Agenda

Planning Decisions Committee

6.30pm, Wednesday 2 December 2020

MS Teams

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The Planning Decisions Committee

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

Participating in the Meeting

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

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

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

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

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

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

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

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

Arrangements to ensure our meetings are accessible to the public

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

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

1. Appointment of Chair

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

2. Statement of recognition of Wurundjeri Woi-wurrung Land

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

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

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

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

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

3. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

- Cr Edward Crossland
- Cr Stephen Jolly
- Cr Sophie Wade

Council officers

- Amy Hodgen (Senior Co-Ordinator Statutory Planning)
- Ally Huynh (Senior Co-Ordinator Statutory Planning)
- Rhys Thomas (Senior Governance Officer)
- Cindi Johnson (Governance Officer

4. Declarations of conflict of interest

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

5. Confirmation of Minutes

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

6. Committee business reports

Item		Page	Rec. Page
6.1	99/0390.02 - 298-300 Brunswick Street, Fitzroy - Section 72 amendment including part demolition, buildings and works to extend the first floor, construct a roof top terrace with a maximum of 113 patrons, increase total patron capacity from 300 to 395 patrons, an increase to the 'red line' area to the first floor and include the proposed roof top terrace, a further reduction in the car parking requirements of the Yarra Planning Scheme.	5	41
6.2	PLN19/0706 - 28 Canterbury Street Richmond - Construction of a double-storey dwelling and associated reduction in the car parking requirements	136	158
6.3	PLN20/0165 - 33- 37 Rupert Street, Collingwood - Development of a ten (10) storey building (plus roof terrace) and use of the land for a food and drink premises and an office and a reduction in the associated car parking requirement of the Yarra Planning Scheme.	235	279
6.4	PLN17/0705 - 388-390 Queens Parade, Fitzroy North - Extension of Time Request	406	424

6.1 99/0390.02 - 298-300 Brunswick Street, Fitzroy - Section 72 amendment including part demolition, buildings and works to extend the first floor, construct a roof top terrace with a maximum of 113 patrons, increase total patron capacity from 300 to 395 patrons, an increase to the 'red line' area to the first floor and include the proposed roof top terrace, a further reduction in the car parking requirements of the Yarra Planning Scheme.

Executive Summary

Purpose

1. This report provides an assessment of a Section 72 amendment for part demolition, buildings and works to extend the first floor, construct a roof top terrace with a maximum of 113 patrons, increase total patron capacity from 300 to 395 patrons, an increase to the 'red line' area to the first floor and include the proposed roof top terrace, a further reduction in the car parking requirements of the Yarra Planning Scheme.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 15.01 – Built Environment;
   (b) Clause 22.02 – Development Guidelines for sites subject to Heritage Overlay;
   (c) Clause 34.01 – Commercial 1 Zone;
   (d) Clause 43.01 – Heritage Overlay;
   (e) Clause 22.09 & 52.27 – Licenced premises; and
   (f) Clause 52.06 – Car parking

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Sale and consumption of Liquor;
   (b) Building and works;
   (c) Car parking;
   (d) Environmental Sustainable Design; and
   (e) Objector concerns.

Submissions Received

4. Twelve objections were received to the application, these can be summarised as:
   (a) Noise from live music and patrons;
   (b) No checks/ lack of enforcement on existing venues with respect to noise;
   (c) Addition will be visible from the street and as such not in accordance with the relevant Heritage guidelines;
   (d) Anti-social behaviour (intoxicated patrons);
   (e) Car parking issues within the surrounding area; and

(f) Excessive hours of operation past 11pm;

Conclusion

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

   (a) Implementation of the acoustic referral recommendations and noise attention measures;

   (b) Lowering and setting back of the northern boundary wall of the roof terrace;

   (c) Retention of the existing chimney towards Brunswick Street.

   (d) Installation of fixed seating;

   (e) Incorporation of additional ESD measures.

CONTACT OFFICER: **Gary O'Reilly**
TITLE: **Senior Statutory Planner**
TEL: **9205 5040**

6.1 99/0390.02 - 298-300 Brunswick Street, Fitzroy - Section 72 amendment including part demolition, buildings and works to extend the first floor, construct a roof top terrace with a maximum of 113 patrons, increase total patron capacity from 300 to 395 patrons, an increase to the 'red line' area to the first floor and include the proposed roof top terrace, a further reduction in the car parking requirements of the Yarra Planning Scheme.

Reference: D20/152671
Authoriser: Coordinator Statutory Planning

Ward:	Nicholls
Proposal:	Section 72 amendment for part demolition, buildings and works to extend the first floor, construct a roof top terrace with a maximum of 113 patrons, increase total patron capacity from 300 to 395 patrons, an increase to the 'red line' area to the first floor and include the proposed roof top terrace, a further reduction in the car parking requirements of the Yarra Planning Scheme
Existing use:	Bar
Applicant:	Chooey Pty Ltd C/- SJB Planning
Zoning / Overlays:	Commercial 1 Zone Heritage Overlay (Schedule 311)
Date of Application:	16 December 2019
Application Number:	990390.02

Planning History

1. Planning permit No. 990390 was issued on the 21 December 1999 at the direction of VCAT for waiver of car parking, buildings and works and for the use of the premises as a tavern/licensed premises*'.*

   (a) The permit authorised the following liquor licence aspects:

      (i) Sale and consumption of liquor in association with a bar;

      (ii) No more than 150 patrons with table and chairs for at least 75% of patrons;

      (iii) Hours of operation:

         - 10.00am to 1.00am – Monday to Wednesday
         - 10.00am to 4.00am – Thursday to Sunday and public holidays

2. Planning application No. 000370 for exterior works and the erection of an advertising sign was withdrawn on the 14 July, 2000*.*
3. Planning permit No. 000821 was issued on the 14 July 2000, by Council for the construction of advertising signage.
4. A Section 72 Amendment was granted by Council on 12 December 2001, for planning permit No. 990390 which related to door systems within the façade and to allow for internal rearrangement.
5. A Section 72 Amendment was granted by Council on the 8 July 2002 for planning permit No. 990390 to allow for the enlargement of the kitchen, removal of a roller shutter and its replacement with a zincalume fence, and the creation of blind windows on the east elevation.

6. Planning permit No. PL03/0029 was issued on the 20 February 2003 by Council for the construction of a flue to the rear of the site. The works had already been completed at the time of application, and it was a retrospective application.

7. Planning permit No. PL07/0400 was issued on 26 June 2007 to allow for the construction of a roof over a storage yard at the rear of the existing building.

8. Planning permit PLN14/0978 dated 28 October 2014 was issued for the development of the land for buildings and works consisting of placement of external lighting and external painting.

9. Planning permit PLN14/1116 was issued on 15 April 2015 for the development of the land for partial demolition, and buildings and works including a new open terrace at the first floor.

10. A Section 72 Amendment was granted by Council on the 6 June 2016 for planning permit No. 990390 to increase patron numbers from 150 to 300 patrons, decreasing to 200 patrons after 1am and an associated reduction in car parking requirements.

    (a) The permit authorised the following liquor licence aspects:

        (i) Sale and consumption of liquor in association with a bar;

        (ii) No more than 300 patrons are permitted on the premises at any one time, decreasing to 200 patrons after 1.00am, with tables and chairs provided for at least 75 percent of patrons attending the premises at any one time;

        (iii) Hours of operation:

            - Monday to Wednesday between 10:00am and 1:00am the following morning.
            - Thursday to Saturday between 10:00am and 3:00am the following morning
            - Sunday between 10:00am and 1:00am the following morning
            - Good Friday and Anzac Day between 12:00 noon and 1:00am the following morning.

Planning Scheme Amendments

11. Planning Scheme Amendment VC159 was gazetted on the 8 August 2019. The amendment introduced changes to the Victoria Planning Provisions (VPP) arising from the Victorian Government's Smart Planning program. Relevantly, the amendment also made changes to land use terms, including renaming 'tavern' to 'bar'. The definition of the land use however has not changed.

Background

12. The amendment application was lodged on 16 December 2019, with further information submitted in April and June 2020. The application was advertised, with 12 objections received.

13. Due to COVID-19 (Coronavirus) restrictions, no planning consultation meeting occurred.

14. During the course of the application, advice was obtained from Council's Heritage Advisor, Waste Management Unit, Community Amenity, Social Planning, ESD Advisor, Engineering Services and Council's Acoustic Consultant. The referral advice is attached to this report.

15. There is a discrepancy between the 'red line area' shown on the existing ground floor 'red line' plan and the endorsed plans, with the former showing this has increased to include the kitchen store area and courtyard siting area. The applicant has advised that this discrepancy is an error. As such, a condition will be included for the red line area to the ground floor to not be altered from the current endorsed layout.

16. As part of the original submission, it was proposed to operating on the roof terrace until 1am. Following concerns raised in the request for further information, the application reduced the sale of liquor from 1am to 12.30am. This update was included in the revised NAAP report and covering letter in the further information response. However, the town planning report or acoustic report was not updated and still identified the closing time as 1.00am. As such, there is a discrepancy between the reports. For the purposes of assessment a closing time of 12.30am is being considered.

Revised Waste Management Plan & Acoustic Memo (7 August 2020)

17. In response to concerns raised by internal referrals and objections, a revised acoustic memo and Waste Management Plan (WMP) were submitted on the 7 August 2020. These documents were submitted as 'sketch plans' rather than a formal amendment to the advertised documents. Nevertheless, these documents will be referenced within the assessment as relevant.

18. The revised acoustic memo and WMP were re-referred to Council's Acoustic Consultant and City Works Unit respectively and their comments will be discussed within the report as relevant.

Sketch plans (29 September 2020)

19. In response to concerns raised by Council's Development Assessment Panel, Heritage Advisor and objections, sketch plans were submitted on the 29 September 2020. These documents were submitted as 'sketch plans' rather than a formal amendment to the advertised documents. Nevertheless, these documents will be referenced within the assessment as relevant

20. The sketch plans did not alter the proposed development but sought to demonstrate with sight line diagrams, that a person standing at a height of 1.7m above the finished floor level of the roof terrace would not be visible from either Brunswick Street or Johnston Street.

Correspondents (14 October 2020)

21. Following multiple discussions and a meeting held with the applicant, the applicant has agreed to the following conditions on the permit, should one be granted.

    (a) The proposed wall along the northern boundary of the rooftop deck to be reduced in height to RL59.21 to align with the balustrade along the western edge of the rooftop deck;

    (b) All existing chimneys to be retained;

    (c) Fixed seating to be provided along the southern perimeter of the rooftop deck adjacent to Johnston Street; and

    (d) Fixed seating to be provided along the western perimeter the rooftop deck adjacent to Brunswick Street.

22. In addition, the applicant has also consented to paint the visible elements of the staircase as 'like for like' with the colour of the existing heritage building.

Correspondents (6 November 2020)

23. In responding to concerns raised Council's Acoustic Consultant, the applicant has submitted an email which confirms that a 1.6m high glass balustrade is required to be constructed along the southern portion of the roof terrace. This is to address noise impacts to No. 120 Johnston Street.

24. As part of the response, a cross-section has been included within the email to demonstrate that the balustrade will not be visible from Johnston Street. The balustrade is further discussed within the acoustic memo received on the 11 November 2020.

Acoustic Memo (11 November 2020)

25. In response to concerns raised by Council's Acoustic Consultant, a revised acoustic memo was submitted on the 11 November 2020. These documents were submitted as 'sketch plans' rather than a formal amendment to the advertised documents. Nevertheless, these documents will be referenced within the assessment as relevant.

26. The revised acoustic memo was re-referred to Council's Acoustic Consultant and their comments will be discussed within the report as relevant.

The Proposal

27. The application seeks an amendment to planning permit 990390 for partial demolition of the existing building (first floor and roof), buildings and works to extend the first floor, construct a roof top terrace with a maximum of 113 patrons, increase total patron capacity from 300 to 395 patrons, an increase to the 'red line' area to the first floor and include the proposed roof top terrace, a further reduction in the car parking requirements of the Yarra Planning Scheme.

28. More specifically the proposal (as advertised) is for the following:

    Buildings and works

29. Demolition

    (a) Demolition of glazed doors at first floor leading out onto the outdoor dining area within the north-east corner (not clearly depicted on plans);

    (b) Partial demolition of the existing roof, approximately 110sqm and including chimney (set back approximately 2.7m from the western Brunswick Street boundary);

30. First floor

    (a) Extend the existing courtyard within the north-east corner (14sqm approx.);

    (b) Increase the internal floor area and alterations to the external courtyard within the north-east corner (including the extension discussed above);

    (c) The modifications to the first floor areas are summarised as follows:

	Existing	**Proposed**
Internal floor area	118sqm	127sqm
External floor area	32sqm	24sqm

31. Roof terrace

    (a) Construction of a rooftop terrace (figure 1) of approximately 145sqm and consisting of:

        (i) Seating for approximately 45 patrons (no specific number provided);

        (ii) Construction of a bar area, stairwell, smoking area and toilet facilities;

        (iii) Construction of a 3.35m high roof top canopy above the bar and openable louvered canopy above the standing area adjacent to the bar;

        (iv) Construction of a 1.2m high white perforated steel balustrade along the southern and western sections of the terrace;

        (v) Construction of a 3.35m high solid wall along the northern section of the roof terrace;

        (vi) Construction of a stairwell along part of the southern interface and extending a maximum of 0.885m above the existing parapet wall;

(vii) Construction of a 1.5m high by 3.9m long by 2.5m deep white perforated steel balustrade within the north-east section of the terrace (associated with the smoking area – 9sqm);

(viii) Construction of a 2.2m to 3.7m high rendered and dark cladded wall associated with the bar, store and stairwell along the eastern elevation.

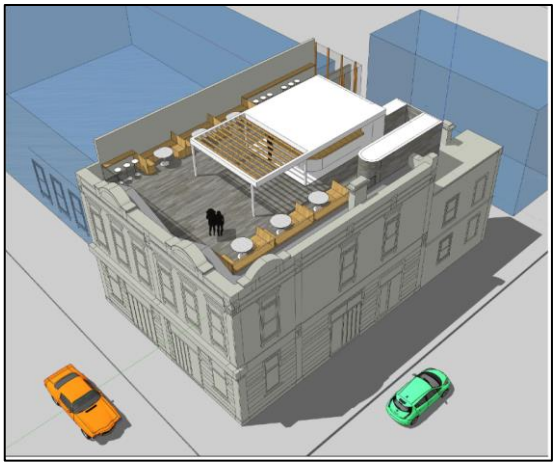


Figure 1 - Proposed roof terrace

(b) Proposed setbacks of the terrace:

(i) A 1.5m setback to the western (Brunswick Street) front boundary;

(ii) A 1.5m setback to the southern (Johnston Street) side boundary;

(iii) A zero setback to the northern (side) boundary;

(iv) A varied 4m to 6.5m setback to the eastern (rear) boundary.

(c) The proposal is to have a maximum height of 11.6 metres above natural ground level.

(d) Proposed external finishes:

(i) Perforated white steel balustrade;

(ii) Rendered party wall to northern boundary and bar (no colour specified);

(iii) Dark timber cladding to stairwell;

(iv) Matt white steel cladded finish to parapet and louvers;

Liquor licence

32. Increase the red line area to include the following areas:

(a) The additional courtyard area within the first floor, north-east corner (14sqm approx.);

(b) The proposed roof terrace (141sqm).

33. The trading hours to the ground and first floor are to remain unchanged;

34. The proposed trading hours for the sale of liquor on the roof terrace are as follows:

(a)	Monday to Saturday	10.00am to 12.30am the following morning;
(b)	Sunday	10.00am to 11.00pm;
(c)	Good Friday & ANZAC Day	12 noon to 12.30am the following morning;
(d)	Sunday on the eve of a public holiday and Sunday of Johnston Street Fitzroy Spanish Festival	10.00am to 12.30am the following morning.

35. No change to the trading hours to the ground floor and first floor

36. Maximum number of patrons to be increased from 300 to 395

(a) With a maximum of 113 patrons permitted on the roof terrace at any one time.

(b) A reduction in the overall maximum number of patrons to 200 patrons after 1.00am (condition 7 of the existing permit, no change proposed);

37. The applicant seeks to have live and amplified background music played within the roof terrace.

Existing Conditions

Subject Site

38. The existing conditions have not substantially changed since planning permit PLN14/1116 (albeit for the works approved within that permit and increase in patron numbers) was issued and the following is taken from the relevant Delegate report, with changes noted as such.

Figure 2 – Subject site No. 298-300 Brunswick Street, Fitzroy (Brunswick St Interface) Source: Applicant

39. *The subject site is located at the north-eastern corner of Johnston Street and Brunswick Street, in Fitzroy. The land is generally rectangular in shape and is bounded by a laneway on the east boundary. The site abuts Johnston Street for a length of 20.54m, Brunswick Street for a length of 12.19m, the northern boundary for a length of 20.54m and the laneway for a length of 12.19m. The site has an area of approximately 250.3sqm. No restrictive covenants apply.*

40. *The site is developed with a two-storey, late-Victorian building (formerly an ANZ bank). The building is developed to the north, west and south boundaries, with a courtyard and service yard opening onto the laneway to the east. An enclosed covered storage area is located in the north-east part of the site*.

Figure 3 – Subject site No. 298-300 Brunswick Street, Fitzroy (Johnston Street interface) Source: Google

41. *Access to the building is currently gained from either Brunswick or Johnston Streets. The building also has rear access from the laneway.*

42. *The site does not contain any on-site car parking provision or vehicle access and is currently used as a tavern with associated liquor licence.*

43. *The Stone Hotel' is an established live music venue which has a combination of dining, drinking and entertainment areas. There is a strong emphasis on the food offering at the venue and 75% of patrons are provided with seating / tables. Tables are provided at ground floor and first floor, with seating also provided in the ground floor courtyard and first floor deck. Food is considered to be a significant feature of the establishment, with the kitchen open until 9:30pm seven days a week (a snack menu is available after this time). Live music and DJs are able to set up either at ground floor, or at first floor.*

44. *Up until June 2014, the venue was occupied by Cape Live lounge, which was a licensed live music venue.*

Restrictive covenant/easements

45. There are no restrictive covenants or easements shown on the Certificate of Title provided with the application.

Surrounding Land

46. The site is located within the Brunswick Street Activity Centre which is characterised by a variety of retail and commercial uses in many different building styles. All adjoining properties are located within the same Commercial 1 Zone (figure 4). Buildings within the surrounding area predominantly have glazed shopfront/retail windows, awnings with commercial activities at the ground floor and offices located at the first floor of buildings including residential uses. The immediate surrounding context contains building heights that vary between 1 and 5 storeys.

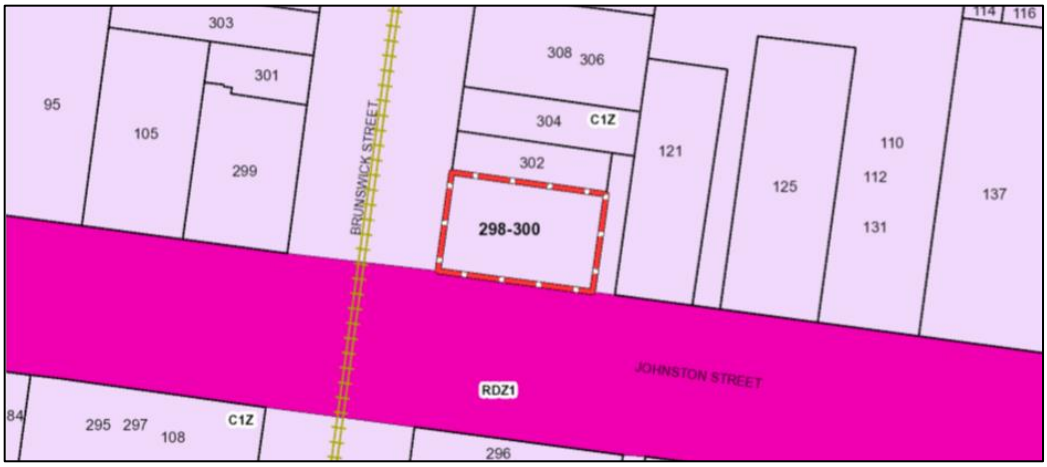


Figure 4 – Zoning map of subject site and surrounds (Source: VicPlan)

47. To the north of the subject site is No. 302 Brunswick Street (Figure 1). This property is located within the Brunswick Street Activity Centre and is occupied by a two-storey, late-Victorian commercial building with a glazed front façade constructed to the street and abutting a laneway to the east (rear) interface. Occupying the ground floor is a bar (Baxter's Lot). This premises operates under an on-premises Liquor Licence with the following operational details:

(a) Hours of operation

(i) Sunday: Between 10am and 1am the following morning

(ii) Good Friday and ANZAC Day: Between 12 noon and 11pm;

(iii) On any other day: Between 7am and 1am the following morning

(b) Maximum number of patrons - 116.

48. Further to the north at No. 304 Brunswick Street, is a two-storey, late-Victorian commercial building that is used as a bar (The Black Pearl). This bar operates under a Late Night (on-premises) licence with the following operational details:

(a) Hours of operation (internal):

(i) Sunday: Between 10am and 3am;

(ii) Good Friday and ANZAC Day: Between 12 noon and 3am;

(iii) On any other day: Between 7am and 3am;

(b) Hours of operation (external):

(i) Sunday: Between 10am and 1am;

(ii) Sunday (where the following day is a public holiday): Between 10am and 3am;

(iii) Good Friday: Between 12 noon and 3am;

(iv) ANZAC Day: (Sun to Wed): Between 12 noon and 1am

(v) ANZAC Day (Thurs. to Sat): Between 12 noon and 3am

(vi) Monday to Wednesday: Between 7am and 1am;

(vii) Thursday to Saturday: Between 7am and 3am.

(c) Maximum number of patrons - 170

49. To the east is a laneway beyond which is two, two-storey, late-Victorian buildings at No. 121 Johnston Street. This property is located within the Brunswick Street Activity Centre with a glazed front façade constructed to the street. Occupying the ground floor is a restaurant (Sir Charles). This premises operates under an on-premises Liquor Licence with the following operational details:

(a) Hours of operation

(i) Sunday: Between 10am and 11pm

(ii) Good Friday and ANZAC Day: Between 12 noon and 11pm;

(iii) On any other day: Between 8am and 11pm.

(b) Maximum number of patrons – 50 (internal)

50. To the south is Johnston Street. On the opposite side of Johnston Street is No. 296 Brunswick Street. The site is occupied by a two-storey, late-Victorian building with frontages on to both Johnston Street to the north and Brunswick Street to the west (formerly the Fitzroy Post Office). The site is used as a retail (clothing shop).

51. To the west is Brunswick Street. On the opposite side of Brunswick Street is No. 299 Brunswick Street. The site is occupied by a two-storey, late-Victorian building with a roof terrace and with frontages on to both Johnston Street to the south and Brunswick Street to the east. Occupying the site is a bar (Provincial Hotel). This premises operates under a Late Night (General) Liquor Licence with the following operational details:

(a) Hours of operation (for consumption off the premises)

(i) Sunday: Between 10am and 1am

(ii) Good Friday and ANZAC Day: Between 12 noon and 11pm;

(iii) On any other day: Between 7am and 1am.

(b) Hours of operation (ground and first floor)

(i) Sunday: Between 10am and 1am

(ii) Good Friday: Between 12 noon and 11pm;

(iii) ANZAC Day (Sun to Wed): Between 12 noon and 1am

(iv) ANZAC Day (Thurs. to Sat): Between 12 noon and 3am

(v) Monday to Wednesday: Between 7am and 1am;

(vi) Thursday to Saturday: Between 7am and 3am:

(vii) On the eve of a public holiday (Mon to Sat): Between 7am and 3am

(viii) On the eve of a public holiday (Sunday): Between 10am and 3am

(c) Hours of operation (Roof top terrace)

(i) Good Friday: Between 12 noon and 12.30am;

(ii) ANZAC Day (Sun to Wed): Between 12 noon and 12 midnight;

(iii) ANZAC Day (Thurs. to Sat): Between 12 noon and 12.30am

(iv) Sunday to Wednesday: Between 10am and 12 midnight;

(v) Thursday to Saturday: Between 10am and 12.30am:

(vi) On the eve of a public holiday: Between 10am and 12.30am.

(d) Maximum number of patrons:

(i) Ground floor (348 patrons), First floor (153 patrons), Roof top (184 patrons);

(ii) Overall maximum: 685 patrons

(iii) Overall maximum between 1am and 2am: 400 patrons

(iv) Overall maximum between 2am and 3am: 348 patrons

52. There is no on-street car parking directly adjacent to the subject site given the corner site location. There is however, short term on-street ticketed parking along both Brunswick Street and Johnston Street.

53. The site is serviced well by public transport with:

(a) Tram services operating along Brunswick Street;

(b) Bus services that operate along Johnston Street;

(c) Tram services operating along Nicholson and Smith Streets, 326m and 485m, west and east of the site, respectively; and

(d) Brunswick Street is frequented regularly by taxis and the site is located with 3km of the CBD.

Legislative Provisions

54. The amendment has been requested pursuant to Section 72 of the *Planning and Environment Act 1987* (the Act).

55. Section 72 of the Act states:

(a) *A person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit*

(b) This section does not apply to-

(i) A permit or a part of a permit issued at the direction of the Tribunal, if the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or

(ii) A permit issued under Division 6

56. The planning permit was issued on 21 December 1999. The Tribunal has not directed that the responsible authority must not amend the permit, nor was the permit issued under Division 6 of the Act.

57. Section 73 of the Act states that Sections 47 to 62 of the Act apply to the amendment application. This allows the Responsible Authority to apply the abovementioned sections of the Act to the amendment application as if it was an application for a permit.

Planning Scheme Provisions

Zoning

Commercial 1 Zone

58. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the 'Scheme'), the use as a food and drink premises (bar) does not require a planning permit.

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

Overlays

Heritage Overlay – Schedule 311 – Brunswick Street Precinct

60. Pursuant to Clause 43.01-1 of the Scheme, a planning permit is required to:

(a) demolish or remove a building,

(b) construct a building or construct or carry out works.

Particular Provisions

Clause 52.06 – Car parking

61. Pursuant 52.06-2 of the Scheme states that before a new use commences, the number of car spaces required under Clause 52.06-5 must be provided on the land to the satisfaction of the Responsible Authority.

62. Pursuant to Clause 52.06-2, the car parking spaces required under Clause 52.06-5 must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the number of car parking spaces required under this clause. Pursuant to Clause 52.06-5, the car parking requirements for the proposed amendment are as follows:

Use	**Statutory Requirement**	**On-site Provision**	**Reduction requested**
Bar (159sqm)	5 (3.5 per 100sqm of leasable floor area)	0	5
Total	5	0	5

63. Pursuant to Clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5.

Clause 52.27 – Licenced Premises

64. Pursuant to Clause 52.27, a planning permit is required to use land to sell or consume liquor if any of the following apply:

(a) A licence is required under the Liquor Control Reform Act 1998;

(b) A different licence or category of licence is required from that which is in force;

(c) The number of patrons allowed under a licence is to be increased;

(d) The area that liquor is allowed to be consumed or supplied under a licence is to be increased.

65. This application is seeking to increase the number of patrons allowed on site and the area in which liquor can be consumed. A permit is therefore required pursuant to clause 52.27.

Clause 52.34 – Bicycle Facilities

66. Pursuant to Clause 52.34-1, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage are provided on the land. The following table identifies the car parking requirement under Clause 52.34-3, the provision on site, and the subsequent reduction below the statutory requirement.

67. A total of 159sqm of additional bar area on the first floor and roof terrace.

Use	Statutory Requirement	Spaces required	On-site Provision	Reduction requested
Retail (bar) • 159sqm	Employee 1 to each 300sqm of leasable floor area Visitor/patron 1 to each 500sqm of leasable floor area	0 0	N/A N/A	N/A N/A
Total		0	N/A	N/A

68. Clause 52.34-2 states that a permit may be granted to reduce or waive this requirement. As outlined in the table above, no reduction is sought. Clause 52.34-5 contains bicycle signage requirements.

