelling would be provided with on-site car parking, with some dwellings being provided with more than the minimum statutory parking requirement. Specific parking allocations have not been specified and it is unknown how the surplus in parking (37 spaces). It is probable that the applicant intends to supply surplus spaces to the two- and three- or more bedroom dwellings. It is desirable that surplus parking be minimised as much as possible.
<i>Availability of Public Transport in the Locality of the Land</i>	The following public transport services can be accessed to and from the site by foot: <ul style="list-style-type: none"> ▪ Smith Street trams – 220 metre walk ▪ Johnston Street buses – 230 metre walk ▪ Brunswick Street trams – 480 metre walk
<i>Convenience of Pedestrian and Cyclist Access</i>	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarkets, businesses and other essential facilities. The site also has good connectivity to the on-road bicycle network.
<i>Other Relevant Considerations</i>	In their report, Traffix Group has noted that the surplus on-site parking would not necessarily result in a substantial increase in traffic generation. Geographically, the site is very well positioned in terms of public transport services, walkability to shops, supermarkets, businesses, places of employment and education. Reliance on private motor vehicle usage in the inner metropolitan area would be much less than in middle and outer suburban areas. It is agreed that owning a second car would generate traffic at only a proportion of the first car.

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Adequacy of Car Parking

The car parking provision for the proposed development would be provided in excess of the statutory car parking requirement by 37 spaces. The site is very well positioned in terms of public transport and pedestrian access to activity centres, shops and places of work, to name a few. Easy walkability to these facilities would be an incentive to rely less on private motor vehicle usage.

It is desirable that surplus parking be minimised as much as possible.

TRAFFIC IMPACT

Trip Generation

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

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	AM Peak Hour	PM Peak Hour
Residential (49 Dwellings)	0.3 trips per dwelling in each peak hour	Not provided	15 trips	15 trips

Traffix Group has adopted a traffic generation rate of 0.3 trips per dwelling, which would take into account any dwellings that may have surplus parking. We are satisfied with this trip generation rate.

The traffic generated by the development is not unduly high and should not adversely impact the traffic operation of Argyle Street or any of the surrounding roads.

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Argyle Street	The 6.46 metre wide entrance satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Vehicle Passing Area	The vehicle passing area of the development entrance can satisfactorily accommodate a passing B99 design vehicle and a stationary B99 design vehicle.
Visibility	There is no objection to the provision of a convex mirror on the west side of the entrance in lieu of a pedestrian sight triangle required by <i>Design standard 1 – Accessways</i> of Clause 52.06-9.
Headroom Clearance	The 3.7 metre headroom clearance at the development entrance satisfies AS/NZS 2890.1:2004. Headroom clearances of no less than 2.2 metres have been provided along the ramped accessways and car parking levels, which also satisfy AS/NZS 2890.1:2004.
Internal Ramped Accessways	The single lane ramped accessways have widths of 3.6 metres plus additional 300 mm wide kerbs, which satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.4 to 2.7 metres by 4.9 to 5.4 metres) satisfy <i>Design standard 2: Car parking spaces</i> of Clause 52.06-9 or AS/NZS 2890.1:2004 (where applicable).
Tandem Parking Sets	The 10.3 metre long tandem parking sets satisfy <i>Design standard 2</i> .
Aisles	The aisle widths range from 6.4 to 7.0 metres and satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	Columns have depths of 1000 mm and are set back 250 mm from the aisles and are positioned outside of parking space clearance envelopes as required by <i>Diagram 1 Clearance to car parking spaces</i> in Clause 52.06-9.
Clearances to Walls	Spaces adjacent to walls have been provided with 300 mm clearances or widened to 2.7 metres, which satisfy <i>Design standard 2</i> or AS/NZS 2890.1:2004 (where applicable).
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	From the property boundary, the ramp profile comprises an upward grade of 1 in 24 for a length of 2.0 metres followed by flat section for 5.0 metres. The average grade for the first 5.0 metres inside the property satisfies <i>Design standard 3: Gradients</i> .
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy <i>Table 3 Ramp Gradients</i> of Clause 52.06-9.

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Item	Assessment
Swept Path Assessment and Ground Clearance	
Vehicle Entry and Exit Movements via Argyle Street	The swept path diagrams of two B99 design vehicle entering and exiting the development entrance are considered satisfactory. Vehicle passing movements with the passing area are also considered satisfactory.
Vehicle Passing Movements – Bases of Internal Ramps	The swept path movements of a B99 design vehicle negotiating the internal ramp and passing a stationary/waiting B99 design vehicle are considered satisfactory.
Vehicle Turning Movements – End Spaces	The swept path diagrams for a B85 design vehicle entering and exiting the end spaces adjacent to blind aisle ends are considered satisfactory.
Waste Collection Vehicle – Turnaround Movements – Basement 01	The swept path diagrams for a 6.345 metre long waste collection vehicle undertaking turnaround movements to collect waste, are considered satisfactory.
Vehicle Crossing Ground Clearance	The submitted Ground Clearance diagram provided by Traffix Group satisfactorily demonstrates that the B99 design vehicle can enter and exit the development via Argyle Street.
Other Items	
Proposed Kerb Extension and On-street Parking – North Side of Argyle Street Impact on Vehicle Movements into and out of 223-229 Johnston Street, Fitzroy	The proposed kerb extension and on-street parking arrangement on the north side of Argyle Street will impact on vehicle entry and exit movements from the development proposal at 223-229 Johnston Street, Fitzroy (current application). Traffix Group is also the traffic engineering consultant for 223-229 Johnston Street. It is suggested that the applicant for the subject site considers the vehicle turning movements into and out of 223-229 Johnston Street and factor this into their design. The kerb extension and on-street parking may need to be deleted.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Please refer to engineering referral comments under IREF21/00187.

ENGINEERING CONDITIONS

Please refer to engineering referral comments under IREF21/00187.

Engineer: Mark Pisani

Signature: 

Date: 24 January 2022

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Development Engineering Formal Referral Response



Application Information	
Referral Officer	Julian Larkins
Officer	Civil Infrastructure team – Civil Engineering
Council Reference	IREF22/00187
Address	371-385 Gore Street, Fitzroy
Application No.	PLN21/0807
Proposal	Referral - Internal – Development Engineering

Council's Civil Infrastructure team provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

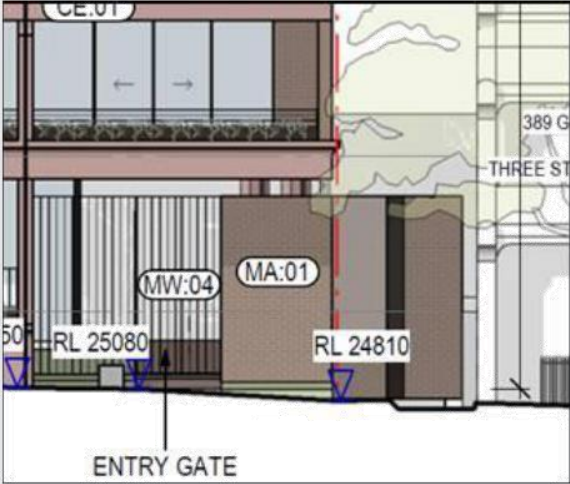
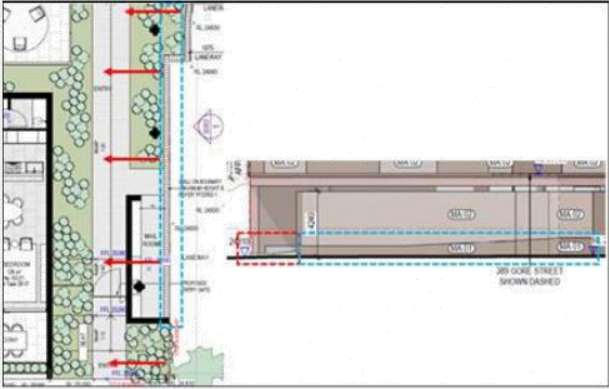
	Drawing No. or Document	Revision	Dated
Woods Bagot Architects	TP11001 <i>Site Plan Existing</i>	B	3 December 2021
	TP11002 <i>Site Plan Proposed</i>	B	3 December 2021
	TP220B2 <i>Basement 02</i>	B	3 December 2021
	TP220B1 <i>Basement 01</i>	B	3 December 2021
	TP22000 <i>Ground</i>	B	3 December 2021
	TP32001 <i>East Elevation (Gore Street) and South Elevation (Argyle Street)</i>	B	3 December 2021
	TP32003 <i>Internal West Elevation and Internal East Elevation</i>	B	3 December 2021
	TP33001 <i>Section 01, 02, 03</i>	B	3 December 2021
	TP90000 <i>Summary</i>	B	3 December 2021

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
Impact on Council Road Assets during Construction	<p>The construction of the new buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site.</p> <p>It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for employees, visitors and other users of the site.</p>
Argyle Street and Gore Street	
Footpath Reconstruction Kerb and Channel Reconstruction	Construction works at the site and the occupation of the footpaths during works will impact on the footpaths and kerb and channel of both Argyle Street and Gore Street. These will require reconstruction to Council standard prior to the development being operational.
Proposed Kerb Extension in Argyle Street	<p>The proposed kerb extension proposed in Argyle Street will block channel flow. Channel flow on north side of Argyle Street is to the west.</p> <p>Kerb extension in Argyle Street is opposite a laneway. This laneway will be incorporated into a proposed vehicle access for the 223-229 Johnston Street Development which will cater for basement parking and for a commercial vehicle loading bay. Vehicle turning movement from the proposed 223-229 Johnston Street driveway should be checked to confirm vehicle access will not be affected by the kerb extension.</p>
Legal Point of Discharge (LPD)	There is an existing underground drain in Gore Street that is on the east side of the road and a drain in Argyle Street adjacent to the west boundary of the development. The Argyle Street drain is very shallow. The LPD will require an assessment of the capacity of the drains in the vicinity of the development to determine where the LPD can discharge. It may be necessary to construct underground drainage across Gore Street to Council's satisfaction to provide a LPD connection or store stormwater on site until it can be discharged at a reduced rate approved by Council.
Materials	Heritage precinct. Footpaths are to be asphalt. Bluestone pitcher channels to be reconstructed to existing configuration. Vehicle crossings are to be constructed in asphalt.
Other Items	
Flood Risk Assessment	An overland flow flood risk assessment should be undertaken by the applicant to determine if property entry points will be impacted by flooding due to severe (1 in 100) storm events. This area has a history of localised flooding.
Gore Street – Longitudinal Grade	The transition of the longitudinal grade along the Gore St footpath is too steep (See Figure 1 – between RL25080 and RL24810).

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Item	Details
	<p>The applicant is to amend levels to ensure the longitudinal grade of the Gore St footpath is gradual from Argyle St to the laneway (along the northern boundary).</p> <p><i>Figure 1 - Footpath grade at laneway off Gore Street</i></p> 
<p>Surface Water Run-off</p>	<p>No surface water runoff is to enter the public laneway or Gore Street footpath (indicated by red arrows). The applicant is to indicate levels across the area shown in Figure 2 and ensure all surface water runoff is contained within the private property, captured and directed to the allocated legal point of discharge.</p> <p><i>Figure 2 - Laneway (northern boundary): Ground plan view & northern elevation</i></p> 
<p>Elevated Section along Northern Boundary of Site</p>	<p>The applicant is to confirm how the elevated section along the northern boundary (interface with the laneway) is to be constructed. See blue section in Figure 2.</p> <p>Note – all structural/aesthetic components of the retaining structure must not encroach into the laneway road reserve, including below the surface i.e. footings/foundations.</p>

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Item	Details
Safety Measures along Retaining Structure	The applicant is to provide safety measures along the proposed retaining structure (blue section in Figure 2) to protect pedestrians from falling into the laneway.
Garden Bed adjacent to Laneway Entrance	Clarification is to be provided on how the section of garden bed adjacent to the entrance to the laneway will be constructed to prevent soil from entering the laneway (red section in Figure 2).
Detailed Engineering Design	The Permit Holder must submit detailed engineering design drawings of all road infrastructure works to Council for assessment and approval.

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

ENGINEERING CONDITIONS

Civil Works

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

- The footpaths along the property's Gore Street and Argyle Street frontages must be reconstructed and satisfy the following:
 - All footpaths adjacent to the property must be reconstructed in asphalt in accordance with Council standards;
 - The footpath must be constructed in compliance with DDA requirements: maximum crossfall – 1 in 33 for asphalt or unless otherwise specified by Council;
 - Internal finished floor levels (FFL) must be aligned to the proposed DDA compliant footpath levels at the interface with the property boundary;
 - Existing and proposed service pits within the footpath area must be adjusted to match the reconstructed footpath grades; and
 - The footpaths are to be reconstructed at the Permit Holder's cost.
- The kerb and channel along the property's Argyle Street and Gore Street frontages must be reconstructed to Council's satisfaction and at the Permit Holder's expense.
- All redundant vehicle crossings along the property's Argyle Street and Gore Street frontages must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Vehicle Crossings

- Before the development commences, or by such later date as approved in writing by the Responsible Authority, a vehicle crossing design must be submitted to Council's Engineering department for approval, and:
 - Demonstrate satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle; and
 - Be fully dimensioned with actual reduced levels (to three decimal places) and comply with design requirements set out in Yarra City Council's Vehicle Crossing Information Sheet.
- Prior to the occupation of the development, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing(s) must be constructed:
 - In accordance with any requirements or conditions imposed by Council;
 - At the permit holder's cost; and
 - To the satisfaction of the Responsible Authority.

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.

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

Construction Management Plan

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

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Assessment
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the <i>Building Regulations</i> 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 <i>Local Government Act</i> 1989 and Regulation 133.

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Engineer: Mark Pisani

Signature: 

Date: 7 February 2022

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PLANNING APPLICATION REFERRAL TO STRATEGIC PLANNING UNIT

Strategic planning comments

Strategic Planning comments are provided below. The comments in this assessment focus compliance with Schedule 36 to the Design and Development Overlay (DDO36). They do not provide commentary on other sections of the planning scheme or fully assess the internal amenity impacts of the application.

Development details

Property address	371-385 Gore Street, Fitzroy 195 Argyle Street, Fitzroy 197 Argyle Street, Fitzroy
Application number	PLN21/0807
Referral prepared by	Kyle Everett
Description	Demolition of all existing buildings on site and construction of an eight (8) storey (plus two basement levels) residential development comprising of 49 dwellings/apartments; removal of easements (two carriageway easements extending along the rear boundary)
Relevant amendment and status	Interim DDO approved in Yarra Planning Scheme
Existing and proposed controls	DDO36 (Interim)

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Subject Site Plan



Summary of Strategic Planning comments

The application is generally in accordance with most design objectives of DDO36.

There are concerns whether the proposed application aligns with the following design objective:

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

While the building height exceeds the preferred limit, its only marginal and still meets the design objective of a midrise development between 3 and 8 storeys.

The application meets the proposed street wall heights in DDO36. The proposed application does not meet the requirement to match the heritage building at 389 Gore Street. It is acknowledged that this is a preferred control and can be varied. However, the plans and renders indicate that the row of Victorian terraces may lose their visual dominance when viewed along Gore Street.

mid-rise development (ranging from 3 to 8 storeys) in the mixed use precinct in Fitzroy East, north of Argyle Street, which ensures the varied but low heritage street wall remains the visually dominant element of the streetscape and upper level developments are recessive providing a clear visual distinction between lower street walls and upper level development.

Further advice from heritage and urban design should be sought to determine whether this is an acceptable outcome.

The upper level setbacks do not comply with DDO36. The upper level setback to Argyle Street may be considered acceptable as it meets the overshadowing requirements while providing a clear distinction from the street wall. Gore Street upper level setbacks may need further refinements. As mentioned above the visual dominance of the Victorian terraces is reduced. Along with the street wall, the upper levels reduce this dominance. The proposed upper level setback does not provide for a strong sense of separation between upper levels and street walls as achieved when viewed from the opposite side of the street (Decision Guidelines). Further advice should be sought to determine the appropriateness of the proposed upper level setbacks.

The rear interface to 389 Gore Street does not comply with the DDO. The interface however is a blank side wall.

DDO36 directs vehicle access to laneways as a preferred choice. The application has chosen an entry point from Argyle Street. This may be a preferred option as it may reduce amenity impacts to the northern residential properties and allow for easier bicycle access; noting bicycle parking is located in the basement and the laneway is blue stone paved. The building design also allows a communal garden setting which would receive preferable northern light while

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providing a landscaped buffer between surrounding residential properties to the north. Further advice is recommended to determine whether the deviation from the DDO results in an overall positive outcome.

The façade design and materials chosen doesn't compete with the surrounding heritage buildings and provides connection to the surround heritage warehouses.

There are minimal blank walls on the western side. These are limited to three storeys and one storey will be hidden by the neighbouring building. Detailing/design of this wall will likely reduce its impact in the short term. Further urban design advice should confirm whether this is an acceptable outcome.

It is unclear from the design how these apartments could be adapted over time if a change of use were required.

The ground floor height does not meet the requirement of a 4m floor to ceiling height.

Further information is needed from the applicant to understand how the ground floors could be adapted for future commercial uses.

Conclusions

1. Urban design and/or heritage advice should be sought to determine whether the following are an appropriate outcome:
 - a. Street wall height for Gore Street;
 - b. Upper level setbacks to Gore Street and Argyle Street.
 - c. Rear interface wall height
 - d. Review of the location of vehicle entry to the development.
 - e. Blank wall west of the development.
2. Request further information from the applicant to understand how the ground floors could be adapted for future commercial uses.

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Assessment of compliance with built form requirements

Built form requirements	DDO36	Proposal	Assessment of proposal
Building height	27.2m	28.35m	Building height marginally exceeds preferred height by 1m. Building height is not considered an issue however, other elements of the design may need to be amended.
Street wall height	<p>14.4 Gore Street 11.2 Argyle Street</p> <p><i>Development should achieve a continuous street wall with no front setback towards a street, unless a front set back exists and the site is within a Heritage Overlay.</i></p> <p><i>Infill development should match the frontage street wall height of an adjoining heritage property for a minimum length of 6 metres along the front boundary, but should not be higher than 11.2 metres where an adjacent heritage street wall is taller.</i></p> <p><i>The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8 metres to the side street, with a transition in height to match the rear interface where required.</i></p> <p><i>Development should retain the visual prominence of the heritage street wall in the vistas along the street; and heritage fabric of the return façade of heritage buildings on corner sites.</i></p>	<p>14.22m Gore Street 11.08m Argyle</p>	<p>The street wall heights comply with DDO36.</p> <p>The street wall achieves a continuous street wall height with no front setbacks.</p> <p>There is a small street wall which consists of three heritage buildings along Gore Street north of the subject site. The street wall height does not match the height of the Victorian Terraces to the north. The street wall is two storeys taller than the buildings to the north. The street wall height is exacerbated by the slope downwards to 398 Gore Street. The site is reasonably long and could accommodate a transitional street wall height along Gore Street. This has been done for Argyle Street. The height of the street wall when viewed from the south east corner of Gore and Argyle dominates the heritage buildings when viewed from this angle. Urban design and heritage advice should be sought to determine whether this is an appropriate outcome.</p> <p>The development turns a corner and transitions from the 14m street wall height along Gore Street to 11m along Argyle Street. It does this for approximately 23m.</p>
Street wall Setback	0m	0m	Complies with DDO

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Built form requirements	DDO36	Proposal	Assessment of proposal
Upper lever setback	<p>6m Gore Street 10m Argyle Street <i>Upper levels should:</i></p> <ul style="list-style-type: none"> <i>be visually recessive from main frontages and side streets to ensure development does not overwhelm the heritage buildings and minimise upper level bulk;</i> <i>be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street; and</i> <i>contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.</i> <p><i>Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies and balustrades should not intrude into a setback.</i></p>	<p>3m Gore Street 7.5m Argyle Street</p>	<p>The upper level setbacks do not comply with the DDO. Further renders may be required to fully comprehend whether the proposed upper level setbacks are acceptable. Upper levels from Gore Street will most likely be visible when viewed directly or obliquely. When viewed from the south they are likely to have an impact on views to neighbouring heritage buildings. A lower street wall and greater upper level setback may improve visibility to those heritage buildings. The proposed design does not satisfy the design guideline</p> <ul style="list-style-type: none"> <i>whether development retains the prominence of the heritage street wall in the vistas along the primary street frontage;</i> <i>whether a strong sense of separation between upper levels and street walls is achieved when viewed from the opposite side of the street;</i> <p>Upper level setback to Argyle Street may be deemed acceptable considering the evolving character of Argyle Street and the limit of overshadowing to the south. It is recommended that urban design and heritage advice is sought to determine whether the proposed upper level setbacks meet the design objectives of DDO36.</p>
Interface Requirements	<ul style="list-style-type: none"> Development on a rear boundary should not exceed 11.2 meters. Upper level setbacks above a rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below 		<p>The rear wall height exceeds 11.2m. This may be an acceptable outcome considering the blank side wall.</p>

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Built form requirements	DDO36	Proposal	Assessment of proposal
	<p>as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels.</p> <ul style="list-style-type: none"> • Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk. • Development should not visually dominate adjoining residential sites, including where separated by a laneway. 		
Overshadowing	<ul style="list-style-type: none"> • the opposite footpath of Gore measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; • New development should not overshadow properties fronting Argyle Street, south side, from the first floor upwards between 10am and 2pm at 22 September • any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September 	Complies	Complies
Building separation, amenity and equitable development	<p>upper level development should: be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists; and be set back a minimum of 3.0m from the common side boundary where a commercial or</p>	Buildings are set back 4.5m or greater where required.	Complies

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Built form requirements	DDO36	Proposal	Assessment of proposal
	non-habitable window is proposed and/or exists		
Access, Parking and Loading Areas Requirements	<ul style="list-style-type: none"> • Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing. • Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address. • The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated. • Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses. • Vehicle access should be achieved from laneways or side streets (in that order of preference). • Car parking should be located within a basement or concealed from the public realm. • Development with laneway access may require a ground level set back in order to achieve 	See Plans	<p>Access to development for pedestrians is located on both Gore and Argyle Streets. These access points broadly comply with the DDO. Visitor bicycle parking is conveniently placed at ground level. Resident parking is located within basement levels.</p> <p>Car parking is located on Argyle Street rather than the laneway north of the site. This does not comply with the hierarchy outlined in DDO36. This may be appropriate outcome as Argyle is a secondary street with existing vehicle crossovers. It also may reduce amenity impacts to the properties north of the site. Further advice should be sought from other departments to determine whether this is a preferred outcome.</p> <p>Car parking is located within the basement.</p>

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Built form requirements	DDO36	Proposal	Assessment of proposal
	<p>practicable vehicle access. Between ground level and first floor, a headroom clearance of 3.5meters minimum should be achieved.</p> <ul style="list-style-type: none"> Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access. 		
Building Layout Requirements	<p>Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works.</p> <p>Ensure shop front widths are not reduced to the extent they become commercially unviable.</p> <p>Buildings in the Commercial 1 and Mixed Use Zone should:</p> <ul style="list-style-type: none"> be designed to accommodate commercial activity at the ground floor level; and incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground floor level, where heritage elements are not a constraint. 		<p>It is unclear from the design how these apartments could be adapted over time if a change of use were required.</p> <p>The ground floor height does not meet the requirement of a 4m floor to ceiling height.</p> <p>Further information is needed from the applicant to understand how the ground floors could be adapted for future commercial uses.</p>
Façade Design Requirements	<p>Development fronting Johnston Street should achieve fine-grain, commercial façade designs at ground and first floor to reinforce a commercial character and</p>		<p>The design of the building responds to the surrounding brick warehouses within the Fitzroy East area.</p> <p>The development has orientated apartments to ensure there is a good degree of passive surveillance and pedestrian orientated design.</p>

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Built form requirements	DDO36	Proposal	Assessment of proposal
	<p>promote activation and surveillance of the public realm.</p> <p>Development on streets other than Johnston Street should achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm.</p> <ul style="list-style-type: none"> relate to the vertical and horizontal proportions of either: <ul style="list-style-type: none"> the modern commercial character of Johnston Street; or the mixed historic industrial warehouse and residential character of Fitzroy East; as applicable. create a suitable ratio of solid and void elements; create visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc.; avoid overly busy façades that rely on a multitude of materials and colours; maintain existing openings and the inter-floor height of a heritage building and avoid new floor plates and walls cutting through historic openings; avoid highly reflective glazing in openings of heritage buildings; 		<p>This is also reflected in the incorporation of multiple pedestrian entry points and landscaping.</p> <p>The façade incorporates a vertical/horizontal design.</p> <p>Services have been located away from the street interface.</p> <p>The façade design and materials chosen doesn't compete with the surrounding heritage buildings but comments regarding the street wall height and upper level setback to Gore Street are mentioned above.</p> <p>There are minimal blank walls on the western side. These are limited to three storeys and one storey will be hidden by the neighbouring building. Detailing/design of this wall will likely reduce its impact in the short term.</p>

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Built form requirements	DDO36	Proposal	Assessment of proposal
	<ul style="list-style-type: none"> encourage the retention of solid built form behind retained heritage façades and avoid balconies behind existing openings; be simple and not compete with the more elaborate detailing of the heritage building(s) on the subject site or an adjoining site; avoid large expanses of glazing with a horizontal emphasis, except to ground floor shopfronts and former industrial buildings; and ensure projections such as balconies, building services, architectural features (other than shading devices, mouldings etc.) do not intrude into a setback and not dominate the façade. <p>Building services and service cabinets should be located away from the primary street frontage and should be designed and located so they complement the street frontage and character and appearance of the building.</p> <p>Development should avoid blank walls, including on side street frontages.</p> <p>Blank side walls in a mid-block location which are visible permanently or temporarily from adjoining residential sites and/or the public realm should be designed to provide visual interest to passing pedestrians through colour, texture or finishes.</p>		

Attachment 2 - PLN21/0807 - 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy - All referral comments

Kyle Everett

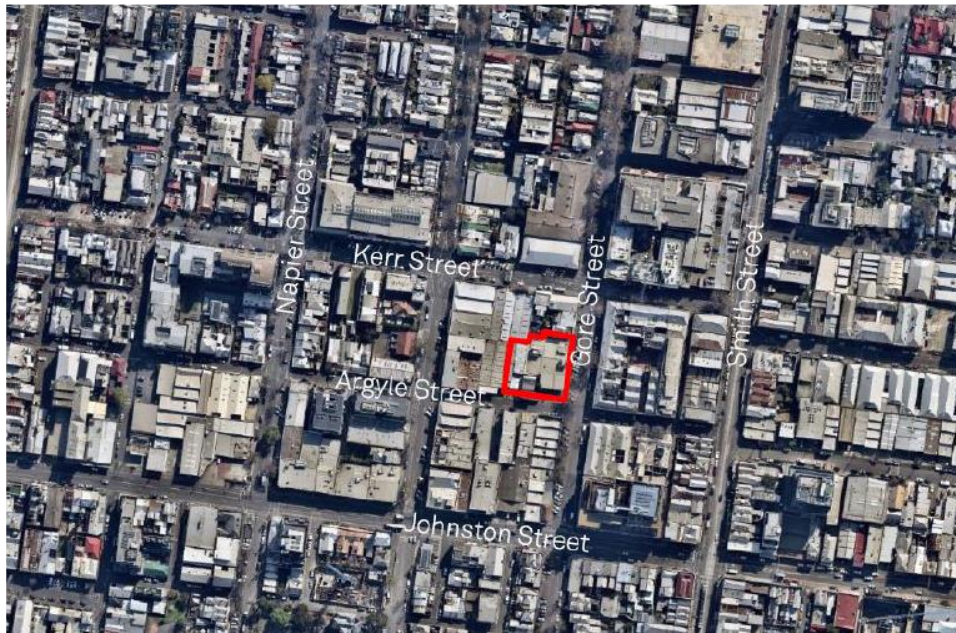
Strategic Planner

Strategic Planning Unit

31/01/2022

Attachment 3 - PLN21/0807 - 371-385, 195 and 197 Argyle Street, Fitzroy - site map

PLN21/0807 – 371-385 Gore Street, 195 and 197 Argyle Street, Fitzroy



6.2 PLN21/0666 - 25-29 and 31-43 Wangaratta Street Richmond

Executive Summary

Purpose

1. This report provides Council with an assessment of the application at Nos. 25-29 and 31-43 Wangaratta Street Richmond, for use of land as office and associated reduction of car parking requirements.