General Provisions

Clause 65 – Decision guidelines

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

Planning Policy Framework (PPF)

Clause 11.01-1S – Settlement

70. The objective of this clause is "*to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements".*

Clause 13.05-1S – Noise abatement

71. The relevant objective of this clause is *"To assist the control of noise effects on sensitive land uses".*

Clause 15.01-1S – Urban Design

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

Clause 15.01-2S – Building design

73. The relevant objective of this clause is *"to achieve building design outcomes that contribute positively to the local context and enhance the public realm".*

Clause 15.03-1S – Heritage conservation

74. The objective of this clause is "*to ensure the conservation of places of heritage significance."*

Clause 17.01-1S – Diversified employment

75. The objective of this clause is "*to strengthen and diversify the economy".*

Clause 17.02-1S – Business

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

Clause 18.01-1S – Land use and transport planning

77. The objective of this clause is *"to create a safe and sustainable transport system by integrating land use and transport".*

Clause 18.02-1S – Sustainable personal transport

78. The objective of this clause is "*to promote the use of sustainable personal transport".*

Clause 18.02-1R – Principal public transport network

79. The strategies for this clause are:

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

Local Planning Policy Framework (LPPF)

Clause 21.04 – Land use

Clause 21.04-2 – Activity centres

80. Relevant objectives and strategies for this clause are:

(a) Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.

(b) Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.

Clause 21.05 – Built form

Clause 21.05-2 – Urban design

81. The relevant objective and strategy of this clause are:

(a) To reinforce the existing urban framework of Yarra.

(b) To ensure that new development contributes positively to Yarra's urban fabric.

Clause 21.08-7 – Neighbourhoods (Fitzroy)

82. This clause sets out the locally specific implementation of the objectives and strategies for Yarra's neighbourhoods. The subject site is included in the Fitzroy area which 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.

83. The subject site is located within the Brunswick Street Major Activity Centre. Accordingly, *the role of the Brunswick Street centre can be characterised as hospitality, entertainment, clothing and footwear, art galleries and studios, and non-government community services, all with a metropolitan focus.*

Relevant Local Policies

Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay

84. This policy provides guidance for the protection and enhancement of the City's identified places of cultural and natural heritage significance. The relevant objectives of this clause are:

(a) To conserve Yarra's natural and cultural heritage;

(b) To conserve the historic fabric and maintain the integrity of places of cultural heritage significance;

(c) To retain significant viewlines to, and vistas of, heritage places;

(d) To preserve the scale and pattern of streetscapes in heritage places;

(e) To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places;

(f) To ensure the adaptation of heritage places is consistent with the principles of good conservation practice;

(g) To ensure that additions and new works to a heritage place respect the significance of the place.

(h) To encourage the retention of 'individually significant' and 'contributory' heritage places.

Clause 22.05 – Interface Uses Policy

85. This policy applies to applications for use or development within Business Zones (amongst others). The relevant objectives of this clause are:

(a) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity".*

86. It is the policy under this clause 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*

Clause 22.09 – Licenced premises

87. This policy applies to all applications for new licensed premises and for the extension (including the extension of hours and the extension of patron numbers) of existing licensed premises. The policy addresses matters relating to location and access, hours of operation, patron numbers, noise, car parking and general amenity considerations.

88. A detailed assessment of the proposal against Council's Licensed Premises Policy will be provided later in the report.

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

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

Clause 22.17 – Environmentally Sustainable Development

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

Advertising

91. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 263 letters sent to surrounding owners and occupiers and by two signs displayed on site. Council received 12 objections, the grounds of which are summarised as follows:

(a) Noise from live music and patrons;

(b) No checks/ lack of enforcement on existing venues with respect to noise;

(c) Addition will be visible from the street and as such not in accordance with the relevant Heritage guidelines;

(d) Anti-social behaviour (intoxicated patrons);

(e) Car parking issues within the surrounding area; and

(f) Excessive hours of operation past 11pm.

92. As a result of COVID-19 (Coronavirus) restrictions, no consultation meeting was held.

Referrals

93. The referral comments are based on the advertised plans. Additional comments have also been obtained from Council's Acoustic Consultant on the amended acoustic report and Council's City Works Unit on the amended Waste Management Plan, both received on the 7 August 2020, post advertising.

External Referrals

94. The application was not required to be externally referred.

Internal Referrals

95. The application was referred to the following units within Council and external consultant:

    (a) SLR Consulting (Acoustic Consultants)

    (b) Heritage Advisor;

    (c) Community Amenity;

    (d) Social Planning;

    (e) ESD Advisor;

    (f) City Works Unit; and

    (g) Engineering Services.

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

OFFICER ASSESSMENT

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

    (a) Sale and consumption of liquor;

    (b) Building and works;

    (c) Heritage

    (d) Car parking;

    (e) Environmental sustainable design; and

    (a) Objector concerns.

Sale and consumption of liquor

98. This assessment will be based on the decision guidelines of Clause 52.27 and the licensed premises policy of Clause 22.09.

99. The potential cumulative impacts of the proposed licensed premises will be assessed against the risk assessment matrix provided by the Corner Hotel decision (*Swancom Pty Ltd T/as Corner Hotel v Yarra City Council & Ors).* Applying the matrix of risk below, a reasonable consideration would suggest that a score of 1-3 would be *no risk* and would not require a cumulative impact assessment. Any score higher than 3 would suggest a potential risk that would require a cumulative impact assessment.

Type of Premise	**Risk Factor**
Café / Restaurant	0
Bar / Restaurant / Café	1
Bar	**3**
Hotel / Tavern	3
Night Club	3
Place of Assembly	2
Size of Premise	**Risk Factor**

0 – 49 patrons	0
50 – 99 patrons	1
100 – 199 patrons	2
200+	**3**
Closing hours	**Risk factor**
11pm	0
12am	1
1am	2
2am	3
3am	**3**
After 3am	4

100. The existing licensed premises under the current planning permit achieves a score of 9 and therefore consideration of the current amendment does require a cumulative impact assessment. The applicant has provided a cumulative impact assessment, which will be referred to throughout the assessment.

101. Pursuant to Clause 22.09-3, it is policy that *licensed premises are managed in accordance with a Noise and Amenity Action Plan (NAAP)*. The applicant has provided a NAAP, which outlines how the premises will operate including detail on staffing, patrons, incident complaints and noise control among other things. This will be endorsed as part of any amended permit.

Location, Access and Venue Design

102. The proposed licensed premises is located in a Commercial 1 Zone and within the Brunswick Street Major Activity Centre, which is also identified as a Core Entertainment Precinct within Clause 22.09-3. The location of the venue is supported by the Licensed Premises Policy, which encourages venues to be located outside of residential zones. All sites abutting to the north, east, south and west, are also located within the Commercial 1 Zone (Figure 5). From the zoning map below, the nearest residential zoned property is approximately 58m to the north-west along Argyle Street.

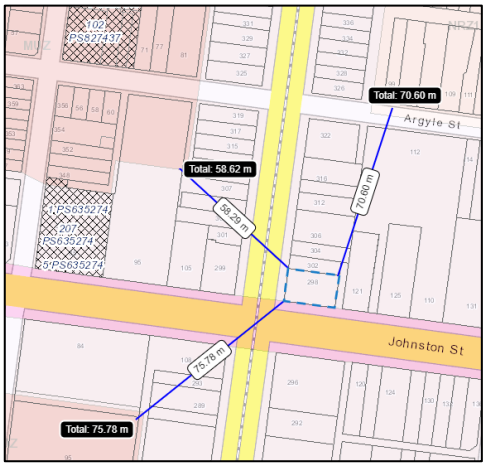


Figure 5 – Zoning map of subject site and surrounds (Source: VicPlan)

103. The patron entry and exit from the proposed premises is located along both the Brunswick Street and Johnston Street frontages (figure 6). The proposed venue has two pedestrian entries along Brunswick Street and two along Johnston Street. Both entries face commercial properties, with the closest entry approximately 28m to the north-west of the nearest residential property at No. 120 Johnston Street. This property is located within the same C1Z and is situated above a bar along the ground floor (Georges Bar).

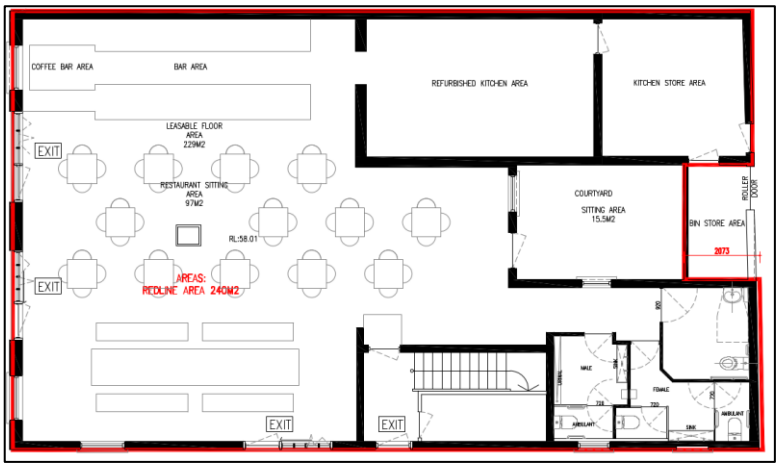


Figure 6 – Ground floor plan

104. It is considered that the 28m separation to the nearest apartment, combined with the Commercial 1 Zoning of all adjoining properties and acoustic attention measures, is a sufficient buffer between both uses. Queuing will primarily be located along Brunswick Street, with the queue leading north. This is the current arrangement and ensures that queues are generally located along Brunswick Street and not along the Johnston Street interface. However, in the event of a large queue forming, queues can switch to the south and extend along the Johnston Street interface. The provision for queuing within the NAAP is considered appropriate given the type of licence being applied. The location along Brunswick Street will ensure that the queuing is located towards the activity centre along Brunswick Street.

105. At first floor, it is proposed to increase the internal floor area and also construct a new external courtyard within the north-east corner (figure 7 – hatched red). Above, it is proposed to construct a 145sqm roof terrace with bar area with seating and a smoking area (figure 8). The new toilet facilities for the roof terrace are incorporated within the main outdoor terrace (rather than being in a separate area), and should therefore not create any additional noise impacts associated with patrons spilling beyond the redline area.

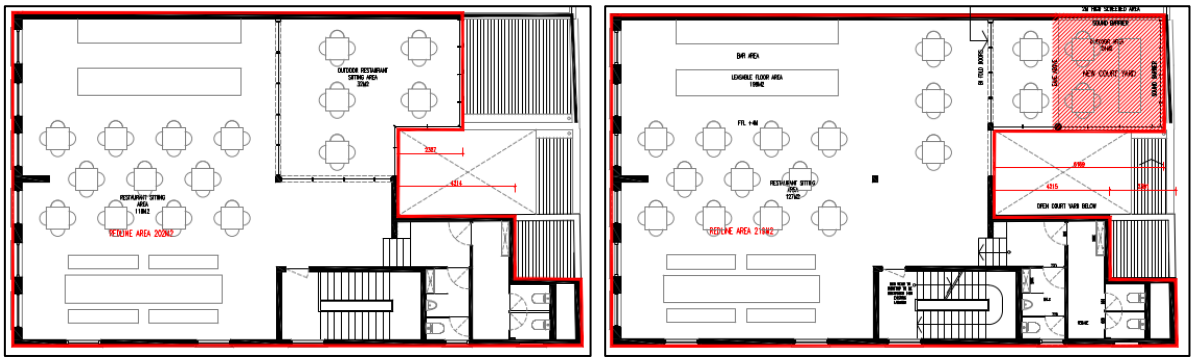


Figure 7 – Existing and proposed first floor plan

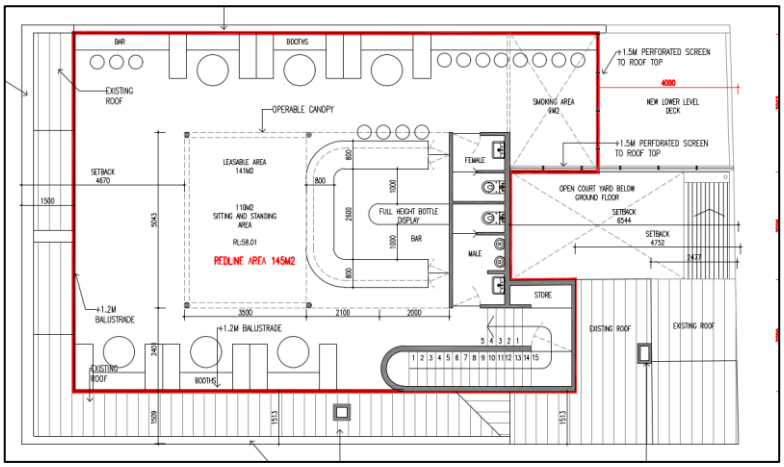


Figure 8 - Roof top terrace

106. The primary entry is to be maintained along Brunswick Street. This location provides a high level of public safety and an opportunity for surveillance (both passive and active), in particular to the intersection with Johnston Street, as well as providing good access to infrastructure as encouraged by Clause 22.09-3. This should discourage anti-social behaviour by virtue of eyes on the street.

107. A designated smoking area is provided on site within the roof terrace, which will minimise the need for patrons to spill out on the street and also the potential for cigarette butt litter. The floor plans provide toilets to the new roof top terrace, including maintaining the existing toilets at ground and first floor level, which provides a good level of onsite amenity.

108. A bin storage room is provided to the rear of the premises, accessible from the kitchen store area and externally via a roller door to the eastern abutting laneway. The advertised Waste Management Report (dated 2 April 2020) states that the premise will utilise one 660L General Waste Bin and one 240L Recycling Bin (including glass). Collections times for the bins will vary between 2 to 3 times per week. The report states these bins will be collected from Johnston Street by a private waste contactor. Provision has also been made for hard waste and e-waste with the plan.

109. The WMP was referred to Council's City Works Unit for review. This review found the WMP to be unsatisfactory for the following reasons:

    (a) The total size of the bin storage area by square metres to be provided;

    (b) Food waste diversion should be included as a requirement;

    (c) Investigate minimising proposed collections per stream

110. In response to the concerns raised by the City Works referral, an amended WMP dated 29 July 2020 was received 7 August 2020. This plan was reviewed by Council's City Works Unit who have confirmed that the updated WMP was satisfactory. This includes the provision of food organic waste bins, of which the venue is anticipated to generate 939 litres per week.

Hours of Operation

111. As discussed earlier in this report, the current hours of operation with respect to the ground and first floors is to remain unchanged. The proposed roof terrace is to have the following operational hours (as outlined in the NAAP):

    (a) Monday to Saturday — 10.00am to 12.30am the following morning;

    (b) Sunday — 10.00am to 11.00pm;

    (c) Good Friday & ANZAC Day — 12 noon to 12.30am the following morning;

    (d) Sunday on the eve of a public holiday and Sunday of Johnston Street Fitzroy Spanish Festival — 10.00am to 12.30am the following morning.

112. The subject site is located approximately 58m from the nearest residential zone (Mixed Use Zone to the north-west). Clause 22.09-3 discourages outdoor areas within licenced venues operating beyond 10pm, unless the responsible authority is satisfied that it will not adversely affect the amenity of the area. The subject site is located within a core entertainment precinct, where these type of venues are typical. It is also 58m from the nearest residential zone. Subject to conditions relating to noise attention it is considered that the proposed roof terrace (outdoor area) is acceptable. Specifically in relation to noise impacts where the combination of noise limiters, provision for seating (i.e. limited vertical consumption) and acoustic walls will provide sufficient protection to the nearest sensitive interfaces. This is discussed in more detail later in this report however, has concluded that the operating past 10pm is acceptable.

113. To reduce the potential negative cumulative impacts with other venues, Practice Note 61 identifies reducing the patron numbers after 11pm. This is already evident under the existing permit which requires to have reduced its total patron numbers to 200 by 1am. In seeking to reduce the potential negative cumulative impacts Council's Community Health and Safety Unit has recommended:

    (a) The rooftop close are 12 midnight, to ensure the for safe patron dispersal and avoid detrimental cumulative impacts.

        (i) This will also allow a one hour period in lieu of a 30 minute to reduce the overall number of patrons down to 200;

    (b) Last drinks be called at 11.30pm;

    (c) No new patrons be permitted entry or passouts provided after 11.30pm;

    (d) Incorporate multiple safe exit points (no passouts allowed) to reduce bottleneck crowding while exiting the premises.

114. It is not considered necessary to incorporate a condition for the staggering of patrons off the roof terrace. The existing conditions of the permit only allow a maximum of 200 patrons on the premises after 1.00am. If the venue is at maximum capacity, this will effectively require the venue to ensure 195 patrons have left the venue between 12.30am and 1am. If at full capacity, the venue's design and layout will allow patrons on the roof (113) to exit via the stairwell without requiring to enter the existing venue as the stairwell is closed off from the rest of the venue. The remaining patrons within the venue can exit via separate exits to both Brunswick Street and Johnston Street and through staff closing off sections of the venue to reduce the overall number of patrons. This is an existing requirement of the venue's operation with staff already practiced in this procedure.

115. Alternative to the staggering of patrons, Council's Community Health and Safety recommended nuanced security measures with the development of a detailed and sophisticated NAAP, which could be incorporated and include:

    (a) *Details on numbers;*

    (b) *Timeframes and locations of stationed security guards in different 'sections' of the venues;*

    (c) *Have a procedure in place when sections of the venue are at capacity;*

    (d) *Development of a staged/timed patron dispersal plan through the venue (when at capacity) including entry/exit points;*

    (e) *Pass out procedures for the rooftop;*

    (f) *Strategies in place to avoid glass transport through the venue (i.e. via imposing a 'last drinks' call at 11.30pm on the rooftop);*

    (g) *All background music reduced/turned off on the rooftop at 11.50pm.*

116. As there will be no staggering from the roof bar the above requirements are considered appropriate. A condition will be included for an updated NAAP to incorporate the above requirements.

117. With regards to the possible spilling out of patrons at 12.30am, should the venue be unable to accommodate patrons internally, it is not considered an unreasonable for patrons to be exiting the site at this time given the site's location within a core activity centre. It is noted that there are other venues in the area (specifically The Provincial) which also require patron numbers to be reduced at 12.30am. The surrounding entertainment precinct has numerous other late night venues, a number of which are late night venues. Given this saturation of venues within the surrounding area it is considered that this combined overflow from both the subject site and The Provincial can be accommodated in these surrounding venues should patrons not be returning home. Furthermore, it is unlikely that the maximum number of patrons will be dispersing at exactly the same time. A staggered exit is more likely.

118. Overall the proposed hours of operation are considered acceptable for the following reasons:

    (a) The site's location within a Commercial 1 Zone/Activity Centre,

    (b) Noise attenuation measures (to be discussed later in this report) and distance to the nearest residential zone (58m) the hours are considered reasonable.

    (c) The proposed hours are also identical to the permitted hours of the adjoining roof terrace at the Provincial (paragraph 49) which cease operations on the roof at 12.30am.

    (d) The hours of operation are also reasonable given the site's location within a Core Entertainment Precinct (as defined within clause 22.09).

    (e) The site's location with convenient access to public transport and taxis along Brunswick Street and Johnston Street, it is unlikely patrons will need to travel through the residential area to the north-east.

119. On this basis, and subject to existing and proposed permit conditions to further mitigate potential noise impacts (as discussed further in the report), Council officers are satisfied that the liquor licence hours would not result in adverse amenity impacts.

120. Furthermore, Council's Compliance Branch have advised that no recent complaints have been received to these existing operations. Typically complaints relate to operating outside of the permitted hours or excessive noise from a venue.

121. Subject to the conditions discussed, the proposed hours of operation are considered acceptable and generally in line with the hours permitted for licenced venues in commercial zones under the Scheme.

122. As the original permit was approved in December 1999, there are no conditions with respect to deliveries or the emptying of bottles in bins. Conditions will therefore be included requiring that the emptying of bottles into bins will not occur after 10pm on any day, before 7am Monday to Saturday, or before 9am on a Sunday or Public Holiday.

123. An additional condition will also be included stating that deliveries 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. These conditions are consistent with clause 22.09-3.

Patron Numbers

124. The licensed premises seeks to increase the maximum number of patrons from 300 patrons to 395 patrons, corresponding with the expansion of the premises into the first floor courtyard and roof terrace. The applicant has provided a Building Surveyor's Report which states that the maximum occupant capacity of the premises as a whole would be 395, and therefore the proposed patron numbers will not exceed the safe or amenable capacity of the building as encouraged by the policy.

125. The total number of patrons is considered to be appropriate for the context of the site, being located within a Core Entertainment Precinct (Brunswick Street between Gertrude Street and Alexander Parade) where larger licenced premises (with a capacity exceeding 200 patrons) are encouraged to be located.

126. While the patron numbers are not identified on the plans, the town planning report submitted with the application suggests that the ground floor is to have a maximum of 122 patrons, the first floor is to have a maximum of 160 patrons and the roof terrace is to have a maximum of 113 patrons. Based upon the Building Surveyor's report and assessment against the National Construction Code (NCC), a ratio 1 person per 0.5sqm to 1sqm i.e. 113 patrons is recommended to ensure a safe capacity of the roof terrace. Furthermore, Council's Compliance Branch and Social Planning Unit have raised no concerns with the increase in patron numbers. Potential noise impacts are discussed further below.

127. Condition 7 of the existing permit requires tables and chairs provided for at least 75 percent of patrons attending the premises at any one time. This condition is not proposed to be altered and will be retained within any amended permit. The proposed amendment has provision for seating however has not applied to have regulated (fixed) seating for the roof terrace. For reasons relating to heritage, which will be discussed later in this report, and to ensure compliance with condition 7 a condition will be included for all seating along the northern and southern perimeter of the roof top level to be fixed.

Noise

128. The primary noise sources from the premises are generated by music and patron noise. Conditions 3, 4, 5, 6, 12, 13, 14 and 15 of the existing permit provide protection to adjoining properties through:

    (a) Compliance with the State Environmental Protection Policy – Control of Noise from Commercial, Industry and Trade (SEPP N-1) and State Environmental Protection Policy – Control of Music Noise from Public Premises (SEPP N-2);

    (b) Installation of signs at exits for patrons to respect neighbours and leave quietly;

    (c) Closing of first floor doors when amplified music above background levels is being played;

    (d) Installation of a noise limiter;

    (e) Installation of a noise barrier along the northern and eastern sides of the roof area to the east of the courtyard;

    (f) No live music after 1.00am; and

    (g) Not permitting security alarms to produce noise beyond the premises.

Music Noise

129. The existing venue is permitted to play amplified music associated with a DJ and background music via a speaker located within the outdoor area on the first floor.

130. It is proposed to maintain amplified music associated with a DJ and background music via a speaker located within the outdoor area on the first floor. Existing conditions including the requirements of SEPP N-2, closing of the first floor bi-fold doors when amplified music is above background levels, installation of a noise limiter and noise barrier will still remain applicable. This will ensure noise from the ground and first levels are addressed.

131. With regards to the roof terrace, it is proposed to play live and amplified background music played from the terrace. An acoustic report along with two acoustic memos have been provided and reviewed by Council's Acoustic consultants. The review found that noise associated music can be sufficiently managed subject to the installation of an additional noise limiter, construction of an acoustic wall along the northern boundary, installation of a glass balustrade along the southern section of the terrace and limiting live performances in the outdoor patron area to acoustic music (noting that all such performances are to comply with SEPP N-2),. In addition to the above requirements, the site will still be subject to the requirements of SEPP N-2.

132. The applicant has also committed to, *"during the installation and calibration of the noise limiter, updated background noise measurements will be taken at all sensitive receivers identified (inclusive of residents on Argyle Street) whereby appropriate SEPP N-2 noise limits can be derived. This process removes all practical doubt regarding compliance and resolves any potential inaccuracies in the modelling and background noise measurements conducted to date".* Council's Acoustic Consultants have confirmed that is an appropriate measure.

Patron noise

133. As discussed in the above section, the roof terrace is to incorporate an acoustic wall along the northern boundary and installation of a glass balustrade along the southern section of the terrace.

134. The memo dated 10 November 2020 confirmed the locations of all nearest sensitive interfaces affected (No. 120 Johnston Street and Nos. 99 and 127 Argyle Street), appropriate background levels and resulting patron noise targets. In addition, the review also took into account existing patron noise from the existing roof top bar to the west at The Provincial. Noting that due to Covid-19 restrictions, background noise testing could not be carried out at present.

135. The combination of confirming the nearest sensitive interfaces, calculating appropriate background levels and resulting patron noise targets and noise emanating from the Provincial has produced modelled of patron noise levels to the above receivers. Council's Acoustic Consultant has confirmed that the levels are acceptable and should not result in unreasonable impacts to the receivers.

136. Council's Acoustic Consultant has advised that the venue would most likely achieve compliance with the relevant requirements. This is due to the combination of existing conditions, noise attenuations measures discussed above, the nature of the venue, which has provision for the serving of food at all times, significant seating available and fixed music limits set by the noise limiter. In addition, conditions 3, 4, 5, 6, 12, 13, 14 and 15 of the existing permit will remain in place and provide protection.

137. Subject to conditions discussed above, noise generated from the operation of the venue is not expected adversely impact the amenity of the area.

Buildings and works

138. Pursuant to Clause 34.01-8 of the C1Z, before deciding on an application, the responsible authority must consider the buildings and works decision guidelines.

139. Movement of vehicles to the site for supplies, waste removal, and emergency services will remain unchanged under the proposed development scheme.

140. There will be no car parking provided on site under the proposed scheme. A waiver of car parking is considered under Clause 52.06 provisions later in the report.

141. With regard to the streetscape presentation, a full heritage assessment is discussed later in this report. It is emphasised that the proposed additions are primarily located on the roof and setback from the main facades so as not to present a dominant feature. Therefore, it is considered that the proposed works will have no significant impacts on the Brunswick Street or Johnston Street interface. No alterations are proposed to the ground floor interface to either street.

142. An existing waste storage area is provided to the rear of the building and accessed via the rear laneway. As has been discussed earlier in this report, subject to conditions, the submitted WMP and storage of waste and recycle bins is considered satisfactory

143. The title shows that the building is under one ownership. Responsibility of maintenance would need to be outlined as required under the relevant lease agreement/s. There is no concern in this regard.

144. The C1Z decision guidelines require consideration of overlooking and overshadowing to adjoining land in a GRZ, NRZ, RGZ or TZ. All adjoining land is located within the C1Z, therefore this decision guidelines does not apply.

145. The C1Z decision guidelines also require consideration of the impact on existing rooftop solar energy facilities on dwellings on adjoining lots in a GRZ, MUZ, NRZ, RGZ or TZ. It is re-iterated that all adjacent land is located within the C1Z. Therefore, impact on existing rooftop solar energy facilities is not a valid consideration under the C1Z decision guidelines.

146. The use on site will remain unchanged. It is expected that the bar will continue to be connected to required utility services and infrastructure. There are no foreseeable conflicts in this regard.

147. This application does not proposes any residential component and therefore ResCode is not applicable.

Heritage

148. The decision guidelines from *Clause 43.01-4 Heritage Overlay* and policy from *Clause 22.02* (*Development Guidelines for Sites Subject to the Heritage Overlay*) of the Scheme are used to assess the proposed works, in-order to ensure that there is consistency achieved with the heritage values of the surrounding area.

Demolition

149. Clause 22.02-5.1 generally discourages the demolition of part of a contributory building or removal of contributory elements unless that part is not visible from the street frontages (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained.

Figure 9 - Subject site with views to the parapet walls

150. The proposed development will remove a large portion of the existing roof to make way for the roof terrace. A portion of the roof to Brunswick Street and Johnston Street (1.5m to the southern and western boundaries) will be retained (figure 9). The parapets effectively screen the existing roof from view and as such demolition of the roof will also be screened from view. Only partial views are possible from the rear boundary when travelling west along Johnston Street.

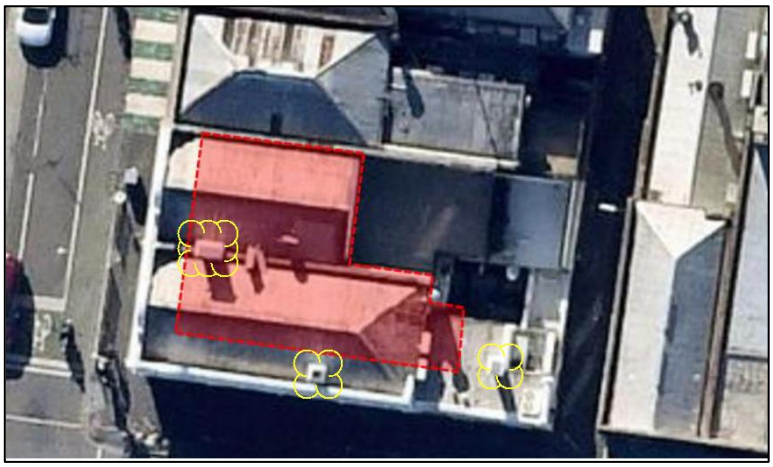


Figure 10 – Extent of roof demolition (highlighted red) with chimneys clouded yellow

151. In addition to the roof from, there are three chimneys (figure 10 – clouded yellow) which are considered contributory elements. Two of these chimneys are proposed to be retained, with one towards Brunswick Street to be demolished to make way for the terrace. The chimney towards Brunswick Street being the largest of the three. All three chimneys are visible or partially visible from the street and given that they are contributory features a condition will be included the chimney towards Brunswick Street to be retained. This will effectively result in the proposed terrace being constructed around the chimney.

Figure 11 – Chimney partially visible from Brunswick Street

Figure 12 - Brunswick Street Chimney

Figure 13 - Chimneys visible from Johnston Street

152. There are concerns that the chimney could be damaged during construction and post occupation given its location within the roof terrace. To protect this contributory feature, a condition will be included for a heritage conservation report to be submitted. This report must include measures/recommendations that will ensure that the chimney is not damaged either during construction during the post occupation stage when the terrace is in operation. .

153. In addition, given the nature of the proposed demolition works, a separate condition will be included for a structural report to be submitted to demonstrate how the chimney would be retained.

154. In response to the concerns raised by Council's Heritage Advisor with regards to the extent of roof which is being demolished. Clause 22.02-5.1 generally discourages the demolition of part of a contributory building or removal of contributory elements unless that part is not visible from the street frontages (other than a laneway), abutting park or public open space. It is submitted that the parapet wall generally screens the roof form and therefore this part of the roof the generally not visible to either the main frontages along Brunswick or Johnston Streets. The extent of demolition is therefore supported.

155. Given the above and retention of the main built form, the extent of demolition it is considered acceptable. The existing ground and first floor façade is to be retained and demolition generally concealed from view, which in supports conservation of the heritage precinct.

Additions and Alterations

156. *Clause 22.02-5.7* provides direction as to the appropriate location for new works. It states (relevantly) that additions to a contributory building should be located towards the rear of the site and should be encouraged to be sited within the 'envelope' created by projected sight lines.

157. The extension to the first floor in the north-east corner will not be visible Brunswick Street. The works will only be visible from an oblique angle along Johnston Street and within the rear laneway. As the works are generally screened from view, it is considered that they will not impact on the heritage significance of the building.

158. The proposed roof terrace is to be set back 1.5m from both Brunswick and Johnston Street. While the proposed 1.2m high balustrade to the roof terrace would sit comfortably below the existing parapet, concern was raised in relation to the visibility of patrons on the deck. To demonstrate that persons on the roof terrace will not be visible from either Brunswick or Johnston Streets, sketch plans were submitted on the 29 September 2020 (figures 14 - 16).

159. The viewline diagrams show that with seating incorporated along the southern section of the terrace, patrons are blocked from view. However, on the western interface to Brunswick Street, this does not appear to be the case. Figure 15 appears to demonstrate compliance with a person standing slightly behind the parapet but not directly adjacent to the parapet. If a person was standing directly adjacent to the parapet the diagram shows that they would be visible.

As such, a condition will be included for fixed seating to be also placed along the western section of the terrace. This should ensure persons are screened from view along Brunswick Street and is an identical design response which is proposed along Johnston Street.

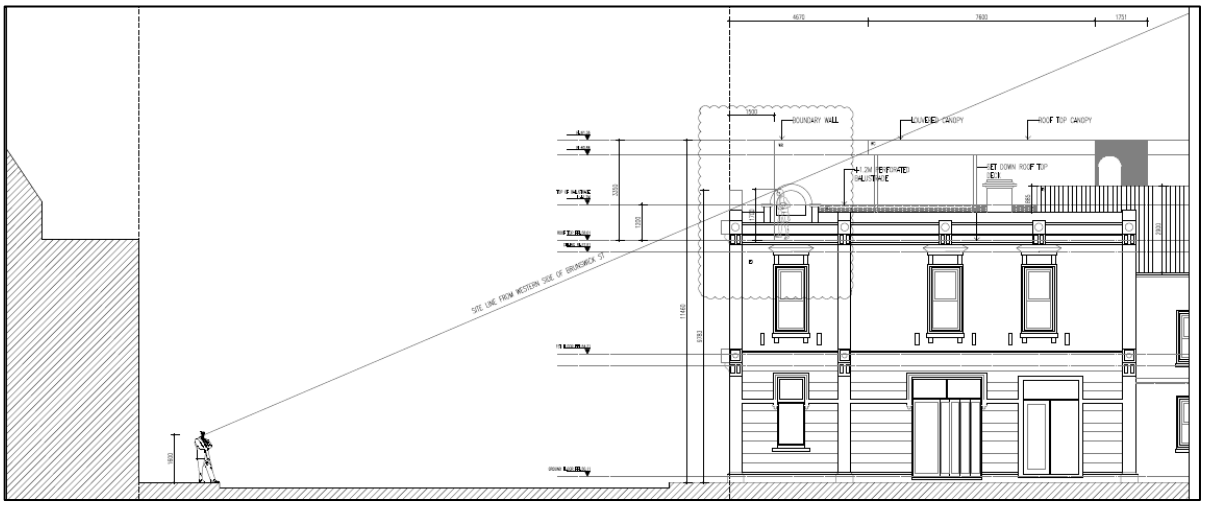


Figure 14 - Sightline diagram from Brunswick Street - Sketch plans (29 Sept 2020)

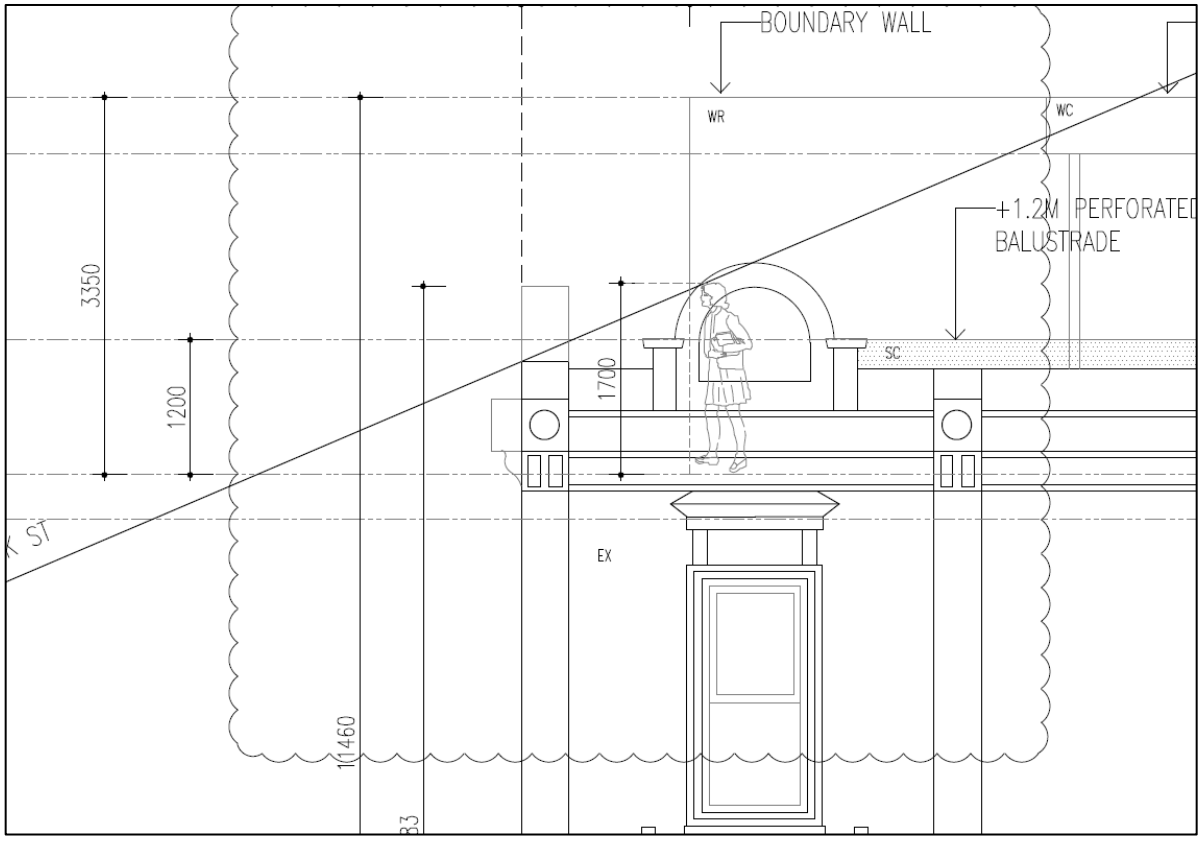


Figure 15 - Enlarged cut out of Sightline diagram from Brunswick Street - Sketch plans (29 Sept 2020)

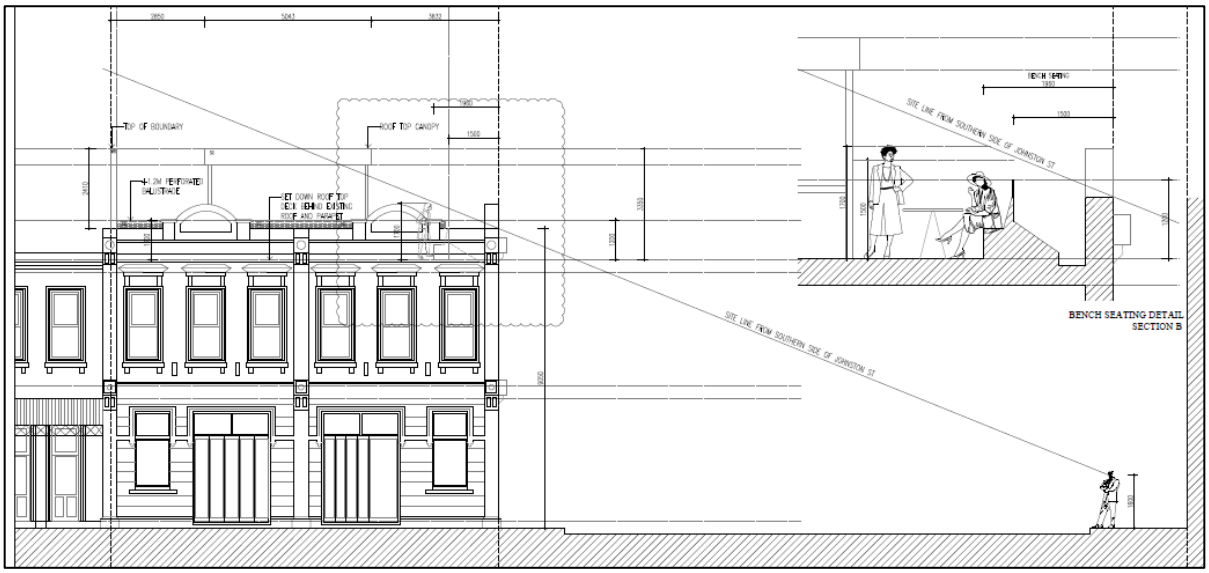


Figure 16 - Sightline diagram from Johnston Street - Sketch plans (29 Sept 2020)

160. The 1.5m setback is therefore considered sufficient to adequately screen both the balustrade and activity within the terrace to both Brunswick Street and Johnston Street.

161. In order to address acoustic concerns, it was deemed necessary to install an additional glass balustrade above the fixed seating along the southern interface of the terrace. The balustrade would result in a maximum height of 1.6m above the FFL. To demonstrate that the balustrade will not be visible from Johnston Street, the applicant submitted a revised sightline diagram (figure 17) on the 6 November 2020. This diagram demonstrates that the balustrade will not be visible from the southern side of Johnston Street as it will be blocked from view by the parapet wall.

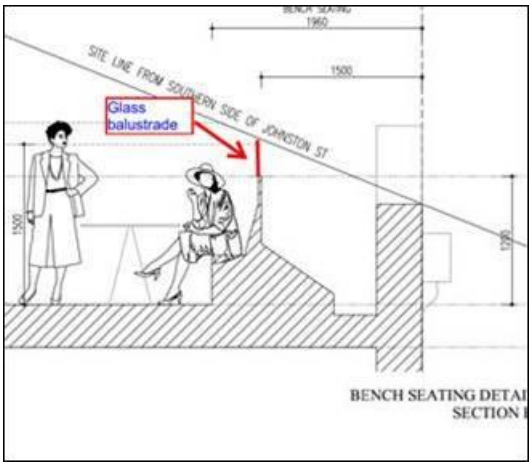


Figure 17 - Sightline diagram submitted 6 November 2020

162. While activity on the terrace can be suitably concealed with the proposed setback of 1.5m, concerns is raised with the northern boundary wall, which is also set back 1.5m from Brunswick Street and is to have a maximum height of 3.35m, therefore it will be clearly visible from Brunswick Street above the sightline The screen/boundary wall is required to the roof deck for acoustic attenuation purposes as discussed earlier, however to address heritage concerns associated with its visibility, it has been determined that the setback of the screen can be increased to 3.5m from Brunswick Street and reduced to a maximum height of 2.5m, whilst still maintaining an adequate noise barrier. This is considered to sufficiently screening the wall from view (figure 18).

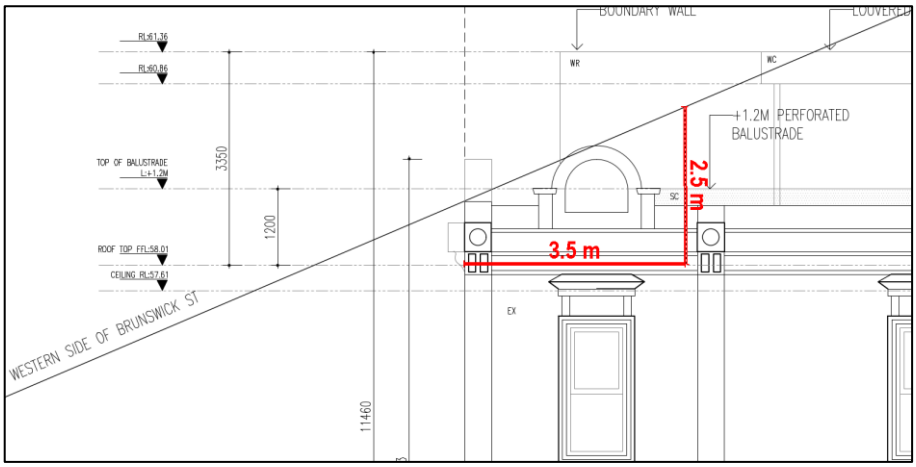


Figure 18 - Section showing visibility of northern boundary wall

163. The sightline diagram provided also demonstrates that the 3.3m high canopy associated with the bar and standing area will be partially visible, notwithstanding the 4.67m setback from Brunswick Street and 3.9m from Johnston Street. Council's Heritage Advisor does not support the canopy being visible from the street (figures 15 and 17).

164. Clause 22.05-5.7.2 (industrial, commercial and retail heritage place or contributory elements) of the Scheme encourages upper level additions and works to:

    (a) Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being setback from the lower built form elements. Each higher element should be set further back from lower heritage built forms.

    (b) Incorporate treatments which make them less apparent.

165. Although partially visible from the street, the canopy is considered to be sufficiently setback into the terrace to present as a recessive element to the lower built form elements. This is further assisted through the use of a white matt finish and the partial operability of the canopy to reduce the solid nature of the structure and incorporating a treatment which makes them less apparent. The canopy will also be providing shading to patrons. The setbacks ensure that a two storey street wall is maintained with a recessed roof terrace/third storey (bar). It also allows for the existing two storey section of the building to be the dominant feature presenting to both street frontages. It also maintains a relatively consistent street wall height.

166. The stair access within the south-east corner will be visible from Johnston Street. The structure will vary in height of between 0.88m above the parapet wall to 2.9m within the rear setback. This element also incorporates a dark timber cladded finish which is visible from Johnston Street. Council's Heritage Advisor has raised concerns with respect to the use of the dark timber cladding not being, "*discrete in appearance to avoid it being a distracting new element clearly visible from the public realm".* As such, it has been recommended that the proposed stair access structure must be utilitarian in design and finished to match the colour of the surround roof cladding. It is agreed that the dark finish could present a distracting new element and as such a condition will be included for a more appropriate finish which is less dominant to the street.

167. It is considered that given the location of this staircase to the rear and setback, it is sufficiently screened from the main heritage façade. When viewed from the junction of Brunswick Street and Johnston Street it will not be visible, with the two storey street wall being the dominant element. Subject to condition with respect to the external finish, the staircase location is considered satisfactory.

168. As per the recommendation of Council's Heritage Advisor, a condition will be included for the stair access structure to be finished to match the colour of the surround roof cladding.

Car parking

169. As discussed earlier in this report, the existing use has no on-site car parking. The existing venue creates a demand of 14 spaces. When the additional floor area is added within the first floor and roof terrace, this creates an additional demand of 5 spaces, bringing the total demand up to 19 spaces.

170. The additional car parking shortfall is considered acceptable in this case based upon the following:

    (a) The site is well serviced by public transport including:

        (i) Tram services operating along Brunswick Street;

        (ii) Bus services that operate along Johnston Street;

        (iii) Tram services operating along Nicholson and Smith Streets, 326m and 485m, west and east of the site, respectively; and

        (iv) Brunswick Street is frequented regularly by taxis and the site is located with 3km of the CBD.

    (b) The high demand and limited availability for on-street parking would dissuade staff and customers from driving, particularly in a location where other modes of transport are readily available.

    (c) The short-term parking restrictions in the surrounding area would ensure that there is a regular parking turnover in the area for those that do drive to the site.

    (d) Council's Engineering Department has no objection to the proposal, satisfied that it is in-line with the objectives contained within Council's Strategic Transport Statement given that 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 usage.

Environmental Sustainable Development (including Stormwater Management)

171. Pursuant to Clauses 22.16 (Stormwater Management – Water Sensitive Urban Design) 22.17 (Environmental Sustainable Development), the development of a non-residential building with a gross floor area of between 100sqm and 1,000sqm must be accompanied by a Sustainable Development Assessment (SDA). The applicant has been accompanied by an SDA prepared by Low Impact Development Consulting (LID).

172. A summary of the major ESD initiatives committed to include:

    (a) Improved energy efficient double glazed windows to the first floor extension;

    (b) Lighting density throughout the development will be within the Building Code of Australia 2019 maximums;

    (c) Potable (drinking) water saving measures including low flow toilets, taps and dishwashers;

    (d) Full height glazing to improve internal daylight amenity;

    (e) Reduced indoor pollutants from the use of low off-gassing materials such as low VOC paints and adhesives, and low formaldehyde products;

    (f) Avoidance of the use of endangered rainforest timbers in this development;

    (g) Use of more environmentally friendly materials alternatives for concrete, insulation and other building components;

    (h) Provision of a 1sqm raingarden (not shown on plans).

173. The SDA/application has been reviewed by Councils ESD Officer who has found that the proposal in its current form does not meet Council's Environmental Sustainable Design Standards. The following deficiencies have been identified:

(a) ***Stormwater Treatment:*** *The development performs poorly in terms of strowmater (32% STORM score). A Strategy to improve this outcome to reflect best practice is required.*

(b) ***Waste Management:*** *No mention of organic waste management in the ESD report. Clarify strategy (and provide faciltiies) for organic waste storage and collection*

(c) ***Biodiversity:*** *Consider incorporating a green roof or other greenry to increase biodiversity value of the project.*

174. With regards to point (a) and stormwater treatment, it is considered that the collection of additional stormwater from the roof terrace is possible. Although a STORM rating of 100% may not be feasible an increased rate for 32% is considered possible. A condition will be included for stormwater to be collected from the roof terrace. This will increase the overall STORM rating.

175. In regard to point (b), organic waste has already been addressed under the revised waste management plan prepared by Ratio and dated 29 July 2020. In regard to point (c) It is considered that there is sufficient area for vertical greening to be accommodated on the walls or potentially within the roof terrace itself. The deficiency identified in points (c) will be included as condition of the permit accordingly. .

Objections

176. The majority of the issues raised by the objectors have been addressed within the body of this report, as follows:

(a) Noise from live music and patrons;

Paragraphs 128 to 137

(b) Addition will be visible from the street and as such not in accordance with the relevant Heritage guidelines;

Paragraphs 138 to 168

(c) Anti-social behaviour (intoxicated patrons);

Paragraphs 98 to 127

(d) Car parking issues within the surrounding area;

Paragraphs 169 to 170

(e) Excessive hours of operation past 11pm

Paragraphs 111 to 123

177. Outstanding concerns raised by the objectors are discussed below:

(a) No checks/ lack of enforcement on existing venues with respect to noise;

Any application to amend an existing liquor licence permit must consider any relevant information about the previous and current operation of the premises including, but not limited to complaints received by relevant authorities such as the Yarra City Council, Victoria Police, and the Victorian Commission for Gambling and Liquor Regulation. As part of the review of this application, the amendment was referred to Council's Amenity enforcement Unit who have confirmed that there have been no recent complaints received.

All complaint received are investigated by Council Enforcement Unit and if found in breach could result in fines. Any breaches under this permit are enforceable under the permit conditions.

Proposed alteration to permit preamble

178. The following changes are proposed to the existing planning permit, with changes highlighted in **bold**.

Existing permit preamble

179. A waiver of car parking, buildings and works and for the sale and consumption of liquor for an existing tavern.

Amended permit preamble

180. A waiver of car parking, buildings and works and for the sale and consumption of liquor for an existing **bar**.

181. Subject to planning scheme amendment VC159, the land use term “tavern” has been replaced with “bar” under Clause 73.03 of the Yarra Planning Scheme.

Proposed alterations to permit conditions
Existing Condition 1

182. Before the patron numbers are increased, 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 by Bagnoli Architects received by Council on 20 November 2015 but modified to show:

    (a) All requirements of the endorsed acoustic report (condition 12) (where relevant to be shows on the plans.

Amended Condition 1

183. Before the **sale and consumption of liquor or buildings and works associated with the amended permit** 990390.02 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 Bagnoli Architects **and dated 5 August 2018 (Issue 3)** but modified to show:

    (a) All requirements of the endorsed acoustic report (condition 12) (where relevant to be shown on the plans).

    (b) The screen to the northern boundary of the roof terrace reduced to a maximum height of 2.5m above the finished floor level of the terrace and set back a minimum of 3.5m from the western title boundary.

    (c) Any balustrading along the northern boundary of the roof terrace between 1.5m and 3.5m from the western boundary to be no higher than 1.2m above the finished floor level, unless otherwise concealed when viewed from the opposite site of Brunswick Street.

    (d) Construction of a clear glass (or suitable similar alternative material) balustrade to the southern section of the roof terrace, located above the seating and to a maximum height of 1.6 metres above the finished floor level of the roof top level.

    (e) The retention of all chimneys.

    (f) All seating along the northern and southern perimeter of the roof top level to be fixed.

    (g) Fixed seating to be incorporated along the entire length of the western perimeter of the roof top level.

    (h) The location, size and capacity of the raingarden.

    (i) Incorporating a green roof or other greenry to increase biodiversity value of the project.

    (j) The stair access structure to be finished to match the colour of the roof cladding of the existing building.

(k) The 'existing' red line area within the ground floor consistent with the previously approved ground floor plan (i.e. under 990390.01).

(l) The STORM report updated to include collection of stormwater from the roof top bar area.

(m) Any changes as required by the endorsed conservation management plan pursuant to Condition 26.

(n) Any changes as required by the endorsed structural report pursuant to Condition 28.

(o) Any changes as required by the endorsed acoustic report pursuant to Condition 15.

Existing condition 7

184. Not more than 300 patrons are permitted on the premises at any one time, decreasing to 200 patrons after 1.00am, with tables and chairs provided for at least 75 percent of patrons attending the premises at any one time.

Amended condition 7

185. Not more than **395** patrons are permitted on the premises at any one time, decreasing to 200 patrons after 1.00am, with tables and chairs provided for at least 75 percent of patrons attending the premises at any one time.

Existing condition 12

186. Prior to the endorsement of plans under Condition 1, 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 ViPAC and dated 7 March 2016, but modified to include (or show, or address):

    (a) The first floor, bi-fold doors closed at all times that amplified music above background noise is played on the first floor;

    (b) The noise limiter installed in the venue and set up by a suitably qualified acoustical consultant to ensure that music noise levels on both the ground and first floor of the venue do not exceed the SEPP N-2 noise identified within the ViPAC report;

    (c) A noise barrier installed along the northern and eastern sides of the roof area to the east of the courtyard. The barrier will have a minimum height of 2m, made of solid construction and have no gaps.

    The acoustic report must assess the compliance of the use and, where necessary, make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the Responsible Authority.

Amended condition 12 (renumbered condition 15)

187. **Before the sale and consumption of liquor or buildings and works associated with the amended permit** 990390.02 **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 Enfield Acoustics Pty Ltd and dated 17 November 2019, but modified to include:**

(a) The recommendations as outlined in Acoustic Technical Memorandums received by Enfield Acoustics Pty Ltd and dated 23 July 2020 and 10 November 2020

but further modified to include:

(b) All amplified music within the outdoor patron areas is to be played through a suitable music noise limiter / limiter compressor the compressor and meet the following requirements:
- **(i) Noise limiter to incorporation a frequency discriminating sound analyser and be able to be set to control octave band music levels.**
- **(ii) The noise limiter to installed in a tamperproof box or have a software lock, not accessible to personnel other than the venue's management and acoustical consultant.**
- **(iii) The system is to be calibrated by the acoustical consultant to ensure that music levels played in the outdoor area/s comply with SEPP N-2.**
- **(iv) The noise limiter device to be recalibrated as necessary to maintain SEPP N-2 compliance when any changes are made to the audio equipment or to the venue generally, which have the potential to affect the SEPPN-2 compliance status of the venue.**

(c) Live performances within the outdoor patron area are to be restricted to acoustic music only and to comply with the requirements pursuant to SEPP N-2.

(d) The operating hours of the rooftop bar, as per condition 11.

The acoustic report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the Responsible Authority.

Existing condition 17

188. This permit will expire if the use is not commenced within two years from the date of this permit. The Responsible Authority may approve an extension to this time limit if a request is made in writing within 3 months of expiry.

Amended condition 17 (renumbered condition 29)

189. **The amended permit** 990390.02 **will expire if:**

(a) The development is not commenced within two years of the date of the amended permit 990390.02**;**

(b) The development is not completed within four years of the date of the amended permit 990390.02**; or**

(c) The sale and consumption of liquor associated with the amended permit 990390.02 **is not commenced within two years of the date of this amended 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.

New conditions

New condition 8

190. Of the 395 patrons permit on the premises at any one time, not more than 113 patrons are permitted on the roof top bar at any one time.

New condition 11

191. The sale and consumption of liquor on the roof top bar must only operate between the following times:

(a) Monday to Saturday between 10:00am and 12:30am the following morning;
(b) Sunday between 10:00am and 11:00pm;
(c) Good Friday and Anzac Day between 12:00 noon and 12:30am the following;
(d) Sunday on the eve of a public holiday and Sunday of Johnston Street Fitzroy Spanish Festival between 10:00am and 12:30am the following morning.

New condition 13

192. Before the sale and consumption of liquor or buildings and works associated with the amended permit 990390.02 commences, an amended Noise and Amenity Action Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Noise and Amenity Action Plan will be endorsed and will form part of this permit. The amended Noise and Amenity and Action Plan must be generally in accordance with the Noise and Amenity Action Plan dated April 2020, but modified to include (or show, or address):

    (a) Details on numbers of security guards;

    (b) Timeframes and locations of stationed security guards in different 'sections' of the venues;

    (c) Have a procedure in place when sections of the venue are at capacity

    (d) Development of a staged/timed patron dispersal plan through the venue (when at capacity) including entry/exit points;

    (e) Pass out procedures for the rooftop;

    (f) Strategies in place to avoid glass transport through the venue (i.e. via imposing a 'last drinks' call at 11.30pm on the rooftop);

    (g) All background music reduced/turned off on the rooftop at 11.50pm.