Key Planning Considerations

2. Key planning considerations include:
 - (a) clause 15.01 – Urban Environment
 - (b) clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay
 - (c) clause 22.05 – Interface Uses Policy;
 - (d) clause 32.04 – Mixed Use Zone;
 - (e) clause 52.06 – Car Parking; and
 - (f) clause 52.07 – Loading and unloading of vehicles.

Key Issues

3. The key issues for Council in considering the proposal relate to:
 - (a) Policy and strategic support;
 - (b) Use;
 - (c) Car parking; and
 - (d) Objector concerns.

Submissions Received

4. Twenty-four (24) objections were received to the application, and are summarised as:
 - (a) Proposed hours of operation (6am – 11pm Monday to Sunday) are excessive and will cause amenity issues;
 - (b) Hours of rubbish and goods collection will create noise issues for local residents;
 - (c) The uncovered newly glazed building with expanded windows will create light spill into adjacent homes and the neighbouring, predominantly residential buildings;
 - (d) The older heavy industrial roller doors on Botherambo Street are noisy (opening at 6am and closing at 11pm);
 - (e) Unrestricted numbers of occupants (17 hours; 7 days a week) would result in significant noise, light and traffic disturbance to neighbouring residential properties;
 - (f) Homes in Lennox Street are not part of the Mixed Use Zone and should be granted special transitional consideration;
 - (g) Wangaratta Street and Botherambo Street are too narrow for heavy traffic;
 - (h) Decision plans do not correspond to recently endorsed plans for the subject site (under planning permits PLN21/0786 and PLN21/0787);
 - (i) The advertised material (plans and town planning report) has errors in relation to the existing conditions of the subject site and surrounds (including the location of residential properties); and
 - (j) Council do not enforce breaches of permit conditions relating to hours of operation.

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:
6. Office hours limited to:
 - (a) 7am to 10pm seven days a week
7. Delivery hours limited to:
 - (a) 7am and 9pm on any day

CONTACT OFFICER: Nish Goonetilleke
TITLE: Senior Statutory Planner
TEL: 9205 5005

6.2 PLN21/0666 - 25-29 and 31-43 Wangaratta Street Richmond

Reference	D22/55168
Author	Nish Goonetilleke - Senior Statutory Planner
Authoriser	Senior Coordinator Statutory Planning
Ward:	Melba
Proposal:	Use of land as office and associated reduction of car parking requirements of the Yarra Planning Scheme.
Existing use:	Mixed use (office, warehouse and vacant)
Applicant:	Wangaratta North Pty Ltd & Wangaratta South Pty Ltd C/- Contour Consultants Aust Pty Ltd
Zoning / Overlays:	Mixed Use Zone Environmental Audit Overlay Development Contributions Plan Overlay 1 Heritage Overlay 332 Heritage Grade: Non-Contributory
Date of Application:	9/09/2021
Application Number:	PLN21/0666

Planning Scheme Amendments

1. 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 (PPF), consistent with the structure recently introduced by the State Government.
2. 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. 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.

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

^[1] Amendment C269yara, Panel Report, page I (Executive Summary).

- (a) Clause 13.07-1L – Interfaces and Amenity;
 - (b) Clause 17.01-1L – Employment;
 - (c) Clause 18.02-1L – Sustainable Transport; and
 - (d) Clause 18.02-4L – Car Parking.
4. Council officers are currently reviewing the Panel report and proposed to brief Councillors on the recommendations and process options in April 2022. 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.

Planning History

25 – 29 Wangaratta Street, Richmond

- 5. Planning Permit 6595 was issued on 14 September 1992 for *change of use of first floor to Place of Assembly (gymnasium)* in respect of a first floor tenancy. An amendment to this permit to increase patron numbers, construct and display an internally illuminated sign and seek a reduction of car parking was lodged on 10 July 2018 and subsequently lapsed on 28 November 2018 as no response was received to Council's request for further information within the required timeframe.
- 6. Planning Permit PLN14/0686 was issued on 13 January 2015 for *use of the land as an indoor recreation facility* in respect of a ground floor tenancy. An amendment to this permit to increase patron numbers was lodged on 21 December 2018 and subsequently lapsed on 28 March 2019 as no response was received to Council's request for further information within the required timeframe.
- 7. Application for planning permit PLN16/0305 to *display advertising signage* lapsed on 05 July 2016 as no response was received to Council's request for further information within the required timeframe.
- 8. Planning Permit PLN16/0928 was issued on 11 January 2017 to *construct and display business identification signage* in respect of the first floor tenancy operating as a gymnasium.
- 9. Planning Permit PLN18/0161 was issued on 21 June 2018 for the *construction and display of business identification sign* in respect of a ground floor tenancy.
- 10. Planning Application PLN19/0483 was received on 23/07/2019 for *demolition of the existing buildings for the development of the land to construct two connected buildings (seven and eight storeys plus basement levels) for use as an office with a ground floor food and drinks premises (café) (permit required for office use only, unrestricted hours proposed) and reduction in the car parking requirements*. This planning application relates to both Nos. 25-29 and 31-43 Wangaratta Street Richmond.
- 11. Council determined to issue a Notice of Refusal for this application at the Internal Development Approvals Committee on 11 March 2020. The applicant appealed Council's decision at VCAT (a compulsory conference was held on 27/02/2020). Subsequently, the Applicant for Review withdrew their appeal on 18/01/2021. Council's refusal to issue a planning permit for planning application PLN19/0483 therefore stands.
- 12. Planning Permit PLN20/0786 was issued on 16 July 2021 for *partial demolition, alterations to façade*. This permit allowed only buildings and works. Through the process of assessment for this planning permit; it was established that planning permits 6595 and PLN14/0686 had expired, and the previously permitted uses were no longer allowed at this property. Plans were endorsed in accordance with PLN20/0786 on 8/09/2021 and works have since been undertaken.

13. An application to amend Planning Permit PLN20/0786.01 was submitted with Council on 17 March 2022 for external painting to the building. Council determined on 28 March 2022 that a planning permit is not required for the proposed external painting.

31 – 43 Wangaratta Street, Richmond

14. Planning permit 2153 was issued on 2 July 1982 by Council, *to construct buildings and works to extend an existing office/warehouse.*
15. Planning Permit PLN16/1148 was issued on 6 April 2017 for part demolition and buildings and works including external alterations, a reduction in car parking and a reduction in loading bay requirements.
16. Planning Application PLN19/0483 was received on 23/07/2019 for *demolition of the existing buildings for the development of the land to construct two connected buildings (seven and eight storeys plus basement levels) for use as an office with a ground floor food and drinks premises (café) (permit required for office use only, unrestricted hours proposed) and reduction in the car parking requirements.* This planning application relates to both Nos. 25-29 and 31-43 Wangaratta Street Richmond.
17. Council determined to issue a Notice of Refusal for this application at the Internal Development Approvals Committee on 11 March 2020. The applicant appealed Council's decision at VCAT (a compulsory conference was held on 27/02/2020). Subsequently, the Applicant for Review withdrew their appeal on 18/01/2021. Council's refusal to issue a planning permit for planning application PLN19/0483 therefore stands.
18. Planning Permit PLN20/0787 was issued on 16 July 2021 for *partial demolition, alterations to façade.* This permit allowed only buildings and works. Plans were endorsed in accordance with PLN20/0787 on 06/08/2021 and works have since been undertaken.

Background

Enforcement action

19. Following receipt of an objection to this planning application advising that works currently being undertaken to both Nos. 25-29 and 31-43 Wangaratta Street Richmond were not being undertaken in accordance with endorsed plans, the Planning Officer undertook a site visit on 7/01/2022.
20. Finding that the works being undertaken were not wholly in accordance with endorsed plans (per PLN20/0786 and PLN20/0787), the matter was forwarded to Council's Construction Enforcement Unit to investigate the matter.
21. As the current planning application (which is the subject of this report) proposes only the use of the subject site as an office, and does not propose any buildings and works, this enforcement of building works is a separate matter.

The Proposal

22. The proposal is for a change of use at Nos. 25-29 and 31-43 Wangaratta Street Richmond to a single office for a total floor area of 4,611sqm, and a reduction in associated car parking.
23. Hours of operation are proposed as:
- (a) Monday – Sunday 6.00am – 11.00pm.

24. A total of 25 car parking spaces and 11 bicycles spaces (10 spaces internal to the building and 1 external) would be provided on site for office workers.
25. No buildings or works are proposed as part of this application.

Existing Conditions

Subject Site

26. The subject site is located on the eastern side of Wangaratta Street and western side of Botherambo Street. The site is 40 metres south of Tanner Street, diagonally across from the Stewart Street reserve and 80 metres north of Swan Street. The site consists of two allotments that currently form two addresses, as follows:
 - (a) Lot 1 TP 531525M 31 – 43 Wangaratta Street, Richmond (northern allotment); and
 - (b) Lot 1 TP 672513F 25 – 29 Wangaratta Street, Richmond (southern allotment).
27. Collectively, the site has a northern boundary length of 35.28 metres, a Wangaratta Street frontage of 81.84 metres, a Botherambo Street frontage of 81.48 metres and a southern boundary length of 36.27 metres. The site has a total area of approximately 2,920sqm.
28. The northern site is currently occupied by a two-storey brick building. Where facing Wangaratta Street (Figure 1) the building is setback at the ground floor to allow for car parking, there is no formal footpath as this entire frontage is utilised as a vehicle crossover. The first floor is built to the street, cantilevering over the ground floor car parking area, creating an undercroft. Where facing Botherambo Street (Figure 2), the entire building is built to the boundary, with two single width vehicle crossovers providing access into the building from this street. Whilst windows face Botherambo Street, these are all obscured.



*Figure 1: View northeast along Wangaratta Street to front of No. 31-43 Wangaratta Street.
Source: Officer site visit 7 January 2022.*



Figure 2: View southwest along Botherambo Street to rear of No. 31-43 Wangaratta Street.
Source: Officer site visit 7 January 2022.

29. The southern site is currently occupied by a two-storey brick building. Where facing Wangaratta Street (Figure 3) the building is setback approximately 7 metres from the front boundary, with car parking accommodated in this setback. The majority of this frontage is utilised as a vehicle crossover providing access to the carparks. Where facing Botherambo Street (Figure 4), the entire building is built to the boundary, with two single width vehicle crossovers providing access into the building from this street. Centrally along this street is a double width vehicle crossover providing access to a small loading area. Whilst windows face Botherambo Street, these are generally obscured.

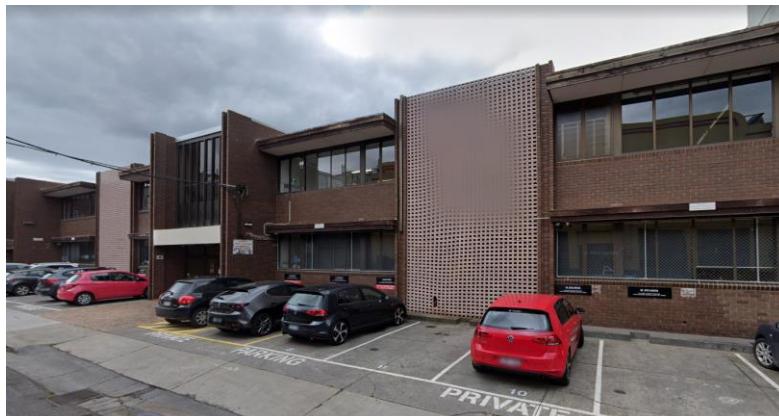


Figure 3: View northeast along Wangaratta Street to front of No. 25-29 Wangaratta Street.
Source: Google Streetview dated December 2020.



Figure 4: View southwest along Botherambo Street to rear of No. 25-29 Wangaratta Street.
Source: Officer site visit 7 January 2022.

30. The subject site (across both buildings) currently has a mix of land use. A table provided within the advertised Town Planning Report (from the applicant) provides an outline of the existing uses of tenancies across both buildings (see table 1 below).

Table 2 –Existing Land Use / Proposed Land Use					
	Tenancy	Existing Land Use	Existing floor area (sqm)	Proposed Land Use	Proposed floor area (sqm)
25-29 Wangaratta Street	Ground Floor #1	Undefined	413.6	Office	413.6
	Ground Floor #2	Undefined	413.7	Office	413.7
	First Floor	Undefined	984	Office	984
	Changes to office floor area: + 1,811.3 sqm				
	Changes to net floor area: Zero				
	Tenancy	Existing Land Use		Proposed Land use	Floor area (sqm)
31-43 Wangaratta Street	Ground Floor #1	Undefined	356.7	Office	356.7
	Ground Floor #2	Warehouse	444.4	Office	444.4
	Ground Floor #3	Office	607.3	Office	607.3
	First Floor	Office	1391.5	Office	1391.5
	Changes to office floor area: 801.1				
	Changes to net floor area: Zero				
TOTAL CHANGES TO OFFICE FLOOR AREA: +2,612.4					
TOTAL OFFICE FLOOR AREA: 4,611.2 SQM					
CHANGES TO NET FLOOR AREA: ZERO					

Table 1; excerpt from advertised town planning report (page 9 of the report).

31. The two titles submitted with the application do not show any covenants, restrictions or easements.

Surrounding Land

32. The site is located north of Swan Street, a Major Activity Centre containing a wide range of retail, entertainment, dining and service offerings. To the south of Swan Street is the Cremorne area containing an emerging employment centre focused primarily on office but also containing a number of light industrial and warehouse uses. The MCG, AAMI Park and Rod Laver Arena, sports and entertainment precinct is located on the west side of Hoddle Street. The Melbourne CBD is located 2 kilometres north-west.
33. The Bridge Road and Church Street Activity Centres/retail precincts are located to the north (700m) and east (450m) respectively. Both these and Swan Street contain tram lines, with other public transport options including Richmond Train Station and buses on Hoddle Street.

34. The area east and north-east are characterised by 1-2 storey detached and semi-detached dwellings being in the Heritage Overlay and subject to the Neighbourhood Residential Zone (two storey height limit). The Mixed Use Zone (MUZ) to the west and north-west has seen warehouse conversions with additional built form constructed above original buildings, and contains a number of large sites that can accommodate more intensive development. The mix of zoning is demonstrated in Figure 5 and surrounding built form shown in Figure 6.

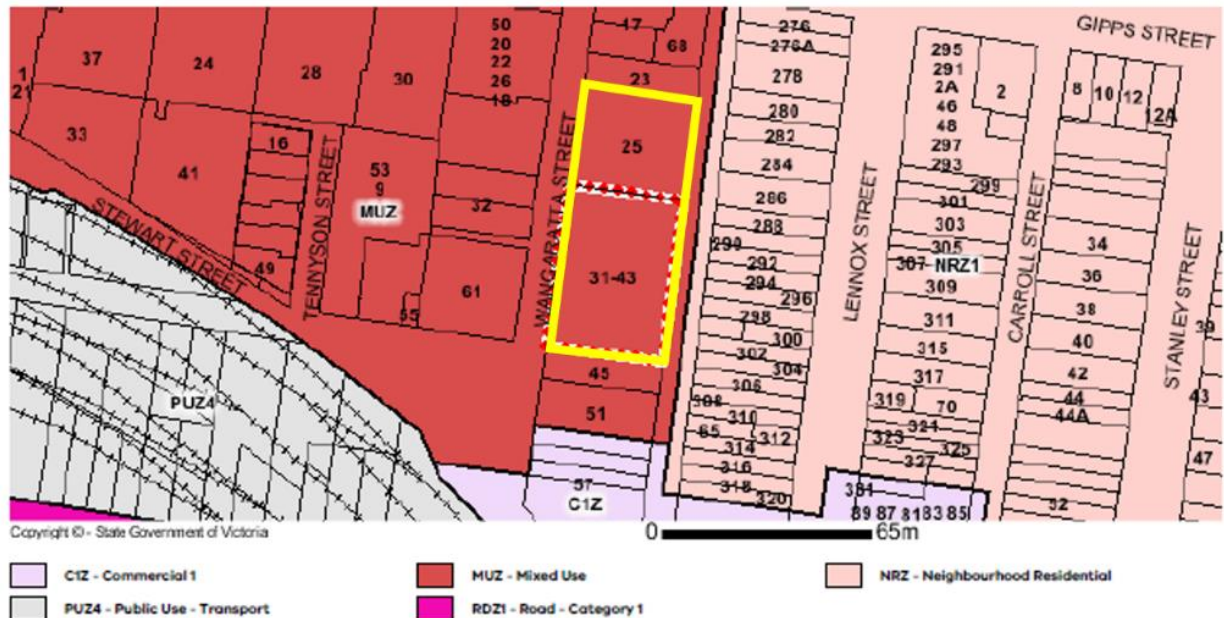


Figure 5: The subject site and surrounding land shown as MUZ, with NRZ to the east
(Source: DELWP)



Figure 6: Aerial imagery of the subject site and surrounding built form
(Source: Nearmap Aerial Imagery. Dated 21/02/2022)

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

North

36. To the north of the subject site, at No. 23 Wangaratta Street, is a three storey dwelling that has frontages to both Wangaratta Street and Botherambo Street. The dwelling is built to the common boundary at all floors, with the windows and light courts oriented to the north, with the exception of a third floor balcony located along the common boundary. A floor plan from a recent real estate listing is provided at Figure 7.

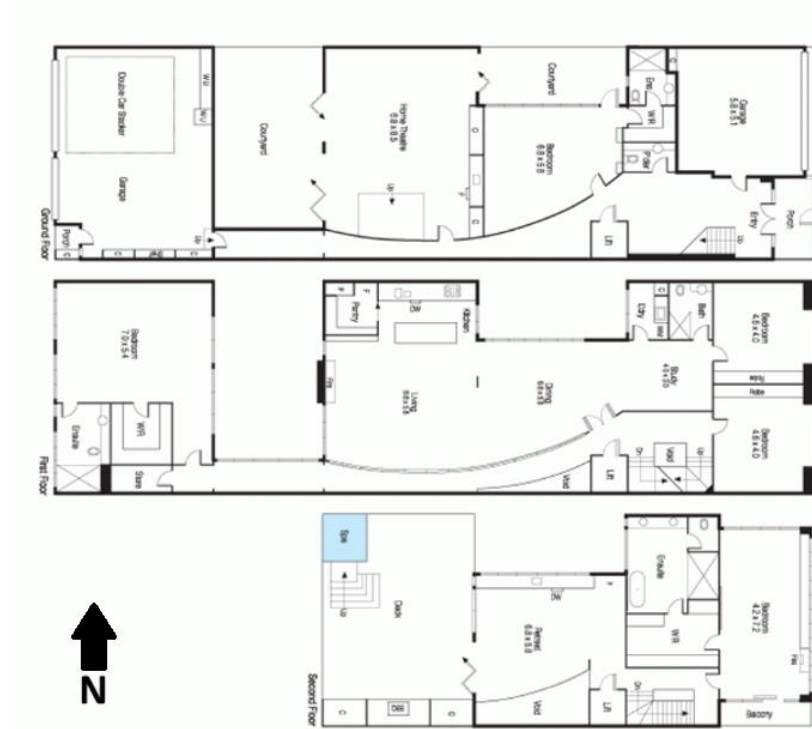


Figure 7: Floor plan of the adjoining dwelling at No. 23 Wangaratta Street
(Source: <https://www.realestate.com.au/property/23-wangaratta-st-richmond-vic-3121>)

South

37. The site to the south, at No. 45 Wangaratta Street, is a recently constructed seven storey building, in accordance with Planning Permit PLN15/1260 which allows *Use of the land for office, demolition, and construction of a 7 storey building containing offices and food and drink premises (café) above one basement level in the Mixed Use Zone and Heritage Overlay, reduction in the car parking requirements in clause 52.06 and in accordance with the endorsed plans.*

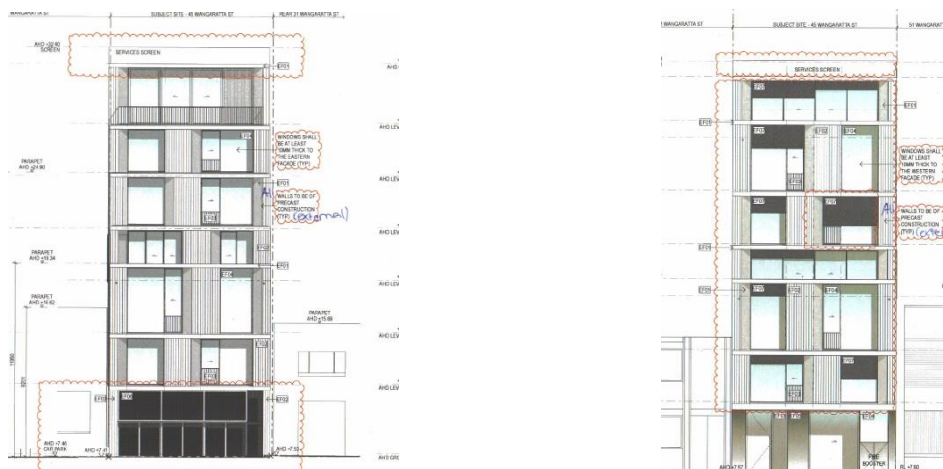


Figure 8: Wangaratta St and Botherambo St elevation of development at 45 Wangaratta Street pursuant to Planning Permit PLN15/1260.

38. Further south of this site is two storey commercial building built to all boundaries. Further south is a car park associated with the Corner Hotel which is located at the corner of Swan, Botherambo and Stewart Streets.

East

39. To the east is Botherambo Street, a one-way (northbound) local road with parallel parking on the western side. On the east side of the street are dwellings generally fronting Lennox Street that are largely graded 'contributory' to the Richmond Hill heritage precinct. The eastern side of Botherambo Street is proliferated by vehicle crossovers and high fencing / roller doors associated with rear vehicle access (Figure 9).



Figure 9: View northeast along Botherambo Street to the rear boundary of dwellings facing Lennox Street.
Source: Google Streetview dated June 2019.

40. Where opposite the subject site, most backyard areas are utilised as secluded private open space. Garage or substantial shed structures are present at No. 304 Lennox Street, No. 306 Lennox Street, and No. 282 Lennox Street. No. 284 Lennox Street presently has a double storey structure on the rear boundary with a first floor habitable space.
41. No. 53 Botherambo Street is oriented to face Botherambo Street (Figure 11). First floor windows and a first floor balcony are oriented to face Botherambo Street, and as the floor plans from a recent real estate listing demonstrate, the more sensitive habitable rooms are located to the rear of the site and would not have a direct interface with the street (Figure 10).



Figure 10: Floor plan of the dwelling known as No. 53 Botherambo Street
(Source: <https://www.realestate.com.au/sold/property-house-vic-richmond-123922166>)



Figure 11: No. 53 Botherambo Street
(Source: Google Streetview dated June 2019)

West

42. To the west is Wangaratta Street, a two-way local road with parallel parking on the western side. The street is proliferated by vehicle crossovers and is approximately 10 metres in width including the footpaths.
43. To the south-west is a triangular Council 'pocket park' located between Stewart and Wangaratta Streets and a car parking area on its northern side. The park contains seating as well as a number of small and medium sized trees. To the north of the park is a multi-storey, mixed use commercial and residential area between Stewart Street and Tanner Street.
44. On the west side of the street is a mixture of commercial and residential uses between Stewart Street and Tanner Street which contain a number of converted factory buildings, as follows:
 - (a) No. 61 Stewart Street, to the north of the park, is a double-storey commercial building graded as 'individually significant' to the Richmond Hill heritage precinct. No other buildings within Wangaratta Street are of heritage significance, apart from the Corner Hotel located further south (No. 57 Swan Street).
 - (b) No. 32 Wangaratta Street is a two-storey saw-tooth commercial building, which is constructed to all title boundaries and used for commercial purposes.
 - (c) No. 30 Wangaratta Street is three-storey converted warehouse with fourth level additions, utilised for both commercial and residential purposes.
 - (d) No. 28 Wangaratta Street has recently been converted into townhouses and developed with an additional two storeys. The dwellings are oriented to face both Wangaratta Street to the east and Tennyson Street to the west.
45. Stewart Street runs east-west from Punt Road/Hoddle Street and provides access to the Richmond Train Station. The elevated railway reserve is also located south-west of the site with a two storey equivalent concrete wall and some tree and shrub planting.

Planning Scheme Provisions

Zoning

Mixed Use Zone (MUZ)

46. The purposes of this zone are:
 - (a) *To implement the Municipal Planning Strategy and the Planning Policy Framework.*

- (b) *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
- (c) *To provide for housing at higher densities.*
- (d) *To encourage development that responds to the existing or preferred neighbourhood character of the area.*
- (e) *To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*

47. A planning permit is required under clause 32.04-2 for the office use as the total leasable floor area exceeds 250sqm.

Overlays

Heritage Overlay (HO332 – Richmond Hill Precinct, Richmond)

48. No planning permit is required for use of the subject site as an office under the Heritage Overlay.
49. The buildings on the subject site are located within Schedule 332 and identified as 'not-contributory' to this precinct as outlined in the incorporated document *City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)*

Environmental Audit Overlay

50. Pursuant to Clause 45.03-1 of the Scheme, the following requirements apply:

Before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:

- (a) *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*
- (b) *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*

51. The use of the site for an office is not a sensitive use and so the requirements of this overlay are not relevant to the application.

Particular Provisions

Clause 52.06 – Car parking

52. Clause 52.06-1 requires that a new use must not commence, or the floor area of an existing use must not be increased until the required car spaces have been provided on the land.
53. Pursuant to Clause 52.06-3, a permit is required to reduce the number of car parking spaces required under this clause.
54. Pursuant to Clause 52.06-5, Column B of Table 1 applies if any part of the land is identified as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018). The subject site is shown as being within the Principal Public Transport Network Area and therefore Column B applies. As such, an office requires 3 car spaces per 100sqm of net floor area.

55. Based on a total office floor of 4,611sqm a total of 138 car parking spaces would be required. However as identified by Council's engineers (see table below), given the existing approved office use and no reduction in the 25 car parking spaces on site, a total of 72 car parking spaces would be required. This is based on the conversion of warehouse to office (requiring 7 car spaces), and the new office floor area of 2,168sqm (requiring 65 car spaces).