New condition 14

193. Before the sale and consumption of liquor or buildings and works associated with the amended permit 990390.02 commences, a Noise and Amenity Action Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the Noise and Amenity Action Plan will be endorsed and will form part of this permit.

New condition 16

194. Live performances within the outdoor patron area are to be restricted to acoustic music only and to comply with the requirements pursuant to SEPP N-2.

New condition 21

195. Before the sale and consumption of liquor or buildings and works associated with the amended permit 990390.02 commences, a Waste Management Plan generally in accordance with the Waste Management Plan prepared by Ratio Consultants and dated 29 July 2020 must be submitted to and approved by the Responsible Authority. Once approved, the Waste Management Plan will be endorsed and will form part of this permit.

New condition 22

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

New condition 23

197. Emptying of bottles and cans into bins may only occur between 7am and 10pm on Monday to Saturday or after 9am on a Sunday or public holiday.

New condition 24

198. Deliveries 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.

New condition 25

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

New condition 26

200. Before the demolition commences, a Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will form part of this permit. The Conservation Management Plan must be prepared by a suitably qualified heritage architect or similar and include, but not be limited to, the following:

    (a) Fully dimensioned and accurately measured plans at a scale of no less than 1:50 prepared by a suitably qualified heritage practitioner/ architect, detailing the retention of the chimney adjacent to the Brunswick Street interface**.**

    (b) Recommendations for protection of the chimney:

        (i) during construction;

        (ii) on-going protection post occupation of the roof terrace;

        (iii) having regard to the *Burra Charter: the Australian ICOMOS Charter for Places and Cultural Significance 1999 (Australia ICOMOS).*

    (c) Any modifications to the roof terrace to facilitate protection of the chimney as recommended under Condition 26(b).

New condition 27

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

New condition 28

202. Before the demolition commences, a structural report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the structural report will be endorsed and will form part of this permit. The structural report must be prepared by a suitably qualified structural engineer, or equivalent, and demonstrate the means by which the chimney adjacent to the Brunswick Street interface will be supported during demolition and construction works to ensure its retention, including any recommendations from the endorsed Conservation Management Plan pursuant to Condition 26.

Conclusion

203. Based on the above report, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

RECOMMENDATION

That the Planning Decisions Committee resolves to issue a Notice of Decision to Grant an amended planning permit 990390.02 for part demolition, buildings and works to extend the first floor, construct a roof top terrace with a maximum of 113 patrons, increase total patron capacity from 300 to 395 patrons, an increase to the 'red line' area to the first floor and include the proposed roof top terrace, a further reduction in the car parking requirements of the Yarra Planning Scheme at 298-300 Brunswick Street, Fitzroy VIC, generally in accordance with the plans and reports noted previously as the “decision plans” subject to the following changes to the permit preamble/conditions:

1. **Before the sale and consumption of liquor or buildings and works associated with the amended permit 990390.02 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 Bagnoli Architects and dated 5 August 2018 (Issue 3) but modified to show:**

    (a) All requirements of the endorsed acoustic report (condition 12) (where relevant to be shown on the plans.
    (b) The screen to the northern boundary of the roof terrace reduced to a maximum height of 2.5m above the finished floor level of the terrace and set back a minimum of 3.5m from the western title boundary.
    (c) Any balustrading along the northern boundary of the roof terrace between 1.5m and 3.5m from the western boundary to be no higher than 1.2m above the finished floor level, unless otherwise concealed when viewed from the opposite site of Brunswick Street.
    (d) Construction of a clear glass (or suitable similar alternative material) balustrade to the southern section of the roof terrace, located above the seating and to a maximum height of 1.6 metres above the finished floor level of the roof top level.
    (e) The retention of all chimneys.
    (f) All seating along the northern and southern perimeter of the roof top level to be fixed.
    (g) Fixed seating to be incorporated along the entire length of the western perimeter of the roof top level.
    (h) The location of the raingarden.
    (i) Incorporating a green roof or other greenry to increase biodiversity value of the project.
    (j) The stair access structure to be finished to match the colour of the surround roof cladding.
    (k) The red line area along the ground floor is not to be altered.
    (l) The collection of stormwater from the roof top bar area and STORM report updated accordingly.
    (m) Any changes as required by the endorsed acoustic report pursuant to Condition 15.
    (n) Any changes as required by the endorsed conservation management plan pursuant to Condition 26.
    (o) Any changes as required by the endorsed structural report pursuant to Condition 28

2. The use and development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

3. Before the use starts, the permit holder must install and maintain noise limitation equipment or sound attenuation equipment that ensures that the escape of noise from the premises is limited or restricted to comply with State Environment Protection Policy (Control of noise form Commerce, Industry and Trade) No. N-1 and State Environment Protection Policy (Control of Music Noise in Public Premises) No, N-2 or successive documents.

4. The permit holder must conduct the premises to the satisfaction of the Responsible Authority, so as to ensure that any escape of noise from the premises does not disturb the peace and quiet of the neighbourhood or be audible in any residential premises.

5. The permit holder must, to the satisfaction of the Responsible Authority, not cause or permit any undue detriment to the amenity of the area arising out of or in conjunction with the use of the premises during or immediately after trading hours.

6. The permit holder must install signage at all exits, to the satisfaction of the Responsible Authority, with words to the effect of: "PLEASE RESPECT OUR NEIGHBOURS AND LEAVE THE AREA QUIETLY".

7. Not more than **395** patrons are permitted on the premises at any one time, decreasing to 200 patrons after 1.00am, with tables and chairs provided for at least 75 percent of patrons attending the premises at any one time.

8. Of the 395 patrons permit on the premises at any one time, not more than 113 patrons are permitted on the roof top bar at any one time.

9. Substantial meals shall be available to patrons at all times that the venue is operating.

10. The sale and consumption of liquor must only operate between the following times:

    (a) Monday to Wednesday between 10:00am and 1:00am the following morning
    (b) Thursday to Saturday between 10:00am and 3:00am the following morning
    (c) Sunday between 10:00am and 1:00am the following morning
    (d) Good Friday and Anzac Day between 12:00 noon and 1:00am the following morning

11. The sale and consumption of liquor on the roof top bar must only operate between the following times:

    (a) Monday to Saturday between 10:00am and 12:30am the following morning;
    (b) Sunday between 10:00am and 11:00pm;
    (c) Good Friday and Anzac Day between 12:00 noon and 12:30am the following;
    (d) Sunday on the eve of a public holiday and Sunday of Johnston Street Fitzroy Spanish Festival between 10:00am and 12:30am the following morning

12. These hours can only be altered with the written consent of the Responsible Authority.

13. Before the sale and consumption of liquor or buildings and works associated with the amended permit 990390.02 commences, an amended Noise and Amenity Action Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Noise and Amenity Action Plan will be endorsed and will form part of this permit. The amended Noise and Amenity and Action Plan must be generally in accordance with the Noise and Amenity Action Plan dated April 2020, but modified to include (or show, or address):

    (a) Details on numbers of security guards;
    (b) Timeframes and locations of stationed security guards in different 'sections' of the venues;
    (c) Have a procedure in place when sections of the venue are at capacity;

(d) Development of a staged/timed patron dispersal plan through the venue (when at capacity) including entry/exit points;
(e) Pass out procedures for the rooftop;
(f) Strategies in place to avoid glass transport through the venue (i.e. via imposing a 'last drinks' call at 11.30pm on the rooftop);
(g) All background music reduced/turned off on the rooftop at 11.50pm.

14. **Before the sale and consumption of liquor or buildings and works associated with the amended permit 990390.02 commences, a Noise and Amenity Action Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the Noise and Amenity Action Plan will be endorsed and will form part of this permit**.

15. Before the sale and consumption of liquor or buildings and works associated with the amended permit 990390.02 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 Enfield Acoustics Pty Ltd and dated 17 November 2019, but modified to include:

(a) The recommendations as outlined in Acoustic Technical Memorandums received by Enfield Acoustics Pty Ltd and dated 23 July 2020 and 10 November 2020 .

But further modified to include:

(b) All amplified music within the outdoor patron areas is to be played through a suitable music noise limiter / limiter compressor the compressor and meet the following requirements:
(i) Noise limiter to incorporation a frequency discriminating sound analyser and be able to be set to control octave band music levels.
(ii) The noise limiter to installed in a tamperproof box or have a software lock, not accessible to personnel other than the venue's management and acoustical consultant.
(iii) The system is to be calibrated by the acoustical consultant to ensure that music levels played in the outdoor area/s comply with SEPP N-2.
(iv) The noise limiter device to be recalibrated as necessary to maintain SEPP N-2 compliance when any changes are made to the audio equipment or to the venue generally, which have the potential to affect the SEPPN-2 compliance status of the venue.
(c) Live performances within the outdoor patron area are to be restricted to acoustic music only and to comply with the requirements pursuant to SEPP N-2.
(d) The operating hours of the rooftop bar, as per condition 11.

The acoustic report must assess the compliance of the use and, where necessary, make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the Responsible Authority.

16. Live performances within the outdoor patron area are to be restricted to acoustic music only and to comply with the requirements pursuant to SEPP N-2.

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

18. No live music shall be played after 1.00am without the written consent of the Responsible Authority.

19. Alarms must be connected to a security service, to the satisfaction of the Responsible Authority, and must not produce noise beyond the premises.

20. A public notice board of minimum dimensions 100 centimetres by 40 centimetres, to the satisfaction of the Responsible Authority, must be provided on the premises. The notice board must include a notice setting out the rules governing behaviour on the premises, including prohibition of gambling and fighting.

21. Before the sale and consumption of liquor or buildings and works associated with the amended permit 990390.02 commences, a Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the Waste Management Plan will be endorsed and will form part of this permit.

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

23. Emptying of bottles and cans into bins may only occur between 7am and 10pm on Monday to Saturday or after 9am on a Sunday or public holiday.

24. Deliveries 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.

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

26. Before the demolition commences, a Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will form part of this permit. The Conservation Management Plan must be prepared by a suitably qualified heritage architect or similar and include, but not be limited to, the following:

- **(a) Fully dimensioned and accurately measured plans at a scale of no less than 1:50 prepared by a suitably qualified heritage practitioner/ architect, detailing the retention of the chimney adjacent to the Brunswick Street interface:**
- **(b) Recommendations for protection of the chimney:**
  - **(i) during construction**
  - **(ii) on-going protection post occupation of the roof terrace**
  - **(iii) having regard to the *Burra Charter: the Australian ICOMOS Charter for Places and Cultural Significance 1999 (Australia ICOMOS).***
- **(c) Any modifications to the roof terrace to facilitate protection of the chimney as recommended under Condition 26(b).**

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

28. Before the demolition commences, a structural report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the structural report will be endorsed and will form part of this permit. The structural report must be prepared by a suitably qualified structural engineer, or equivalent, and demonstrate the means by which the chimney adjacent to the Brunswick Street interface will be supported during demolition and construction works to ensure its retention, including any recommendations from the endorsed Conservation Management Plan pursuant to Condition 26.

29. The amended permit 990390.02 will expire if:

(a) The development is not commenced within two years of the date of the amended permit 990390.02;
(b) The development is not completed within four years of the date of the amended permit 990390.02; or
(c) The sale and consumption of liquor associated with the amended permit 990390.02 is not commenced within two years of the date of this amended 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.

NOTE: This property is covered by a Heritage Overlay. A Planning Permit is required for any demolition, re-painting, sand blasting, exterior works, subdivision or consolidation of land.

NOTE: A monetary contribution could be required in the event of a parking precinct plan for the area being adopted by Council.

NOTE: A building permit must be obtained before development is commenced.

CONTACT OFFICER: **Gary O'Reilly**
TITLE: **Senior Statutory Planner**
TEL: **9205 5040**

Attachments

1 990390.02 - 298-300 Brunswick Street, Fitzroy - Site Plan
2 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans
3 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic referral advice - 9 July 2020
4 990390.02 - 298-300 Brunswick Street, Fitzroy - Heritage Advice
5 990390.02 - 298-300 Brunswick Street, Fitzroy - ESD referral advice
6 990390.02 - 298-300 Brunswick Street, Fitzroy - Community Health and Safety referral advice
7 990390.02 - 298-300 Brunswick Street, Fitzroy - Amenity Enforcement referral advice
8 990390.02 - 298-300 Brunswick Street, Fitzroy - Waste referral response - 9 July 2020
9 990390.02 - 298-300 Brunswick Street, Fitzroy - Engineering referral advice
10 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic memo - 23 July 2020
11 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020
12 990390.02 - 298-300 Brunswick Street, Fitzroy - Waste referral response - 24 August 2020
13 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic referral advice - 1 September 2020
14 990390.02 - 298-300 Brunswick Street, Fitzroy - Sketch plans - 29 September 2020
15 990390.02 - 298-300 Brunswick Street, Fitzroy - Correspondents from Applicant - 14 October 2020

16 990390.02 - 298-300 Brunswick Street, Fitzroy - Correspondents from Applicant - 6 November 2020
17 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic memo - 10 November 2020
18 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic referral response - 11 November 2020

ATTACHMENT 1

SUBJECT LAND: 298-300 Brunswick Street, Fitzroy

North

Subject Site

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel
Project: Roof top bar
Drawing Title: EXISTING SURVEY DRAWING
Job# 1710-01
Scale NA @ A3
Date 05.08.2018
Drawing TP 01
Issue 3

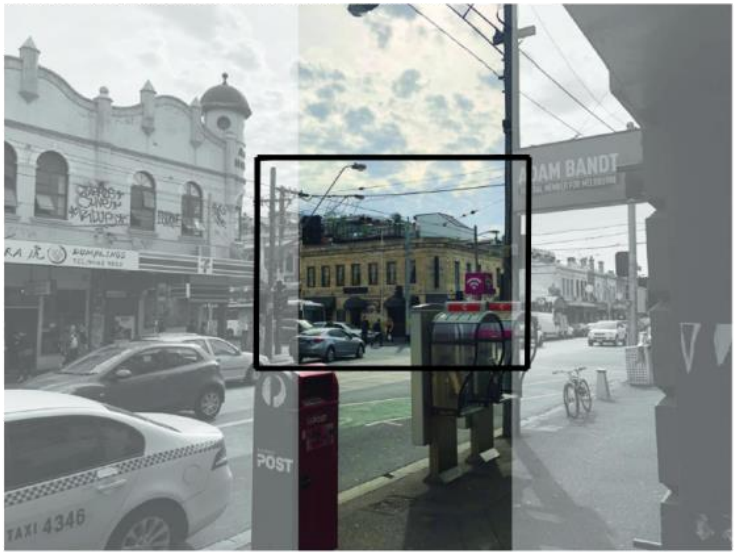
Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated,used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

PROVINCIAL HOTEL FROM NORTH/EAST SIDE OF BRUNSWICK EAST

PROVINCIAL HOTEL FROM NORTH/EAST SIDE OF BRUNSWICK EAST

SITE PLAN OF PROVINCIAL HOTEL AND STONE HOTEL



PROVINCIAL HOTEL FROM SOUTH/EAST SIDE OF BRUNSWICK EAST

BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

PROPOSED SITE
EXISTING ROOF TOP THE PROVINCIAL

Client: The Stone Hotel
Project: Roof top bar
Drawing Title: EXISTING PHOTOS
Job# 1710-01
Scale NA @ A3
Date 05.08.2018
Drawing TP 02
Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

BRUNSWICK EAST

SOUTHERN ELEVATION OF JOHNSTON ST

NORTHERN ELEVATION OF JOHNSTON ST

JOHSTON ST

THE PROVINCIAL PRIOR ROOFTOP

EASTERN ELEVATION OF BRUNSWICK ST

JOHSTON ST

WESTERN ELEVATION OF BRUNSWICK ST

BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel

Project: Roof top bar

Drawing Title: EXISTING SITE PHOTO ELEVATIONS

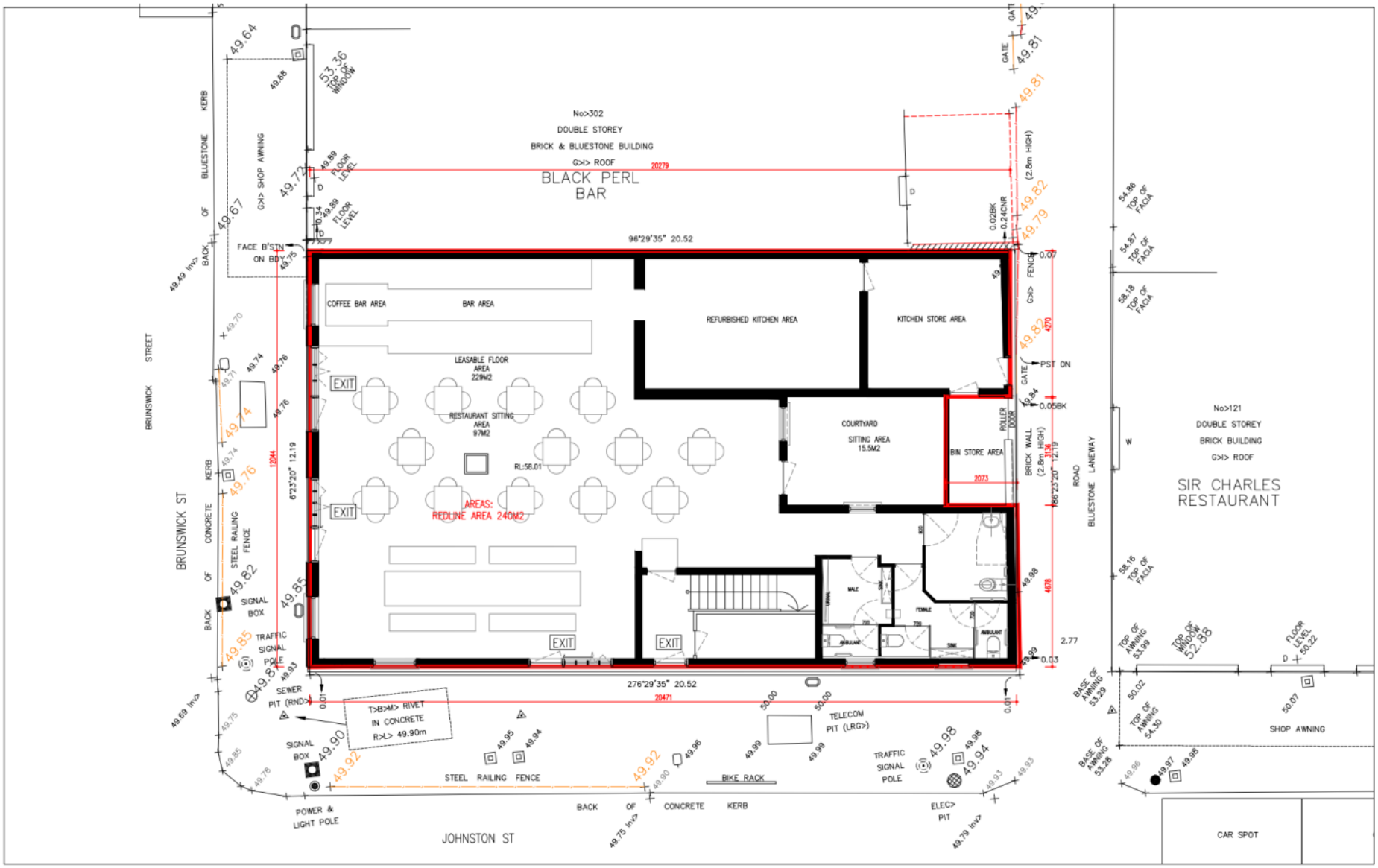
Job# 1710-01
Scale NA @ A3
Date 05.08.2018

Drawing TP 03

Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herein constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans



BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client The Stone Hotel

Project Roof top bar

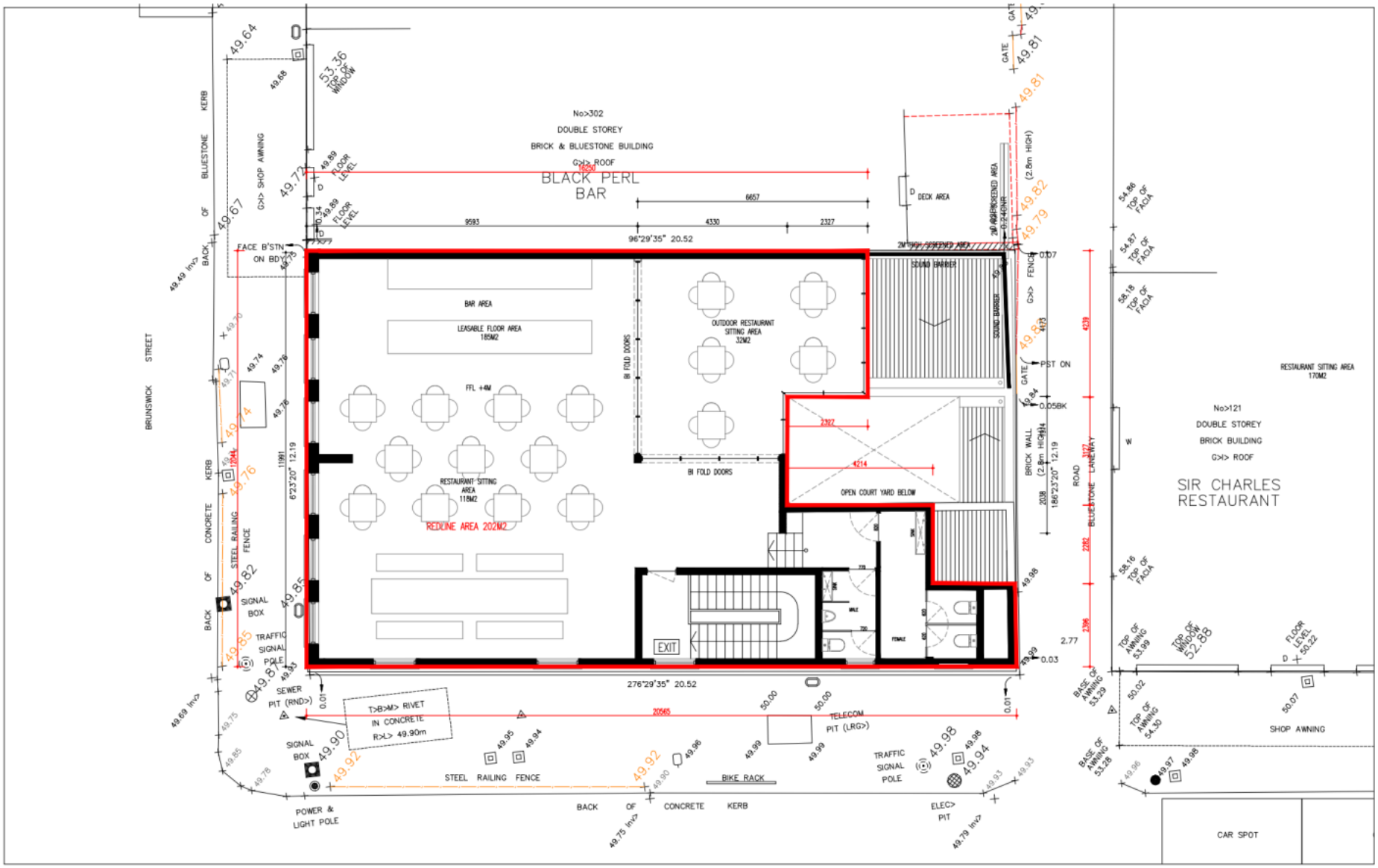
Drawing Title GROUND FLOOR PLAN EXISTING

Job# 1710-01
Scale 1:100 @ A3
Date 05.08.2018

Drawing TP 04
Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans



BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client	The Stone Hotel
Project	Roof top bar
Drawing Title	EXISTING 1ST FLOOR PLAN
Job#	1710-01
Scale	1:100 @ A3
Date	05.08.2018
Drawing	TP 05
Issue	3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

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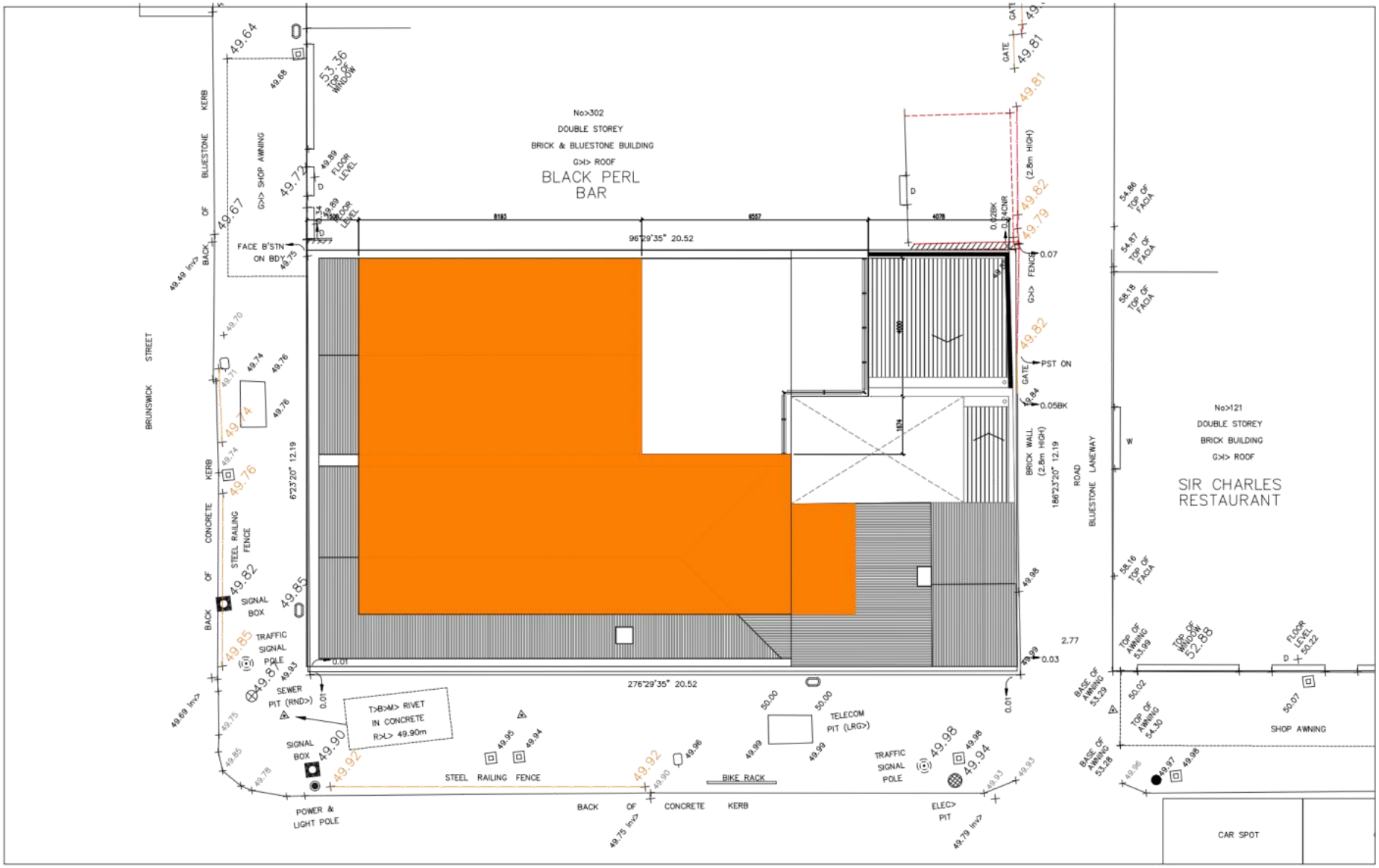

BAGNOLI ARCHITECTS	178 Stewart St Brunswick East VIC3056 info@bagnoli.co	Client The Stone Hotel	Project Roof top bar	Drawing Title EXISTING ROOF & DEMOLITION PLAN	Job# 1710-01 Scale 1:100 @ A3 Date 05.08.2018	Drawing TP 06 Issue 3	Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