Existing Development			Proposed Development		
Use	Quantity/ Size	Car Parking Requirement	Use	Quantity/ Size	Car Parking Requirement
Existing Office	1,998.8 m ²	59	Office	1,998.8 m ²	59
Warehouse	444.4 m ²	6	Office	444.4 m ²	13
Unspecified	2,168 m ²	NA	Office	2,168 m ²	65

Clause 52.34 – Bicycle Facilities

56. Pursuant to *Clause 52.34* of the Scheme, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. The purpose of the policy is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces.
57. Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area. The increased floor area to existing office use is 2,613sqm.
58. Under the provisions of Clause 52.34-3 of the Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (area of increase beyond existing office use)	2613sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	9 employee spaces	10 employee spaces
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	3 visitor spaces	1 visitor space
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces		1 showers / change rooms	2 showers / change rooms

59. The development proposes a total of 10 spaces and 1 visitor space. A waiver is required for the two visitor bicycle spaces not provided. The applicant has not applied for the reduction in bicycle parking.
60. *Clause 52.34-4* provides design standard for bicycle spaces and signage.

General Provisions

Clause 65 – Decision Guidelines

61. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant Municipal Planning Strategy and the Planning Policy Framework., as well as the purpose of the zone, overlay or any other provision. An assessment of the application against the relevant sections of the Scheme is offered in further in this report.

Planning Policy Framework (PPF)

62. *Clause 11.03 (Planning for Places)*

- *Clause 11.03-1S (Activity Centres)*

63. 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.*

64. *Clause 13.05 (Noise)*

- *Clause 13.05-1S (Noise abatement)*

65. The relevant objective of this clause is:

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

66. Noise abatement issues are measured against relevant State Environmental Protection Policy (SEPP) and other Environmental Protection Authority (EPA) regulations.

67. *Clause 13.07 (Amenity and Safety)*

- *Clause 13.07-1S (Land use compatibility)*

68. 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.*

69. *Clause 17.01 – (Employment)*

- *Clause 17.01-1S – (Diversified economy)*

70. The objective of this clause is:

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

71. The relevant strategies of this clause are:

- (a) *Protect and strengthen existing and planned employment areas and plan for new employment areas.*
- (b) *Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*
- (c) *Improve access to jobs closer to where people live.*

72. *Clause 17.02 – (Commercial)*
- *Clause 17.02-1S – (Business)*
73. The relevant objective of this clause is:
- (a) *To encourage development that meets the communities' needs for retail, entertainment, office and other commercial services.*
74. The relevant strategies of this clause is:
- (a) *Plan for an adequate supply of commercial land in appropriate locations.*
- (b) *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
- (c) *Locate commercial facilities in existing or planned activity centres.*
75. *Clause 18.01 (Integrated Transport)*
- *Clause 18.01-1S – (Land use and transport planning)*
76. The objective of this clause is:
- (a) *To create a safe and sustainable transport system by integrating land use and transport.*
77. Relevant strategies to achieve this objective include:
- (a) *Develop transport networks to support employment corridors that allow circumferential and radial movements.*
- (b) *Plan urban development to make jobs and community services more accessible by (as relevant):*
- (i) *Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.*
- (ii) *Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.*
- (iii) *Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.*
- (c) *Integrate public transport services and infrastructure into new development.*
78. *Clause 18.02 (Movement Networks)*
- *Clause 18.02-1S – (Sustainable personal transport)*
79. The relevant objective of this clause is:
- (a) *To promote the use of sustainable personal transport.*
80. Relevant strategies of this policy are:
- (a) *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
- (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 18.02-1R – (Sustainable personal transport- Metropolitan Melbourne)*
81. Strategies of this policy are:

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

Clause 18.02-2S (Public Transport)

82. The objective of this clause is:

- (a) *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.*

Clause 18.02-2R (Principal Public Transport Network)

83. A relevant strategy of this clause is to:

- (a) *Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.*

Clause 18.02-4S – (Car Parking)

84. The objective of this clause is:

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

85. A relevant strategy is:

- (a) *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

[Local Planning Policy Framework \(LPPF\)](#)

86. The relevant policies in the Municipal Strategic Statement (MSS) can be described as follows:

Clause 21.04-2 (Activity Centres)

87. The relevant objectives of this clause are:

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

88. Relevant strategies to achieve this objective include:

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

Clause 21.04-3 (Industry, office and commercial)

89. The objective of this clause is:

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

Clause 21.06 – (Transport)

90. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.
91. Parking availability is important for many people, however in Yarra unrestricted car use and parking is neither practical nor achievable. Car parking will be managed to optimise its use and to encourage sustainable transport options.
92. Relevant objectives and strategies of this clause are as follows:
- (a) *Objective 30 – To provide safe and convenient pedestrian and bicycle environments.*
 - (i) *Strategy 30.3 – Use rear laneway access to reduce vehicle crossovers.*
 - (b) *Objective 31 – To facilitate public transport usage.*
 - (c) *Objective 32 – To reduce the reliance on the private motor car.*
 - (d) *Objective 33 To reduce the impact of traffic.*
 - (i) *Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.*

Clause 21.08-2 Neighbourhoods (Central Richmond)

93. 'Figure 23 Neighbourhood Map' of this clause shows the site to be located adjacent to the Swan Street Major Activity Centre.

Relevant Local Policies

Clause 22.05 – Interfaces Uses Policy

94. This policy applies to all development and use applications and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses. It is policy that:
- (a) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*
95. Decision guidelines at clause 22.05-6 include:
- (a) *Before deciding on an application for non-residential development, Council will consider as appropriate:*
 - (i) *The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.*
 - (ii) *Whether the buildings or uses are designed or incorporate appropriate measures to minimise the impact of unreasonable overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances on nearby residential properties.*

Advertising

96. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 143 letters sent to surrounding owners and occupiers and by four signs displayed on site (2 signs to Wangaratta Street and 2 signs to Botherambo Street). Council received 24 objections, the grounds of which are summarised as follows:
- (a) Proposed hours of operation (6am – 11pm Monday to Sunday) are excessive and will cause amenity issues;
 - (b) Hours of rubbish and goods collection will create noise issues for local residents;
 - (c) The uncovered newly glazed building with expanded windows will create light spill into adjacent homes and the neighbouring, predominantly residential buildings;
 - (d) The older heavy industrial roller doors on Botherambo Street are noisy (opening at 6am and closing at 11pm);
 - (e) Unrestricted numbers of occupants (17 hours; 7 days a week) would result in significant noise, light and traffic disturbance to neighbouring residential properties;
 - (f) Homes in Lennox Street are not part of the MUZ and should be granted special transitional consideration;
 - (g) Wangaratta Street and Botherambo Street are too narrow for heavy traffic;
 - (h) Decision plans do not correspond to recently endorsed plans for the subject site (under planning permits PLN21/0786 and PLN21/0787);
 - (i) The advertised material (plans and town planning report) has errors in relation to the existing conditions of the subject site and surrounds (including the location of residential properties); and
 - (j) Council do not enforce breaches of permit conditions relating to hours of operation.

Referrals

External Referrals

97. The application was not required to be referred to any external authorities under the Planning Scheme.

Internal Referrals

98. The application was referred to the following units within Council:
- (a) Engineering Unit; and
 - (b) City Works Unit (waste management);
99. The City Works Unit were supportive of the waste management plan, and referral comments from the Engineering Unit have been included as an attachment to this report.

OFFICER ASSESSMENT

100. The primary considerations for this application are as follows:
- (a) Policy and strategic support;
 - (b) Use;
 - (c) Car parking, bicycle parking, and waste management; and
 - (d) Objector concerns

Policy and Strategic Support

101. The MUZ objectives readily encourage commercial uses and higher built form, subject to individual site constraints. State and local policies encourage the concentration of development in and around activity centres and intensifying development on sites well connected to public transport. Plan Melbourne identifies the Richmond- Swan Street area as a Major Activity Centre.
102. A purpose of the MUZ is:
To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
103. This objective encourages commercial uses within areas of existing commercial activity to minimise conflicts with residential uses. Given the site currently has a commercial use, and with Wangaratta Street (to Tanner Street) being used almost exclusively for commercial purposes (apart from some dwellings on the south-west intersection with Tanner Street), it is considered the proposed office use is appropriately located within the MUZ.
104. The purpose of the MUZ is to encourage non-residential uses to locate in these areas. As such, amenity expectations of residents within this zone need to be tempered given this context and the close proximity to a Major Activity Centre (Swan Street). This is particularly pertinent in this application given there have been approved office uses not only in the same area, but also in the same street (i.e. 45 Wangaratta Street).
105. The use of the site as a single office building is supported by the Planning Policy Framework and the objectives of the zone, and promotes urban consolidation within proximity to an activity centre that is well serviced by existing infrastructure and services.
106. The submitted plans notate the office floor area across the entire first floor, and most of the ground floor. However there is an area at the south-east corner of the site marked as “Warehouse”. The submitted information from the applicant states this warehouse use to be ancillary to the office use on the site. However, no details have been provided as to how a warehouse is ancillary to the office, and a warehouse is a permit required use within the MUZ. As this has not been applied for, a condition will require this notation to be removed from the plans.
107. The use of the site as a single office building is supported by the Planning Policy Framework and the objectives of the zone, as outlined previously, and promotes urban consolidation within proximity to an activity centre that is well serviced by existing infrastructure and services.

Use

108. As detailed in the previous section, there is policy support for an office in this location. The decision guidelines within the MUZ specifically require the following to be considered as part of any decision:
109. *Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:*
 - (a) *The Municipal Planning Strategy and the Planning Policy Framework.*
 - (b) *The objectives set out in a schedule to this zone.*
 - (c) *Any other decision guidelines specified in a schedule to this zone.*
 - (d) *The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a Mixed Use Zone or Residential Growth Zone*

110. In relation to the above, the policy framework has been assessed and is supportive of the proposal. There are no objectives in the schedule to the zone, and as there is no development proposed as part of this application there is no requirement to consider overshadowing impacts. Therefore, a closer examination of specific policy at *Clause 22.05* (Interface Uses Policy) is required. *Clause 22.05* requires new non-residential use within MUZ to be *designed to minimise noise and visual amenity impacts upon nearby, existing residential properties*.
111. *Clause 22.05-6* of the Scheme sets out the following decision guidelines for non-residential development:
112. *Before deciding on an application for non-residential development, Council will consider as appropriate:*
- (a) *The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.*
 - (b) *Whether the buildings or uses are designed or incorporate appropriate measures to minimise the impact of unreasonable overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances on nearby residential properties.*

Hours of operation and staff numbers

113. The applicant has not included staff numbers for the office as part of the application material, however occupant numbers would be limited by building regulations. However, it is not the number of staff that causes amenity impacts so much as the hours of operation, the type of use, noise, light spill, waste management and car parking, all of which will be considered within this report.
114. The applicant has proposed hours of operation between 6am and 11pm every day, in order to provide flexible office working arrangements; *“the office and use is not expected to operate in a function that would result in a high volume of staff working outside the ‘typical working day hours’.”* While it is not unusual that some staff may need to stay late from time to time, if supported this would allow future occupants the option to operate the building at full capacity between 6am and 11pm every week day and on weekends.
115. This potential 17 hour day operation (every day) needs to be considered given that the site is located within a MUZ, where it is anticipated future residential growth can be accommodated at higher densities. More importantly, the existing context is one with a large proportion of residences, both on the opposing side of Botherambo Street in a low density neighbourhood residential zone, as well as the opposite side of Wangaratta Street in the medium density MUZ.
116. There is limited guidance in the Scheme as to what appropriate opening hours are in the MUZ. Therefore as a starting point, consideration of *Clause 22.01* (*Discretionary Uses in a Residential 1 Zone*) is useful. *Clause 22.01* states that in purely residential zones (ie. Neighbourhood and General Residential Zones) uses should have hours of operation limited between 8am to 8pm. Given the subject site is located in a MUZ and in close proximity to a Major Activity Centre, more generous operational hours would be expected.
117. In a previous planning application (PLN15/1260), for No. 45 Wangaratta Street (to the immediate south of the subject site) the applicant proposed the following hours for an office Monday-Friday – 7.00am -8.00pm which were supported. However, during the VCAT hearing (P990/2018) the following hours were approved for the office use under Condition 8 of the permit: 7.00am – 10.00pm 7 days per week.

118. The hours as approved at No. 45 Wangaratta Street are considered to be supportable in this location as well. The same MUZ applies to Wangaratta Street (and further north and west), as does the location of nearby residentially zoned land along Botherambo/Lennox Streets. Given the interface to the residentially zoned land (and taking into consideration *Clause 22.01* and the proximity to a Major Activity Centre to the south), a 7am commencement time is considered supportable. In addition, the 7.00am commencement would reflect noise disturbance times established by the EPA and under Council Local Laws. The 6am commencement time proposed by the applicant is not considered appropriate as the subject site is located further away from Swan Street and is located in a part of Wangaratta Street which is more residentially heavy (as opposed to the commercial uses further south on the opposite side of the street).
119. In relation to the 11pm closing time, this is also considered to be excessive. For the reasons mentioned above, it is considered that a 10pm closing time would be more appropriate as this would also be in line with sleep disturbance criteria commonly used to assess noise impacts. By limiting the hours of operation to 7am-10pm this is considered a reasonable balance between surrounding residents and the MUZ purposes.
120. A condition will also limit delivery hours to Council's standard delivery times to ensure deliveries are undertaken at appropriate times (between 7am and 9pm). This will also ensure adequate hours are provided for cleaning of the office buildings, as the delivery times during the week will align with those during the weekday when regular cleaning after typical office hours is undertaken.

Noise

121. Policy at *Clause 22.05* of the Scheme seeks to ensure commercial development is adequately managed having regard to its proximity to residential uses.
122. The proposal is unlikely to result in unacceptable noise emissions (subject to consideration of hours) to the nearby residential properties given the building would be used for offices (unlike a bar or restaurant use). Due to the nature of the office use there will be minimal noise generated by pedestrian activity, with this activity largely limited to Wangaratta Street which is entirely located within the MUZ. In addition, the office space is enclosed, and the use is conducted indoors which further minimises any noise impacts to surrounding residential uses. Furthermore, noise generated from the office use can be managed by the use of a standard condition that the development must comply at all times with the *State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1)*. A standard condition would ensure that deliveries to the site will be conducted within the hours specified by Council's Local Law.
123. General conditions would also be included in order to ensure the amenity of the area is not unreasonably impacted due to the proposed use. These would include restrictions on noise, waste disposal, and emissions, including light spill. Subject to the above conditions, the use of the land as an office can be supported.

Lightspill

124. Objectors have raised the issue light spill from the building late into the night and its impact on nearby residential properties. This matter has been considered in a number of VCAT decisions. Notably, the Tribunal found in relation to a proposed 10 storey office building at Nos. 9-13 Stewart Street (*Hines 9 Stewart Property Pty Ltd v Yarra CC* [2021] VCAT 185):

[105] The Council seeks a condition on any permit issued that the hours of use of the offices be restricted. The Council explains this condition is sought to minimise the potential impact of light spill during the night upon the surrounding dwellings.

[106] The policy guidelines at clause 22.05-4-2 seeks to ‘minimise the opportunity for light spill due to fixed or vehicular lights, outside the perimeter of the site and on to habitable room windows of nearby residential properties’. It would appear that the term ‘fixed lights’ could be referable to the internal office lighting.

[107] Although we agree with Mr Barlow’s evidence that the idea internal office lights “will be blazing all the time” may be overstated, we do not dismiss the potential for light spill from the internal lights to cause amenity impacts on nearby residential properties. However, in an evolving and diversifying economy and in a Mixed Use Zone in a Major Activity Centre, we consider it is acceptable to anticipate and expect that an office premises use may extend beyond traditional business hours. If we had been of a mind to grant a permit, we would not have included such a permit condition.

125. In relation to an 8-storey office building proposed at Nos. 17-23 Wangaratta Street, (17 Wangaratta Street Pty Ltd v Yarra CC [2021] VCAT 167) the Tribunal said:
126. *[51] Had I been of a mind to grant a permit, I accept the need for a Management Plan condition that would limit the hours of operation of the ground level shops, and also set in place amenity protections from the office use (as the application sought a 24 hour operation for the office use). I agree that these limitations, which were discussed at the hearing, are necessary as the land is within a zone that is within the residential suite of zones and the amenity expectations of nearby residents should be managed via this method.*
127. In this decision, the Tribunal found that light spill from the proposed office use was not an issue for the development at Nos. 17-23 Wangaratta Street, which notably proposed a predominantly glazed façade to the Wangaratta, Botherambo and Tanner St frontages (approximately 25m - 30m glazed façade on each frontage). Given that the existing building already has commercial tenancies on the subject site, combined with lighting from other commercial uses in the area, it is considered there will be no unreasonable amenity impacts from office lighting in this context.

Waste management

128. The Waste Management Plan (WMP) prepared by LID Consulting, dated 16 August 2021 indicates that waste collection would be undertaken by a private contractor from Botherambo Street, adjoining the existing loading dock and bin store on-site. Council’s Civil Works (Waste) Unit reviewed the WMP and found the WMP to be satisfactory.
129. In summary, the proposed office use is unlikely to generate detrimental off-site amenity impacts, given the surrounding context and is unlikely to cause unreasonable noise, odour, visual or other impacts to adjacent or surrounding land. Subject to the conditions described above, the office use is considered to appropriately balance the need to protect the amenity of residents with the operational needs of an office use in the MUZ.

[Car parking, bicycle parking, and waste management](#)

Car parking

130. Under *Clause 52.06* of the Scheme, the applicant is seeking a parking reduction of 72 car parking spaces, with 25 on-site car parking spaces retained. To support the reduction in the statutory rate, a car parking demand assessment was undertaken by Impact Traffic Engineering Pty Ltd, with parking availability in the neighbourhood also reviewed.

Parking Availability

131. On-street parking occupancy surveys of the surrounding area were undertaken on Wednesday 20 March 2019 at 8:00am, 10:00am, 12:00pm and 3:00pm. The survey area included Wangaratta Street, Botherambo Street, Woodlawn Street, Tennyson Street, Stewart Street, Tanner Street, Sutton Grove, Montgomery Street, and sections of Swan Street, Gipps Street, Carroll Street, Lennox Street, and Stanley Street.
132. Within this area, an inventory of 369 publicly available parking spaces were identified. The survey demonstrated that the availability of on-street parking in the vicinity of the site that could potentially be utilised by future employees is highly constrained, given that the majority of on-street parking is time-restricted throughout the day.
133. The peak parking occupancy of 84% (or 59 available spaces) out of all available spaces occurred at midday. This rate declines slightly over the afternoon, to an occupancy of 80% (or 68 available spaces) 3:00pm. The lowest rate of occupancy is experienced at the start of the day where occupancy of 64% was recorded at 8:00am, where 132 spaces were available.
134. While the data collected from these surveys would now be considered outdated (taken from 2019), Council's Traffic Engineers confirmed that the availability of short to medium-stay parking would provide regular turnover throughout the day, thereby allowing visitors to park near the site. Surrounding residential car parking is typically protected through the use of on-street permit parking.
135. The scarcity of available long-stay on-street parking would be a disincentive for employees to commute by private cars. For employees who do not have access to an on-site parking space, other travel arrangements would need to be made, such as taking public transport or riding a bicycle.

Parking Demand

136. With regards to the car parking demand generated by the proposed office use, it is acknowledged that the statutory car parking rates outlined in the Scheme are conservative when applied in this instance, given the inner-city location of the subject site and proximity to alternative transport means.
137. 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.
138. A VCAT decision *Grocon (Northumberland St) Developer Pty Ltd v Yarra CC* [\[2017\] VCAT 753](#) regarding an office development at No. 2 – 16 Northumberland Street, Collingwood, discusses this specific precinct with regard to supporting a significant reduction in car parking (386 car parking spaces) with the following assessment made:

[54] We have concluded that the reduced car parking provision is justified in the circumstances of this application. In doing so, we have had regard to the location within an inner city environment that is earmarked as an employment precinct, with convenient access to a range of alternative transport modes and a constrained supply of on-street parking.

We consider that the reduced parking provision will not compromise the viability of the development or precinct, nor will it result in an unacceptable demand for on-street parking, given the saturated conditions that are presently experienced.

[55] *We agree that employees who are not allocated a car space will utilise alternative transport modes rather than attempt to seek out long term parking in the surrounding street network. This may well include walking to the site for persons who reside in the nearby residential and mixed-use areas. To constrain development of the land for a purpose that is in accordance with the zone purpose on the basis of car parking provision would not be consistent with the policy framework when read as a whole. This includes policies aimed at fostering economic development, employment and environmental sustainability. We reach this conclusion mindful of the site's strategic and physical context and its accessibility by a range of transport modes. In a different context without the level of policy support and more remote from alternative transport modes, there may be less justification for a reduction of the magnitude proposed here.*

139. Further to the above decision, in the VCAT Red Dot Decision *Ronge v Moreland CC* [2017] VCAT 550 the Tribunal made the following key statements:

- (a) *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*
- (b) *A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.*
- (c) *However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.*
- (d) *Policy tells us the future must be different.*
- (e) *Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.*
- (f) *One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.*
- (g) *Based upon the findings within this recent decision, it would be inappropriate to merely adopt current car parking trends for the proposed development. Consideration needs to be given to the context and opportunities to encourage sustainable transport alternatives.*

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

141. Council's Engineering Services unit confirmed that the proposed on-site office parking rate of 0.54 spaces per 100sqm of floor area is considered appropriate, having regard to the site's very good accessibility to public transport services and proximity to Melbourne CBD. The lower rate also seeks to encourage more sustainable forms of transport.

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

- (a) The site is well serviced by public transport, including the Richmond Train Station, tram services along Swan Street and bus services along Hoddle Street, within 80 metres to 300 metres of the subject site.
- (b) The surrounding area has a good bicycle network and the development includes employee bicycle parking spaces and end of trip facilities in excess of rates specified within the Scheme to encourage staff to ride to work.
- (c) Office land uses are particularly conducive to alternative transport modes given that trips typically occur within peak hour when public transport services are most frequent. The regularity and familiarity of the journey is also a factor that encourages alternative travel modes. Employees are also more likely to cycle to avoid peak hour traffic delays.
- (d) There is limited on-street parking in the area, with restrictive parking controls acting as a disincentive for employees to travel to work by car. Occupant or visitor parking permits will not be issued for the subject site and building tenant/s would be entering leases aware of the on-site parking availability. Therefore businesses with a high reliance on car parking are unlikely to take up a lease at the site.
- (e) Visitors would likely be aware of the car parking constraints in the area or otherwise be made aware by the occupants of the building, thus also encouraging use of alternative modes such as public transport, cycling or taxis.
- (f) Council's Engineering Unit are supportive of the application on the basis that it is in line with the objectives of Council's *Strategic Transport Statement* noting that the site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site parking would discourage private motor vehicle use.

Bicycle parking

143. The application exceeds the *Clause 52.34* statutory bicycle parking requirements in relation to employees, being:
- (a) 10 staff spaces and 2 showers / change rooms provided.
144. However, a waiver is required for two visitor spaces (only one visitor bicycle space is provided whereas the statutory requirement is for three spaces). In addition, the one visitor bicycle space being provided is external to the building and would require buildings and works to install. As the planning application has not included any buildings and works component, a condition will require three visitor bicycle spaces to be shown within the building itself (including removal of the external bicycle space) to the satisfaction of the Responsible Authority. The inclusion of these conditions will ensure that the requirements of *Clause 52.34* are met and the bicycles are appropriately located.
145. However Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends 1 visitor space to each 500sqm of office floor space, which results in a total of 5 visitor bicycle spaces on-site. Therefore, a condition will require an additional 2 visitor spaces to be provided on-site, resulting in a total of 5 visitor bicycle spaces on-site.
146. Category 6 of the Built Environment Sustainability Scorecard (BESS) offers the following for best-practice guidance for employee office rates: 'Non-residential buildings should provide spaces for at least 10% of building occupants (a rate of 1 space per 100sqm of floor area), resulting in 26 employee bicycle spaces on-site. The application (in both the planning report and parking impact assessment) total 11 bicycles spaces, however the plans clearly show a total of 25 employee bicycle spaces. A condition will require the total number of employee bicycle spaces to be increased to 26.

147. Further, it is noted that the plans show 25 bicycle spaces in the building in different locations to those in the parking impact assessment provided by the applicant. As such a condition will require all bicycle parking to be shown on plans generally in accordance with the parking impact assessment. Additional conditions will require the parking impact assessment to be updated to show the 5 visitor bicycles spaces and 26 bicycle spaces within the building, and a standard condition will ensure that the revised report is endorsed and forms part of any planning permit. The parking impact assessment also erroneously makes reference to the site being used as a gymnasium which will be corrected by way of condition.

Waste management

148. As stated earlier, the Waste Management Plan (WMP) prepared by LID Consulting, dated 16 August 2021 indicates that waste collection would be undertaken by a private contractor from Botherambo Street, adjoining the existing loading dock and bin store on-site. Council's Civil Works (Waste) Unit reviewed the WMP and found the WMP to be satisfactory. A standard condition will ensure that the waste collection from the site will be carried out by private collection.

Objector concerns

149. 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) *Proposed hours of operation (6am – 11pm Monday to Sunday) are excessive and will cause amenity issues.*

Hours of operation and amenity impacts are discussed within paragraphs 113 – 129.

- (b) *Hours of rubbish and goods collection will create noise issues for local residents*

Hours of rubbish collection and deliveries are discussed within paragraphs 123, 128 and 148.

- (c) *The uncovered newly glazed building with expanded windows will create light spill into adjacent homes and the neighbouring, predominantly residential buildings.*

Lightspill and related and amenity impacts are discussed within paragraphs 124-127. Nonetheless, as discussed earlier in the report a standard condition will require the use to not detrimentally affect the amenity of the area (inclusive of artificial light).

- (d) *The older heavy industrial roller doors on Botherambo Street are noisy during proposed opening at 6am and closing at 11pm.*

Hours of operation are discussed within paragraphs 113 - 122. The roller doors are existing on the subject site. Conditions limiting the hours of use will also limit the operation of roller doors to the same hours. However the roller doors are unlikely to be heavily utilised given the proposed office use behind (ie. not for vehicle access or parking or individual tenancies). The only roller doors that would provide vehicle access are at the southern end of the building (closest to Swan Street) and are restricted to the loading bay and the 'warehouse' at the southernmost end of the site.

As discussed earlier in the report, the 'warehouse' is being deleted as this use has not demonstrated how it is 'ancillary' to the office use and would therefore require a planning permit. As such the roller door to this area is unlikely to be utilised on a frequent basis.

- (e) *Unrestricted numbers of occupants (17 hours; 7 days a week) would result in significant noise, light and traffic disturbance to neighbouring residential properties.*

There is no planning requirement to restrict the number of occupants. However, occupant numbers are discussed within paragraph 113.

- (f) *Homes in Lennox Street are not part of the Mixed Use Zone and should be granted special transitional consideration.*

Discussion of relevant policy with regard to residential interface is discussed within paragraphs 115 – 122.

- (g) *Wangaratta Street and Botherambo Street are too narrow for heavy traffic.*

As the number of car spaces on the subject site will not be increased, the majority of office employees will travel to the site using alternative means (likely bicycle or public transport).

- (h) *Decision plans do not correspond to recently endorsed plans for the subject site (under planning permits PLN21/0786 and PLN21/0787)*

Any changes to the buildings which impact the exterior facades will require a planning permit. As discussed earlier, any non-compliance with other planning permits is a matter for planning enforcement.

- (i) *The advertised material (plans and town planning report) has errors in relation to the existing conditions of the subject site and surrounds (including the location of residential properties)*

Planning Officers have undertaken their own assessment as set out in this report with regard to the history and existing conditions of the subject site and surrounds.

- (j) *Council do not enforce breaches of permit conditions relating to hours of operation.*

This is not a planning consideration.