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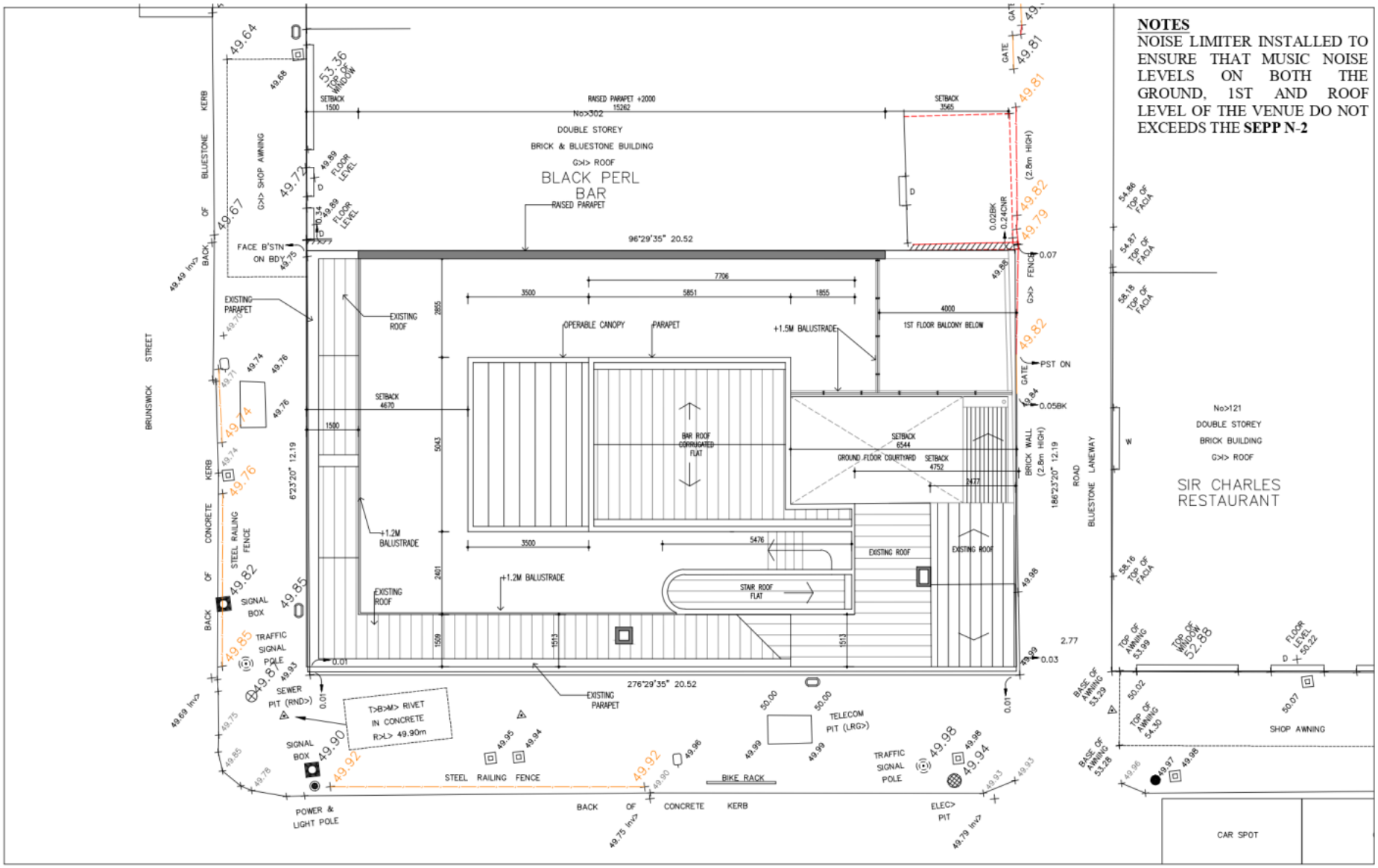
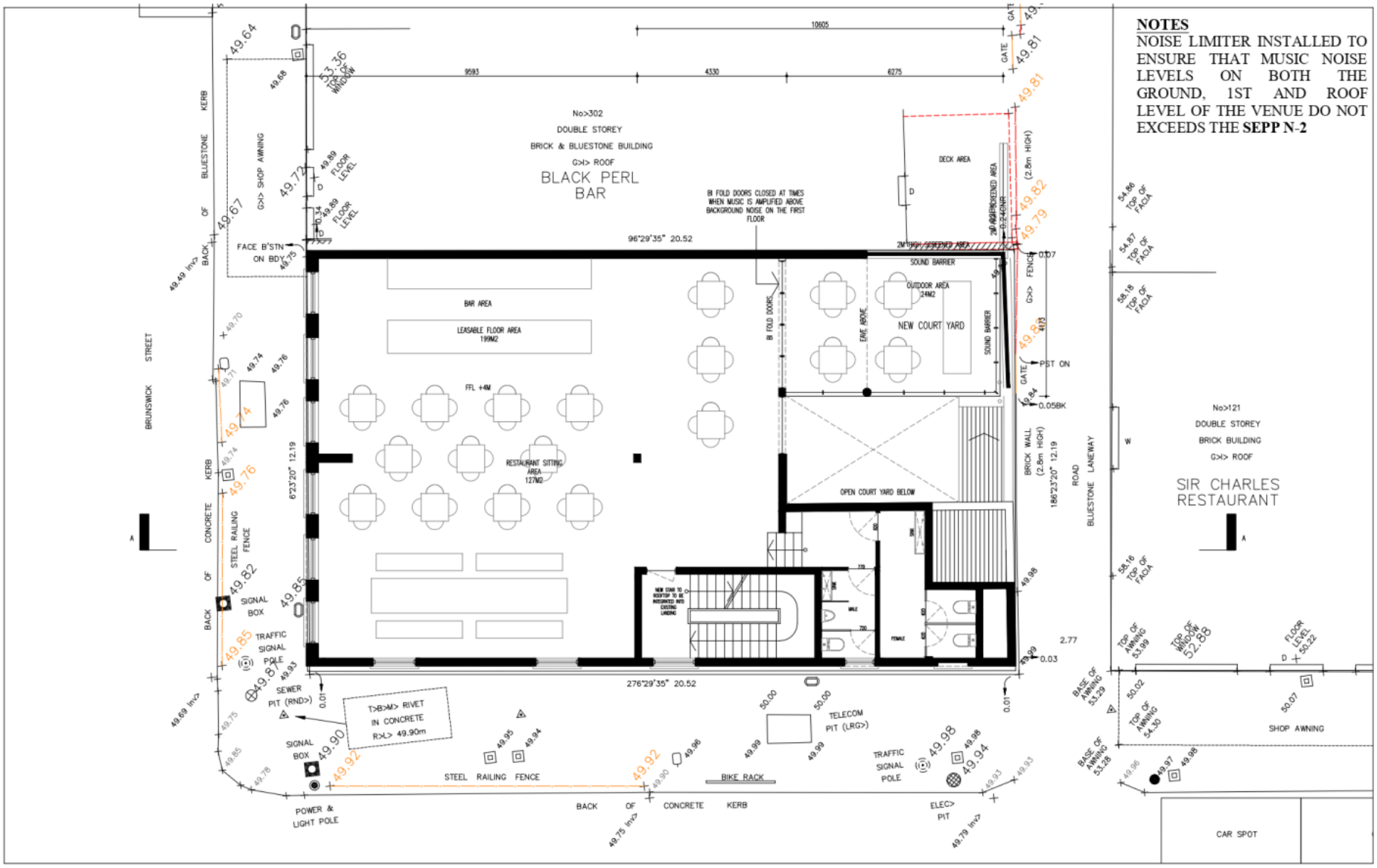


BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

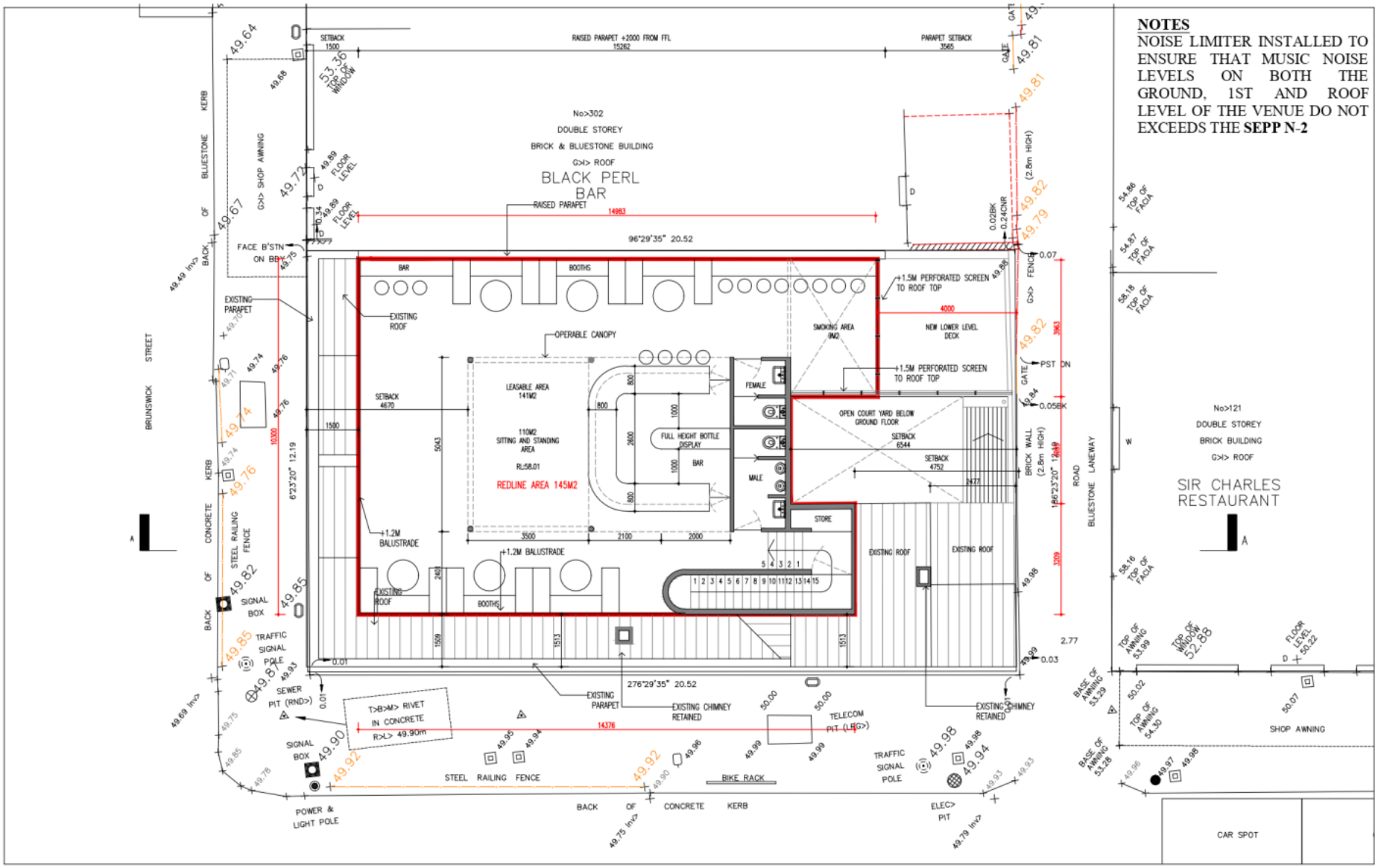
Client	The Stone Hotel
Project	Roof top bar
Drawing Title	PROPOSED SITE PLAN
Job#	1710-01
Scale	1:200 @ A3
Date	05.08.2018
Drawing	TP 07
Issue	3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

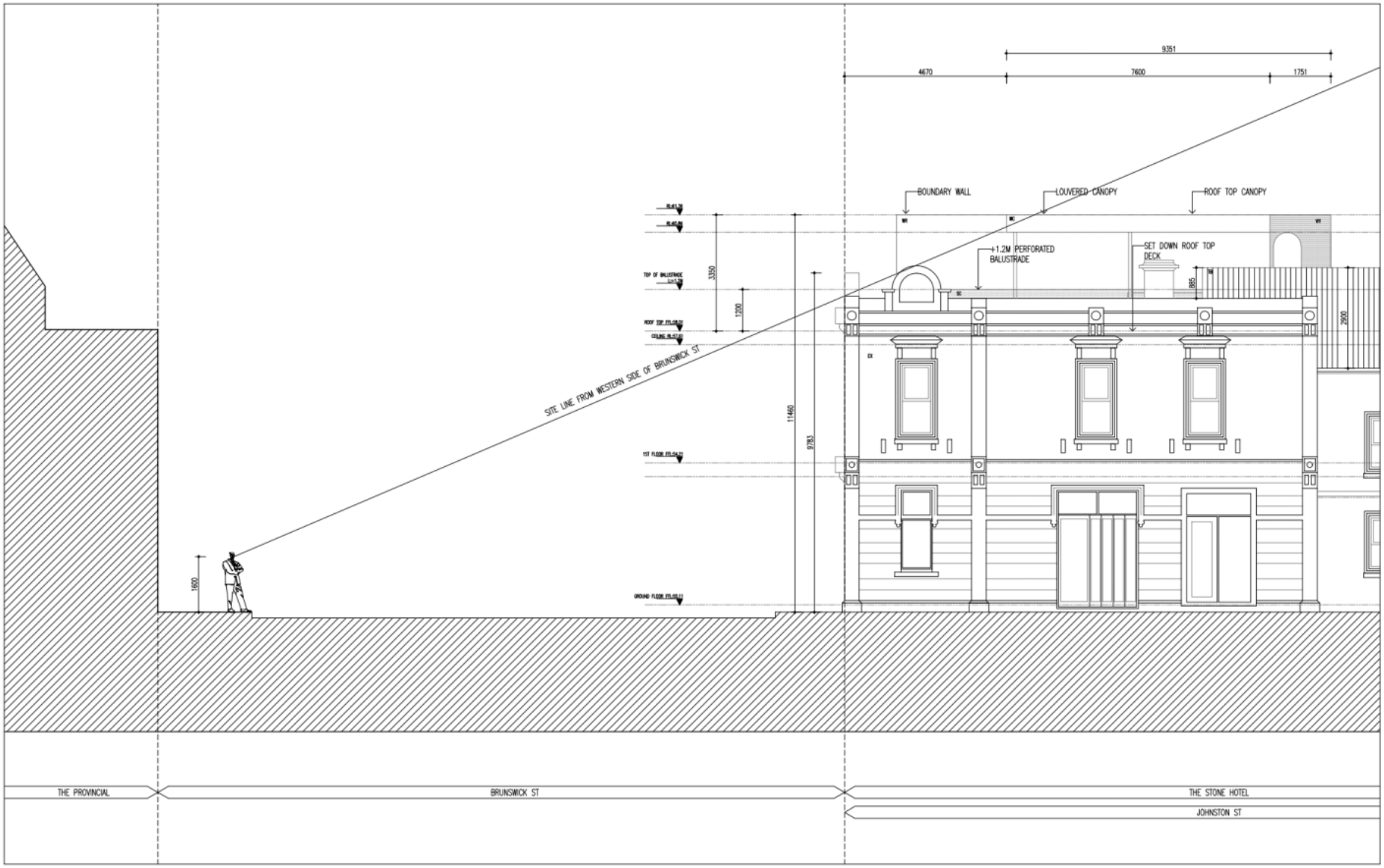


Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans



BAGNOLI ARCHITECTS	178 Stewart St Brunswick East VIC3056 info@bagnoli.co	**Client** The Stone Hotel	**Project** Roof top bar	**Drawing Title** PROPOSED ROOF PLAN	**Job#** 1710-01 **Scale** 1:100 @ A3 **Date** 05.08.2018	**Drawing** TP 09 **Issue** 3	Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans



BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel

Project: Roof top bar

Drawing Title: PROPOSED SOUTH ELEVATION-A (JOHNSTON ST)

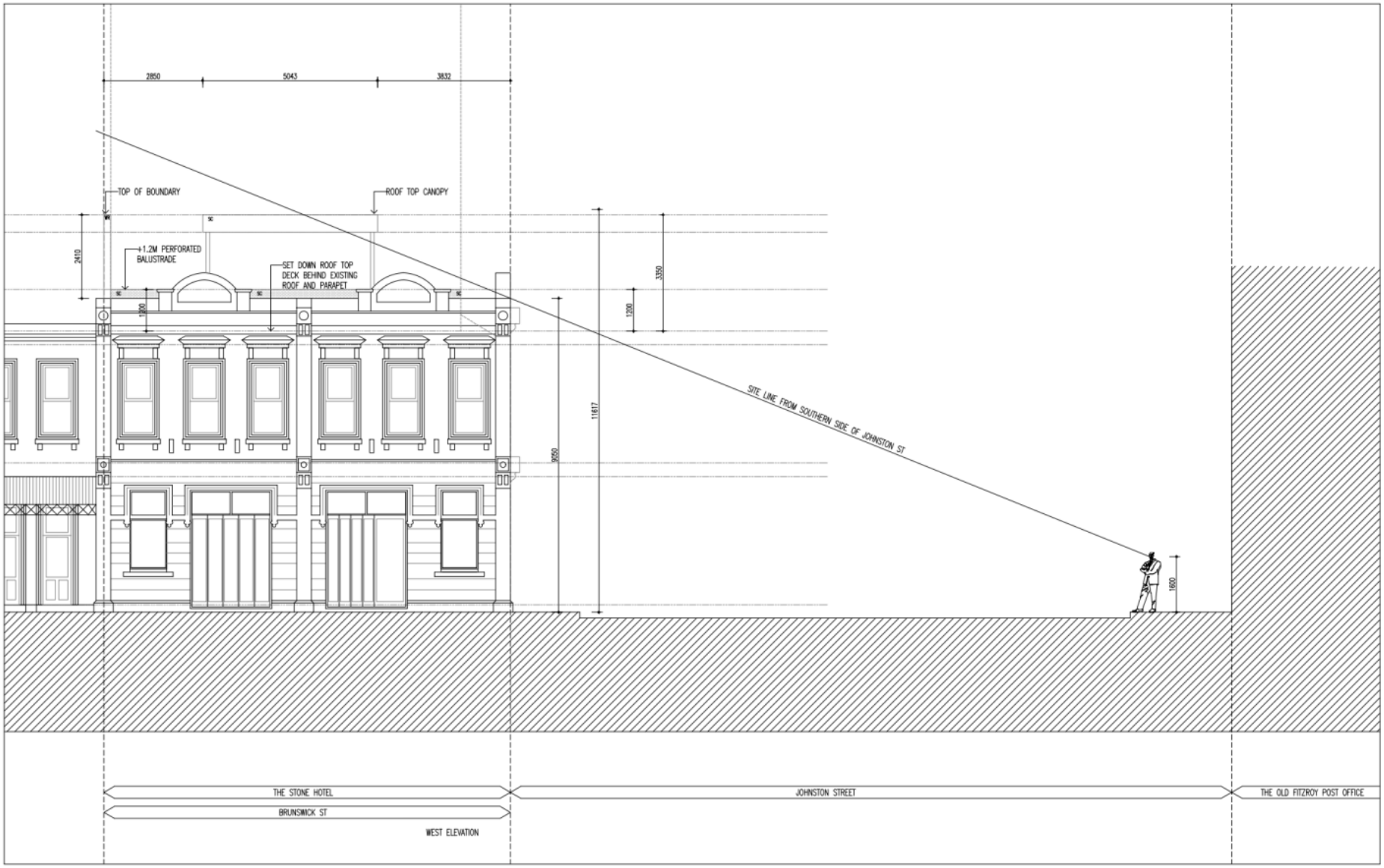
Job# 1710-01
Scale 1:100 @ A3
Date 05.08.2018

Drawing TP 10

Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

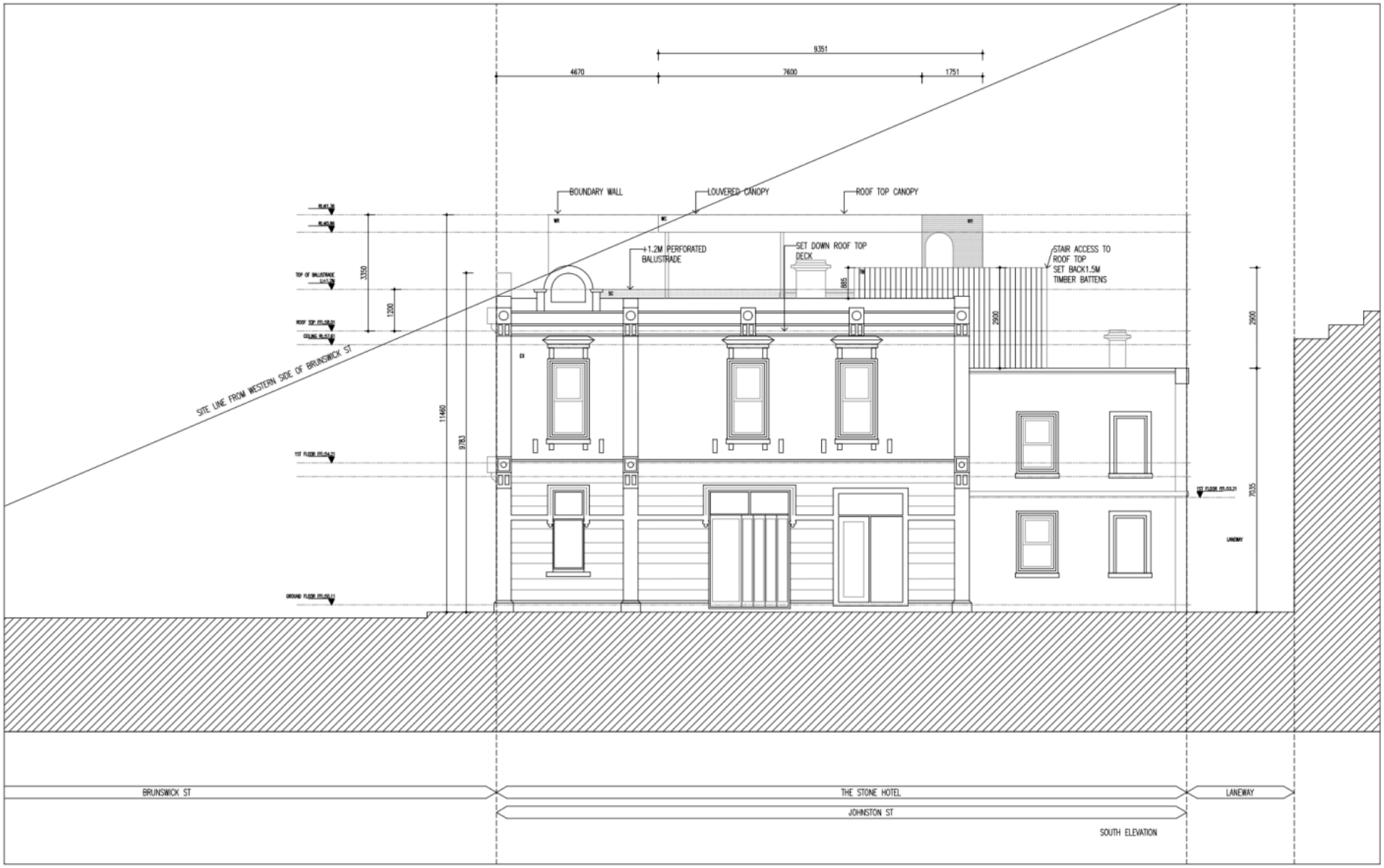


BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel
Project: Roof top bar
Drawing Title: WEST ELEVATION BRUNSWICK ST
Job#: 1710-01
Scale: 1:100 @ A3
Date: 05.08.2018
Drawing: TP 11
Issue: 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans



BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client The Stone Hotel

Project Roof top bar

Drawing Title PROPOSED SOUTH ELEVATION JOHNSTON ST

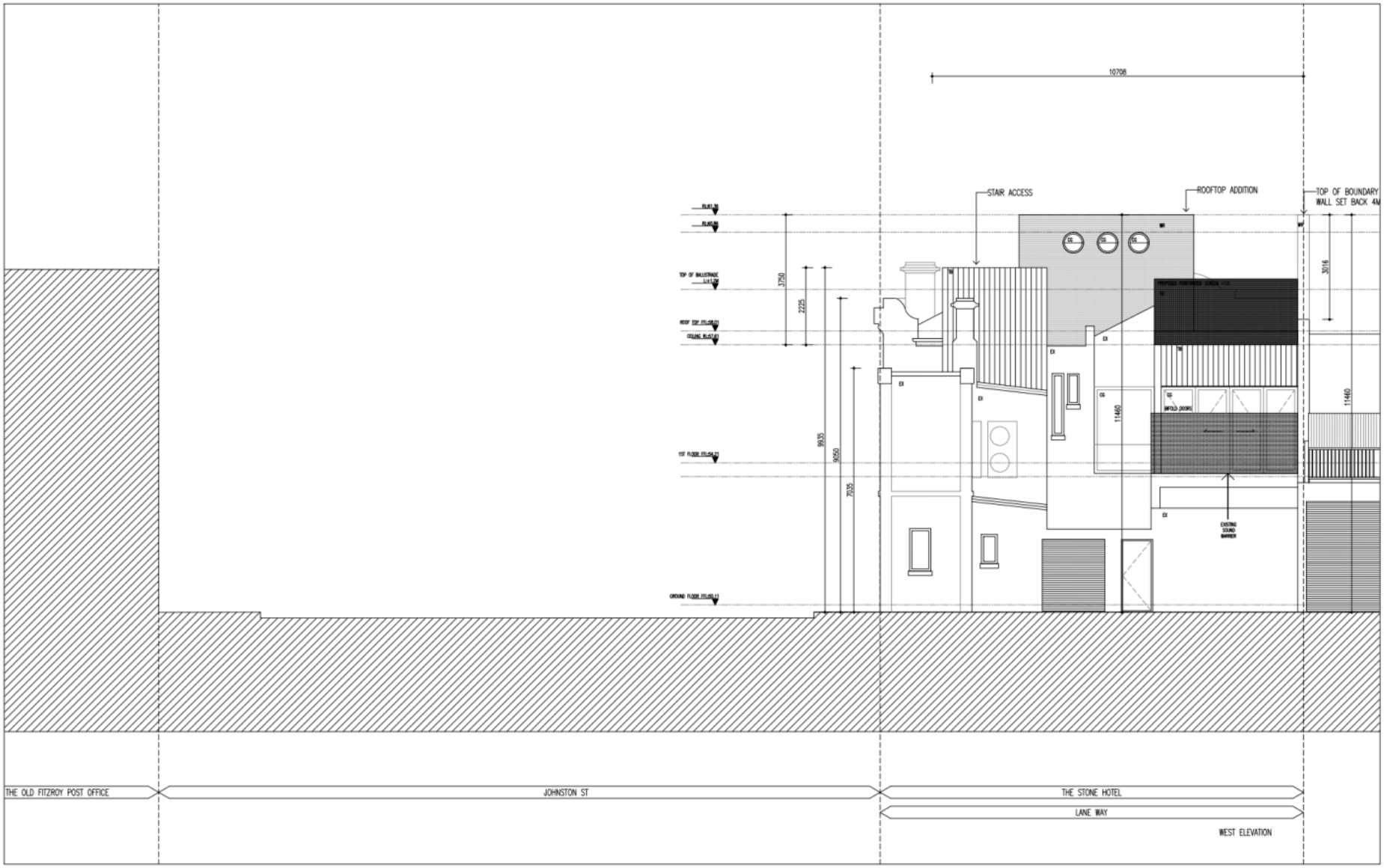
Job# 1710-01
Scale 1:100 @ A3
Date 05.08.2018

Drawing TP 11

Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

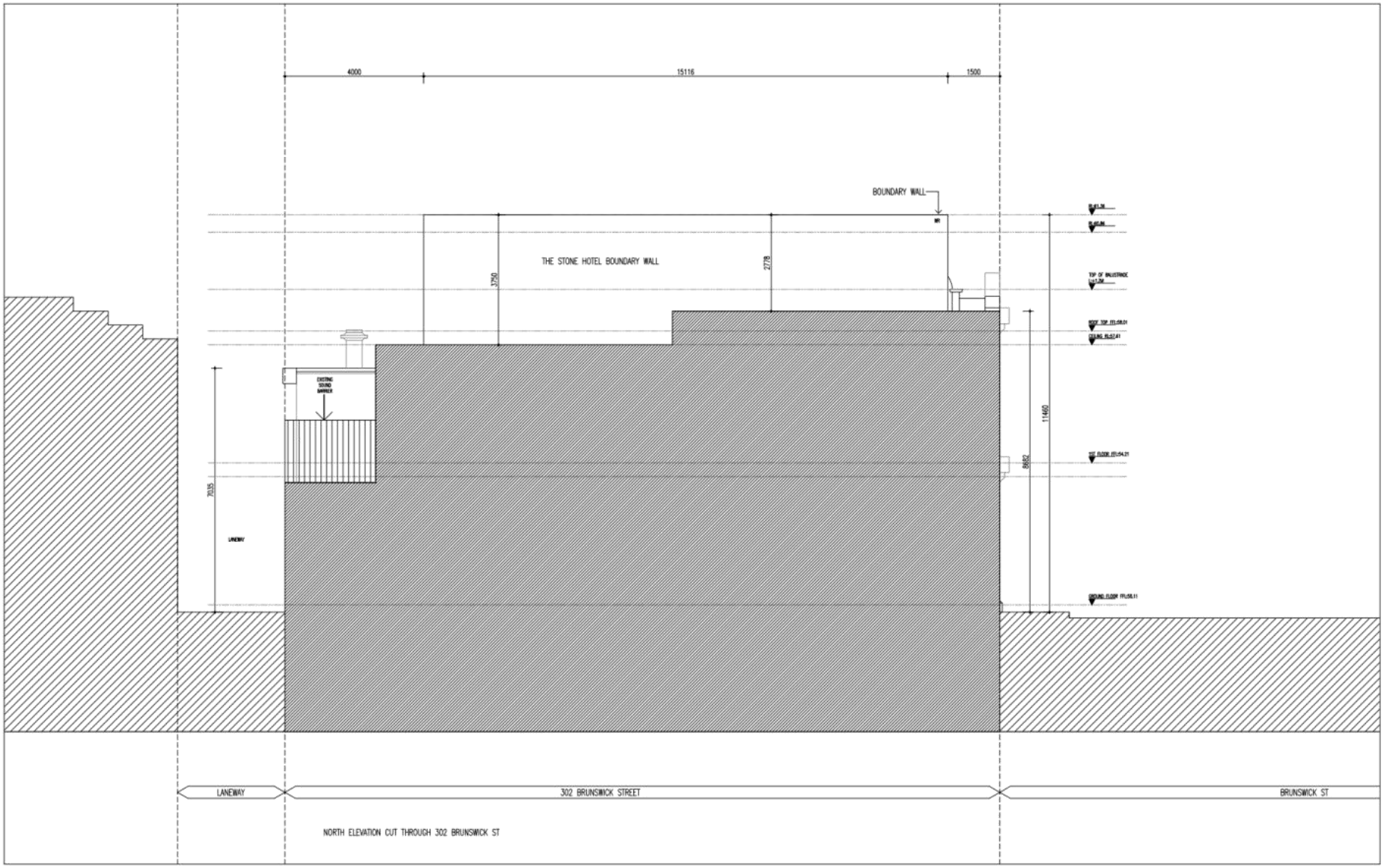


BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel
Project: Roof top bar
Drawing Title: PROPOSED EAST ELEVATION
Job#: 1710-01
Scale: 1:100 @ A3
Date: 05.08.2018
Drawing: TP 12
Issue: 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

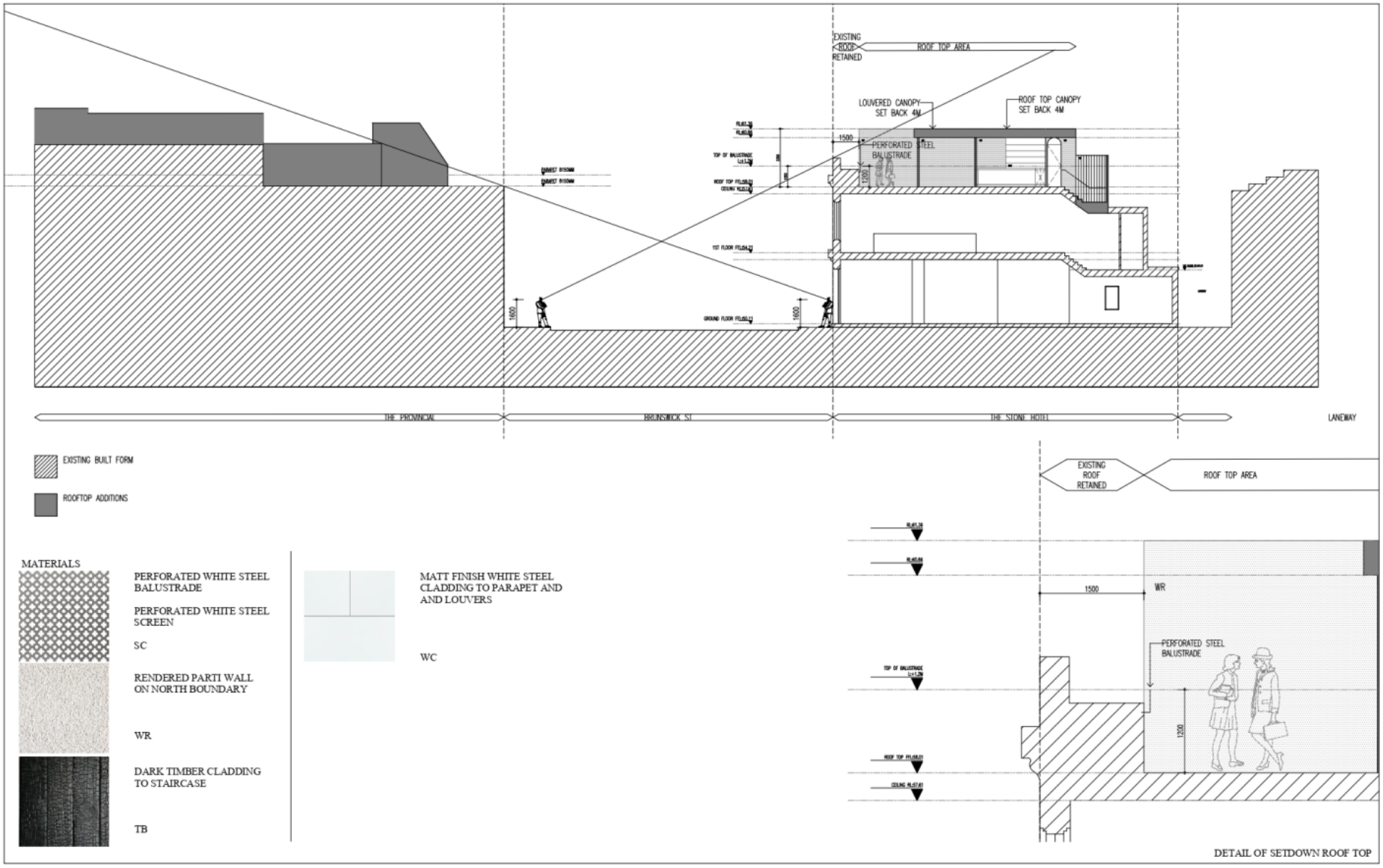


BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel
Project: Roof top bar
Drawing Title: PROPOSED NORTH ELEVATION
Job# 1710-01
Scale 1:100 @ A3
Date 05.08.2018
Drawing TP 12
Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans



BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client The Stone Hotel
Project Roof top bar
Drawing Title SECTION A
SITE SECTION THROUGH
BRUNSWICK ST
Job# 1710-01
Scale 1:200 @ A3
Date 05.08.2018
Drawing TP 13
Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

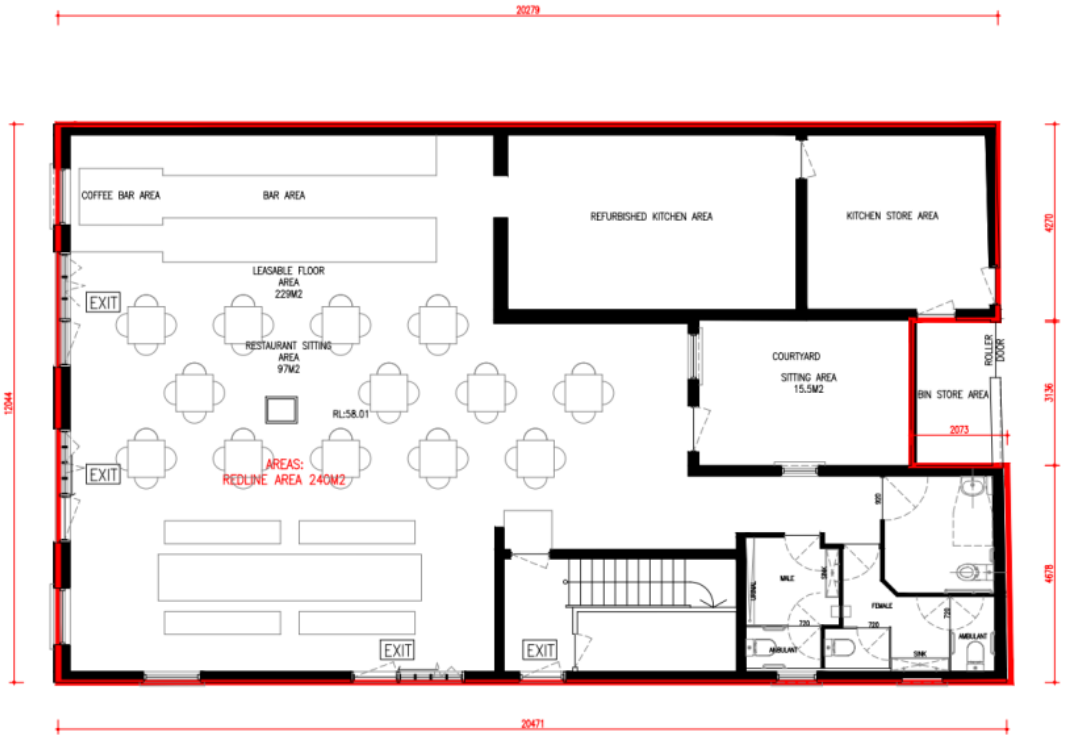
BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel
Project: Roof top bar
Drawing Title: PERSPECTIVE
Job# 1710-01
Scale N/A @ A3
Date 05.08.2018
Drawing TP 14
Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

NOTES
NOISE LIMITER INSTALLED TO ENSURE THAT MUSIC NOISE LEVELS ON BOTH THE GROUND, 1ST AND ROOF LEVEL OF THE VENUE DO NOT EXCEEDS THE **SEPP N-2**



EXISTING
GROUND FLOOR
REDLINE PLAN
240M2

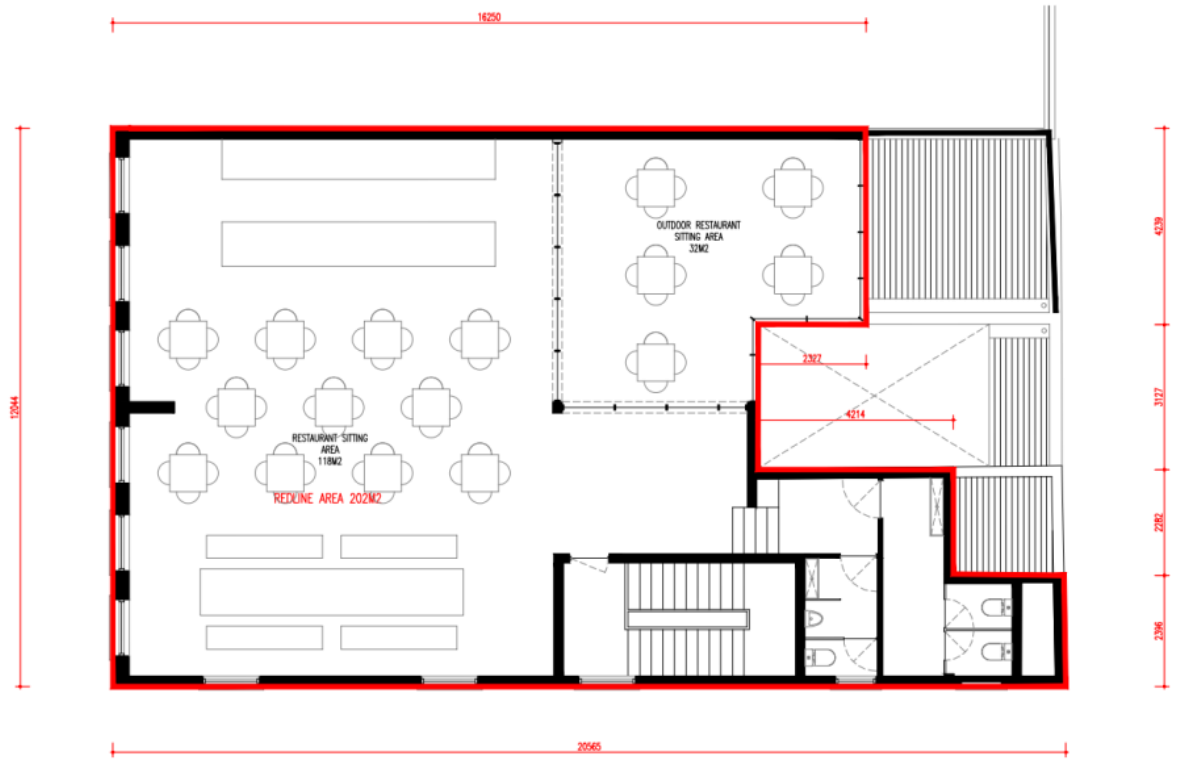
BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel
Project: Roof top bar
Drawing Title: EXISTING RED LINE PLAN
Job# 1710-01
Scale 1:100 @ A3
Date 05.08.2018
Drawing TP 20
Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

NOTES
NOISE LIMITER INSTALLED TO ENSURE THAT MUSIC NOISE LEVELS ON BOTH THE GROUND, 1ST AND ROOF LEVEL OF THE VENUE DO NOT EXCEEDS THE **SEPP N-2**



EXISTING 1ST FLOOR REDLINE PLAN 202M2

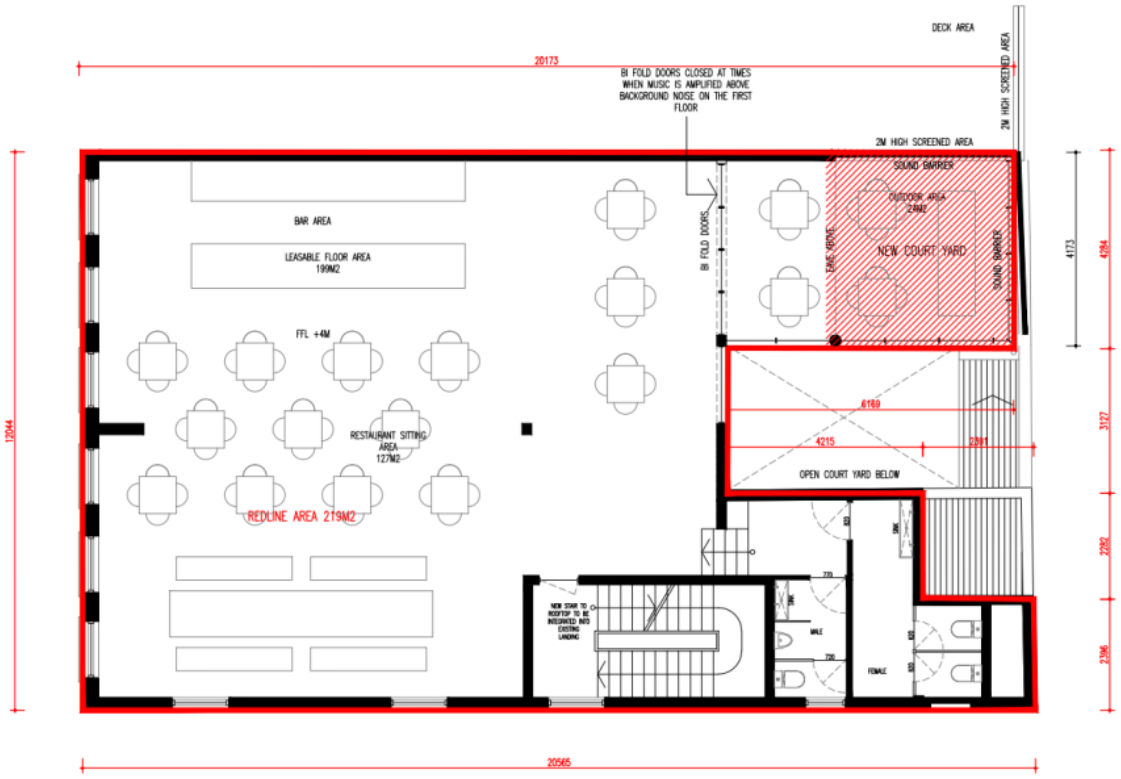
BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel
Project: Roof top bar
Drawing Title: EXISTING RED LINE PLAN
Job# 1710-01
Scale 1:100 @ A3
Date 05.08.2018
Drawing TP 21
Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

NOTES
NOISE LIMITER INSTALLED TO ENSURE THAT MUSIC NOISE LEVELS ON BOTH THE GROUND, 1ST AND ROOF LEVEL OF THE VENUE DO NOT EXCEEDS THE **SEPP N-2**



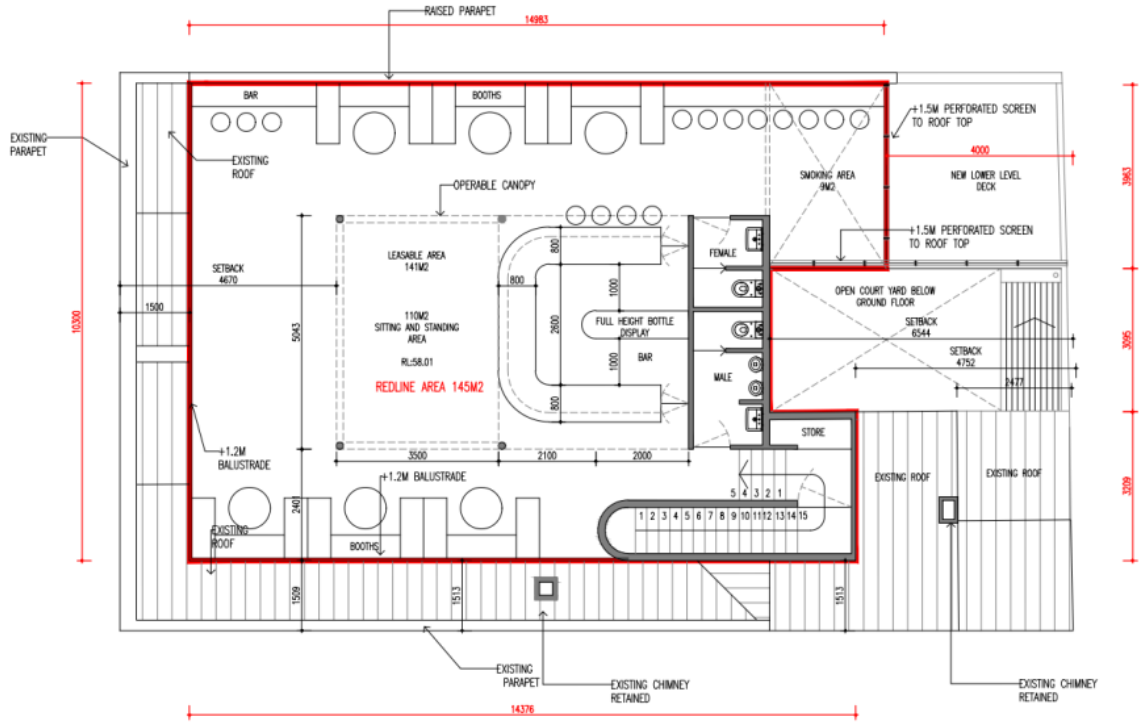
ADDITIONAL AREA 17M2

PROPOSED 1ST FLOOR REDLINE PLAN 219M2

BAGNOLI ARCHITECTS	178 Stewart St Brunswick East VIC3056 info@bagnoli.co	Client The Stone Hotel	Project Roof top bar	Drawing Title PROPOSED 1ST FLOOR RED LINE PLAN	Job# 1710-01 Scale 1:100 @ A3 Date 05.08.2018	Drawing TP 22 Issue 3	Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 2 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Advertised plans

NOTES
NOISE LIMITER INSTALLED TO ENSURE THAT MUSIC NOISE LEVELS ON BOTH THE GROUND, 1ST AND ROOF LEVEL OF THE VENUE DO NOT EXCEEDS THE **SEPP N-2**



PROPOSED ROOFTOP FLOOR REDLINE PLAN 145M2

BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client	The Stone Hotel
Project	Roof top bar
Drawing Title	PROPOSED ROOFTOP RED LINE PLAN
Job#	1710-01
Scale	1:100 @ A3
Date	05.08.2018
Drawing	TP 23
Issue	3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herein constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 3 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic referral advice - 9 July 2020

9 July 2020

640.10090.04110 298-300 Brunswick St Fitzroy 20200709.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Gary O'Reilly

Dear Gary

298-300 Brunswick Street, Fitzroy
Development Application Acoustic Review
PLN 99039.002

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared to support the application for a changes to the bar at 298-300 Brunswick Street, Fitzroy.

Details of the report are as follows.

- Title: The Stone Hotel, 298-300 Brunswick St, Fitzroy, Acoustic Report
- Date: 17 November 2019
- Reference: REF: V223-02-P Acoustic Report RO)
- Prepared for: Chooey Pty Ltd C/- BSP Lawyers Pty Ltd
- Prepared by: Enfield Acoustics Pty Ltd (Enfield)

1 Background Information

(Sections 1, of the acoustic report)

The acoustically significant aspects of the proposal are as follows:

- A new rooftop terrace is proposed to be constructed
  - Hours of operation are proposed to be to 1 am, 7 days a week
  - Live and amplified music is proposed to be played on the new terrace
  - Application is for 133 patrons on the terrace
- The existing level 1 terrace is proposed to be reduced in size
- The nearest noise sensitive receiver is treated as the first floor dwelling at 306 Brunswick Street (~20 m north). However, Enfield state that they could not confirm that the premises was residential.
- Potential noise impacts from the proposal are identified in subsequent sections of the report as patron and music noise from the proposed new outdoor area

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

SLR Comments: *The proposal, potential noise impacts and the nearest noise sensitive receivers have generally been identified. However, real estate websites suggest that the upper levels of the building at 120 Johnston Street, which is approximately 40 m southeast of the venue, are also residential. While this building is further from the subject site than 306 Brunswick Street, it may have a more direct line of sight to the proposed roof deck.*

While the existing first floor outdoor area is proposed to be decreased in size, it will be located close to the rear lane, and potentially to the receiver at 306 Brunswick Street. However we are satisfied that the current planning condition 12, which requires a 2 m high barrier along the northern and eastern sides of the first floor outdoor deck, and for bi-fold doors to be closed when music is played above background level, address the changes in this area.

2 Background Noise Levels

(Section 4.1 and 4.2 of the report)

Background noise testing was conducted in order to determine noise limits for the project. The measurement/s was undertaken at a derived location to avoid the contribution of mechanical plant noise to the overall level. The measurement results are provided in Section 4.2 of the report, and are equal to 49 dBA L_{90} (octave band data also provided).

SLR Comments: *The use of a derived point for measuring background noise is reasonable however the report should include details of where the derived point is, and the time and day that the measurement/s were undertaken. Without this information is it not possible to provide a technical review of the data.*

3 Music and Patron Noise Limits

(Section 4.2 of the report)

Music noise is proposed to be assessed to SEPP N-2, and patron noise is proposed to be assessed to targets of 'background + 5 dB' at night. Noise limits have been calculated from the measured background noise levels.

SLR Comments*: The policies and guidelines used to determine noise limits are appropriate. We would like further information regarding the background noise data used to determine the limits.*

4 Assessment Methodology

(Section 4.3 of the report)

Benchmark testing of patron noise levels at the Provincial Hotel, which has a similar size outdoor patron area and is in the same local area, was conducted by Enfield to obtain reference data for their assessment. The measured level of patron and music was 89 dBA (spectrum provided). Music was noted to be well above background levels.

Enfield have also measured the noise reduction between the roof of the Stone Hotel (approximately where the patron area is proposed to be located) and the rear lane, with the lane measurement location being a conservative representation of the nearest receiver location. The octave band noise reduction levels are provided in Section 4.4.

Compliant music levels in the outdoor deck have been calculated taking into consideration the measured noise reduction and the identified noise limits. The compliant music level within the outdoor patron area is noted to be equal to 95 dBA (spectrum provided). This level is observed to be below the level measured at the Provincial Hotel.

Enfield state that live acoustic performances are typically in the range 80 dBA to 90 dBA, and are therefor also within the range likely to comply with SEPP N-2. Music with greater low frequency components (e.g. DJ's) is noted to have potential to exceed noise limits. However, this issue is said to be addressed by the venue's current planning requirement for music limiters.

Patron noise has been calculated to the reference location using the same methodology as used for music, and is stated to comply with the identified limits.

***SLR Comments**: Enfield's assessment methodology is representative of best practice, and we are satisfied that the identified noise limits can be met at the identified noise sensitive receiver location.*

As indicted above, we would like further information in regard to both the background noise levels and potentially an assessment to 120 Johnston Street.

Our indicative calculations, which do not take into consideration any shielding potentially provided by the buildings, suggest that the identified levels of music and patron noise would exceed the nominated targets at upper levels of 120 Johnston Street, should this part of the building be residential.

5 Recommended Permit Conditions

(Section 5 of the report)

The report includes suggested permit conditions to manage music and patron noise impacts from the proposed new outdoor area. The existing permit condition 3 is indicated to satisfactorily address the requirement for a noise limiter.

***SLR Comments**: Condition 3 is reproduced below.*

> 3. Before the use starts, the permit holder must install and maintain noise limitation equipment or sound attenuation equipment that ensures that the escape of noise from the premises is limited or restricted to comply with State Environment Protection Policy (Control of noise form Commerce, Industry and Trade) No. N-1 and State Environment Protection Policy (Control of Music Noise in Public Premises) No, N-2 or successive documents.

We suggest that condition 3 be updated in the new permit to help ensure ongoing control of music levels in the outdoor area, as follows:

> All amplified music in the outdoor patron area is to be played through a suitable music noise limiter / limiter compressor. The limiter / compressor is to satisfy the following:
>
> - Incorporate a frequency discriminating sound analyser and be able to be set to control octave band music levels.
> - Be installed in a tamperproof box or have a software lock, not accessible to personnel other than the venue's management and acoustical consultant.
> - The system is to be calibrated by the acoustical consultant to ensure that music levels played in the outdoor area/s comply with SEPP N-2.

- The device is to be recalibrated as necessary to maintain SEPP N-2 compliance when any changes are made to the audio equipment or to the venue generally, which have the potential to affect the SEPPN-2 compliance status of the venue.

It is also recommended that the revised permit include a condition limiting live performances in the outdoor patron area to acoustic music, noting that all such performances are to comply with SEPP N-2. If this restriction is in place, a music noise monitor with an external microphone may not be warranted.

6 Summary

A review of the acoustic report prepared to address noise from the rooftop outdoor patron area proposed for The Stone Hotel is provided above.

The report generally addresses noise from the proposal, however we request the following further information:

- Details of where and when the background noise measurements conducted to determine noise limits were made.
- Assessment of impacts to the upper levels of 120 Johnston Street, if this building is proved to have a residential component.

SLR has also recommended updating the planning permit condition with respect to the venue's obligations to install and maintain a music noise limiting device (See Section **5** of this review), and that a specific condition is included to limit the type of live music that can be played outdoors.