Conclusion

150. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal achieves the State Government's urban consolidation objectives.
151. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit be issued for Use of the land as office and associated reduction of car parking to land at Nos. 25 – 43 Wangaratta Street, Richmond generally in accordance with the plans noted previously as the “decision plans” and subject to the following conditions:

1. Before the use 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 must be generally in accordance with the decision plans prepared by Olvaer, Plan no. A1-101 and dated 27.08.2021, but modified to show:

- (a) Warehouse notation removed from the plans;
 - (b) Bicycle spaces to be shown on plans generally in accordance with the bicycle details/locations within the parking impact assessment plan, but including a minimum of 5 visitor bicycle spaces and 26 employee bicycle spaces within the building (i.e. not external);
 - (c) Removal of reference to installation of bollard to Wangaratta Street adjacent water meter.
2. The use 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. Except with the prior written consent of the Responsible Authority, the office use authorised by this permit may only operate between the following hours:
- (a) 7.00am – 10.00pm seven days a week
4. Before the use commences, an amended Parking Impact Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Parking Impact Assessment will be endorsed and will form part of this permit. The amended Parking Impact Assessment must be generally in accordance with the Parking Impact Assessment prepared by Cremorne Properties Pty Ltd and dated 9 November 2021, but modified to:
- (a) Delete reference to the use of the site as a gymnasium;
 - (b) Show 5 visitor bicycle spaces and 26 employee bicycle spaces within the building and removal of external bicycle parking space to the satisfaction of the Responsible Authority;
5. The provisions, recommendations and requirements of the endorsed Traffic Impact Assessment must be implemented and complied with to the satisfaction of the Responsible Authority.
6. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
7. The amenity of the area must not be detrimentally affected by the use, including through:
- (a) the transport of materials, goods or commodities to or from land;
 - (b) the appearance of any buildings, works or materials;
 - (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or
 - (d) the presence of vermin.
- to the satisfaction of the Responsible Authority.
8. Except with the prior written consent of the Responsible Authority, delivery and collection of goods to and from the land may only occur between 7am and 9pm on any day.
9. The development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).
10. This permit will expire if:
- (a) the office use is not commenced within two years of the date of this permit; or
 - (b) The use is discontinued for a period of two years.

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

Notes

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

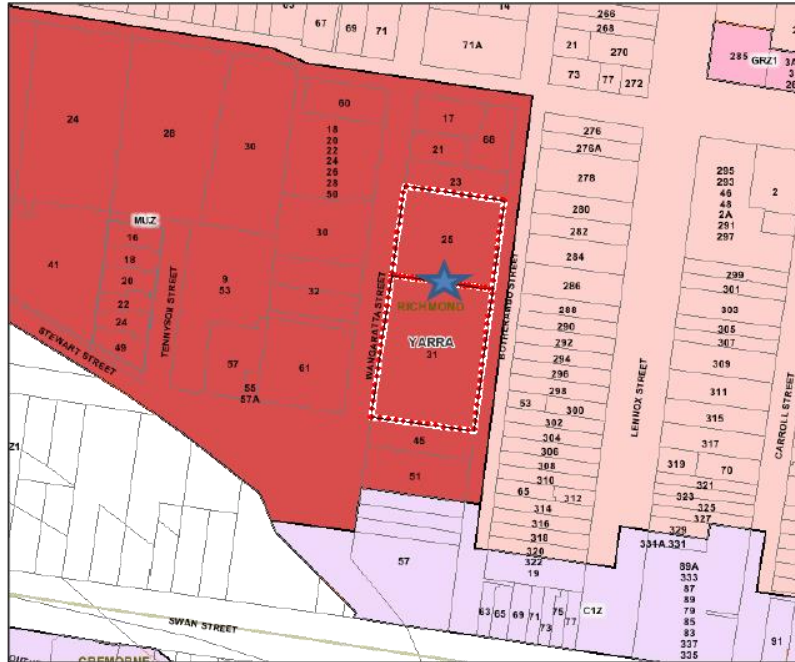
This site is subject to a Heritage Overlay. A planning permit may be required for any external works.

Attachments

- 1 PLN21/0666 - 25 - 29 and 31 - 43 Wangaratta Street Richmond - Site Location Plan
- 2 PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Decision Plans
- 3 PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Traffic Impact Report
- 4 PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan
- 5 PLN21/0666 - 25 - 29 and 31 - 43 Wangaratta Street Richmond - Engineering comments

Attachment 1 - PLN21/0666 - 25 - 29 and 31 - 43 Wangaratta Street Richmond - Site Location Plan

SUBJECT LAND: 25 – 29 & 31 – 43 Wangaratta Street Richmond ↑ North Subject Site

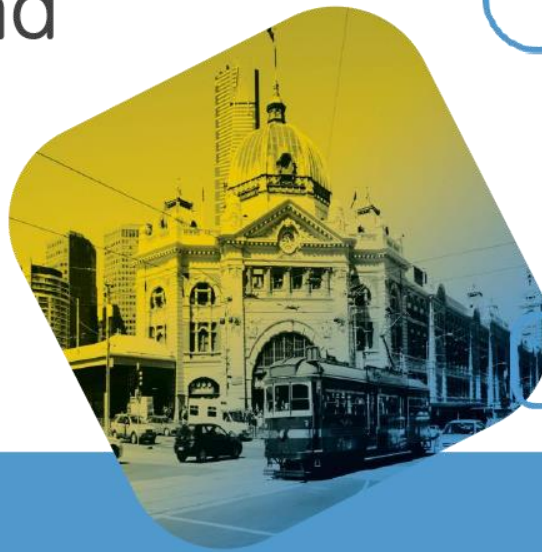


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37°49'26"S
144°59'34"E

Change of Use: Gym & Retail to Office: 25 - 43 Wangaratta Street, Richmond



Parking Impact Assessment

9 November 2021
Prepared for Cremorne Properties Pty Ltd

IMP2107010TTA01F03.docx

Impact

Attachment 3 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Traffic Impact Report

Change of Use: Gym & Retail to Office: 25 - 43 Wangaratta Street, Richmond

Parking Impact Assessment

9 November 2021

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Attachment 3 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Traffic Impact Report

Change of Use: Gym & Retail to Office: 25 - 43 Wangaratta Street, Richmond

Parking Impact Assessment

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Appendices

- APPENDIX A Green Travel Plan
- APPENDIX B Functional Layout Plan
- APPENDIX C Bicycle Parking - Specification Sheets

Attachment 3 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Traffic Impact Report

Change of Use: Gym & Retail to Office: 25 - 43 Wangaratta Street, Richmond

Parking Impact Assessment

9 November 2021

1 IMPACT® Snap Shot

Development Proposition

Location	37°49'26"S 144°59'34"E	25-43 Wangaratta Street, Richmond						
Use	<p>Change of use of the existing tenancies within the building at 25-43 Wangaratta Street, Richmond to enable the building to be used for the purpose of office use</p> <p>The proposed change in land uses as compared to existing approved uses can be summarised as follows:</p> <table><tr><td>Existing office use:</td><td>1,998.8 sq.m</td></tr><tr><td>Conversion of existing warehouse to office use:</td><td>444.4 sq.m</td></tr><tr><td>Undefined use to office use:</td><td>2,168 sq.m</td></tr></table>		Existing office use:	1,998.8 sq.m	Conversion of existing warehouse to office use:	444.4 sq.m	Undefined use to office use:	2,168 sq.m
Existing office use:	1,998.8 sq.m							
Conversion of existing warehouse to office use:	444.4 sq.m							
Undefined use to office use:	2,168 sq.m							
Car Parking	No Changes in Quantum of Parking.							
Bicycle Parking	Additional 11 bicycle parking spaces provided							

Statutory Controls

Particular Provisions

Clause 52.06 - Car Parking

Requirement	<p>The parking provision implications of the proposal reveals a net parking requirement for 72 spaces</p> <p>This calculation of the parking requirement (net difference) results in a conservatively high outcome, noting that the undefined areas have historically operated for a range of uses including Gymnasium and Warehousing, which attract a statutory requirement.</p>
Adequacy of Provision	<p>The site has excellent access to alternative transport modes which provide convenient and sufficient alternatives to private motor vehicle use.</p> <p>The reduced parking provision is consistent with City of Yarra's strategic transport objectives, and there are precedents of similar scale developments approved (by both VCAT and Council) with a similar parking ratios.</p> <p>The proposed provision is considered acceptable in this context.</p> <p>Based on the foregoing considerations, we consider that the development proposition satisfies the purpose of Clause 52.06, specifically:</p> <ul style="list-style-type: none"> — To ensure that the car parking does not adversely affect the amenity of the locality. — To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality. — To support sustainable transport alternatives to the motor car.

Clause 52.34 - Bicycle Facilities

Requirement	The bicycle parking provision implications of the proposal reveals a requirement for 10 additional spaces
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	This calculation of the parking requirement net difference results in a conservatively high outcome, noting that the undefined areas have historically operated for a range of uses including Gymnasium which attract a statutory requirement.
Adequacy of Provision	A total of 11 bicycle spaces are planned. The proposed provision comfortably exceeds the statutory requirement for bicycle parking and will contribute positively to encouraging cycling as a mode of transport to the site.
Design	Assessed against Clause 52.34 and AS2890.3:2015 and determined to have satisfied the relevant design guidelines.
Conclusion	

— There are no traffic and transport grounds that should prohibit the issue of a permit.

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2 Introduction

2.1 Engagement

IMPACT® have been engaged by Cremorne Properties Pty Ltd to undertake a Parking Impact assessment of the proposal to use the existing building at 25-43 Wangaratta Street, Richmond for the purpose of office use.

2.2 Scope of Engagement

This Traffic and Transport Assessment report has been prepared to accompany a town planning submission.

In preparing this assessment we have referenced the following:

- As Built and Proposed Change of Use Plans;
- City of Yarra Planning Scheme, specifically:
 - o Clause 21.06 - Transport;
 - o Clause 52.06 - Car Parking;
 - o Clause 52.34 - Bicycle Facilities; and
 - o Clause 65.01 - Approval of an Application or Plan.

3 Existing Conditions

3.1 Location

3.1.1 General

The subject site is located on the eastern side of Wangaratta Street, Richmond as shown in the locality plan and aerial photograph represented in Figure 1 and Figure 2 respectively. The site is located in the Richmond Station Precinct within The Swan Street Major Activity Centre.

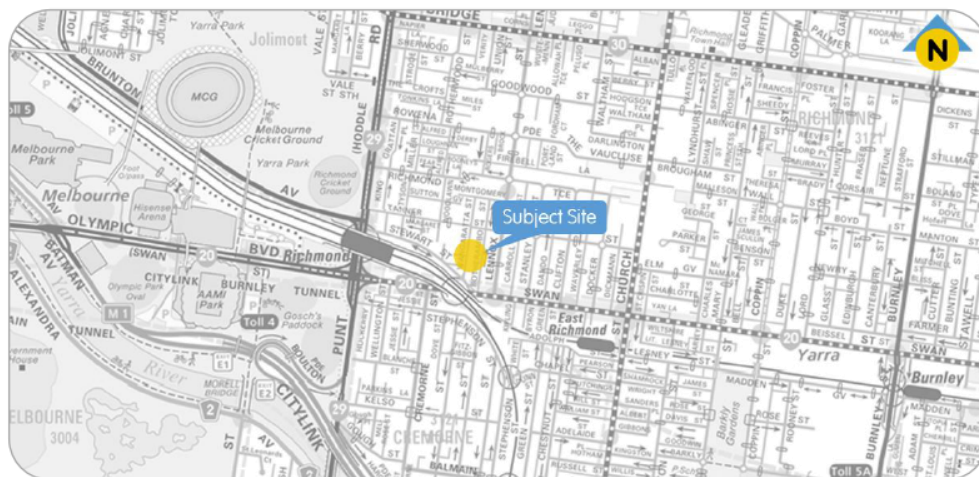


Figure 1 Location of Subject Site

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Figure 2 Aerial Photography (Dated 23 February 2019)

The site is rectangular in shape and covers an area of approximately 2,920 square metres. Frontages of approximately 80 metres are provided to both Botherambo Street and Wangaratta Street, forming the eastern and western site boundaries respectively.

Land use in the area is diverse in nature, with mixed-use, neighbourhood residential and commercial uses typically surrounding the subject site.

3.1.2 Swan Street Major Activity Centre

The Swan Street area is an important Major Activity Centre (MAC) in the City of Yarra. It has a unique, strategic position within the metropolitan area offering (amongst other features):

- Unrivalled transport access by all modes of transport;
- Access to major parklands, the city centre, nearby activity centres and the Yarra River; and
- A successful retail core associated with more diverse retail, business and industrial precincts.

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3.2 Planning Zone

As illustrated in Figure 3, the subject site is located within the Mixed-use Zone (MUZ).



Figure 3 Land Use Planning Zone

The purpose of the MUZ is, in part, to provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.

3.3 Road Network

3.3.1 Wangaratta Street

Wangaratta Street is classified as a local access street. Aligned in a north-south direction, Wangaratta Street connects Montgomery Street to the north and Stewart Street to the south.

Wangaratta Street comprises an approximate 6.7 metre road pavement that provides for two-way traffic and kerbside parallel parking along the western side of the carriageway only (between crossovers). Parking spaces are typically subject to either Loading Zone restrictions between 8:00am-6:00pm on Monday-Friday or 2P restrictions between 8:00am-5:00pm on Monday-Friday.

A default speed limit of 50 kilometres per hour applies to Wangaratta Street along the site frontage. Paved footpaths for pedestrian connectivity are provided along both sides of Wangaratta Street. Its typical cross-section is illustrated at Figure 4.



Figure 4 Views of Wangaratta Street facing South adjacent the Subject Site

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3.3.2 Botherambo Street

Botherambo Street is classified as a local access street. Aligned in a north-south direction, Botherambo Street connects Montgomery Street to the north and Swan Street to the south.

Botherambo Street comprises an approximate 6.4 metre road pavement that provides for one way traffic in the northbound direction. Kerbside parallel parking is available along the western side of the carriageway, with spaces subject to 4P restrictions between 7:00am-7:00pm on Monday-Friday and public holidays.

A posted speed limit of 40 kilometres per hour applies to Botherambo Street along the site frontage. Its typical cross-section is illustrated in Figure 5.



Figure 5 Views of Botherambo Street facing North adjacent the Subject Site

3.4 Sustainable Transport

3.4.1 Public Transport

The site is well connected to public transport services. This is facilitated primarily via the Richmond Railway Station located 300 metres west of the subject site.

Tram route 70 runs along Swan Street, just south of the subject site. The nearest stop associated with this route is located at the corner of Lennox Street and Swan Street, situated approximately 150 metres walking distance southeast of the subject site.

Figure 6 depicts a map of surrounding public transport options, with relevant services described at Table 1.

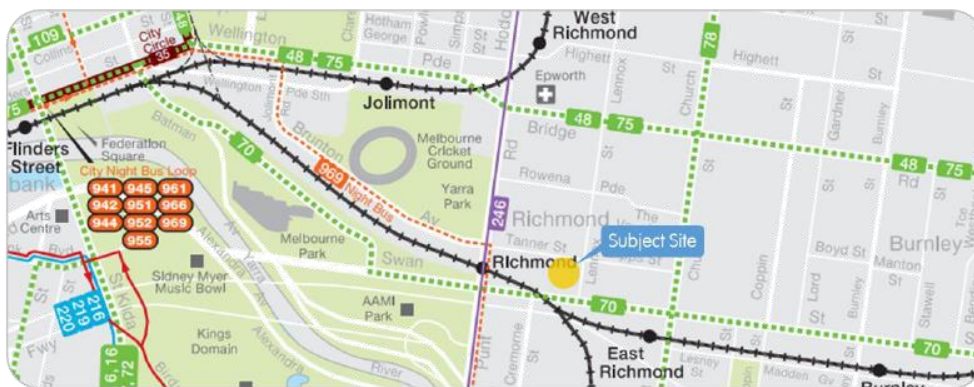


Figure 6 Public Transport Map

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Table 1 Public Transport Options

Service	Route	Description	Nearest Stop	Walking Distance
Train		Alamein, Belgrave, Cranbourne, Frankston, Glen Waverley, Lilydale, Pakenham and Sandringham lines	Richmond Railway Station	300 metres (4 minutes)
Tram	48	North Balwyn - Victoria Harbour Docklands	Corner Bridge Road and Punt Road	1 kilometre (13 minutes)
	75	Etihad Stadium Docklands - Vermont South		
	70	Waterfront City Docklands - Wattle Park	Corner Lennox Street and Swan Street	150 metres (2 minutes)
	78	North Richmond - Balaclava via Prahran	Corner Swan Street and Church Street	550 metres (8 minutes)
Bus	246	Elsternwick - Clifton Hill via St Kilda	Corner Rowena Parade and Punt Road	550 metres (8 minutes)

In recognition of the sites accessibility via public transport services, the subject site is included within the State Principal Public Transport Network Area as illustrated at Figure 7.

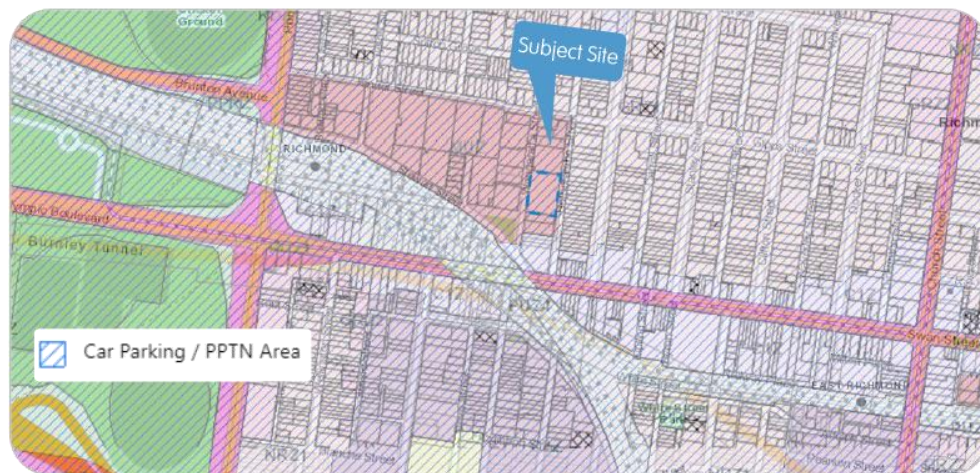


Figure 7 Subject Site location in relation to the surrounding Yarra PPTN

The Principal Public Transport Network reflects the routes where high-quality public transport services are or will be provided.

This network is intended to support integrated transport and land use planning by encouraging more diverse and dense development near high-quality public transport to help support public transport usage.

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3.4.2 Cycling

The site is easily accessible via Melbourne's extensive bicycle network, including Council's Strategic Municipal Corridors as illustrated at Figure 8.

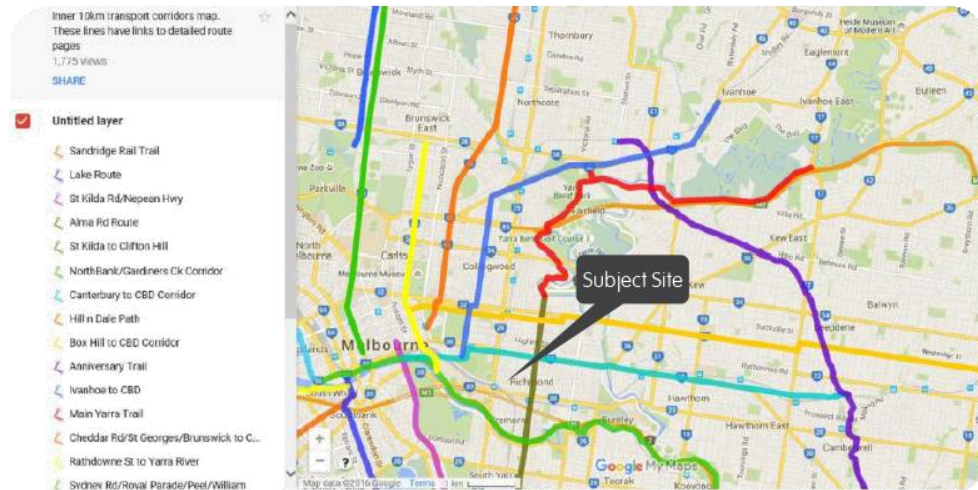


Figure 8 Bicycle Network Plan

These corridors as demonstrated above and in the Strava Heat Map¹ provided at Figure 9 provide cyclists with connections to cycling paths and trails throughout the Metropolitan Melbourne area.



Figure 9 Strava Heatmap

¹ Visualization of public data from users of the Strava application.

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3.4.3 Car Share

Car sharing services provide cars on demand, for rent either by the hour or by the day. To use the service, one must register with a car share company, pay a fee and book a car either by phone or on the internet. Cars are picked up and dropped off at designated car share bays.

This service is provided as an ideal choice for people living or working in inner city locations where other modes of transport such as walking, cycling, trams and buses are available. It is also considered a suitable option for people who don't need a car every day or want to get rid of a second car.

The subject site is located within a short walk to car sharing services operated by Flexi Car, GoGet and GreenShare Car as summarised at Table 2.

Table 2 Car Share Availability

Company	Location	Walking Distance
Flexicar	Corner Lennox Street and Gipps Street	170 metres / (2 minutes)
	Corner Lennox Street and Richmond Terrace	350 metres / (5 minutes)
	Corner Swan Street and Church Street	600 metre / (8 minutes)
	Corner Cremorne Street and Gough Street	750 metres / (9 minutes)
GoGet	Corner Lennox Street and Swan Street	210 metres / (3 minutes)
	Corner Lennox Street and Gipps Street	170 metres / (2 minutes)
	Corner Cremorne Street and Jessie Street	300 metres / (4 minutes)
	15 Swan Street (CarePark)	350 metres / (4 minutes)
	Swan Street and Docker Street	450 metres / (6 minutes)
	Tanner Street Car Park	300 metres / (4 minutes)
GreenShareCar	Swan Street and Docker Street	450 metres / (6 minutes)

3.4.4 Bike Share

The cities of Yarra, Melbourne and Port Phillip have joined to trial a dockless electric bike (e-bike) share scheme for one year.

The bike sharer scheme will be operated by Lime, and will comprise bright red and green bikes that are equipped with the latest in GPS technology to ensure Yarra's footpaths remain safe and clear, and bikes are concentrated in areas where they are most in demand.

Users will be required to Use the Lime app to find the closest Lime-E Bike.

3.5 Parking Inventory & Demand

IMPACT® commissioned Trans Traffic Survey to undertake 'spot' parking occupancy surveys on **Wednesday 20th March 2019** at 8:00am, 10:00am, 12:00pm and 3:00pm.

The surveyed area has been illustrated in Figure 10 and considered publicly available parking within an approximate 250 metre walking radius of the subject site.

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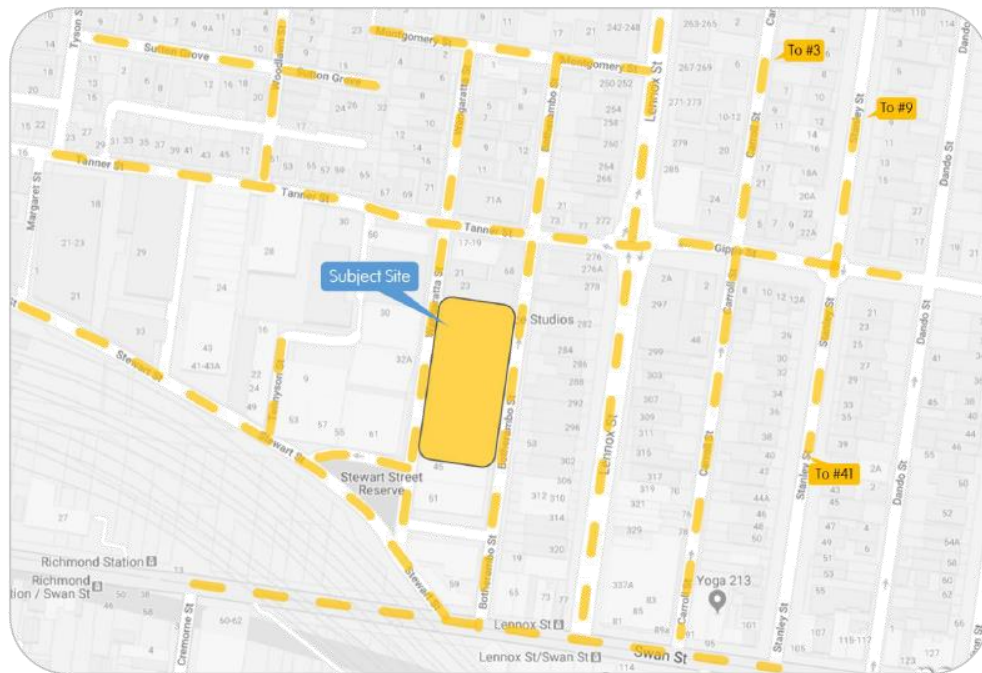


Figure 10 Parking Survey Area

An overall supply of 449 on-street car parking spaces were identified within the study area. Of these spaces, **369** were considered to be available for general public use. It is noted that all of the 369 suitable spaces identified were classified as **short - medium term** parking spaces (being spaces subject to restrictions of 4 hours (inclusive) or less in duration).

The peak parking occupancy was recorded at 12:00pm, when 310 of the 369 publicly available spaces were occupied (representing a ~84% occupancy rate), with 59 spaces remaining vacant at this time.

The car parking occupancy profile across the duration of the survey period is shown in Figure 10.

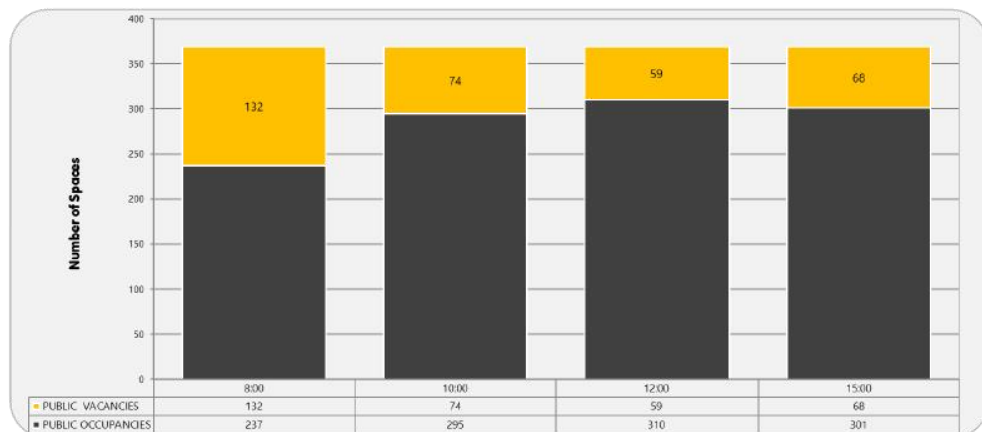


Figure 11 Car Parking Occupancy Profile - Wednesday 20th March 2019

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4 Development Proposition

4.1 Use and Yield

The proposal seeks approval to use the existing buildings at 25-29 & Part 31-43 Wangaratta Street, Richmond for the purpose of office use.

These buildings are currently permitted and / or historically been used as warehouse (with ancillary office), gymnasium and office

As part of this application, the buildings are to be refurbished which will result in the following development outcome:

Address	Tenancy	Use	Area	Use	Area
		Existing		Proposed	
Building 1: 25-29 Wangaratta Street	Ground Floor - Tenancy 1		413.6		413.6
	Ground Floor - Tenancy 2	Undefined	413.7	Office:	413.7
	First Floor		984		984
Building 2: 31-43 Wangaratta Street	Ground Floor - Tenancy 1	Undefined	356.7		356.7
	Ground Floor - Tenancy 2	Warehouse	444.4	Office:	444.4
	Ground Floor - Tenancy 3	Office	607.3		607.3
	First Floor	Office	1391.5		1391.5
Total Area			4611.2		4611.2

The proposed change in land uses as compared to existing approved uses can be summarised as follows:

Existing office use:	1,998.8 sq.m
Conversion of existing warehouse to office use:	444.4 sq.m
Undefined use to office use:	2,168 sq.m

4.2 Car Parking

Minor reconfiguration of car park bays is planned.

These changes are shown in the plan provided at Appendix B - Plan Number IMP2107010-DG-01-01-A

These reconfigurations will have no impact on total number of parking spaces, with the buildings at 25-29 & 31-43 Wangaratta Street, Richmond continuing to be serviced by 25 spaces.

4.3 Bicycle Parking

A total of 11 bicycle spaces are planned.

These spaces comprise of 10 spaces within the building and 1 space externally.

The location and quantum of bicycle parking is shown in the plan provided at Appendix B - Plan Number IMP2107010-DG-01-01-A

4.4 Loading Arrangements

Loading and waste arrangements are to be consolidated and provided via the existing Loading Bay Facility within the 31-43 Wangaratta Street Building.

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5 Statutory Controls

The relevant traffic and transportation statutory controls are:

Local Policy Framework

- Clause 21.06 - Transport;
- City of Yarra Strategic Transport Statement;
- City of Yarra Council Plan; and
- Swan Street Structure Plan.

Particular Provisions

- Clause 52.06 - Car Parking;
- Clause 52.34 - Bicycle Facilities;
- Clause 65.01 - Approval of an Application or Plan.

5.1 Clause 21.06 - Transport

Clause 21.06 of the Yarra Planning Scheme details the City of Yarra's transport related objectives and strategies. Clause 21.06 acknowledges that the City of Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

Clause 21.06 lists four objectives as follows:

- Objective 30:** To provide safe and convenient pedestrian and bicycle environments;
- Objective 31:** To facilitate public transport usage;
- Objective 32:** To reduce the reliance on the private motor car; and
- Objective 33:** To reduce the impact of traffic.

Notably, Council acknowledges that whilst parking availability is important for many people, in Yarra, unrestricted car use and parking is neither practical nor generally achievable throughout the municipality.

Accordingly, it is Council's intention that car parking be managed to optimise its use and to encourage sustainable transport options.

5.2 City of Yarra Strategic Transport Statement

The Strategic Transport Statement is a document prepared by the City of Yarra in 2006 which addresses the access needs of Yarra's community whilst minimising the impact of cars. The Strategic Transport Statement has a stated vision as follows:

To create a city which is accessible to everyone irrespective of levels of personal mobility and where a fulfilling life can be had without the need for a car

The Strategic Transport Statement lists seven key Strategic Transport Objectives to achieve the vision:

1. Create a city which is a great and safe place to walk and increase the numbers of those walking in Yarra.
2. Create the most bicycle friendly city in Australia and increase the numbers of those cycling in Yarra.
3. Advocate for increased performance of public transport across Melbourne and thereby reduce the number of car trips and through traffic by both Yarra and non-Yarra residents.
4. Ensure that any new road construction is not in conflict with encouraging more sustainable transport use.
5. Ensure Council's response to parking demand is based on Yarra's parking hierarchy and sustainable transport principles.

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6. Work to limit freight movement to arterial roads and freeways within Yarra and work to reduce freight movement through Yarra.
7. Encourage Council staff to use more sustainable transport for their travel and increase the capacity of the Council as a whole to respond to and initiate positive actions to further strategic transport objectives 1 to 6.

5.3 City of Yarra Council Plan

The City of Yarra Council Plan (2017 - 2021) proposes several objectives for the municipality, including:

Objective 6: City of Yarra, a place where Connectivity and travel options are environmentally sustainable, integrated and well-designed

To help achieve this objective, Council have listed several strategies that they wish to implement over the next five years, including:

- Investigate and implement effective parking management options
- Develop and promote pedestrian and bicycle infrastructure that encourages alternate modes of transport, improves safety and connectedness.

5.4 Swan Street Structure Plan

The Swan Street Structure Plan was adopted by the City of Yarra in December 2013. The Structure Plan sets out a proposed vision for the future of the activity centre and sets a series of strategic objectives that outline the way the vision will be achieved. With regards to movement and transport, the Swan Street Structure Plan states:

'Fortunately, the compact urban form of the area promotes shorter travel distances and is conducive to active forms of transport. This factor combined with the excellent access to public transport options, strongly positions the study area to achieve more sustainable travel behaviour. However, strengthening the sustainable transport network will require a significant shift from vehicular based travel to sustainable forms of transport.'

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5.5 Clause 52.06 - Car Parking

5.5.1 Purpose

The purpose of Clause 52.06 is:

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

5.5.2 Provision Requirements

To satisfy the above purpose, Clause 52.06 of the Yarra Planning Scheme specifies requirements relating to the provision and design of car parking as follows.

5.5.3 Car Parking Provision Requirements - Clause 52.06-5

Table 1 to Clause 52.06-05 of the Yarra Planning Scheme provides rates for various land uses. The site sits within the PPTN area and hence Column B rates apply.

The following rates are therefore applicable to the various uses contemplated on the site:

Office	3.0 spaces to every 100 sqm leasable floor area
Warehouse	2 spaces to each premises plus 1 space to every 100 sq.m net floor area

The proposal contemplated the following outcome

Existing office use:	1,998.8 sq.m
Conversion of existing warehouse to office use:	444.4 sq.m
Undefined use to office use:	2,168 sq.m

Calculation of the parking implications of the proposal reveals a net parking requirement for 72 spaces.

Use	Area	Statutory Requirement	Use	Area	Statutory Requirement	Net Difference
Existing			Proposal			
Existing Office	1,998.8	59	Office	1,998.8	59	0
Warehouse	444.4	6	Office	444.4	13	7
Undefined	2,168	N/A	Office	2,168	65	65
Total						72

Note:

The above calculation of the parking requirement (net difference) for the undefined areas results in a conservatively high outcome, noting the undefined areas have historically operated for a range of uses including Gymnasium and Warehousing, which attract a statutory requirement

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5.5.4 Proposed Provision

No change in parking provision is planned. The existing buildings at 25-29 and 31-43 Wangaratta Street, Richmond will continue to be serviced by 25 spaces.

The proposal therefore seeks approval to reduce the number of parking spaces required under Clause 52.06-5.

5.5.5 Application Requirements and Decision Guidelines to Reduce Car Parking Requirement

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

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposal and must also address the following matters, to the satisfaction of the responsible authority.

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

Before granting a permit to reduce the number of spaces, the responsible authority must consider the following, as appropriate:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plans.
- The availability of alternative car parking in the locality of the land, including:
 - o Efficiencies gained from the consolidation of shared car parking spaces.
 - o Public car parks intended to serve the land.
 - o On-street parking in non-residential zones.
 - o 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.

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- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

Considering the foregoing, we have undertaken the following car parking demand assessment which outlines our expectations of likely parking demand for the office and retail uses.

5.5.6 Car Park Demand Assessment

5.5.6.1 Preamble

The 'business as usual' approach to parking demand assessments is typically informed by a 'predict and provide' methodology which leverages current behaviour to inform future considerations.

This approach is characterised by mandatory minimum parking requirements, with each development (land use) expected to provide its own parking. The intent being that motorists should nearly always be able to easily find convenient, free parking at every destination.

Under this 'predict and provide' approach, parking planning is based on the premise that the 'parking problem' means 'inadequate supply', and consequently:

1. More parking is better.
2. Every destination should satisfy its own parking needs (minimum ratios).
3. Car parks should never fill.
4. Parking should always be free or subsidised or incorporated into building costs.

However, there is an increasing trend towards more efficient use of existing transport infrastructure as an alternative to expanding roads and parking facilities, incorporated in a technique known as travel demand management (TDM).

TDM emphasises the movement of people and goods, rather than motor vehicles, and gives priority to more efficient travel and communication modes (such as walking, cycling, car sharing, public transport and telecommuting), particularly under congested conditions².

5.5.6.2 Application of TDM in Land Use Applications

It has been set out³ that the 'business as usual' approach needs to be reconsidered especially within Activity Centres and locations that are well served by a range of public transport services, where cycling and walking is a practical alternative to car travel, and where local policy advocates for car parking to be managed to optimise its use and encourage sustainable transport options.

Ronge v Moreland CC [2017] VCAT 550 & Vincent Corporation Pty Ltd v Moreland CC (Includes Summary) (Red Dot) [2015] VCAT 2049 are two VCAT Decision of Significance that signal this change in the consideration of parking provision.

The key highlights of these decisions as they relate to parking are reproduced below:

The Ronge v Moreland CC [2017] VCAT 550

This decision was classified as a 'Red Dot' decision i.e. a decision of interest or significance, on the basis of:

Policy - interpretation or application of policy:

² Austroads Guide to Traffic Management Part 11: Parking

³ Ronge v Moreland CC [2017] VCAT 550) & Vincent Corporation Pty Ltd v Moreland CC (Includes Summary) (Red Dot) [2015] VCAT 2049

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- Plan Melbourne 2017-2050 and State and local policy concerning car parking, traffic and shift to other travel modes.

Practice or Procedure - consideration of individual instance or systemic issues

- Necessity to reduce reliance on car based travel

Analysis - exposition of how to assess an issue or matters to consider

- Car parking and traffic

Specifically, the tribunal summarises the key matters as follows:

The recently released Plan Melbourne 2017-2050 is predicting that Melbourne's population will increase from approximately 5 million to 8 million people over the next 33 years. An additional 1.6 million dwellings will be required to house the extra population.

State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling. At the municipal level, Moreland has long been recognised as being at the forefront of encouraging less reliance on car based transport. For example, the Moreland Integrated Transport Strategy 2010 includes a key principle that walking and cycling are the preferred modes of transport.

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.

Vincent Corporation Pty Ltd v Moreland CC (Includes Summary) (Red Dot) [2015] VCAT 2049

This decision was classified as a 'Red Dot' decision i.e. a decision of interest or significance, on the basis of:

Nature of Case:

- A reduction of on-site car parking to zero in major activity centre.

Practice or Procedure - consideration of individual instance or systemic issues

- Considers the relevant tests for reducing on-site car parking in accordance with Clause 52.06 in conjunction with the State and local planning policy framework, particularly for sites in inner city activity centres. Summarises principles applied by the Tribunal in applications under Clause 52.06 to reduce on-site car parking provision

Specifically, the tribunal summarises the key matters as follows:

The decision discusses current policies for car parking and the consideration of both demand and supply management as sought by State policy for integrated transport and the application of this in the assessment of car parking in inner city activity centres such as Brunswick. The decision also reviews a number of other similar recent cases of the Tribunal, deriving some common themes in the consideration of reducing car parking rates in larger, particularly inner city, activity centres. These are:

- Parking across an activity centre needs to be addressed in a centre wide manner.

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- b. Providing or restricting parking through the planning scheme, only forms one part of the overall management of car parking demand and supply in these centres.
- c. There are a number of alternative means of travel emerging. Most notable of these are share car arrangements and increased bicycle use, including electric bicycles. These have grown extensively in use in the past 10 years. Their impact on empirical demand is not yet known. Policies to minimise car dependency suggest it should lead to less demand.
- d. In areas of existing restricted on-street parking, the supply of on-street spaces for future occupants of a proposal is not particularly relevant to the assessment. In these locations, on-street road management restrictions can ensure future residents of a proposal are not able to rely on any spare capacity in on-street parking.
- e. While a current empirical demand may exist not every site can, or needs to, meet this demand. Some sites may have limited capacity to meet car parking needs, particularly small or constrained sites.
- f. A proposal for a reduced resident parking provision needs to consider:
 - i. Access to public transport, in timing, diversity of routes and frequency.
 - ii. Walkable access from the site to shops and facilities that provide for the daily needs of residents.
 - iii. Access to other transport options including good bicycle infrastructure and walkable access to publicly available shared use cars.
- g. As with any proposal, a decision to reduce parking ultimately must be tested on its own merits with competing issues balanced to achieve net community benefit. Any potential adverse impacts from parking on-street will need to be assessed against the benefits a proposal may bring to the community where car parking forms only one part of a use or development proposal.

These decisions of significance have influenced the assessment of parking provision for various land use proposals and informed decision making by Responsible Authorities and the Tribunal.

5.5.6.3 Empirical Assessment

Office

The statutory parking provision rate of 3.0 spaces per 100 sq.m typically aligns with parking demand in unconstrained scenarios in suburban and outer suburban areas.

In inner city locations, demand rates lower than 3.0 spaces per 100 sq.m are common place. Case studies undertaken by **IMPACT**[®] over a 5 day period at an 11,407 sq.m office development at 40 River Boulevard, Richmond revealed that the office had 372 spaces on site, and was generating a demand for up to 199 spaces, which equates to a rate of 1.74 spaces per 100 sq.m.

We note that whilst the case study site is located in an inner city location and with reasonable access to public transport via light rail services, the case study site does not have direct access to heavy rail.

Accordingly, in a location like the subject site, lower rates would be expected due to higher levels of access and connectivity to high quality public transport services.

5.5.7 Responsible Authority Considerations

The 'business as usual' approach to parking demand assessments is typically informed by a 'predict and provide' methodology which leverages current behaviour to inform future considerations.

Whilst this approach has its merits, especially in suburban locations, it has been argued⁴ that the 'business as usual' approach needs to be reconsidered especially in locations that are well served by a range of heavy and light rail services, where cycling and walking is a practical alternative to car travel, and where local policy advocates for car parking to be managed to optimise its use and encourage sustainable transport options.

In this regard, the proposed development seeks to provide car parking at a rate below the statutory and empirical rate. Specifically, 25 spaces are planned which for the overall development equates to a rate of approximately 0.57 space per 100 sq.m.

⁴ Ronge v Moreland CC [2017] VCAT 550)

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Noting the character of the surrounding area, this provision is considered satisfactory for the following reasons:

- The subject site is easily accessible via sustainable transport options such as heavy rail, light rail, and active transport such as cycling. These diverse modes will provide staff and visitors alternate and viable options to the motor vehicle.
- On street car parking in the locality of the subject site is constrained, specifically, parking is restricted to short to medium term parking. These restrictions preclude the use of on street car parking for office staff, as they typically seek all day (long term) parking opportunities. The constrained on-street parking conditions would therefore serve as a disincentive for employees to drive to work.

Due to the constrained nature of on-street parking in the surrounding area, the limited availability / access to off-street commercial car parking and the accessibility to public transport services, we expect that parking demand will be constrained, with employees taking up sustainable transport modes to travel to and from work.

This outcome would also be assisted by the implementation of a Green Travel Plan, a copy of which is included as Appendix A.

Furthermore, we note that a number of office developments that share similar attributes to the proposed development have been approved by Council and VCAT with parking provision at rates below statutory and empirical rates.

These sites are summarised in Table 3.

Table 3 Recently Approved Office Developments

Development	Yield / Use	Walking Distance to Train	Walking Distance to Tram	Supported Car Parking Rate
484-486 Swan St, Richmond	18,595sq.m office/retail	150 metres	150 metres	0.82 spaces per 100 sq.m
2-16 Northumberland St, Collingwood	15,473sq.m office /shop	700 metres	250 metres	0.88 spaces per 100 sq.m
60-88 Cremorne Street, Cremorne	27,653 sq.m Office / retail	400 metres	300 metres	0.72 spaces per 100 sq.m
51 Langridge St, Collingwood	3,335 sq.m Office	400 metres	300 metres	0.54 spaces per 100 sq.m
480 Swan Street, Richmond	33,678 sq.m Office / retail	50 metres	50 metres	0.69 spaces per 100 sq.m

The proposal provides parking at a rate of approximately 0.54 space per 100 sq.m.

This provision whilst below the statutory and empirical rates, recognises the sustainable transport merits of the site location, and furthermore provides an outcome that maintains the momentum in this locality of prioritising sustainable transport outcomes in lieu of private motor vehicle travel as prescribed in local policy objectives.

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5.5.8 Conclusion - Car Parking Provision

Based on the foregoing considerations, we consider that the development proposition satisfies the purpose of Clause 52.06, specifically:

- To ensure that the car parking does not adversely affect the amenity of the locality.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.

Note:

To support and nature a sustainable transport culture at this site, the applicant has committed to implementing a green travel plan aimed at managing car dependency and encouraging the use of sustainable transport modes, with the objective of permanently changing travel mode behaviour.

The Green Travel Plan is provided at Appendix A.

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5.6 Clause 52.34 - Bicycle Facilities

5.6.1 Purpose

The purpose of Clause 52.34 is to encourage cycling as a mode of transport, and provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

5.6.2 Provision Requirements - Clause 52.34.3

To satisfy the above purpose, Clause 52.34-3 of the Yarra Planning Scheme specifies the bicycle parking provision requirements for a variety of different uses within Table 1.

Rates applicable to the proposed uses are:

Office	Employees:	1 space to each 300 sqm floor area
	Visitors:	1 space to each 1,000 sqm floor area

There are no bicycle parking requirements for warehouse uses.

Application of the proposed changes reveals a requirement for 10 additional bicycle parking spaces as following.

Use	Area	Statutory Requirement	Use	Area	Statutory Requirement	Net Difference
Existing			Proposal			
Warehouse	444	0	Office	444	1	1
Undefined	2,168	N/A	Office	2,168	9	9
Total						10

The foregoing assessment reveals that the proposed change of use will result in a requirement for an additional 10 bicycle parking spaces.

Note:

The above calculation of the parking requirement net difference for the undefined areas results in a conservatively high outcome, noting the undefined areas have historically operated for a range of uses including Gymnasium, which attract a statutory requirement

5.6.3 Proposed Provision

A total of 11 bicycle spaces are planned.

5.6.4 Adequacy of Proposed Provision

The proposed provision comfortably exceeds the statutory requirement for bicycle parking and will contribute positively to encouraging cycling as a mode of transport to the site.

5.6.5 Design Requirements

Clause 52.34-6 of the Planning Scheme states:

Bicycle spaces should:

- Provide a space for a bicycle of minimum dimensions of 1.7 metres in length, 1.2 metres in height and 0.7 metres in width at the handlebars.

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- Be located to allow a bicycle to be ridden to within 30 metres of the bicycle parking space.
- Be located to provide convenient access from surrounding bicycle routes and main building entrances.
- Not interfere with reasonable access to doorways, loading areas, access covers, furniture, services and infrastructure.
- Not cause a hazard.
- Be adequately lit during periods of use.

5.6.5.1 Proposed Design

The bicycle parking design has been assessed against the requirements of Clause 52.34 of the Yarra Planning Scheme, the Australian Standard for Bicycle parking facilities (AS 2890.3:2015) and the manufacturer's specifications.

Details of the nominated product are provided as Appendix C.

5.6.5.2 Conclusion - Bicycle Parking

We can conclude that bicycle parking provided as part of this development satisfies the purpose of Clause 52.34, specifically:

- To encourage cycling as a mode of transport, and provide secure, accessible and convenient bicycle parking spaces.

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5.7 Loading Considerations

5.7.1 Loading Requirements and Objectives

To address the adequacy of loading for new developments, the Yarra Planning Scheme specifies the following:

- Clause 65.01 - The responsible authority must consider, as appropriate, the adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

5.7.2 Adequacy of Proposed Loading Facilities

In response to the above, we note that:

- Loading for the office use will be undertaken infrequently, typically associated with the occupation and vacation of the tenancies.

The development plans do not show any dedicated loading bay on-site (with the bay shown intended for waste collection purposes only), however we note that as a result of the proposal (i.e. the removal of redundant crossovers) a number of on-street spaces will be created. It is intended to utilise one (1) of these on-street spaces as an informal loading bay for the cafe tenancy (and occasionally the office as required).

5.7.3 Waste Collection

It is proposed to collect waste on-site, by way of private services, using a 6.4 metre waste collection mini rear loader.

Swept paths attached as Appendix B demonstrate the nominated collection vehicle will reverse into the subject site, undertake waste collection and then exit the site in a forward direction.

We are satisfied that there is sufficient room provided to cater for the proposed waste collection vehicle.

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APPENDIX A

Green Travel Plan

37°49'26"S
144°59'34"E

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Green Travel Plan

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Prepared for Cremorne Properties Pty Ltd

IMP2107010GTP01F03.docx

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1 Introduction

1.1 Engagement

IMPACT® have been engaged by Cremorne Properties Pty Ltd to prepare a Green Travel Plan (GTP) to supplement a parking impact assessment in support of the proposal to use the existing building at 25-43 Wangaratta Street, Richmond for the purpose of office use

1.2 Scope of Engagement

This GTP has been prepared to accompany a town planning submission. In preparing this GTP we have referenced the following:

- As Built and Proposed Change of Use Plans;
- Australian Bureau of Statistics Census Data (2016); and
- Other web-based sources as referenced in the body of this report.

2 Development Proposition

2.1 Use and Yield

The proposal seeks approval to use the existing buildings at 25-29 & Part 31-43 Wangaratta Street, Richmond for the purpose of office use. These buildings are currently permitted and / or historically been used as warehouse (with ancillary office), gymnasium and office

As part of this application, the buildings are to be refurbished which will result in the following development outcome:

Address	Tenancy	Use	Area	Use	Area
		Existing			Proposed
Building 1: 25-29 Wangaratta Street	Ground Floor - Tenancy 1		413.6		413.6
	Ground Floor - Tenancy 2	Undefined	413.7	Office:	413.7
	First Floor		984		984
Building 2: 31-43 Wangaratta Street	Ground Floor - Tenancy 1	Undefined	356.7		356.7
	Ground Floor - Tenancy 2	Warehouse	444.4	Office:	444.4
	Ground Floor - Tenancy 3	Office	607.3		607.3
	First Floor	Office	1391.5		1391.5
Total Area			4611.2		4611.2

2.2 Car Parking

Minor reconfiguration of car park bays is planned.

These reconfigurations will have no impact on total number of parking spaces, with the buildings at 25-29 & 31-43 Wangaratta Street, Richmond continuing to be serviced by 25 spaces.

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2.3 Bicycle Parking

A total of 11 bicycle spaces are planned.

These spaces comprise of 10 spaces within the building and 1 space externally.

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3 Sustainable Transport Planning

3.1 Overview

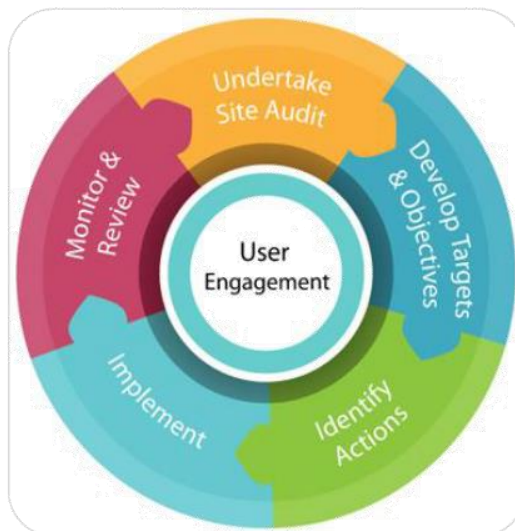
A Green Travel Plan is one of a suite of tools available to assist with Sustainable Transport Planning.

A Green Travel Plan can be defined as a package of site-specific measures implemented to promote and maximise the use of more sustainable modes of travel.

Typically, green travel plans support walking, cycling, public transport and car sharing, which are encouraged via a range of actions, promotional campaigns and incentives, and can deliver a range of benefits to employers, employees, visitors of a development by:

- Reducing the need to provide parking (reducing costs associated with providing parking and helping to create more affordable development outcomes);
- Contribute to corporate social responsibility relating to the triple bottom line, and improve corporate image as an innovative and environmentally-aware organisation;
- Help to appeal to a new generation of professionals who prioritise location and lifestyle over car ownership;
- Help to attract and retain staff (reducing costs associated with staff turnover);
- Contribute to a healthier, happier and more active workplace (reducing costs associated with sick days and an unhealthy, unproductive workforce);
- Create opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities;
- Provide staff and residents with potential travel cost savings;

In preparing a Green Travel Plan, the plan should have regard to the following essential elements¹:



Site Audit and Data Collection To understand Base Conditions;

Objectives and targets To define the direction and purpose of the travel plan. Targets should be specific, measurable, achievable and time-bound;

Actions To help achieve the objectives. Should provide incentives for using sustainable transport modes;

Promoting and Marketing Communication strategy to get the message to the target audience;

Commitment of resources This would include financial support and human resources to allow for implementation, monitoring, review and continual improvement of the travel plan;

Monitoring and Review process Aimed at setting out a systematic approach to measuring the impact of the travel plan;

Governance support Includes appointment of a Travel Plan Coordinator or Committee.

¹ City of Sydney & UK Department for Transport

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4 Site-Specific Transport Assessment

4.1 Location

The subject site is located on the eastern side of Wangaratta Street, Richmond as shown in the locality plan and aerial photograph represented in Figure 1. The site falls within the Richmond Station Precinct within The Swan Street Major Activity Centre area.



Figure 1 Location of Subject Site

4.2 Public Transport

The site is well connected to public transport services. This is facilitated primarily via the Richmond Railway Station located 300 metres west of the subject site.

Tram route 70 runs along Swan Street, just south of the subject site. The nearest stop associated with this route is located at the corner of Lennox Street and Swan Street, situated approximately 150 metres walking distance southeast of the subject site.

Figure 2 depicts a map of surrounding public transport options, with relevant services described at Table 1.



Figure 2 Public Transport Map

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Table 1 Public Transport Options

Service	Route	Description	Nearest Stop	Walking Distance
Train		Alamein, Belgrave, Cranbourne, Frankston, Glen Waverley, Lilydale, Pakenham and Sandringham lines	Richmond Railway Station	300 metres (4 minutes)
Tram	48	North Balwyn - Victoria Harbour Docklands	Corner Bridge Road and Punt Road	1 kilometre (13 minutes)
	75	Etihad Stadium Docklands - Vermont South		
	70	Waterfront City Docklands - Wattle Park	Corner Lennox Street and Swan Street	150 metres (2 minutes)
	78	North Richmond - Balaclava via Prahran	Corner Swan Street and Church Street	550 metres (8 minutes)
Bus	246	Elsternwick - Clifton Hill via St Kilda	Corner Rowena Parade and Punt Road	550 metres (8 minutes)

In recognition of the site's accessibility via public transport services, the subject site is included within the State Principal Public Transport Network Area.

The Principal Public Transport Network reflects the routes where high-quality public transport services are or will be provided.

This network is intended to support integrated transport and land use planning by encouraging more diverse and dense development near high-quality public transport to help support public transport usage.

As illustrated in Figure 3, the site has a Transit Score of 94 - Riders Paradise. This means that the site has access to World Class Public Transport².