Regards,

Dianne Williams
Associate – Acoustics

Checked/Authorised by: JA

Attachment 4 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Heritage Advice

City of Yarra
Heritage Advice on Amendment Sec.72

Application No.:	*990390.02*
Address of Property:	***298-300 Brunswick St Fitzroy***
Planner:	*Gary O'Reilly*
Yarra Planning Scheme References:	• *Clause 15.03 Heritage* • *Clause 21.05-1 Built Form (Heritage)* • *Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay* • *Clause 43.01 Heritage Overlay* • *Clause 59.07 Applications Under A Heritage Overlay*
Heritage Overlay No. & Precinct:	*HO311 Brunswick Street Heritage Overlay Area, Fitzroy*
Level of significance:	*Former Union Bank, Shops & residences, Contributory, constructed 1880-1890 (City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)*
General description:	*Section 72 amendment including part demolition, buildings and works to extend the first floor, construct a roof top terrace.*
Drawing Nos.:	*Set of 20 drawings, entitled "The Stone Hotel-Roof top bar ", prepared by Bagnoli Architects, received by Council*

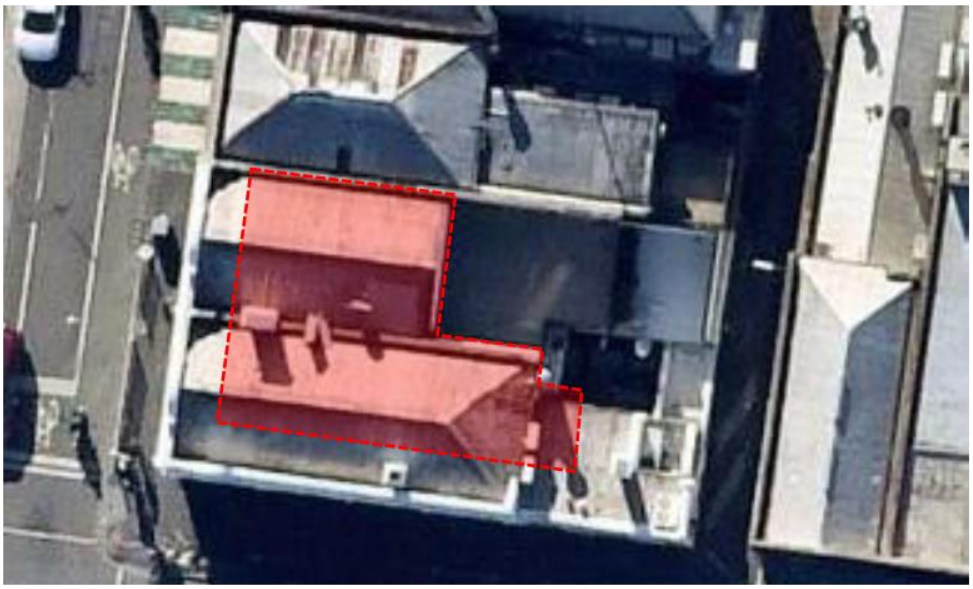
CONTEXT IMAGES:

Attachment 4 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Heritage Advice

ASSESSMENT OF AMENDED WORKS:

Comments regarding proposed demolition:

The extent of demolition proposed by this application includes the demolition/removal of most of the original roof form.



Above: Extent of existing roof form proposed for removal shaded in red

The key consideration for assessing this aspect of the works is whether the proposed demolition will adversely affect the significance of the heritage building or the broader heritage precinct.

In accordance with Clause 22.02-5.1 of the Yarra Planning Scheme the extent of demolition is supported on the grounds that it is not visible from the street frontage. It does not however satisfy the requirement that the main building form including roof form is maintained. It is considered that more of the original roof form needs to be retained. It is considered that the two outside roof pitches should be fully retained for the purposes of maintaining the distant views and the front portion of the roof form should be retained at least to the depth of the rear of the chimney.

Furthermore, the extent of demolition proposed will involve removal of a large chimney that is visible from the street. The chimney is a contributory element (Cl.22.02-3) and its demolition is not supported (Cl.22.02-5.1).

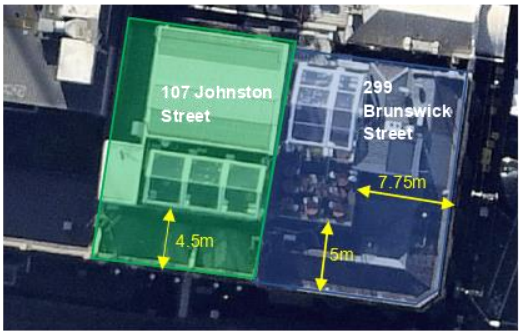
Comments regarding new development, alterations, and additions:

The extent of new works proposed by this application includes development of:

- Internal works to the first-floor level of the building with refurbishment of existing courtyard area
- Construction of a new staircase leading to the proposed new roof top level
- Construction of additional floor area on the roof top

Comparison of nearby roof deck at no. 299 Brunswick Street

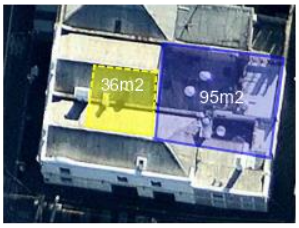
Much comparison has been made between the proposed roof deck and the Provincial Hotel's existing roof deck on the opposite street corner of Johnson and Brunswick Streets.



Above: Setbacks of the existing roof deck at no.299 Brunswick Street

The roof deck constructed on the roof of the main heritage building at no. 299 Brunswick Street occupies about 33% of the original roof. The deck, which is only partially covered, is positioned in the rear north-west corner of the building.

The site areas of nos.299 and no. 298-300 Brunswick Street are essentially the same (~260m2). For the roof decks to be of comparative size and location, it is considered that the total floor area of the proposed deck at no.298-300 should be about 90m2 and it should be located in the north-east corner of the site (as shown in blue on the diagram below). The area shown in yellow is well concealed from the surrounding public realm and may be added to the roof deck but must be open (uncovered).



Above: Blue area for roof terrace that may be partially covered. Yellow area is open roof terrace- no permanent covering allowed.

A small structure to provide housing for the access stairs to the roof terrace would be acceptable, in its proposed location, provided it is designed to be utilitarian in appearance (not designed to be a feature) and finished to blend in with the colouring of the surrounding existing roof cladding.

The proposed new parapet wall to the northern elevation will increase the apparent height of the heritage building to three-stories when travelling in a southward's direction along Brunswick Street. This will be inconsistent with the scale and character of the buildings that occupy other corners of the intersection. The raised parapet wall, if necessary, must be setback to be consistent with the location of the roof deck from Brunswick Street.

RECOMMENDATIONS:

1. On heritage grounds the works proposed in this application should be modified as follows prior to further consideration:

	Suggested condition	***Explanation***
1.	That the extent of original roof form to be demolished must be reduced	*The main building roof form is not being maintained*
2.	That the proposed roof deck must be positioned primarily in the north-east corner of the site	*Additions on a corner site should reflect the setbacks of buildings that occupy other corners of the intersection.*
3.	That the extent of covered floor area for the roof deck must not exceed 1/3rd of the total site area of the property.	*The additional roof deck area should be generally consistent with the scale of the roof deck area on buildings that occupy other corners of the intersection*
4.	That all existing chimneys currently visible from the surrounding streets must be retained	*The chimneys are contributory elements that are visible from the public realm and must be retained*
5.	That the raised parapet to the north side boundary must be setback to be consistent with the location of the roof deck from Brunswick Street.	*The raised parapet will be a distracting new element clearly visible from the public realm.*
6.	That the proposed stair access structure must be utilitarian in design and finished to match the colour of the surround roof cladding.	*The proposed stair access structure must be discrete in appearance to avoid it being a distracting new element clearly visible from the public realm.*

SIGNED:

Diahnn McIntosh

DATED: 3 August 2020

Attachment 5 - 990390.02 - 298-300 Brunswick Street, Fitzroy - ESD referral advice

CITY OF YaRRA

MeMO

TO:	**Gary O'Reilly**
cc:	
FROM:	**Gavin Ashley, ESD Advisor**
DATE:	**27.07.2020**
SUBJECT:	**298-300 Brunswick Street, Fitzroy VIC 3065**

Dear Gary,

I have reviewed the amended ESD (LID – 06.04.20) and Stormwater Report/s (LID – 06.04.20) and plans (Bagnoli Architects – 05.08.18) against the previously endorsed material (Bagnoli Architects – 06.10.16) for the addition of a rooftop terrace at 298-300 Brunswick Street, with an assessment below. The assessment focuses on the areas that are subject to change under the amendment:

- **Stormwater Treatment:** The development performs poorly in terms of strowmater (32% STORM score). A Strategy to improve this outcome to reflect best practice is required.
- **Waste Management:** No mention of organic waste management in the ESD report. Clarify strategy (and provide faciltiies) for organic waste storage and collection.
- **Biodiversity**: Consider incorporating a green roof or other greenry to increase biodiversity value of the project.

The above matters are required to be addressed before the proposal is satisfactory from an ESD perspective.

Cheers,
Gavin

Gavin Ashley
Environmental Sustainable Development Advisor
City of Yarra PO Box 168 Richmond 3121
T (03) 9205 5366 **F** (03) 8417 6666
E gavin.ashley@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 6 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Community Health and Safety referral advice

CITY OF YaRRA

MeMO

TO:	Gary O'Reilly, Senior Statutory Planner
FROM:	Julia Bennett-Mitrovski, Senior Planner (Community Health and Safety)
DATE:	21 August 2020
ADDRESS:	298-300 Brunswick Street, Fitzroy VIC 3066
APPLICATION NO:	990390.02
DESCRIPTION:	Sale and consumption of liquor (on and off the premises) in association with a convenience restaurant (as of right use) between the hours of 12midday - 12midnight and a maximum of 20 patrons.

Social Strategy and Community Development has been requested to comment on the proposal.

PROPOSAL

Key aspects of the site and proposal include:

- The subject site is located within the Commercial 1 Zone.
- The subject site is affected by Heritage Overlay Schedule 311.
- The application seeks an amendment to vary an existing liquor licence at the above address by constructing a rooftop terrace and increasing patron numbers (thereby altering conditions of permit). It is noted that existing planning permit conditions 7 and 9 are particularly affected.
- The total number of patrons is proposed to increase from 300 to 395 and it is intended that 113 of those patrons be permitted at any one time on the roof top (until 12.30am Mon-Sat). It is noted that after 1am, the maximum number of onsite patrons is proposed to remain as existing at 200 patrons.
- The existing operating hours for the existing sections of the venue are not sought to change and the proposed new roof top terrace operating hours are proposed as follows:
  - *Monday-Saturday: **10am and 12.30am** the following morning.*
  - *Sunday: **10am and 11pm**.*
  - *Sunday on Eve of Public Holiday and Sunday of Johnston Street, Fitzroy Spanish Festival: **10am and 12.30am** the following morning.*
- The liquor licence category for the venue is proposed to remain as a *Late Night on-premises Liquor Licence*.

Attachment 6 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Community Health and Safety referral advice

COMMENTS

- Brunswick Street is one of Yarra's key night-time entertainment precincts. Unfortunately, there have been numerous complaints made in regards to noise and patron behaviour within the area. While these issues are not unique to Brunswick Street (they are evident for other key activity centre streets in Yarra), complaints made to Council and crime data for Brunswick Street and Fitzroy more generally indicates that Brunswick Street is one of the main areas of concern in Yarra for alcohol-related harm and impacts. The site is located in an area of particular focus on Brunswick Street. At the intersection with Johnston Street.
- While infrastructure capacity problems including limited access to transport as outlined in Practice Note 61 would be unlikely (give the well-serviced location of the site), other considerations including nuisance such as noise and anti-social behaviour from intoxicated patrons, violence, road safety, perceived threats to safety, and crime including vandalism, trespass and property damage are relevant considerations. Higher risk proposals such as this should, at a minimum, mitigate proactively against these potential outcomes.
- It is noted that Clause 22.09 states that cumulative impact on the amenity of the area should be considered. It is equally acknowledged that Clause 22.09 states that for outdoor areas, including smoking areas, rooftops and open courtyards, the sale and consumption of liquor should not occur after 10pm, unless the responsible authority is satisfied that it will not adversely affect the amenity of the area. It is noted that the maximum number of patrons proposed on the rooftop at any one time is 113, and the rooftop is proposed to operate until 12.30am (Mon-Sat).
- Practice Note 61 identifies reducing patron numbers after 11pm as a means to reducing potential negative cumulative impacts. Given the venue is required (via existing permit condition) to have reduced its total patron numbers to 200 by 1am, it is considered appropriate to require that the rooftop close at 12midnight to ensure appropriate and safe patron dispersal from the site, and to avoid detrimental cumulative impacts in the surrounding area (where there are existing large venues in immediate proximity and which also close sections of their venue and reduce patron numbers at similar times). It provides an hour-long period (12midnight – 1am) to safely disperse at least 200 patrons from the venue (rather than half an hour, which may exacerbate bottleneck pressures and align with other large patron dispersal in the immediate proximity). It is noted that the site does not have nor seek a general liquor license and provides only a basic NAAP.
- It is recommended that suggested conditions of any approval granted stipulate that last drinks be called at 11.30pm on the rooftop, no new patrons be permitted entry (and no passouts provided after 11.30pm) and that the rooftop close at the reduced hour of 12midnight (rather than the proposed 12.30am). This is considered a necessity to avoid detrimental cumulative patron dispersal impacts with the balance of the venue unable to absorb all of the patrons from the rooftop into the internal areas which remain open until 1am. This is considered an acceptable requirement to reduce the bottle neck associated with mass patron dispersal, especially considering cumulative impact in the area. An additional way to address this may be to have multiple safe exit points (no passouts allowed) to reduce bottleneck crowding while exiting the premises and/or additional, nuanced security measures with the development of a detailed and sophisticated NAAP . Some examples of a nuanced NAAP may include details on

numbers, timeframes and locations of stationed security guards in different 'sections' of the venues and/or to have a procedure in place when sections of the venue are at capacity; development of a staged/timed patron dispersal plan through the venue (when at capacity) including entry/exit points; pass out procedures for the rooftop; strategies in place to avoid glass transport through the venue (i.e. via imposing a 'last drinks' call at 11.30pm on the rooftop); all background music reduced/turned off on the rooftop at 11.50pm; etc.

- The applicant's submitted NAAP states that in the event of a queue forming for entry into the Hotel, that the primary queue will be located on the Brunswick Street frontage with the queue leading north. The queue is managed by staff to ensure the path is kept clear for pedestrians. They have also stated that direct access to the rooftop is available from Johnston Street. In the event of a queue forming patrons will line up to the east, with the queue to be managed by staff to ensure the path is kept clear for pedestrians. It remains unclear as to whether the same entry on Johnston Street will become an exit used to disperse of rooftop patrons upon closing. As previously mentioned, an additional way to address this may be to have multiple exit points to reduce crowding/bottleneck exit, but only if secure and managed at all times after 12midnight at a minimum.
- The maximum number of patrons has been specified as 395 until 1am (including 113 patrons proposed for the rooftop). In accordance with Clause 22.09, an assessment of the maximum number of patrons that can be physically accommodated within a venue should be based on the VCGLR *Liquor Licensing Fact Sheet – Maximum Patron Capacity (2016)*. The maximum number of patrons that may be accommodated on the premises could be based on a ratio of 0.75 square metres per person, as per the *Victorian Commission for Gambling and Liquor Regulation (2018) Liquor Licensing Fact Sheet - Maximum Patron Capacity.* Based on this guideline the following table sets out the a maximum number of patrons:

Area Part of building	Use	Area (m2)	Liquor Licensing Ratio
Rooftop bar	Hotel	100.4	0.75m2 per person

- It is noted that the proposed maximum capacity of the rooftop of 113 patrons is in accordance with the *Victorian Commission for Gambling and Liquor Regulation (2018) Liquor Licensing Fact Sheet - Maximum Patron Capacity* i.e. 100.4m^2/0.75 = 133.8. This is considered acceptable.
- It is recommended that the red line plan be amended to ensure it does not include amenities (i.e. toilets).
- Practice Note 61 notes that *Venues that serve food or meals are shown to be less at risk of excessive alcohol consumption. This does not include venues that only serve basic snacks.* The venue acknowledges the importance of a food offering as a measure to reduce alcohol intake and to reduce the risks of harm associated with excessive consumption of alcohol. A food menu that advertises the availability of food, consisting of more than pre-packaged snacks, will be available to patrons at all times alcohol may be consumed. This is supported and is recommended to be retained as a condition of permit.

Attachment 6 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Community Health and Safety referral advice

- It is recommended that amenity conditions as outlined in Clause 22.09 be included in any approval granted. Similarly, all acoustic matters must be referred to a suitably qualified independent acoustic engineer for review and comment on suitability.
- Given that this is an amendment application, in accordance with Clause 22.09 it is recommended that the Compliance Department be contacted to determine compliance of the site and any complaints arising related to noise, disturbance or otherwise.

Attachment 7 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amenity Enforcement referral advice

MeMO

TO:	**Gary O'Reilly**
cc:	
FROM:	**Brad Speechley**
DATE:	**26 June 2020**
APPLICATION:	**99/0390.02**
SUBJECT:	**Amenity Enforcement Referral**

Dear Gary,

Thank you for your referral dated 26 June 2020, in relation to 298- 300 Brunswick Street FITZROY.

Planning Enforcement has received no recent complaints in relation to the 'use' of the land. I have reviewed the documentation to amend their existing permit to construct a roof terrace with a maximum number of 113 patrons to increase patron numbers by 95 (to 395). This proposal poses a low amenity risk.

However, although there are no recent complaints in relation to the use of the land the Compliance Branch is concerned about the amenity of the residents in the area in relation to live/amplified music noise coming from the rooftop terrace, because of the close proximity to residential properties. Compliance would support the recommendations from Council's contractor Acoustic Consultant.

Should you wish to discuss the application further, please feel free to contact me on 9205-5166.

Regards,

Brad Speechley
Senior Team Leader – Civic Compliance

Attachment 8 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Waste referral response - 9 July 2020

Waste Referral – 298-300 Brunswick Street, Fitzroy – 99/0390.02

9 July 2020

The waste management plan for 298-300 Brunswick Street, Fitzroy authored by Ratio consultants and dated 2/4/20 is not satisfactory from a City Works Branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. Please provide the total size of the bin storage area by M^2
2. Food waste diversion should be included as a requirement.
3. Please investigate minimising proposed collections per stream.

CITY OF YARRA

MEMO

To: **Gary O'Reilly**

From: **Artemis Bacani**

Date: **24 July 2020**

Subject: **Application No:** **990390.02**
Description: **Amendment - Tavern**
Site Address: **298-300 Brunswick Street, Fitzroy**

I refer to the above Planning Application received on 26 June 2020 in relation to the proposed development at 298-300 Brunswick Street, Fitzroy. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Issue	Dated
Bagnoli Architects	TP 20 *Existing Red Line Plan*	3	5 August 2018
	TP 21 *Existing Red Line Plan*	3	5 August 2018
	TP 22 *Proposed 1st Floor Red Line Plan*	3	5 August 2018
	TP 23 *Proposed Rooftop Red Line Plan*	3	5 August 2018
SJB Planning	*Planning Report*		April 2020

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Tavern	162 m² 95 Patrons	3.5 spaces to each 100 m² of leasable floor area	5	0

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

The amendment to the existing Planning Permit (990390.02) proposes to increase the patron numbers for the tavern use from 300 patrons to 395 and increase the leasable floor area by 162 square metres.

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

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

- *Parking Demand for Tavern Use*.
  Parking associated with taverns is generally long-stay parking for employees and short-stay parking (say up to two hours' duration) for patrons. The actual parking demand generated by the tavern is expected to be lower than the statutory parking rate of 3.5 spaces per 100 square metres of floor space, since the area has very good access to public transport services. Throughout the municipality, a number of developments have been approved with no car spaces or a reduced tavern rate, as shown in the following table:

Development Site	Approved Tavern Parking Rate
Collingwood	
173 Johnston Street PLN17/0014 issued 21 November 2017	No spaces; 160 m^2
414 Smith Street PLN17/1051 issued 10 August 2018	1 space; 250 m^2 (0.4 spaces per 100 m^2)
Richmond	
270 Swan Street PLN17/0359 issued 10 November 2017	No spaces; 225.12 m^2
306-308 Victoria Street PLN17/1127 issued 3 September 2018	No spaces; 286 m^2

  The provision of no on-site parking for the additional leasable floor area is considered appropriate, having regard to the site's very good accessibility to public transport services and its proximity to Melbourne. The scarcity of available unrestricted on-street parking in the area would be a disincentive for employees to drive to the site by private motor vehicle.

- *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:
  - Brunswick Street trams – 10 metre walk
  - Johnston Street buses – 50 metre walk
  - Nicholson Street trams – 320 metre walk
  - Smith Street trams - 500 metre walk
  - Alexandra Parade buses – 5300 metre walk

- *Multi-Purpose Trips within the Area*.
  Patrons to the venue might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access*.
  The site has good pedestrian access to public transport nodes and the Smith Street activity centre. The site also has good connectivity to the on-road bicycle network.

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

- *Availability of Car Parking*.
  To determine the car parking demand in the area, the on-street car parking occupancy survey for the site at 299 Brunswick Street and 103-105 Johnston Street, Fitzroy, (Planning Application PL05/1030.02) has been referenced. Ratio Consultants had commissioned on-street parking occupancy surveys in the surrounding area on Friday 2 March 2018 between 6.00pm and 12.00am, and Saturday 3 March 2018 between 12.00pm and 12.00am. The survey area encompassed sections of Brunswick Street, Fitzroy Street, Young Street, Kerr Street, Argyle Street, Johnston Street, Victoria Street, and Greeves Street. The occupancy survey had identified an inventory of up to 346 spaces in the study area. The results indicate that no fewer than 38 vacant spaces were recorded (at 1:00pm on the Saturday). Patrons to the site would be fully aware of the high parking demand in the surrounding streets and choose to commute to the site by more sustainable transportation modes such as catch public transport, ride a bicycle, or walk.

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

Adequacy of Car Parking
From a Traffic Engineering perspective, the waiver of car parking for this amendment is considered appropriate in the context of the site and the surrounding area. Staff and patrons have access to a number of public transport services, which are located within walking distance of the site.

Attachment 10 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic memo - 23 July 2020

Enfield Acoustics Pty Ltd
ABN 15 628 634 391
PO Box 920
North Melbourne, VIC 3051
(03) 9111 0090

ENFIELD ACOUSTICS NOISE VIBRATION

July 23, 2020

Chooey Pty Ltd c/- SJB Planning
Att: Tonia Chatterjee

Technical Memorandum

The Stone Hotel, 298-300 Brunswick Street, Fitzroy

Re: Response to Council Review of Acoustic Report

Enfield Acoustics was previously engaged by Chooey Pty Ltd to prepare an acoustic report for permit approval for the proposed licensed area extension of a new rooftop terrace at the Stone Hotel, 298-300 Brunswick Street (Hotel).

We understand that Council has internally reviewed the application, which includes comments from SLR Consulting. This technical memorandum is in response to the technical queries raised by the reviewing consultant and is submitted as an addendum to the report previously provided by our firm (Document No. V223-02-P Acoustic Report, dated 17 November 2019).

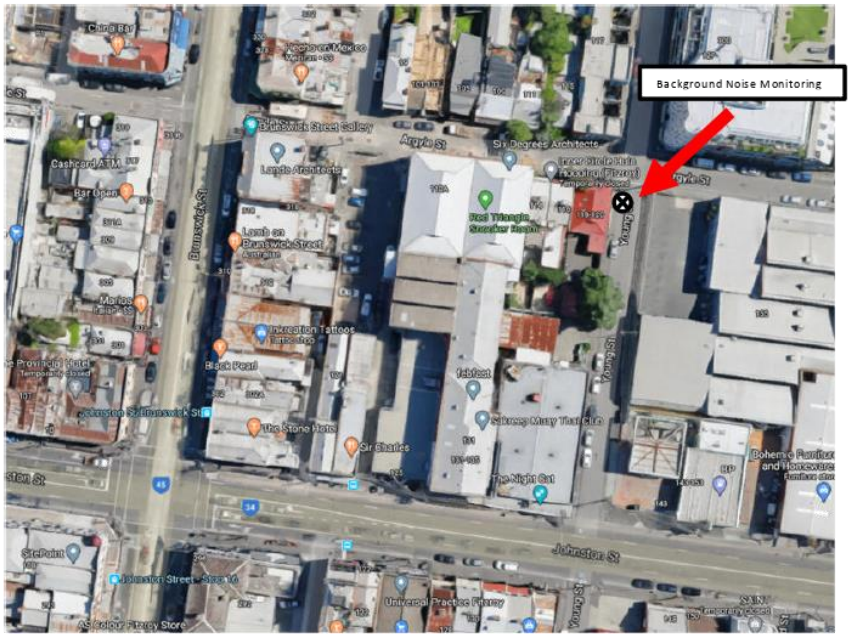
BACKGROUND NOISE MONITORING

SLR Comments: *The use of a derived point for measuring background noise is reasonable however the report should include details of where the derived point is, and the time and day that the measurement/s were undertaken. Without this information is it not possible to provide a technical review of the data.*

Background noise monitoring was conducted 30 October between 1am and 1:30am on the corner of Young and Argyle Street. This location was selected to avoid mechanical plant and public noise which is prevalent proximate to the corner of Brunswick and Johnston Streets, and the nearest sensitive receptor.

Attachment 10 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic memo - 23 July 2020

ENFIELD ACOUSTICS NOISE VIBRATION



MUSIC & PATRON NOISE LIMITS

SLR Comments: *The policies and guidelines used to determine noise limits are appropriate. We would like further information regarding the background noise data used to determine the limits.*

Information on background noise measurements is provided above. No further action required.

ASSESSMENT AT 120 JOHNSTON STREET

SLR Comments: *The proposal, potential noise impacts and the nearest noise sensitive receivers have generally been identified. However, real estate websites suggest that the upper levels of the building at 120 Johnston Street, which is approximately 40 m southeast of the venue, are also residential. While this building is further from the subject site than 306 Brunswick Street, it may have a more direct line of sight to the proposed roof deck.*

A review of Google Street View and real estate websites confirms that a multi-level building with residential dwellings from level 1 and above exists on 120 Johnston Street. We note that the 120 Johnston Street is above a licensed venue and also directly opposite another licensed venue which includes an outdoor patron area at the rear of 296 Brunswick Street.

ENFIELD ACOUSTICS NOISE VIBRATION

3D Computational modelling was carried out by our office to determine the noise reduction between the proposed rooftop terrace and 120 Johnston Street.

Music Noise Assessment

Our modelling assumes that live performances would be located to the west section of the rooftop terrace, as indicated above. Source noise levels (loudspeakers) were modelled at a height of 2m above floor level.

A sensitivity analysis was conducted to determine the maximum allowable noise levels permissible within the terrace area, with the following results:

Frequency Band	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz
Approximate noise level (at a distance of 3m from noise source) allowable during 'Night' period under SEPP N-2, L_{10}	96	88	83	79	76	71	64

The above results in overall allowable noise emissions of approximately 82dB(A) at 3m from loudspeakers, which is lower than the maximum allowable level of 95dB(A) in the previous report. However, we note that maximum allowable noise levels are still within the typical amplified acoustic music range of 80dB(A) to 90dB(A).

Our assessment is considered conservative as background noise (and resulting SEPP N-2 noise limits) would likely be higher at 120 Johnston Street, given its proximity to Johnston and Brunswick Street, which would typically carry much higher volumes of cars and foot traffic.

Further, the maximum allowable levels are based on noise limits derived from background noise levels at the most conservative assessment hour of 1am. In reality, it is expected that higher thresholds of music noise would apply to earlier hours of the day where background noise levels are expected to be higher.

Patron Noise Assessment

Using benchmark data from the Provincial (refer to acoustic report) and noise reduction values obtained from the 3D noise model, incident patron noise levels can be estimated (by excluding low frequency noise emissions below 250Hz in the benchmark data) at 120 Johnston Street.

Our assessment estimates that patron noise levels would be 52dB(A) L_{Aeq} and 60dB(A) L_{max} at 120 Johnston Street, resulting in compliance with the recommended patron noise targets of 54dB(A) L_{Aeq} and 65dB(A) L_{max} respectively.

ENFIELD ACOUSTICS NOISE VIBRATION

UPDATE TO PERMIT CONDITION 3

SLR Comments: *Condition 3 is reproduced below.*

3. Before the use starts, the permit holder must install and maintain noise limitation equipment or sound attenuation equipment that ensures that the escape of noise from the premises is limited or restricted to comply with State Environment Protection Policy (Control of noise form Commerce, Industry and Trade) No. N-1 and State Environment Protection Policy (Control of Music Noise in Public Premises) No. N-2 or successive documents.