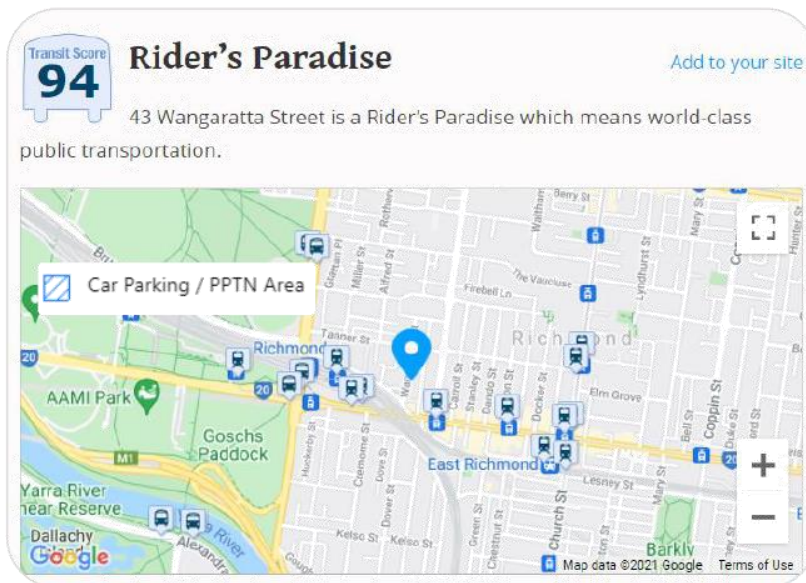


Figure 3 Transit Score Results

As demonstrated in the catchment plan at Figure 4, these public transport services can be leveraged to gain access to a significant area of Metropolitan Melbourne (within 30 minutes).

² Walkscore: <https://www.walkscore.com/score/43-wangaratta-st-richmond-vic-australia>

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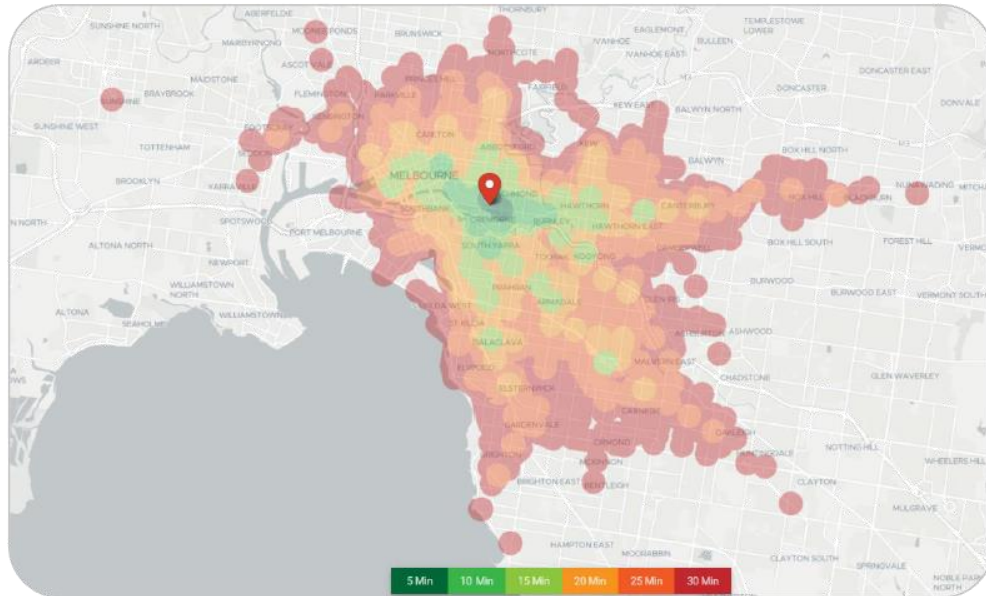


Figure 4 30-Minute Cycling Catchment

The catchment plan³ shows that within 30 minutes, a commuter can travel from the site to:

- North Thornbury / Moonee Ponds
- South Hampton East / Clayton
- West Yarraville / Seddon
- East Nunawading

4.3 Cycling

Cycling Corridors as illustrated at Figure 5.



Figure 5 Bicycle Network Plan

³ <https://www.route360.net/>

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These corridors as demonstrated above and in the Strava Heat Map⁴ provided at Figure 6 provide cyclists with connections to cycling paths and trails throughout the Metropolitan Melbourne area.



Figure 6 Strava Heatmap

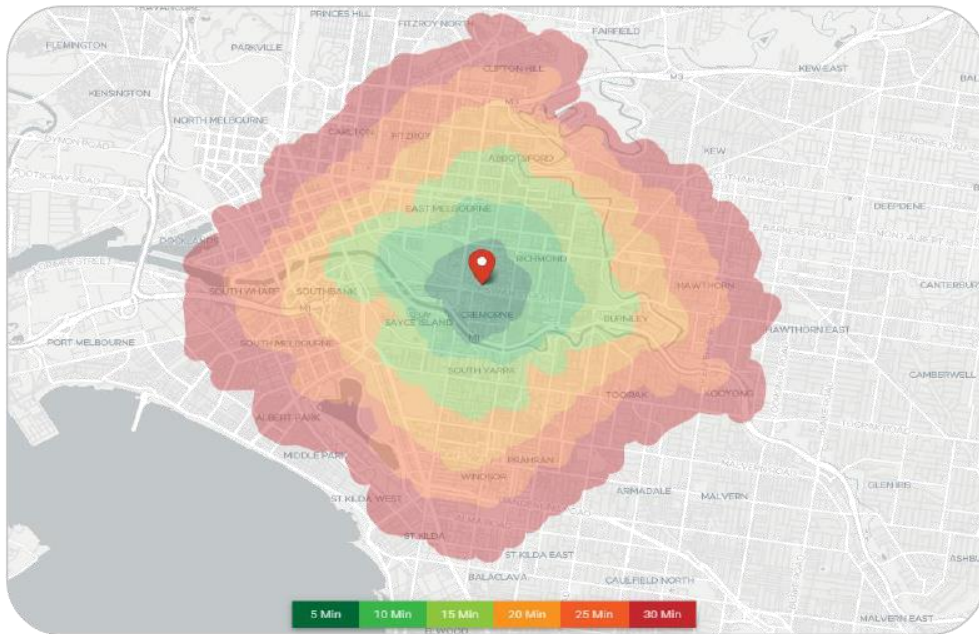


Figure 7 30-Minute Cycling Catchment

The catchment plan⁵ shown in Figure 7 indicates that within 30 minutes, a cyclist can travel from the site to:

- North Fitzroy North
- South St Kilda East
- West Docklands
- East Hawthorn East

⁴ Visualization of public data from users of the Strava application.

⁵ <https://www.route360.net/>

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4.4 Walking

Adequate pedestrian access to the site is provided in the form of sealed pedestrian footpaths along Botherambo Street, Wangaratta Street and surrounding roads.

For further context, a Walk Score has been derived that indicates the site is both a 'Walker's Paradise' (i.e. daily errands do not require a car) and 'Rider's Paradise' (i.e. offers world-class public transportation options) with scores of 98 and 96 out of 100 achieved for both categories, respectively.

This is reflective of the site's proximity to everyday needs such as public transport, cafes/restaurants and other day-to-day activities.

This network of footpaths and trails provide an extensive 30-minute walking catchment to the site, as demonstrated in Figure 8.

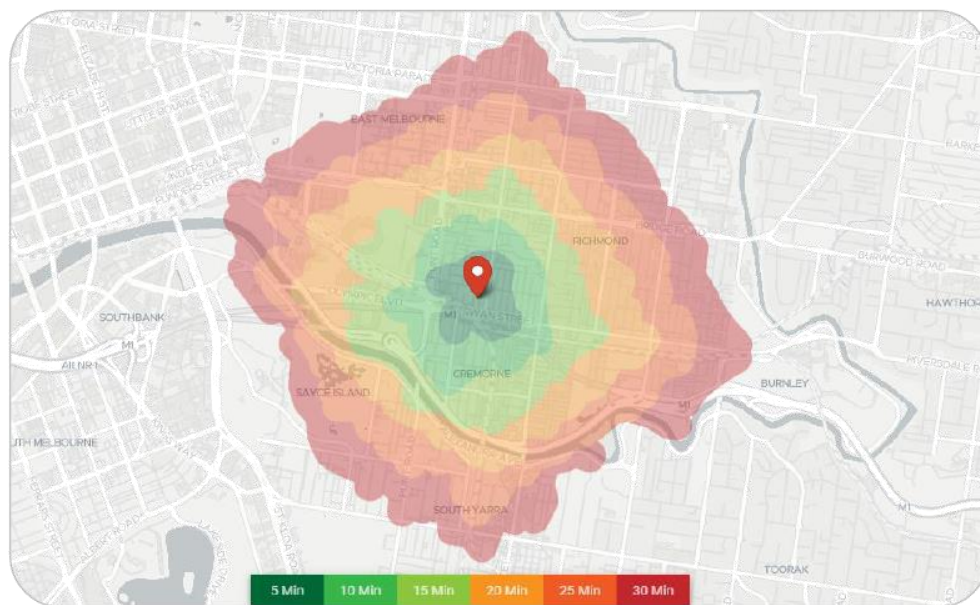


Figure 8 30-Minute Walking Catchment

The catchment plan shown above indicates that within 30 minutes, a pedestrian can travel from the site to:

- | | |
|---------|---------------|
| — North | Abbotsford |
| — South | South Yarra |
| — West | Melbourne CBD |
| — East | Burnley |

4.5 Car Share Facilities

Car sharing services provide cars on demand, for rent either by the hour or by the day.

To use the service, one must register with a car share company, pay a fee and book a car either by phone or on the internet. Cars are picked up and dropped off at designated car share bays.

This service is provided as an ideal choice for people living or working in inner city locations where other modes of transport such as walking, cycling, trams and buses are available. It is also considered a suitable option for people who don't need a car every day or want to get rid of a second car.

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The subject site is located within a short walk to car sharing services operated by Flexi Car, GoGet and Greenshare Car as summarised at Table 2

Table 2 Car Share Availability

Company	Location	Walking Distance
Flexicar	Corner Lennox Street and Gipps Street	170 metres / (2 minutes)
	Corner Lennox Street and Richmond Terrace	350 metres / (5 minutes)
	Corner Swan Street and Church Street	600 metre / (8 minutes)
	Corner Cremorne Street and Gough Street	750 metres / (9 minutes)
GoGet	Corner Lennox Street and Swan Street	210 metres / (3 minutes)
	Corner Lennox Street and Gipps Street	170 metres / (2 minutes)
	Corner Cremorne Street and Jessie Street	300 metres / (4 minutes)
	15 Swan Street (CarePark)	350 metres / (4 minutes)
	Swan Street and Docker Street	450 metres / (6 minutes)
GreenShareCar	Tanner Street Car Park	300 metres / (4 minutes)
	Swan Street and Docker Street	450 metres / (6 minutes)

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Green Travel Plan

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5 Green Travel Plan

5.1 Objectives

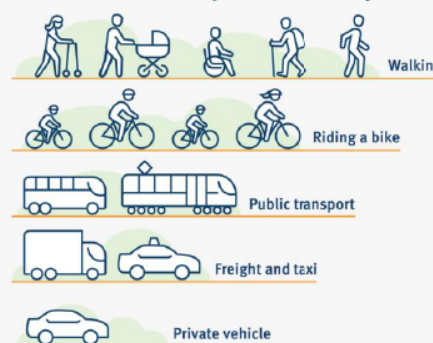
A Green Travel Plan (GTP) sets out measures that aim to manage car dependency and encourage the use of sustainable transport modes, with the objective of permanently changing travel mode behaviour.

Specifically, a GTP seeks to encourage people to adopt a sustainable transport mindset with a preference for:

- Walking;
- Cycling;
- Public transport;
- Carpooling / ride share services

In lieu of single occupant car trips.

Sustainable transport hierarchy



5.2 Targets

The goal of this GTP is to achieve a shift towards sustainable transport modes (from private motor vehicle).

To inform considerations relating to targets, reference has been made to the existing travel patterns for people working within the nearby area, as summarised in Table 3.

Table 3 Journey to Work Data (Based on place of work) - 2016 Census Data

% Mode of Travel for 'journey to work' trips	Work within City of Yarra	Work within Inner Melbourne (average)
Car (as driver)	56%	52%
Car (as passenger)	3%	3%
Public Transport	27%	34%
Cycling	5%	3%
Walking	7%	5%
Other Transport	2%	3%

This data indicates that despite its inner-city location, there is still a heavy reliance on private motor vehicle trips to and from work within the City of Yarra.

The buildings at 25-43 Wangaratta Street, Richmond have a total NLA of approximately 4,400 square metres.

Conservatively assuming an occupancy rate of 1 employee per 10 sq.m it is anticipated that there will be in the order of 440 employees on-site when development is tenanted and fully operational.

With a total of 25 on-site car parking spaces, this equates to a maximum of 5.6% of employee vehicle trips which can be taken by a car (as a driver).

The subject site is well connected to public transport services (train and bus) as well as Melbourne's extensive bicycle network. It is therefore suggested that the following targets are set for this development:

Staff

- 94.4% of commuter trips (staff) to/from the site be undertaken by sustainable transport modes
 - Mode share of at least 85% for trips by public transport;
 - Mode share of at least 4.4% for trips by bicycle; and

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- o Mode share of at least 5% for walking trips.

It is noted that the above targets should be seen as aspirational aims as opposed to strict 'targets', with the various initiatives promoted within this GTP designed to assist in achieving the aims.

To assist with meeting these targets, the following design and operational features / opportunities will be leveraged by the building manager, responsible for coordination and implementation.

5.3 Design Features

5.3.1 Cycling Facilities

The development has a statutory requirement to provide 5 bicycle spaces.

To encourage cycling as a mode of transport, the development contemplates 11 bicycle parking spaces.

The provision of secure, accessible and convenient cycling facilities in excess of the statutory requirements will contribute positively to encouraging cycling as a mode of transport.

5.3.2 Car Parking

To manage car dependency and encourage the use of sustainable transport modes, only 25 spaces are planned on-site.

The under provision of on-site car parking will contribute positively to efforts to support sustainable transport alternatives to the motor car.

5.4 Operational Initiatives

As detailed in the draft action plans provided within Appendix A and in subsequent sections of this report, various operational strategies could be implemented to encourage the use of non-private motor vehicles.

The draft action plan included in this report is an outline of the actions and incentives that could be undertaken / provided and is subject to agreement by the building manager and Council.

The suggested operational strategies are outlined in the following sections of this GTP.

As detailed in the outline action plans provided within Appendix A and in subsequent sections of this report, various operational strategies would be implemented to encourage the use of sustainable transport.

The outline action plan included in this report sets out actions and incentives that should be undertaken / provided.

The operational strategies should include:

5.4.1 Sustainable Transport - Information Pack

To inform staff of alternative travel options and encourage their use, the tenants are to provide a Sustainable Transport Pack to staff that will include:

- Information about the development (design features relating to bicycle facilities, and allocation of car parking facilities);
- City of Yarra TravelSmart Map

This Travel Smart Map (included as Appendix C) provides baseline details relating to:

- o Bicycle and Pedestrian accessibility.
- o Public Transport, including Information on how and where to purchase/top-up Myki, including Mobile Myki;

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- Services, including shopping, recreational and educational with suitable non-car based transport options;
- Links to relevant Green Travel, public transport and local services websites.

Note: To ensure staff have access to current, and real time sustainable transport data relating to tram, train and bus timetables, and location of existing and proposed share car schemes, bicycle parking facilities, tram stops, taxi ranks, railway stations, bus stops and bicycle paths, the tenants will be required to install a tablet / ipad or similar in the staff break rooms.

This device would be pre-programmed with sustainable transport applications such as PTV app / Tram Tracker app and other resources and shall serve as the sustainable transport hub for up to date and real time sustainable transport information.

5.4.2 Creating and sustaining an active transport (walking / cycling) culture:

The Building Manager with the assistance of nominated staff will form a committee whose purpose is to create and sustain an active transport culture (cycling and walking).

Given that the site is well connected to the bicycle network, and ample bicycle parking and end of trip facilities are provided, the committee would seek to create and sustain membership to initiatives such as, Bicycle User Groups (BUG's).

These groups should include a Buddy Group where experienced cyclists buddy a novice to ride the best / safest route to the site.

5.4.3 Discouraging Single Occupant Motor Vehicle Travel

1. Provide sustainable transport allowances for staff. This should take the form of:

- **Public Transport:**

- a. Tenants will be required to sign up to the **myki Commuter Club**. This would allow staff members to access a 10% discount in tickets. This can be done independently, or via a salary package scheme.

- **Cycling:**

- a. Staff that live locally or that are amenable to cycling as a mode of travel to and from work will be invited to participate in a salary package scheme, where the employer and or building manager leverages scales of economy and purchases commuter bicycles on their behalf at a reduced cost.

2. Set up a car pooling database. This should take the form of:

- The building manager or respective tenants will maintain a database that actively fosters a culture that allows staff that live in the same locality to connect and car pool. To encourage this outcome, a number of the on-site parking spaces provided for staff should be allocated to the benefit of carpooling staff.

5.4.4 Strategic Marketing

5.4.4.1 New and Existing Staff

Staff should be introduced and immersed into sustainable transport through regular induction programs.

These induction sessions should provide an opportunity where staff who have not yet established sustainable travel habits receive information on efficient and cost-effective transport options.

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5.4.4.2 Promotional Functions / Events

The Building Manager could maintain an ongoing focus on promotional functions aimed at raising awareness, motivating people to try alternatives to the car and rewarding people who travel by methods other than the car, and to reach people that may not be receptive to marketing or who are not active information seekers.

These promotions could include but are not limited to walk to work day, ride to work day, or other events specific to the needs of the centre.

It is worth noting however that travel behaviour change programs are an ongoing process and cannot strictly be broken into short term and long term initiatives.

Note:

The coordination, implementation and funding for the Green Travel Plan will be the responsibility of the Building Manager with the intent to achieve:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
- Increase awareness of sustainable transport options to new and ongoing staff and visitors;
- Implement travel/behaviour change strategies and use surveys to monitor changes in attitudes and reported behaviour.

To determine if targets are being met (and establish a modal split for the development), a monitoring process will need to be implemented. This process will establish travel patterns, mode splits and distances travelled by occupants of the site.

Where targets are not being met, strategies could be tailored as required to focus on these discrete areas.

6 Monitoring Program

In order to monitor the success of the Green Travel Initiatives, a 3 stage monitoring process should be implemented.

Elected staff representatives would be assigned as Travel Co-ordinators of the Travel Plan. The co-ordinators would be responsible for:

- Organising the monitoring of the performance of the Travel Plan against the targets that have been agreed.
- Reviewing the occupancy / use (and abuse) of the facilities that are provided on site, for example, cycle racks and motorcar parking spaces, clothes lockers, and travel information etc.
- Reviewing the operational success or failure of the plan and produce a review report highlighting successful initiatives and also areas that require improvement. This review report would form the platform of an updated Travel Plan.

The suggested 3 stage monitoring program is outlined below:

6.1 Stage 1

Stage 1, would involve a questionnaire survey of staff at the onset of the initiative. The survey will be useful to collect information on the travel characteristics of the occupants of the site and assist in gauging interest in the various Green Travel initiatives and to seek ideas for other Green Travel initiatives.

A pro forma for the Stage 1 questionnaire is shown attached as Appendix B.

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6.2 Stage 2

Stage 2, would involve a questionnaire and feedback form to be filled out by Staff 3 months after occupation, in order to determine what Green Travel initiatives are working and which are not.

A pro forma for the Stage 2 questionnaire is shown attached as Appendix B

6.3 Stage 3

Stage 3, would be the monitoring component of the plan which would be undertaken 6-12 months after occupation. This questionnaire would test the success rate of the various initiatives and help rework programs to suit the needs of staff, visitors and parents.

A pro forma for the Stage 3 questionnaire is shown attached as Appendix B.

It is expected that the above stages would form the basis of a continuous monitoring program to gauge the effectiveness of the travel plan.

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Green Travel Plan

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APPENDIX A

Outline Action Plan

- Provided as a Guide to Inform Discussions amongst the Building Manager / Tenants and Appointed Transport Committee
- Nominated Budgets are Indicative Only & Subject to Building Manager / Tenants and Appointed Transport Committee Input.

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GENERAL ACTIONS			
Operational Initiatives			
Promotions including:			
<ul style="list-style-type: none">— An events calendar: 3-4 events per year. Best coordinated in conjunction with state wide events such as Ride to Work Day, World Environment Day, National Walk to Work Day.— Plan for lunch, morning teas or breakfasts, guest speakers, demonstrations etc;			
	Timeline	Estimated Budget	Responsibility
	Ongoing	Included in below estimates	Building Manager & Tenants
Cycling			
Operational Initiatives			
Direct staff to access to up to date route maps of bicycle networks (on road and off road) to assist with journey planning. These could include:			
<ul style="list-style-type: none">1. Cycling guides provided by Council;2. Google Maps; or			
Propriety applications such as Strava			
Direct staff to access to up to date regulations, requirements and cycling etiquette of use to the bicycle network infrastructure. These could include:			
<ul style="list-style-type: none">1. Rules on riding on shared paths;2. Rules on riding on the road.			
A valuable resource for this information would be www.bicyclenetwork.com.au			
For new cyclists, provide the opportunity for staff to participate in a salary package scheme, where the building manger / tenant leverages scales of economy to negotiate and purchase commuter bicycles on their behalf at a reduced cost.			
Form a committee whose purpose is to create and sustain an active transport culture. This could take the form of creating and sustaining initiatives such as:			
<ul style="list-style-type: none">1. Bicycle User Groups (BUG's). These groups could include a Buddy Group where experienced cyclists buddy a novice to ride the best / safest route to the site.2. Participation in events such as Ride to Workday, World Environment Day etc, including ancillary activities such as morning teas or breakfasts, guest speakers, demonstrations etc;3. Negotiate a servicing discount for staff at a local bike shop or sports gear store			
Offer personalised travel advice to interested staff via journey planners or relevant TravelSmart Guides			
	Timeline	Estimated Budget	Responsibility
	Ongoing	\$1,500 / Year	Building Manager & Tenants
Walking			
Operational Initiatives			
Encourage walking through participation in events such as Walktober			
Set up walking groups that encourage lunchtime walks or walking to or from work or train station			
Run a workplace challenge to encourage active travel e.g. staff walking challenge using pedometers so people can keep count of steps walked, graphs or charts of staff progress for healthy competition			
Access to up to date route maps of walking networks to assist with journey planning. These could include:			
<ul style="list-style-type: none">1. Cycling guides provided by Council;2. Google Maps; or			
Propriety applications such as Strava			

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Provide umbrellas and wet weather gear for staff that walk to work or in reception for use during day time hours.

Offer personalised travel advice to interested staff via journey planners or relevant TravelSmart Guides

	Timeline	Estimated Budget	Responsibility
	Ongoing	\$1,500 / Year	Building Manager & Tenants
Public Transport			
Operational Initiatives			

Direct Staff to access up to date public transport route & timetable data in the locality via:

1. Application such as PTV's Journey planner.
2. Google Maps;

Provide access to Tram, train and bus timetables in prominent locations within the building and break rooms. This could include leveraging digital platforms via tablet devices that are located in break out rooms that are pre-loaded with applications such as PTV's Journey planner.

For new public transport users, provide the opportunity for staff to secure discounted fares.

This could be done by the Building Manager / Tenant signing up to the **myki Commuter Club**. This would allow the centre access to yearly myki passes for their staff at a 10% discount. These discounts could be passed on to their staff for purchase, including via a salary package scheme

Create a committee whose purpose is to create and sustain a public transport culture. This could take the form of creating and sustaining initiatives such as:

- Lunchtime talks on public transport education to promote what is available and service changes where available

Provide information on how to purchase Myki's, associated costs, and latest technology such as Myki Pass - digital myki on Android phones

Offer personalised travel advice to interested staff via journey planners or relevant TravelSmart Guides

	Timeline	Estimated Budget	Responsibility
	Ongoing	\$1,500 / Year	Building Manager & Tenants
Cars			
Operational Features			

Form a committee whose purpose is to create and sustain behaviour change in motorists. This could take the form of creating and sustaining initiatives such as:

1. Organise a car pool postcode morning tea to match up potential car share partners
2. Set up a ride-matching system on a board in the staff room so staff interested in carpooling can link up
3. Provide a car pool guide to staff with hints on how to successfully car pool with colleagues, as well as some basic guidelines to follow.
4. Educate staff of the cost savings & environment benefits of active transport in comparison with car ownership & travel;

Provide recognition for those that use active and sustainable travel at an event or in a newsletter

Offer personalised travel advice to interested staff via journey planners or relevant TravelSmart Guides

	Timeline	Estimated Budget	Responsibility
	Ongoing	\$1,500 / Year	Building Manager & Tenants

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Green Travel Plan

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APPENDIX B

Questionnaire Surveys

Stage 1

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Green Travel Plan

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Questionnaire

Green Travel Survey

Stage 2

Date.....

1

Are you a member of Staff, or Customer/Visitor?

Staff

Visitor

2

How do you travel to and from the site?

Bicycle

Tram

Bus

Car as Driver

Walk

Train

Motorcycle

Car as Passenger

3

If you travel by car, either as driver or passenger, have you considered any of the sustainable travel information provided to you regarding alternative travel modes?

4

Has this information been useful and what additional information would you require to allow you to consider alternative transport options?

Thank you for your feedback.



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Green Travel Plan

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Questionnaire

Green Travel Survey

Stage 3

Date.....

1 Are you a member of Staff, or Customer/Visitor?

Staff

Visitor

2 How do you travel to and from the site?

Bicycle

Tram

Bus

Car as Driver

Walk

Train

Motorcycle

Car as Passenger

3 Has this mode of travel changed since you first came to the site, and if so what influenced the change?

4 What reasonable improvements can be made to enhance the appeal of alternative transport options to the site.

Thank you for your feedback.

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Street, Richmond

Parking Impact Assessment

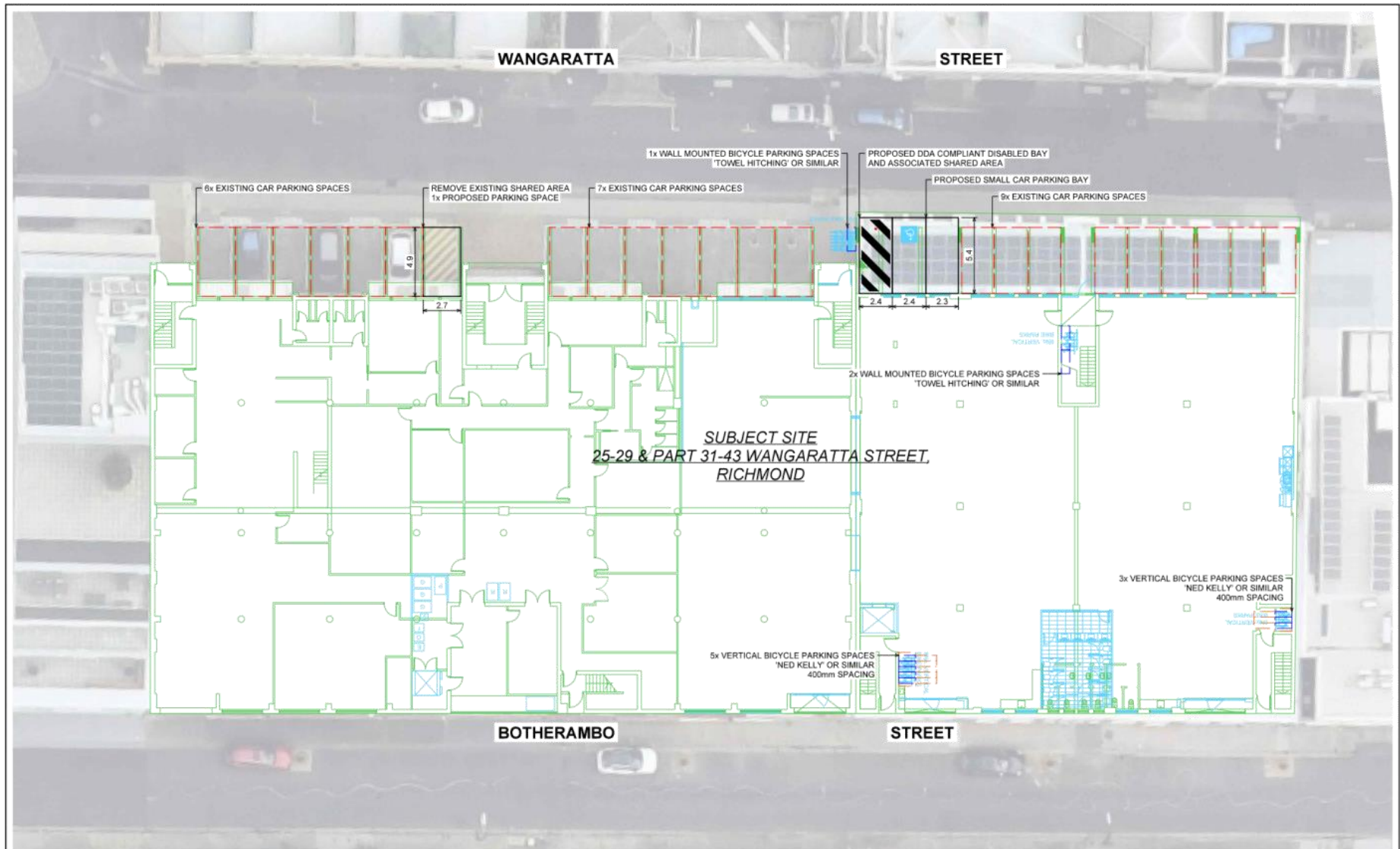
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APPENDIX B

Functional Layout Plan

Car Park & Bicycle Parking Design

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GENERAL NOTES:

- ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. LOCAL ROADS - WANGARATTA STREET (SPEED ZONE 40 KM/H)
- BOTHERAMBO STREET (SPEED ZONE 40 KM/H)
3. BASE INFORMATION FROM NEARMAP AERIAL PHOTOGRAPHY DATED 27.07.2021 AND CREMORENE PROPERTIES A_PL_00.dwg DATED 16.08.2021 AND CREMORENE PROPERTIES A_EX_PL_00.dwg DATED 16.08.2021
4. INSTALL ALL SIGNS AND LINE MARKINGS IN ACCORDANCE WITH AUSTRROADS GUIDE TO TRAFFIC MANAGEMENT VOLUME 10, AS1742 AND RELEVANT VICROADS SUPPLEMENTS AND REMOVE ANY REDUNDANT SIGNS.

CREMORNE PROPERTIES

Impact



MELWAY ONLINE REF: MAP 44 D11

SCALE
1:250 @ A3

Client

CREMORNE PROPERTIES

Project

**PROPOSED CHANGE OF USE TO OFFICE
25-29 & PART 31-43 WANGARATTA STREET, RICHMOND
CITY OF YARRA**

Title

SITE LAYOUT PLAN

Item	Status
1. <i>Adiantum</i> sp.	✓
2. <i>Asplenium</i> sp.	✓
3. <i>Cheilanthes</i> sp.	✓
4. <i>Polypodium</i> sp.	✓
5. <i>Thelypteris</i> sp.	✓
6. <i>Woodsia</i> sp.	✓
7. <i>Xiphopteris</i> sp.	✓
8. <i>Adiantum</i> sp.	✓
9. <i>Asplenium</i> sp.	✓
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96. <i>Thelypteris</i> sp.	✓
97. <i>Woodsia</i> sp.	✓
98. <i>Xiphopteris</i> sp.	✓
99. <i>Adiantum</i> sp.	✓
100. <i>Asplenium</i> sp.	✓
101. <i>Cheilanthes</i> sp.	✓
102. <i>Polypodium</i> sp.	✓
103. <i>Thelypteris</i> sp.	✓
104. <i>Woodsia</i> sp.	✓
105. <i>Xiphopteris</i> sp.	✓
106. <i>Adiantum</i> sp.	✓
107. <i>Asplenium</i> sp.	✓
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112. <i>Xiphopteris</i> sp.	✓
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116. <i>Polypodium</i> sp.	✓
117. <i>Thelypteris</i> sp.	✓
118. <i>Woodsia</i> sp.	✓
119. <i>Xiphopteris</i> sp.	✓
120. <i>Adiantum</i> sp.	✓
121. <i>Asplenium</i> sp.	✓
122. <i>Cheilanthes</i> sp.	✓

PRELIMINARY

Revision Description

ISSUED FOR INFORMATION

Date _____

2021-08-26
Drawn / Approved
RM / JDM

Drawing Number

IMP2107010 - DG-01-01

Revision

Revision	
A	

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Change of Use: Gym & Retail to Office: 25 - 43 Wangaratta
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Parking Impact Assessment

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APPENDIX C

Bicycle Parking - Specification Sheets

Bicycle Network - Ned Kelly
Bicycle Network - Towel Hitching

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Towel Hitching™



Zinc finish

Features



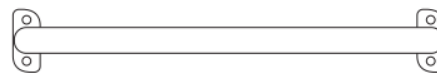
The Towel Rail is a space-efficient solution for parking single bikes against a wall, useful in narrow corridors.

- Space-efficient, can be fitted to narrow corridors
- Supplied in Zinc finish
- Accommodates all types and sizes of bicycle
- Is easy to use with any bike lock
- Requires no lifting

Dimensions



TOP



SIDE

Specifications

Material options

- Zinc finish

Fixing options

- Welded flange - Bolt On

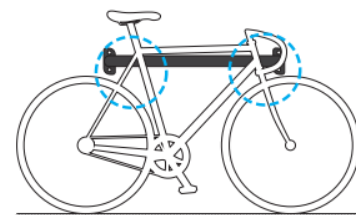
Recommended fasteners

- Zinc plated dynabolts (M8 x 40mm)

Dimensions

900mm [w] x 150mm [d]

Locking Points



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Bicycle Network ABN 41 026 835 903

p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au

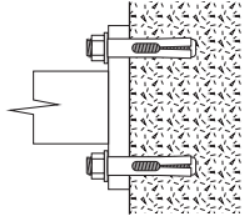
VIC Level 4, 246 Bourke Street, Melbourne VIC 3000 NSW 234 Crown Street, Darlinghurst NSW 2010

TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

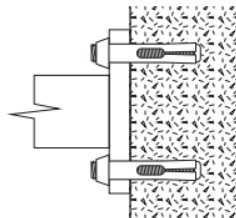
Attachment 3 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Traffic Impact Report

Fixing options

Fix to a wall using 4x fasteners or Shear Nuts



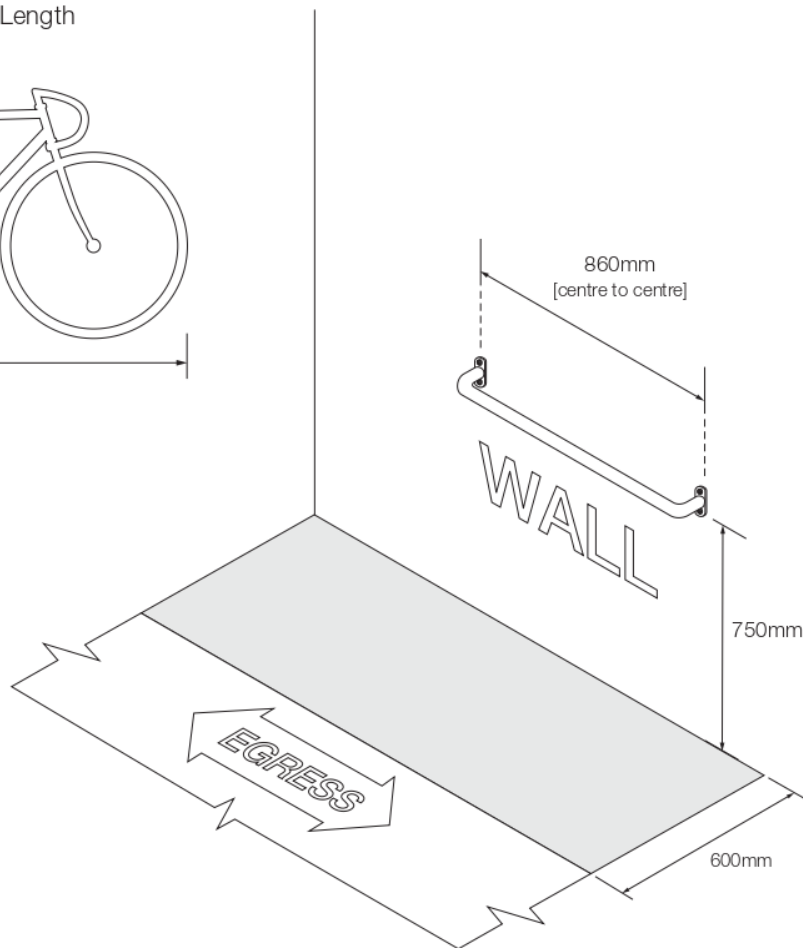
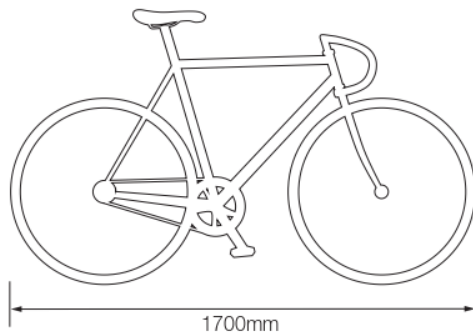
Shown with M8 x 40mm fastener



Shown with M8 x 40mm Shear Nuts

Layout guidelines

Typical Bicycle Length



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Ned Kelly®



Zinc finish



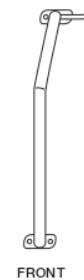
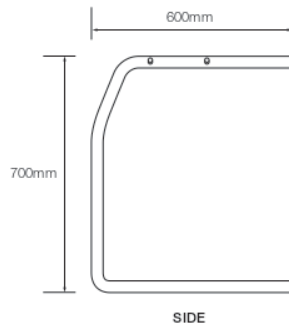
Black powder coat finish

Features



- Each rail provides storage for a single bike
- Suits bikes with full length mud guards
- Available in Zinc finish or Black powder coat over mild steel
- Provides the ability to lock the main frame and one wheel
- Support prongs with protective coating prevent damage to rim
- Can be used with custom framing - no wall needed

Dimensions



Specifications

Material options

- Zinc finish
- Black powder coat over mild steel
- Stainless steel - *Pre-order only*

Fixing options

- Bolt on to wall
- Fixed to support framing

Recommended fasteners - wall

- Dynabolts (M8 x 40mm)
- Shear Nut security fasteners

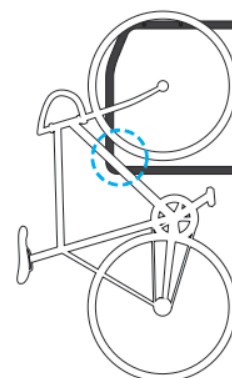
Recommended fasteners - framing

- Bolt and nut (M10 x 60mm)
- Tek screws

Dimensions

125mm [w] x 700mm [h] x 600mm [d]

Locking Points



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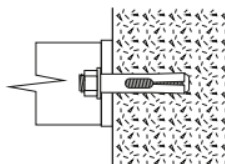
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TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

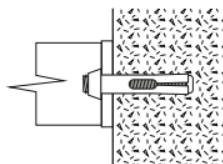
Attachment 3 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Traffic Impact Report

Fixing options

Fix to a wall using 4x fasteners or Shear Nuts

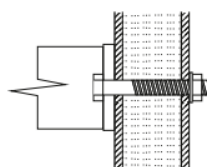


Shown with M8 x 40mm fastener

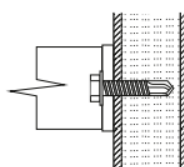


Shown with M8 x 40mm Shear Nuts

Fix to a frame using 4x bolts or Tek Screws



Shown with M10 x 60mm Bolt, Washer & Nut

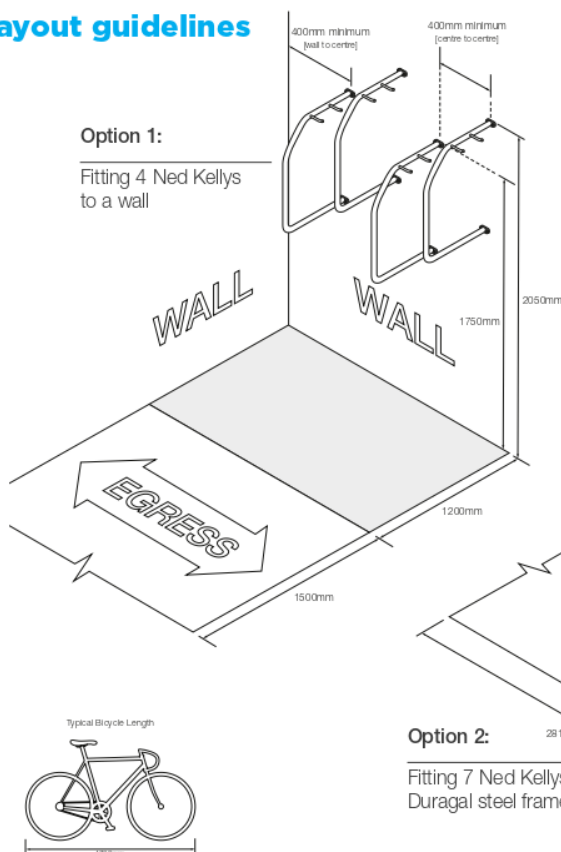


Shown with Tek Screw

Layout guidelines

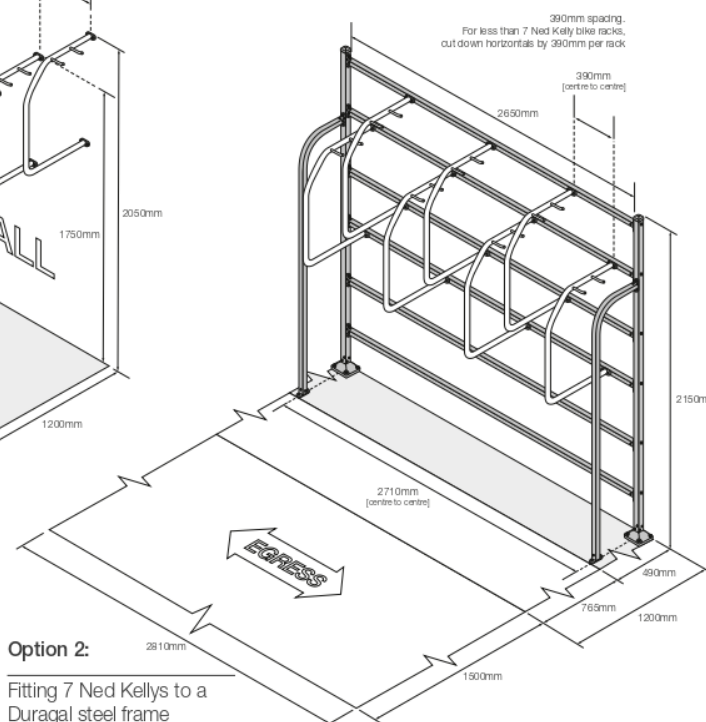
Option 1:

Fitting 4 Ned Kellys to a wall



Option 2:

Fitting 7 Ned Kellys to a Duragal steel frame



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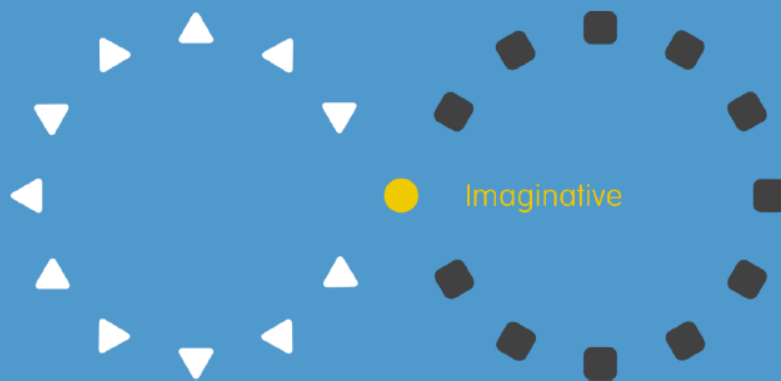
Bicycle Network ABN 41 026 835 903

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Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan



Waste Management Plan

Commercial Development

25-43 Wangaratta Street, Richmond VIC 3121

Prepared for: Cremorne Properties

Prepared by: LR – Low Impact Development Consulting

Date: 16/8/2021

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Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

Waste Management Plan - 25-43 Wangaratta Street, Richmond VIC 3121

Version	Date	Description	Prepared by	Checked by
1.0	16/8/2021	Preliminary	LR	LR

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The content of this document represents the entirety of work output or recommendations offered by LID Consulting for this particular project. This content supersedes all other verbal discussions undertaken by LID Consulting representatives in relation to this project.

Commercial waste calculations are based on rates provided by government organisations and adopted and used as an industry standard. Bin numbers and spatial requirements have been calculated in accordance with these guidelines. The end user requirements may vary from this depending on the business use, type and operational practice.


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Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

Waste Management Plan - 25-43 Wangaratta Street, Richmond VIC 3121

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 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.

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1 Waste Collection Summary

A private collection service is proposed to collect the 3 x 600L garbage bins and 3 x 660L co-mingled recycling bins 3 times weekly from within the property.

The private waste contractor currently props on the Botherambo Street kerbside adjoining the existing loading dock and bin store. The waste contract should continue to retrieve, empty & return bins directly to / from the bin store at the time of collection. No Bins are to be left on outside of the property at any time.

Building Management is responsible for all aspect of waste management including allowing access to the property & bin store. More details are contained herein.

The approved Waste Management Plan (WMP) will be the model to be adopted for this development. Detailed design and as-built installation must incorporate the design proposed and approved under this WMP. Any revisions of the WMP or changes to the approved waste system of the development may require Council approval and may require a re-submitted Waste Management Plan. More detail is contained within this report.

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

2 Waste Management Plan

Low Impact Development (LID) Consulting was engaged by Cremorne Properties to assess the proposed development at 25-43 Wangaratta Street, Richmond VIC 3121 to provide a Waste Management Plan (as required by Statutory Planning).

A waste management analysis has been undertaken based on the following documents:

- City of Yarra Waste Management Plan Policy for Multi-Unit Developments (MUDs);
- Sustainability Victoria Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments 2018;

This report is based on the drawing sets:

- A1-101, Revision 00, dated 12/8/2021 prepared by Olaver

2.1 Future 4-bin System

Victoria will implement a 4-bin colour coded waste and recycling system in all residential settings by 2027. As the 79 different councils work towards this, some will roll out this scheme sooner than others. Generally, all new developments will look to incorporate space for these waste streams now in the planning phase. **Commercial developments should also consider these waste streams.**

Municipalities will have different percentages of glass and food volumes within each general waste and recycling streams. Bin numbers may need to be adjusted during the first 6-12 months of occupation to ensure appropriate streaming can occur.

In the meantime, if separate glass collections are not possible, these bins may be temporarily swapped for co-mingled recycling bins. More information can be found at <https://www.vic.gov.au/four-bin-waste-and-recycling-system>



2.2 Container deposit scheme

Victoria will have a container deposit scheme that will ensure more plastics, aluminium and glass containers are recycled affectively. This will be implemented by 2023.

This will allow everyone to actively participate by taking his or her recyclables directly to an out let in exchange for a monitory refund. There may be an opportunity for the entire development to participate arranged by the Owner's Corporation. More information can be found at <https://www.vic.gov.au/container-deposit-scheme>

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

2.3 Council Considerations

- Utilizing the Council collection service is not possible in this instance for general waste/recycling, organic waste or hard waste due to the large volume of bins to be placed on the kerbside for collection. The volume of commercial waste generated also exceeds the council standard bin allocation for each tenement.
- The private collection service is to occur on an alternate day to the Council service so that the services are not confused.

2.4 Existing Commercial Facility

Waste from the existing Office / Warehouse premises at 31-43 Wangaratta Street, Richmond is currently stored within the site and collected via a private collection service. The private waste contractor currently props on the Botherambo Street kerbside adjoining the loading dock & bin store. The waste contractor retrieves bins directly from within the site, and returns emptied bin to the bin store at the time of collection. The collection frequency is current 4 times weekly.

Existing Commercial	Private Collection Service		Proposed solution		
		Total existing waste volume	No. of Bins	Bin Size	Collection Frequency
Garbage	Average weekly volume	5,280L to landfill weekly	2	660L	4 times weekly
Co-mingled Recycling	Average weekly volume	4,620L of recycling	2	660L	4 times weekly

2.5 Proposed Development

Address: 25-43 Wangaratta Street, Richmond VIC 3121
Type: Commercial Office Expansion
Existing Areas: 2256m² existing office / warehouse
Proposed Area: 2148m² new office space

The existing office / warehouse facility located at 31-43 Wangaratta Street, Richmond is looking to expand their operations with additional office space located directly next door at 25-29 Wangaratta Street.

The proposed development looks to utilise the existing private collection service currently engaged to collect all waste streams. In line with current waste collection requirements of Yarra City Council, collection frequency will move to a maximum of 3 times weekly with appropriate waste streaming.

Space for the collection, separation and storage of waste and recyclables has been provided, including opportunities for on-site management of food waste through composting or other waste recovery as appropriate.

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

2.6 Proposed Commercial Waste Solution

Tenancy/space	Area
Office	2148m ² proposed
Site Layout:	Refer to Appendix 1 for Site Layout Plan
Collection Type:	Private collection service to collect all waste streams
Collection Location:	From within the development from Botherambo Street
Bin Store Location:	Adjoining the internal

Proposed Office	Private Collection Service		Proposed solution		
	Allowances	Total estimated waste volume	No. of Bins	Bin Size	Collection Frequency
Garbage	10L/100m ² /day	1,074L to landfill	2	660L	Once weekly
Co-mingled Recycling	10L/100m ² /day	1,074L of recycling	2	660L	Once weekly

Proposed Combined Commercial	Private Collection Service		Proposed solution		
		Total estimated waste volume	No. of Bins	Bin Size	Collection Frequency
Garbage	Average weekly volume	6,354L to landfill	3	660L	3 Times weekly
Co-mingled Recycling	Average weekly volume	5,694L of recycling	3	660L	3 Times weekly
Organic Food Waste			1	240L	2 Times weekly
Future Glass			1	120L	Monthly
Green Garden Waste			NA	NA	Private maintenance contractor to remove as required
Hard Waste		2m ² provided	NA	NA	As often as required to maintain space
E-waste		NA	1	240L	As often as required to maintain bin

NOTE: Streaming of waste into dedicated bins is encouraged where possible. The type of recycling bins nominated above may be swapped to suit the type of recyclable commercial waste generated (while not altering the number of bins overall). Possible additional waste streams include:

- hard plastics
- soft plastics

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

3 Waste Management Details

3.1 Waste Management & Responsibilities

Building Management is responsible for all aspects of waste management. Items to be addressed in maintaining the system include:

- Providing access for the waste contractor to enter the site and bin store on the day(s) of collection.
- Allocation of responsibility to the contractor to retrieve bins directly from the bin store and to return emptied bins at the time of collection. Responsibility should include ensuring the contractor collects any waste that spills from the bins during emptying.
- Cleaners & staff are responsible for placing waste in the appropriate colour coded bins in the bins provided in work areas and then transferring them to corresponding bin in the bulk bin store to ensure all waste types are collected and recycled where possible.
- That bins and bins stores are monitored regularly with bins rotated as required to ensure areas are fully operational with regular cleaning of the bins and bin store spaces and clean-up after collection if necessary.
- Management and coordination of hard waste & eWaste collections.
- Managing communal composting areas (if applicable).
- Provision of information to occupants with guides of how to using the various bin systems e.g. boxes to be flattened, containers for recycling washed, bins to not be over-full. See **Section 3.13** for further information about Signage, Education & Safety.
- Monitoring and feedback to occupants if the system is not working properly. Undertake a waste audit should it be suspected waste is not being placed in the correct bins.

3.2 Bin Store Design

The Bin store design/location must include the following:

- A layout that allows access to all of the bins with adequate size to allow easy movement/transfer of the required number of bins. There is to be convenient access by occupants and made easily accessible to people with limited mobility.
- All screening should be suitably designed for durability and to blend in with the development. Floor and wall surfaces are to be appropriately durable and easily cleaned.
- Doors located in the allocated storage areas should be designed for easy access of larger bins sizes, hard waste, for durability and to blend in with the development.
- Space suitable for bin wash down is to be available in the development. If this is the bin store then the floor is to be graded to a waste outlet with a litter trap. Alternately, a private contractor can be arranged to swap dirty bins for clean ones on a regular basis.
- If a bin wash is installed, a water tap and hose installed in or near the bin wash areas and correct drainage to sewer (never direct waste to storm water drains) should be designed in accordance with the relevant EPA Bunding Guidelines. Drains to the sewer to be located undercover to prevent rainwater infiltration.
- Bin stores must be vermin proof - particularly where food waste is included. Consider using baits for vermin control and maintained as an ongoing requirement.
- A waterproof power point in or near the bin store.

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

- Adequate mechanical or natural ventilation if not outdoors.
- Ensure adequate lighting is provided in accordance with National Construction Code (NCC) guidelines if to be accessed after hours.
- Secure locks (where bin stores are accessible to the street)
- Space for a tug or bin lifter if required by the waste contractor(s) / facility management.
- Meter boxes should not be included in bin store areas.

3.3 Bin Store Access

- Manoeuvrability within the bin store area is open, with 1m minimum to walk between bins.
- There is no significant step at any threshold between the bin store area and the point of collection.

3.4 Bin Sizes

The following sizes are indicative bin sizes based on the Sustainability Victoria Better Practice Guide specified sizes (Appendix 9). These sizes are the size allowances required by most Councils in bin store areas. Allow 100mm between 4 wheel bins and 50mm between 2 wheel bins for movement.



Size	Width	Depth	Height	Footprint
80L	450mm	530mm	870mm	0.24m ²
120L	485mm	560mm	940mm	0.27m ²
240L	580mm	735mm	1080mm	0.43m ²
360L	600mm	885mm	1100mm	0.53m ²
660L	1370mm	850mm	1250mm	1.16m ²
1100L	1370mm	1245mm	1470mm	1.71m ²



Standard bin colours (refer AS4123.7)

Garbage (landfill)	Red
Co-mingled recycling	Yellow
Green organics	Light Green
Glass	Purple
Paper and cardboard	Light Blue
E-waste	Light Grey

* NOTE: size may vary between Councils and contract suppliers

3.5 Collection Times

Collection times: Commercial waste – bin collection shall be in accordance with Council and EPA Noise Control Guidelines Publication 1254, which state:

- Collections occurring once a week are to be restricted to the hours 6:30 am — 8 pm Monday to Saturday, or 9am – 8am Sundays and public holidays.

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

- Collections occurring more than once a week are to be restricted to the hours 7 am — 8 pm Monday to Saturday, and 9am – 8am Sunday and public holidays.

The WMP approved under this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority. No alterations to the WMP may occur without the written consent from the Responsible Authority.

3.6 Internal Waste Management

- General landfill **garbage shall be placed in plastic bags** before placement into bins
- **Recycling materials are not to be bagged** and are to be placed loosely into the recycling bins. (Items in plastic bags in recycling bins are not recycled). Recyclable items in domestic bin collections include:
 - Rigid plastic containers
 - Paper, cardboard
 - Glass bottles and jars
 - Steel cans, aluminium cans and aluminium foil are among items that can be recycled.
- But exclude:
 - Plastic bags
 - Garden hoses
 - Rope (ropes and garden hoses can wrap around and damage equipment in the recycling plant).
- To improve recycling:
 - Empty containers and bottles of any leftover food or liquid. Ideally rinse them out.
 - Leave lids on everything
 - Don't squash plastic bottles or containers or put anything inside
 - Paper – if it can't be ripped, it can't be recycled due to the plastic coating.

3.7 Response to Increasing Waste

- The total waste capacity exceeds the required allowance calculation by rounding up to the nearest bin size so there is built in capacity should waste levels increase beyond estimates.
- A waste audit can be undertaken to understand the content of the waste bins and provide images and feedback to clients of good or poor recycling practices.
- If garbage bins consistently overflow, then occupants are to be directed to educational material as to the appropriate streaming of waste including food and other recyclables. (see **Section 4** and **Soft Plastic Recycling** below).
- If recycling bins continue to overflow, occupants should be reminded to crush and flatten all cardboard boxes and plastic containers before placing these in the recycling bin(s). It may also be appropriate to obtain an additional recycling bin.

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3.8 Reducing Odour

Odour from waste primarily emanates from bin store areas. Control of odour must occur in the bin store area with the provision of suitable natural or mechanical ventilation. If installed the mechanical ventilation system for the bin storage area must not cause a public health nuisance (noise and odour generation) and comply with EPA requirements and in accordance with the ventilation requirements of the Building Code of Australia and AS 1668.2.

- The bin store area and bins are to be monitored and cleaned on a regular basis to remove sources of smells.

3.9 Noise management

Minimizing noise associated with waste movement and collections include:

- Locating bin stores and collection points at an appropriate distance from any adjoining residences;
- Minimising the need for the waste vehicle to reverse;
- Collections occurring during the stipulated collection times restrict the hours of noise from collections.
- Collection vehicles should not break up bottles at the point of collection, only once off site. Compaction of waste should only be carried out whilst waste vehicles are on the move.

3.10 Traffic Management

- Traffic management along both Wangaratta and Botherambo Streets will not be an issue with the quick emptying times with waste from only 3 bins being collected at any one time.

3.11 Litter Spread

- Litter spread is to be managed by ensuring garbage and recycling bins are not overloaded, and lids are always closed.
- Litter spread is to be managed by the system of contractors collecting bins from within the property. As bins are not left outside overnight, the possibility of vandalism is removed.
- The private collection contractor's agreement should require their pickup of any waste that spills from the bins during collections.

3.12 Signage, Education & Safety

It will be the responsibility of Building Management to ensure all occupants have all of the material available to them and that they adhere to the required practices regarding waste management, sustainability and promoting waste minimisation.

- All education material will be in accordance with Council requirement or if this is not available, per signage on the following website:
<https://www.sustainability.vic.gov.au/recycling-and-reducing-waste/waste-systems-in-residential-commercial-and-industrial-buildings/waste-signage>
- Directional signage should be installed to direct occupants and bin collectors to the bin storage areas.
- The hard waste storage zone should also be signed.
- Instructional signage within shared communal bin stores is to indicate which bin is for garbage and which is for recyclables (or food waste/organics) and also include what items

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

can be included in garbage and recycling bins, and items that need to be disposed of via other services.



Figure 1. Simple, brightly coloured signs, such as those shown above, quickly communicate what items are acceptable for each bin.

- A preliminary OHS risk assessment has been included to identify potential OHS issues, however this risk assessment does not replace the need for the Building Management and collection contractors to complete their own OHS assessment for the bin collection process. See **Appendix 2** for further detail.

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

4 Managing Waste Streams

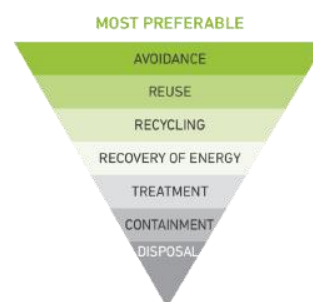
4.1 Sustainability Initiatives

Occupants are to be made aware of Sustainability Victoria's recommendations for waste reduction www.sustainability.vic.gov.au

Where possible they should practice the waste reduction hierarchy identified in the Environmental Protection Act 1970;

The first step to reducing waste, particularly food waste is to avoid and minimise waste from occurring in the first instance. Changing purchasing habits and implementing waste avoidance include:

- Purchase only what is needed
- Use re-usable drink bottles, lunch containers, shopping bags
- Avoid single use plastics



4.2 Separating & Streaming Food Waste

Food waste, when buried in landfill waste is starved of air and rots and producing methane; 26 times more damaging than carbon dioxide. Diverting food waste from landfill is not only a really effective way to reduce greenhouse gas emissions, but also a regenerative solution, creating rich, healthy soil.

The Better Practice Guidelines stipulates diverting food from landfill waste. This can be achieved in a number of ways including on site composting and/or FOGO collections for single residents or via dedicated food waste collections in larger multi-unit developments.

4.2.1 Inside Office kitchenettes

- **Multiple bins for waste streams** - streamed waste bins are to be included (perhaps included under the sink) in each work area or kitchenette. Bin types include garbage (Landfill) waste, Recycling, Organic Food Waste, Glass.
- **Bokashi bins** <http://www.bokashi.com.au/> are an effective way of reducing waste volumes and breaking down food waste even for offices. Food scraps are placed in bokashi bins with an accelerator mix added. The volume of waste food is reduced, and the waste in the bin is already on the path to being composted. Bokashi bins can be emptied into compost bins so providing a compost bin on site and having a garden also helps. Bokashi bins are also available from <http://www.eco-organics.com.au/about-us.htm>



Apartment Bokashi bin



Pull-out kitchen streaming bins

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4.2.2 Commercial Food waste

Commercial collection of separated food wastes is being offered by an increasingly number of waste collection Contractors.

- All Commercial businesses are recommended to stream out food scraps from landfill waste.
- Food waste collections should occur a minimum 2-3 times per week (depending on the temperature of the bins) to avoid a build-up of odour and unwanted mess.

Current contractors include:

- Sita – 1.5m3, 3m3 & 4.5m3 bin options (via Cleanaway)
<http://www.sita.com.au/commercial-solutions/resource-recovery-recycling/organic-material/>
- KS Environmental – 120L bins (Inner metro only)
<https://ksenvironmental.com.au/services/recycling-services/food-organics/>
- Veolia – using 1.5m3 bins only (front lift) <https://www.veolia.com/anz/our-services/our-services/recycling-waste-services/recycling/organics>
- Waste Ninja – 120 & 240L bins utilising smaller 6.4m rear mini loaders
<https://www.wasteninja.com.au>
- Easywaste – using 120 & 240L bins <http://www.easywaste.com.au>

4.3 Other Waste Streaming Details

4.3.1 Green Garden Waste

- For common areas a private maintenance contractor will be responsible for removing any green garden waste and can also by arrangement, remove green waste from private spaces if required.
- Common area gardens are recommended to be designed to encourage low maintenance gardens and an annual or bi-annual pruning. This service will need to be arranged by building Management.

4.3.2 Hard Waste & eWaste Collections

- Unwanted bulky items, clothes and other consumables can be donated to charities, sold on online or at second-hand local market places as is if in good condition. If repairs are required, seek out repair community centres for re-purposing. Search PlanetARK for a comprehensive listing to each council. <https://recyclingnearyou.com.au/councils/>
- Local information regarding the disposal and recycling of common household items for each Council can be found at:
- <https://www.sustainability.vic.gov.au/You-and-your-home/Waste-and-recycling/Council-waste-and-recycling-services>
- www.recyclingnearyou.com.au
- Alternately, a Private waste contractor can be engaged to collect all bulky hard waste and eWaste items at a frequency to maintain the storage space.
- **TerraCycle** is a national initiative where you can look up where to deposit non-recyclable waste such as contact lenses, coffee capsules, mailing satchels, toothbrushes & tubes.
<http://www.terracyclemap.com>



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- As of 1st July 2019 there is a ban on e-waste to landfill in Victoria. Any item with a plug, battery or cord can no longer be placed in kerbside bins and instead must be deposited at a designated e-waste drop-off point. Electronic waste includes old mobile phones, computers, audio devices, refrigerators and other white goods, hair dryers, TVs, heaters, and air-conditioners.
- Authorised electrical waste disposal locations can be found:
 - <https://recyclingnearyou.com.au/electrical>
 - <https://www.sustainability.vic.gov.au/Campaigns/eWaste/Where-do-I-take-ewaste>
 - <https://www.mobilemuster.com.au>

4.3.3 Other Recyclables

- Officeworks provide recycling drop-off points for printer cartridges, old IT equipment, and mobile phones.
- A container with drawers or a number of small stackable plastic crates with minimum footprint 500x500mm is to be supplied to collect recyclables such as:
 - batteries
 - light globes
 - printer cartridges

4.3.4 Soft Plastic Recycling

- Eliminating or reducing the use of single-use plastics can greatly reduce waste volumes both in residential and commercial settings. This includes straws, plastic bags and plastic wraps. Many private waste contractors can commercially collect soft Plastic.
- Commercial offices can easily divert soft plastics through <https://www.reground.com.au> who use 80/120L bins to collect grounds. Space for this type of bin can be readily made in the bin store.
- Other private contractors may also collect streamered soft plastics. This is to be considered when engaging or negotiating a new waste collection contract.

4.3.5 Office Bins

- Separation of garbage and recycling is to initially occur in all work areas and then the bin stores. For this reason, the development will include streamered waste bins on each floor or work area. Cleaners would then transfer waste from these bins to the bin storage area.



Example of streamered Office bins

All bins are to be placed alongside each other to ensure recycling is easy.

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5 Supplementary information

5.1 Waste Links

City of Yarra City Council Waste Directory:

<https://www.yarracity.vic.gov.au/services/recycling-and-rubbish/a-to-z-waste-and-recycling-guide>

Waste collection companies in Victoria:

- Waste Wise Environmental www.wastewise.com.au
- Kartaway <http://www.kartaway.com.au/melbourne/index.html>
- iDump Waste Management www.idump.com.au
- Wastech www.wastech.com.au
- Easy Waste - <http://www.easywaste.com.au>
- Waste Ninja - <https://www.wasteninja.com.au>
- Citywide www.citywide.com.au
- JJ Richards & Sons www.jjrichards.com.au (Australia wide – depots per <https://www.jjrichards.com.au/contact/>)
- Suez (incl Sita) – www.suez.com.au/en-au ph 13 13 35
- KS Environmental - <https://ksenvironmental.com.au/> (Melbourne only)
- Transpacific-Cleanaway - <https://www.cleanaway.com.au>, ph 13 13 39
- Veolia - <https://www.veolia.com/en>
- Australian Box Recycling <http://www.australianboxrecycling.com.au/recycling-bins.php>

5.2 Mechanical Tug Details

Where mechanical tugs are recommended, the following details will assist.

Suppliers include

- www.electrodrive.com.au
- <http://www.mastermover.com.au>
- www.sitcraft.net.au
- <http://www.hercules.com.au/index.php?tug2>.

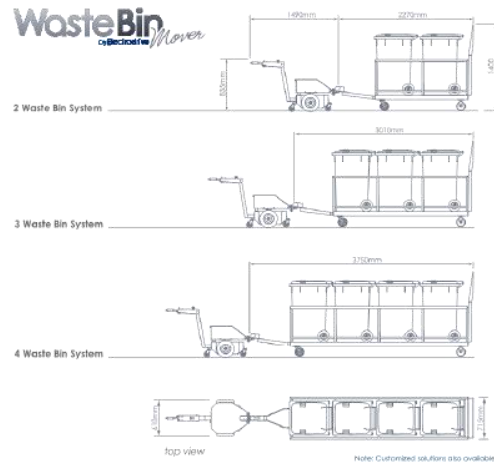
Two-wheel bins are usually loaded onto a trailer/dolly for transportation. Space is required for storage of the tug unit plus trailer. Tugs can be 1.5m long x 0.8m wide. Trailers can vary in size – allow space larger than the bin footprint.



Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan



Sitecraft Logistec bin mover



Four-wheel bins can be towed directly by the tug and require less space as only the tug is required to be stored, not a trailer. Towing brackets and directional wheel locks are available from Sulo www.sulo.com.au and can readily be retrofitted to 660-1100L bins for towing. Towing brackets and wheel locks do not project outside of the bin footprint area.



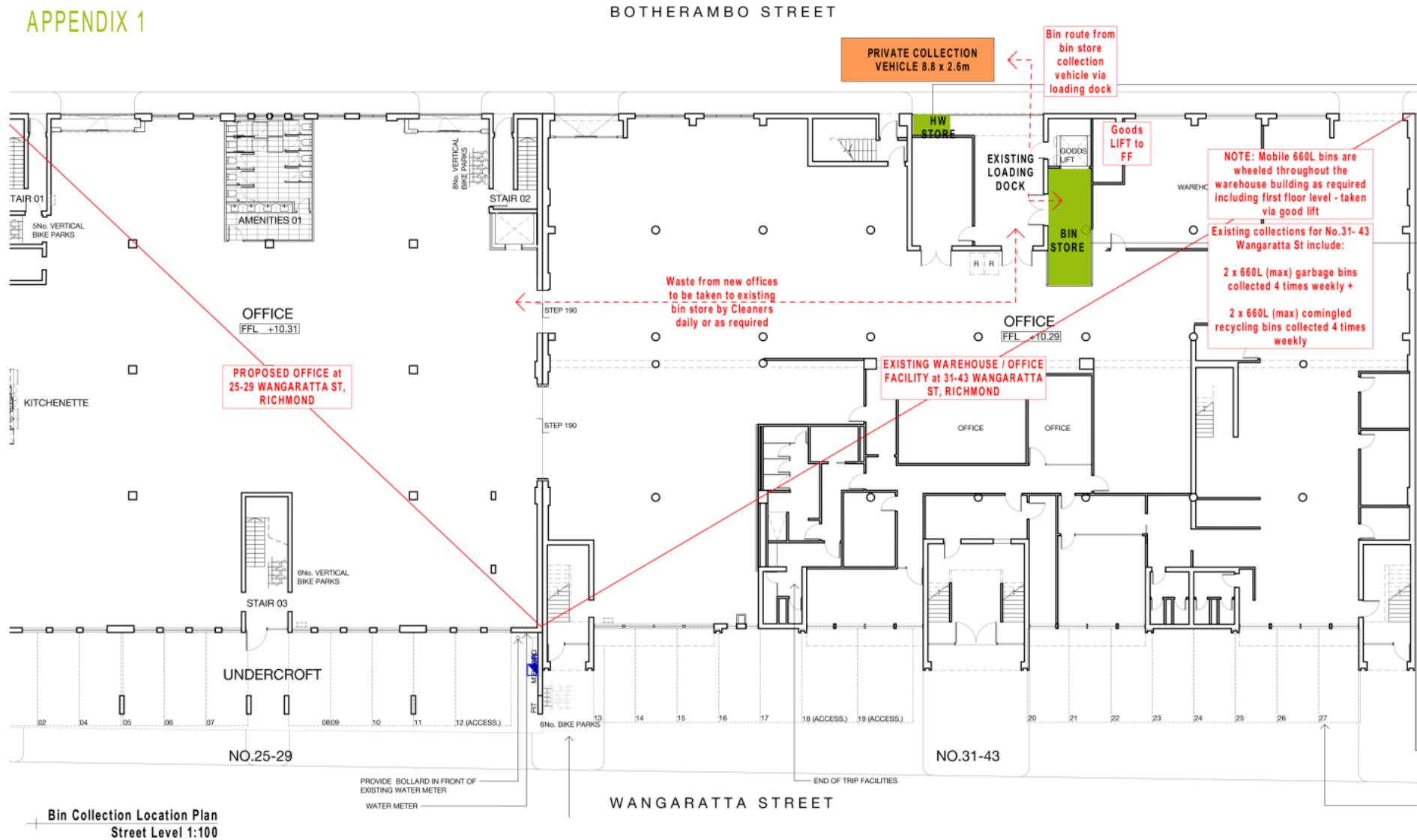
Mechanical tug systems will usually cost in the range of \$10,000 - \$15,000, with trailer possibly extra.

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

Appendix 1 - Bin Collection Plan

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

APPENDIX 1



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All Dimensions shall be verified on site.

Project
**25-43 WANGARATTA STREET
RICHMOND VIC 3121**

Drawing
**Bin Collection Location Plan
Bin Store Layout**

Date	Scale	Sheet Size
16/8/2021	1:100 / 1:50	@ A1
Req No.	Drawn	Chk.
	LR	CH
Job No.	Drawing No.	Revision
	WP.01	a

LOW IMPACT DEVELOPMENT (LID)
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Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

COMMERCIAL WASTE

Private Contractor to collect:

Existing arrangement

G = 2No. 660L Garbage Bin 4 times weekly

R = 3No. 660L Co-mingled Recycling Bins 4 times weekly

Proposed Arrangement

G = 3No. 660L Garbage Bin 3 times weekly

R = 3No. 660L Co-mingled Recycling Bins

3 times weekly

O = 1No. 240L Organic Food Waste Bin 2 times weekly

For better waste management practices,

- Swap 660L recycling bin for a dedicated paper bin

- Add 120L glass only bin

E = 1No. 240L E-waste bin*

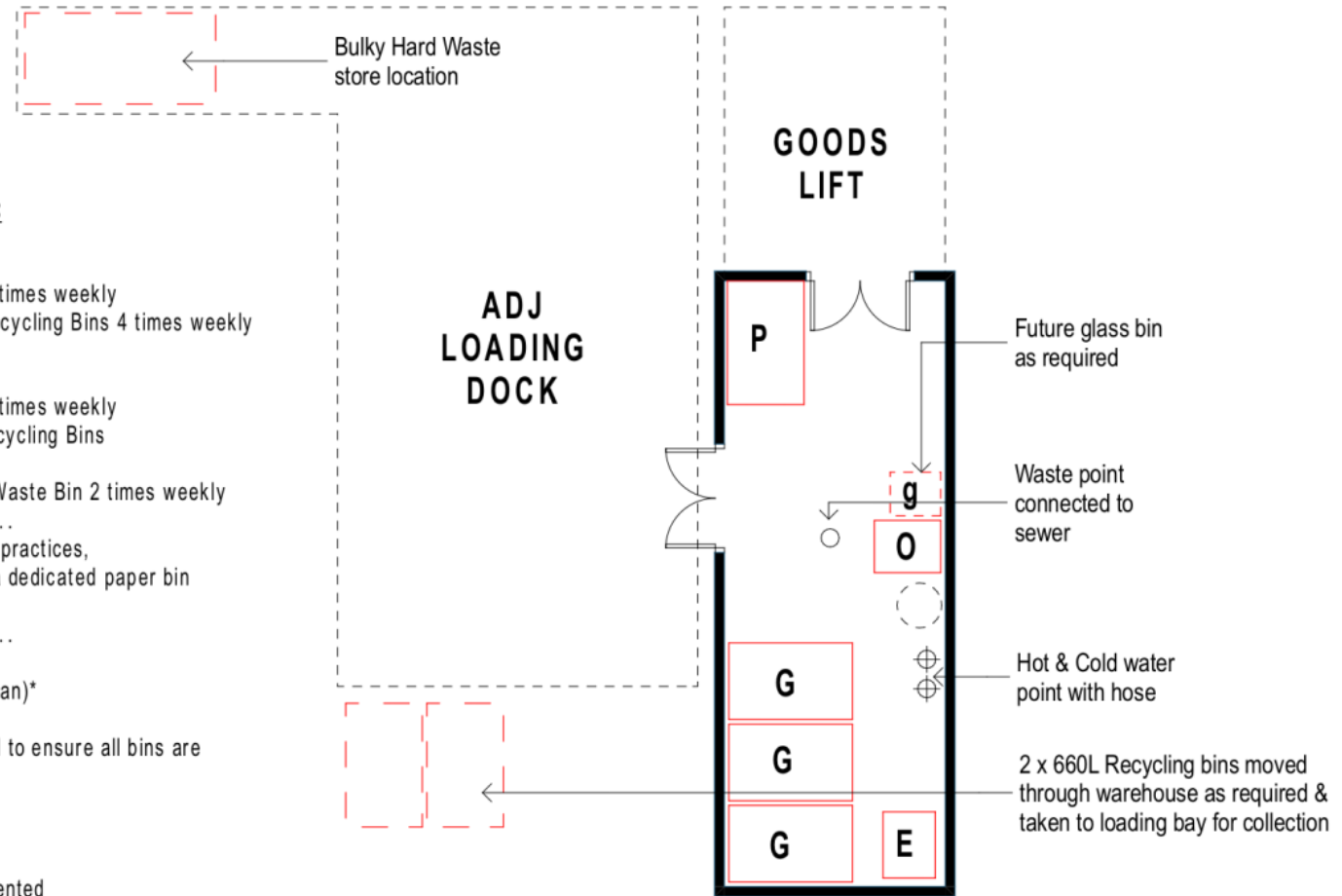
2m2 Bulky hard waste (refer plan)*

* collected as often as required to ensure all bins are maintained and serviceable.

240L bin size = 580 x 735mm

660L bin size = 1370 x 850mm

Bin store to be mechanically vented



Bin Store Layout

1:50

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All Dimensions shall be verified on site.

Project

25-43 WANGARATTA STREET
RICHMOND VIC 3121

Drawing

Bin Store Layout

Date

16/8/2021

Scale

1:100 / 1:50

Sheet Size

@ A1

Rev. No.

LR

Drawn

CH

Chk.

CH

Job No.

WP.02

Drawing No.

WP.02

Revision

a

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Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

Appendix 2 - Preliminary Risk Review

Class 1 Risk = Potential to cause death or permanent injury.	Class 2 Risk = Potential to cause injury requiring medical attention.	Class 3 Risk = Potential to cause an injury treatable with first aid.
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Activity	Steps involved in completing activity & risk	Risk level	Risk mitigating measures	Implementation responsibility
Moving of bins from bin store to collection space	Distance bins to be moved approx. 10m. Risk of manual handling injuries	2	Use max bin sizes of 660L Ensure the distance of travel is no more than 40m. The bin transfer grade should not exceed 1:14 The travel path is to be kept free of all obstacles including loose gravel or dirt, steps, kerbs, speed bumps, berms, sills or ramps. Ensure all access points have suitably wide doorways and circulation areas.	Building Designer / Building Management
Movement of commercial waste to the bin store	Carting waste from the shops and down to the bin store. Risk of manual handling injuries.	2-1	Commercial tenants should ensure their bin sizes are not excessive and cannot carry too much weight to safely negotiate to the bin store.	Building owner/manager
Bin loading on street	Moving bins from temporary collection space to collection vehicle parked on street. Collection may occur at the rear of the truck. Risk of being struck by passing vehicles if step outside the line of the width of the truck	1	Bin collection operator's own safety measures incl training	Bin collection operator
Note this assessment is for consideration during the design phase of the project. It is <u>not</u> to replace a risk assessment / Safe Work Method Statement being completed by the contractor and persons undertaking the waste removal process.				

Attachment 4 - PLN21/0666 - 25 - 29 & 31 - 43 Wangaratta Street Richmond - Waste Management Plan

Attachment 5 - PLN21/0666 - 25 - 29 and 31 - 43 Wangaratta Street Richmond - Engineering comments



MEMO

To: Alexandra Paraskevakis
From: Mark Pisani
Date: 16 December 2021
Subject: Application No: PLN21/0666
 Description: Change of Use; Reduction in Car Parking
 Site Address: 25-29 and 31-43 Wangaratta Street, Richmond

I refer to the above Planning Application received on 10 November 2021 in relation to the proposed development at 25-29 and 31-43 Wangaratta Street, Richmond. Council's Engineering Referral team provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Olaver Architecture	A1-101 <i>Proposed Plans</i>	01	27 August 2021
Impact Traffic Engineering	Parking Impact Assessment		9 November 2021

CAR PARKING PROVISION

Change of Use

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

Existing Development			Proposed Development		
Use	Quantity/ Size	Car Parking Requirement	Use	Quantity/ Size	Car Parking Requirement
Existing Office	1,998.8 m ²	59	Office	1,998.8 m ²	59
Warehouse	444.4 m ²	6	Office	444.4 m ²	13
Unspecified	2,168 m ²	NA	Office	2,168 m ²	65

The conversion of the warehouse to office (444.4 m²) would result in a net parking requirement of 7 spaces (= 13 spaces – 6 spaces) and the unspecified use to office would result in a parking requirement of 65 spaces. The resultant parking requirement for the proposed development would be 72 spaces (= 7 spaces + 65 spaces). A total of 25 on-site spaces would be retained (no change in on-site parking supply).

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.

Attachment 5 - PLN21/0666 - 25 - 29 and 31 - 43 Wangaratta Street Richmond - Engineering comments

Car Parking Demand Assessment

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

Parking Demand Consideration	Details
<i>Parking Demand for Office Use</i>	<p>The proposed office would be supplying on-site parking at a rate of 0.54 spaces per 100 square metres of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include:</p> <ul style="list-style-type: none"> 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m² 51 Langridge Street, Collingwood – 0.54 spaces/100m² 2-16 Northumberland Street, Collingwood – 0.89 spaces/100m² <p>Although slightly lower than some of the rates listed above, the proposed office parking rate of 0.54 spaces per 100 square metres of floor area is considered appropriate as the site has very good access to public transport and seeks to encourage more sustainable forms of transport.</p>

- **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:
 - Richmond railway station - 100 metre walk
 - Swan trams – 210 metre walk
 - Punt Road buses – 400 metre walk
- **Multi-Purpose Trips within the Area.** Clients and customers to the office might combine their visit by engaging in other activities or business whilst in the area.
- **Convenience of Pedestrian and Cyclist Access.** The site is very well positioned in terms of pedestrian access to public transport nodes and other nearby businesses. The site also has good connectivity to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- **Availability of Car Parking.** Impact Traffic Engineering had undertaken parking occupancy surveys of the surrounding area in March 2019. The data collected from these surveys would now be considered outdated. The demand for on-street parking in the surrounding area is very high. Since parking turnover is frequent, short-stay parking spaces could be found near the site.
- **Relevant Local Policy or Incorporated Document.** The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- **The Future Growth and Development of an Activity Centre.** Practice Note 22 – Using the Car Parking Provisions indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as the Swan Street retail precinct, where spare on-street car parking capacity would be shared amongst sites within the activity centre.
- **Other Relevant Considerations.** The scarcity of available long-stay on-street parking would be disincentive for employees to commute to and from the site by private cars. For employees who do not have access to an on-site parking space, other travel arrangements would need to be made, such as take public transport or ride a bicycle. It is understood that the applicant has prepared a green travel plan to promote more sustainable modes of transport.

Attachment 5 - PLN21/0666 - 25 - 29 and 31 - 43 Wangaratta Street Richmond - Engineering comments

Adequacy of Car Parking

From a traffic engineering perspective, the reduction of car parking associated with the change of use is considered appropriate in the context of the development and the surrounding area.

Geographically, the site is very well positioned in terms of public transport services and the Swan Street activity centre. Employees have a number of alternative transport options to easily access the site. The operation of the development should not adversely impact on existing on-street parking conditions in the area.

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