We suggest that condition 3 be updated in the new permit to help ensure ongoing control of music levels in the outdoor area, as follows:

All amplified music in the outdoor patron area is to be played through a suitable music noise limiter / limiter compressor. The limiter / compressor is to satisfy the following:

- Incorporate a frequency discriminating sound analyser and be able to be set to control octave band music levels.
- Be installed in a tamperproof box or have a software lock, not accessible to personnel other than the venue's management and acoustical consultant.
- The system is to be calibrated by the acoustical consultant to ensure that music levels played in the outdoor area/s comply with SEPP N-2.
- The device is to be recalibrated as necessary to maintain SEPP N-2 compliance when any changes are made to the audio equipment or to the venue generally, which have the potential to affect the SEPPN-2 compliance status of the venue.

It is also recommended that the revised permit include a condition limiting live performances in the outdoor patron area to acoustic music, noting that all such performances are to comply with SEPP N-2. If this restriction is in place, a music noise monitor with an external microphone may not be warranted.

With regard to Condition 3 of the planning permit, we accept SLR's suggestions relating to specific requirements for noise limiting equipment, as this is generally in accordance with our expectations in the acoustic report.

However, we disagree with the SLR's comment to restrict live performances to acoustic music (non-amplified), given that it is already a requirement that all amplified music be calibrated to ensure that the venue complies with SEPP N-2.

In our view, it is sufficient to require that all amplified music be played through the calibrated amplification system (noting that this would also prohibit the use of personal amplifiers or other non-calibrated amplification equipment). To this end, the analysis to date is also sufficient in determining the risk of non-compliance should the application be approved. The suggested calibration under Condition 3 would remove all practical doubt regarding compliance and resolve any potential inaccuracies in the modelling.

ENFIELD ACOUSTICS NOISE VIBRATION

CONCLUSION AND RECOMMENDATIONS

With the adoption of the acoustic treatment above, our assessment concludes the following with respect to the noise sensitive use at 120 Johnston Street:

1. The background noise measurements carried out by our firm are expected to be conservative, noting that noise levels have been observed to be higher at the 120 Johnston Street interface, including existing plant noise in the area.
2. Music noise is expected to comply with SEPP N-2 noise limits if noise levels are controlled to the maximum allowable octave band levels in this report. Regardless, SLR's suggested condition with respect to noise limiting equipment and calibration removes all practical doubt on compliance, and this is acceptable in our opinion; and
3. Patron noise levels are expected to comply with the recommended patron noise targets on the basis of other benchmark noise data from similar venues.

We disagree with restricting the type of live performances on the permit to acoustic (non-amplified) music. Instead, our recommendation is that all amplified music is required to be played through the calibrated amplification system, inclusive of a noise limiting device in accordance with SLR's suggested condition.

Mark Chew
Associate
Enfield Acoustics Pty Ltd
mark@enfieldacoustics.com.au

Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020

Report prepared for
Chooey Pty Ltd

ratio:

waste:management

The Stone Hotel – Proposed Rooftop Bar Expansion

298-300 Brunswick Street, Fitzroy

29 July 2020

r:

Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020

ratio:consultants

8 Gwynne Street
Cremorne VIC 3121
ABN 93 983 380 225

Prepared for:
Chooey Pty Ltd

Our reference:
16966W REP02F01

Version	Date	Reason for Issue	Prepared By	Checked By
REP01D01	20/03/2020	Draft Issue	M Fairlie	T Chen
REP01F01	02/04/2020	Final Issue	M Fairlie	T Chen
REP02D01	27/07/2020	Updated to address Council's Waste Referral comments – Draft Issue	M Fairlie	T Chen
REP02F01	29/07/2020	Updated to address Council's Waste Referral comments – Final Issue	M Fairlie	T Chen

Directory Path	Y:\16501-17000\16966W - 298-300 Brunswick Street, Fitzroy\Work\Reports\16966W REP02F01.docx

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Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020

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Appendices:

Appendix A : Plans Assessed

Appendix B : Proposed Bin Room Layout

Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020

Executive Summary:

Project Address
298-300 Brunswick Street, Fitzroy

Local Council
Yarra City Council – Phone: (03) 9205 5555

Proposal
Land use type: Rooftop Bar Expansion

Number of levels: Two storeys + Rooftop bar

Planning Permit Number
990390.02

Waste Generation Estimates

General Garbage	Commingled Recycling	Food Organics
939 L/week	341 L/week	939 L/week

Proposed Bin Schedule

Waste Stream	Bin Quantity	Bin Size	Collection Frequency	Required Bin Storage Area
Garbage	2	240 L	Twice weekly	0.6 m²
Recycling	1	240 L	Twice weekly	0.3 m²
Food Organics	2	240 L	Twice weekly	0.6 m²
Net Required Bin Storage Area (excluding circulation)				**1.5 m²**

Collection Summary
Waste collection shall be undertaken along Johnston Street by a private waste contractor, as per the existing arrangements.

1 Introduction:

1.1 The Proposal

The site of the proposed rooftop expansion is located at 298-300 Brunswick Street, Fitzroy (The Stone Hotel).

The proposal involves alterations to the first floor of the tavern and the addition of a rooftop bar.

A bin room is currently provided on ground level at the eastern end of the building.

Refer to Appendix A for a copy of the Architectural Plans used in the preparation of this Waste Management Plan.

1.2 Purpose

This Waste Management Plan has been updated to address Council's Waste Referral comments, which state the following:

1. *Please provide the total size of the bin storage area by m².*
2. *Food waste diversion should be included as a requirement.*
3. *Please investigate minimising proposed collections per stream.*

1.3 Applicable Standards and References

Relevant guidelines and publications considered as part of the preparation of this Waste Management Plan include:

- Existing waste and recycling volumes provided by The Stone Hotel.
- Sustainability Victoria – Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments (2018).
- NSW EPA – Reducing Business Waste Industry Fact Sheets.
- Environment Protection (Residential Noise) Regulations 2008.

1.4 Limitations

Waste management arrangements during the construction and fit-out stages of the development, and on-going monitoring of the waste management arrangements for the development following the occupation of the development are outside the scope of this Waste Management Plan.

The storage and collection arrangements of kegs associated with the subject site are outside the scope of this Waste Management Plan.

2 Waste Generation Estimates:

2.1 Existing Garbage and Recycling Generation

Empirical garbage and recycling generation rates based on information collected from The Stone Hotel have been used for the purposes of this assessment. The current weekly garbage and recycling volumes have been calculated based on observed weekly bin volumes and collection frequencies, as outlined in Table 2.1 below.

Table 2.1: Existing Garbage and Recycling Generation Estimates

Waste Stream	Bin Quantity	Bin Size	Collection Frequency	Waste Generation
General Garbage	1	660 L	Twice weekly	1,320 L/week
Commingled Recycling	1	240 L	Weekly	240 L/week

2.2 Expected Garbage and Recycling Generation

The proposed rooftop bar expansion involves a total increase in the floor area of 373.5 square metres (increase of 42.3%). Applying this percentage increase to the existing garbage and recycling generation estimates, the expected garbage and recycling generation estimates for the development are outlined below in Table 2.2.

Table 2.2: Expected Garbage and Recycling Generation Estimates

General Garbage	Commingled Recycling
1,878 L/week (1.423*1320)	341 L/week (1.423*240)

2.3 Food Organics Separation

In order to address Councils' Waste Referral comments, the development must consider the separation of food organics form the general garbage stream. NSW EPA's 'Reducing Business Waste Industry Fact Sheets' specify that in a typical food and beverage use's garbage bin, approximately 50% is observed to be food organics. Applying this percentage to the expected garbage estimate for the development outlined in Table 2.2 above, the expected food organics generation rate for the development is outlined in Table 2.3 below.

Table 2.3: Expected Food Organics Generation Estimate

Food Organics Generation Rate	Food Organics Generation
50% of 1,878	939 L/week

Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020

2.4 Expected Garbage, Recycling and Food Organics Generation

The expected garbage, recycling and food organics generation estimates are outlined in Table 2.4 below.

Table 2.4: Revised Expected Waste Generation Estimates

General Garbage	Commingled Recycling	Food Organics
939 L/week	341 L/week	939 L/week

3 Waste System and Storage Facilities:

3.1 System for Managing Waste

The collection arrangements for the various waste streams are summarised as follows:

- Garbage: for collection purposes, garbage shall be stored within garbage collection bins;
- Recycling: for collection purposes, recyclables shall be commingled into a recycling collection bin (for plastic coded 1-7, paper including magazines and newspaper, cardboard in small amounts and folded down, PET, glass, aluminium, tin cans, milk and juice cartons, steel and HDPE containers);
- Food Organics: for collection purposes, food organics shall be stored within food organics collection bins;
- Hard Waste & E-Waste: sufficient room has been provided within the ground floor bin room for the storage of hard waste and e-waste, which shall be collected by a private contractor on an as-required basis. It is understood that minimal hard waste and e-waste is currently generated by the development.

3.2 Waste Storage Facilities

The waste management system consists of the following components:

- Garbage, recycling and food organics receptacles located throughout all public areas and operational spaces; and
- A 6m^2 bin room located on ground level at the eastern end of the building.

Based on the current site layout, bin lifting equipment is not expected to be required, subject to the appointed waste collection contractor conducting a Safe Work Method Statement Assessment. Should additional equipment be deemed necessary, the appointed waste collection contractor can liaise with the Building Manager to arrange for the necessary equipment and storage arrangements.

It is understood that the ground floor bin room adheres to the following requirements:

General Requirements

- Complies with Building Code of Australia (BCA) and all relevant Australian Standards;
- Allows storage of all bins on site at all times;
- Allows easy access for users of the bins;
- Allows easy, direct and convenient transfer of bins to the collection point;
- Artificial light is provided where necessary outside the bin room to enable occupiers of the site to dispose of waste safely and appropriately at all times; and
- The path for transferring the bins between the bin room and the collection point is of adequate width, free of lips and other obstacles, smooth and without steps.

Space and Facilities Requirements

- The bin room is appropriately sized to accommodate all waste arising on the premises together with any associated equipment for handling the generated waste;

— The bin room shall be maintained to ensure that the aesthetics of the development are not compromised; and
— Each bin is accessible and manoeuvrable in and out of the bin room with minimum handling of other bins.

Ventilation and Bin Washing Requirements

— The bin room is ventilated in accordance with the requirements of the Building Code of Australia and AS1668.2;
— Ventilation openings are protected against flies and vermin;
— Doors to the bin room are tight fitting; and
— Bins are washed on-site by hotel management, with all waste-water transferred off-site.

3.3 Bin Colour and Signage

Bin Colour

— All bins shall be provided by a private supplier. The below bin colours are specified by Australian Standard AS4123.7 2006, however due to the private nature of the collection, these are only recommendations and are not mandatory:
  - Garbage bins with a dark green or black body and red lid;
  - Commingled recycling bins with a dark green or black body and yellow lid;
  - Organics bins with a dark green or black body and lime or burgundy lid; and
  - Glass recycling bins with a dark green or black body and purple lid.

NOTE: Private collection contractors often supply their own bins for collection.

Signage

The bins will be provided with signs showing correct disposal of each waste stream.

The typical Sustainability Victoria signage is shown in Figure 3.1.

Figure 3.1: Sustainability Victoria Signage

Source: Sustainability Victoria

4 Bin and Collection Details:

4.1 Bin Requirements and Collection Frequency

Based on the expected waste generation estimates calculated in Section 2, it is considered that 240L bins will be appropriate for the development.

It is noted that this will require the existing 660L general garbage bin to be exchanged for smaller 240L bins, we described below.

The dimensions of the bins provide are detailed in Table 4.1.

Table 4.1: Bin Dimensions

Bin Size (L)	Height (mm)	Width (mm)	Depth (mm)	Area (m^2)
240	1090	565	585	0.3

Based on JJ Richards dimensions

Table 4.2 summarises the number and size of bins required, proposed collection frequencies and bin storage area required.

Table 4.2: Proposed Bin Schedule

Waste Stream	Bin Quantity	Bin Size	Collection Frequency	Required Bin Storage Area
Garbage	2	240 L	Twice weekly	0.6 m^2
Recycling	1	240 L	Twice weekly	0.3 m^2
Food Organics	2	240 L	Twice weekly	0.6 m^2
Net Required Bin Storage Area (excluding circulation)				**1.5 m^2**

The above schedule will provide a capacity of:

- Garbage: 960 L/week.
- Recycling: 480 L/week.
- Food Organics: 960 L/week

The above schedule therefore provides sufficient allowance for the expected waste generation estimates calculated in Section 2.

The area allocated for bin storage shown on the Architectural Plans (6m^2) is sufficient to store the required number of bins outlined above. Refer to Appendix B for the proposed bin room layout.

5 Waste Collection Arrangements:

5.1 Collection Arrangements – Private Collection

It is understood that a private waste contractor currently collects the development's bins from Johnston Street, east of the intersection with the ROW. This arrangement is considered appropriate and therefore no changes are proposed to the existing waste collection location.

Collection staff will be provided with key access to the ground floor bin room and are responsible for transferring bins, twice weekly for each waste stream, from the bin room to the waste collection vehicle propped on Johnston Street, returning empty bins to the bin room immediately after collection.

Any hard waste and e-waste generated by the site shall be collected on an as-required basis by a private contractor.

NOTE:

Bins shall not be left in a manner that block access to any doorways, service cupboard openings or public roadways at any time.

5.2 Waste Collection Time

To minimise impacts to traffic along Johnston Street, waste collection shall occur outside of peak AM and PM traffic periods (i.e. between 9:30am and 2:30pm).

6 Management Responsibilities:

6.1 Waste Disposal and Sorting Responsibilities

Garbage shall be placed within tied plastic bags prior to disposal into the garbage collection bin.

Cardboard shall be flattened and recycling containers uncapped, drained and rinsed prior to disposal into the recycling collection bin. Bagged recycling is not permitted.

Food organics shall be placed loosely into the food organics collection bin, unless bags made from an approved compostable material are used.

Hard waste and e-waste shall be transferred to the nominated location within the ground floor bin room.

6.2 Building Manager Responsibilities

The Building Manager shall be responsible for the following:

- Ongoing management of the waste system including the maintenance of the ground floor bin storage area to the satisfaction of users and the relevant authority, in accordance with relevant manufacturer specifications. When required, the Building Manager shall engage an appropriate contractor to conduct services, replacements and upgrades;
- Engage and manage the waste collection contractor, including arranging the frequency of waste collection;
- Developing and implementing adequate safe operating procedures (including the preparation of Safe Work Method Statements);
- Securing the bin room and labelling/numbering the bins according to the property address to protect the equipment from theft and vandalism;
- Service public areas through sweeping and removal of litter on a daily basis;
- Publish and distribute information or 'house rules' to ensure that users are familiar about the waste management system and the use/location of the associated equipment;
- Preventing overfilled bins by keeping lids closed and ensuring bungs are leak free;
- Inform users that bagged recycling is not permitted; and
- Ensure that bins provided for use at the designated site are not removed.

6.3 Waste Systems User Education

The Building Manager shall publish / distribute rules / information / educational material to:

- Inform users about the waste management system;
- Improve facility management results, to reduce equipment damage, reduce littering, and to achieve better cleanliness; and
- Advise users to sort and recycle waste with care to reduce contamination of recyclables.

6.4 Waste Management Plan Revisions

From time to time, due to changes in legislative requirements, changes in the development's needs and/or waste patterns (such as waste composition, volume, or distribution), or to address unforeseen operational issues, the Building Manager shall be responsible for coordinating the necessary Waste Management Plan revisions, including (on an as-required basis):

- A waste audit and new waste management strategy;
- Revision of the waste system (bin size / quantity / waste streams / collection frequency / update of equipment);
- Re-education of users; and
- Any necessary statutory / regulatory requirements / approvals.

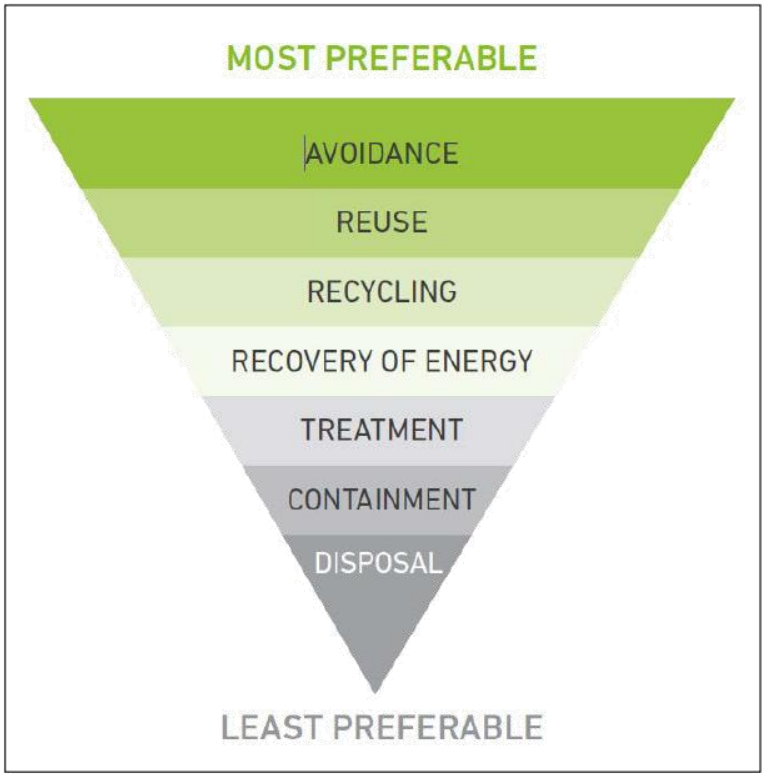
7 Related Waste Management Arrangements:

7.1 Victoria's Getting Full Value Strategy

The Victorian Government's Getting Full Value: The Victorian Waste and Recovery Policy" was released in 2013, which sets out a strategy to reduce the amount of waste generated in Victoria and increase the amount of materials for recycling and reprocessing to reduce damage to the environment caused by waste.

Ongoing education and dedicated ongoing management services are critical factors in encouraging residents to continue to use the services and systems as intended. The future Occupiers of the development shall promote the above strategy where practicable and encourage staff to participate in minimising the impact of waste on the environment. In particular, consideration should be made to the waste hierarchy, as shown in Figure 7.1 below.

Figure 7.1: The Waste Hierarchy



Source: Sustainability Victoria's 'Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments'

Establishment of waste reduction and recycling targets, including conducting periodic waste audits, keeping records of waste streams, and monitoring of the quantity of recyclables found in landfill-bound bins. The results of such audits shall be shared with users to encourage further reductions in waste where possible.

8 Supplementary Information:

8.1 Contact Information

Table 8.1 below includes a complimentary listing of contractors and equipment suppliers. The Project Principal shall not be obligated to procure goods / services from these companies. Ratio Consultants does not warrant or make representations for the goods / services provided by these contractors and suppliers.

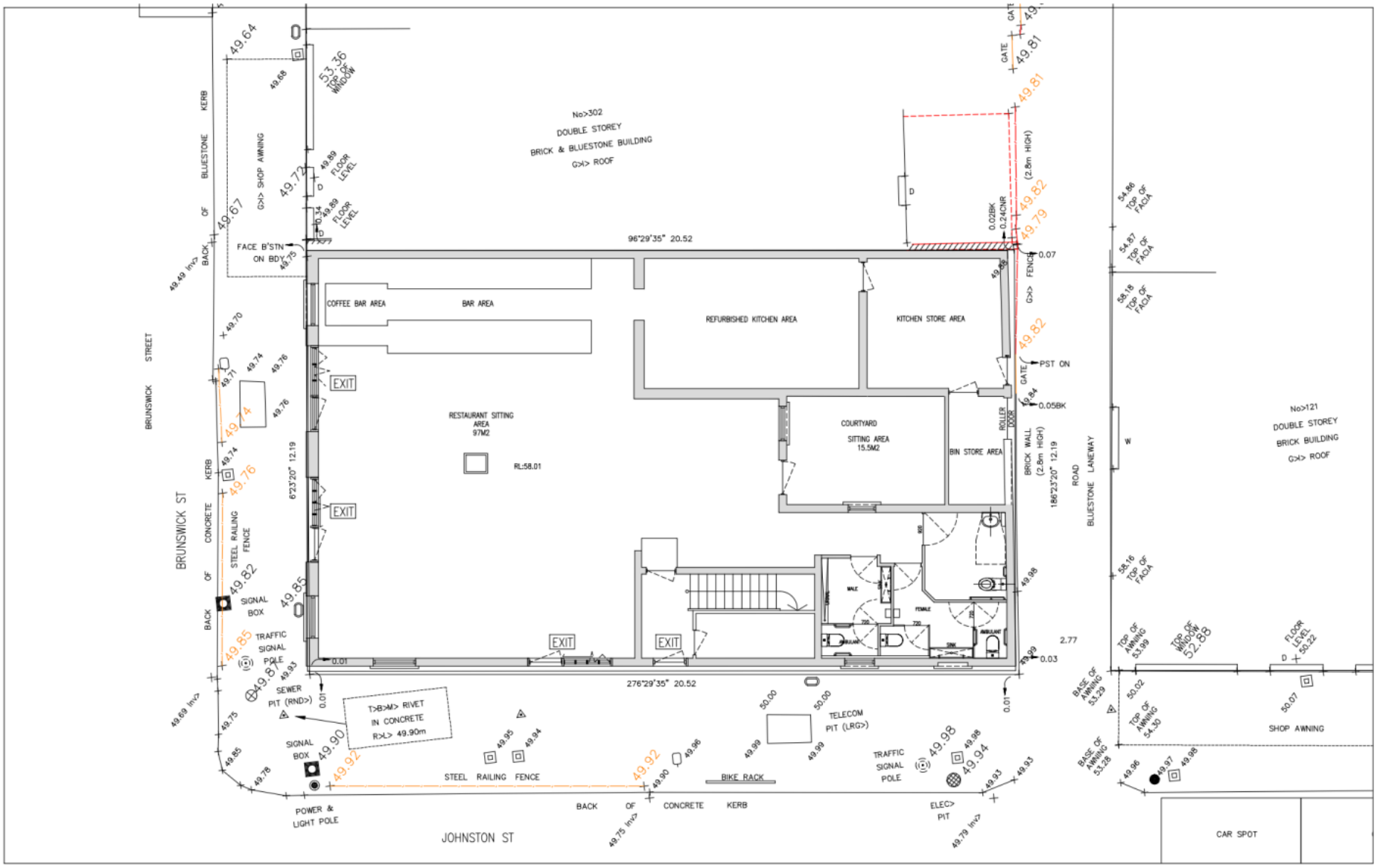
Table 8.1: Contractors and Supplier Details

Service	Contractor / Supplier	Phone	Website
Private Waste Collection	Cleanaway	13 13 39	www.cleanaway.com.au
	CSC Waste & Recycling	1300 499 927	www.cscwaste.com.au
	iDump	1300 443 867	www.idump.com.au
	JJ Richards	03 9794 5722	www.jjrichards.com.au
	Premier Waste	1300 219 001	www.premierwaste.com.au
	SUEZ	13 13 35	www.suez.com.au/en-AU
	Veolia Environmental Services	132 955	www.veolia.com/anz
	Wastewise Environmental	1300 550 408	www.wastewise.com.au
Bin Supplier	Kartaway	1300 362 362	www.kartaway.com.au
	Premier Waste	1300 219 001	www.premierwaste.com.au
	Sulo Australia	1300 364 388	www.sulo.com.au
Bin Washing	The Bin Butlers	1300 788 123	www.thebinbutlers.com.au
	Calcorp Services	1800 225 267	www.calcorpservices.com.au
	Kerbside Clean-A-Bin	03 9830 7381	www.kerbsidecleanabin-srp.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
Odour Control	Eco-Safe Technologies	1300 135 039	www.eco-safe.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
E-Waste Collection	Tech Collect	1300 229 837	www.techcollect.com.au

Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020

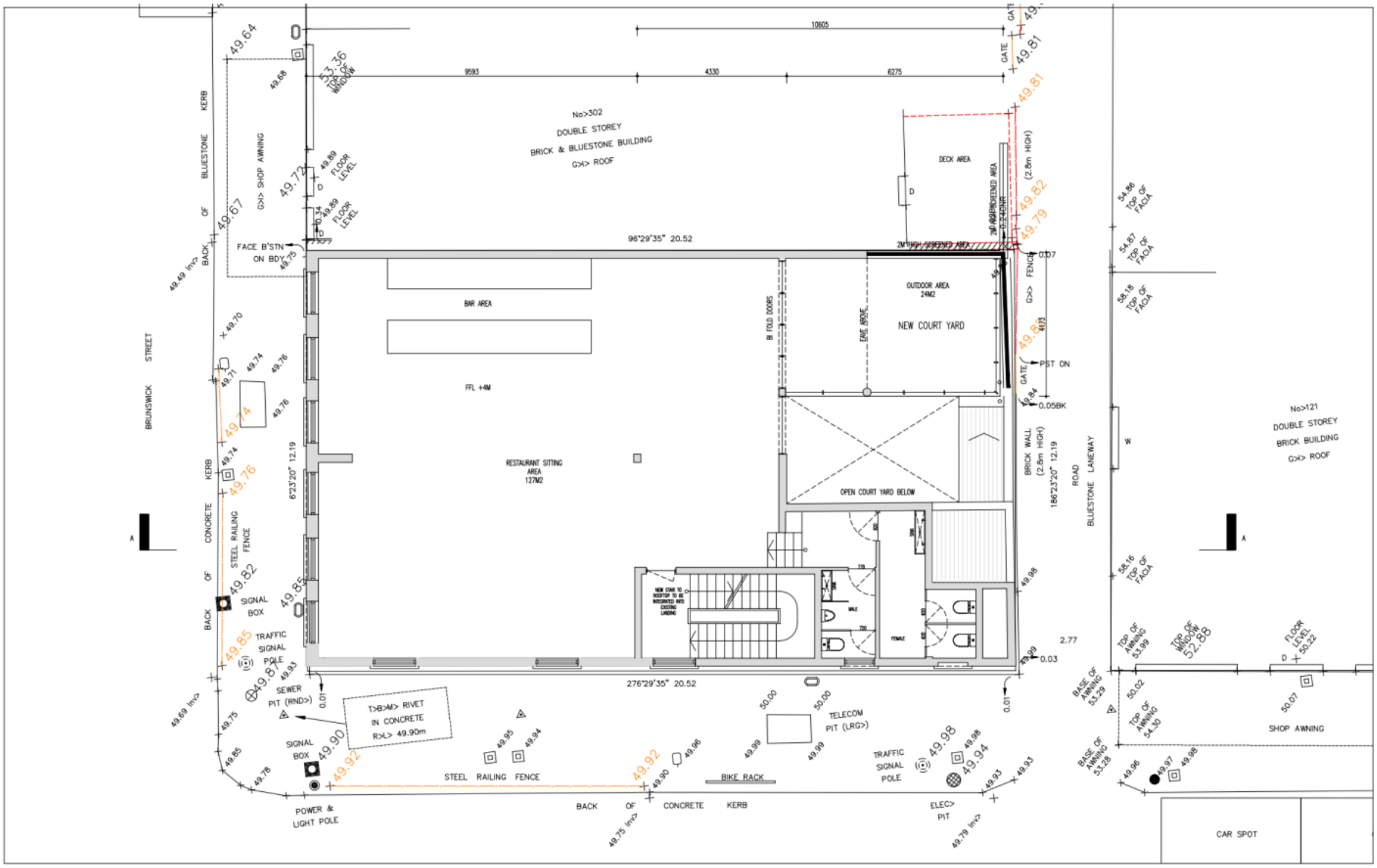
Appendix A: Plans Assessed

Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020



BAGNOLI ARCHITECTS	178 Stewart St Brunswick East VIC3056 info@bagnoli.co	Client The Stone Hotel	Project Roof top bar	Drawing Title GROUND FLOOR PLAN EXISTING	Job # 1710-01 Scale 1:100 @ A3 Date 05.08.2018	Drawing TP 04 Issue 3	Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

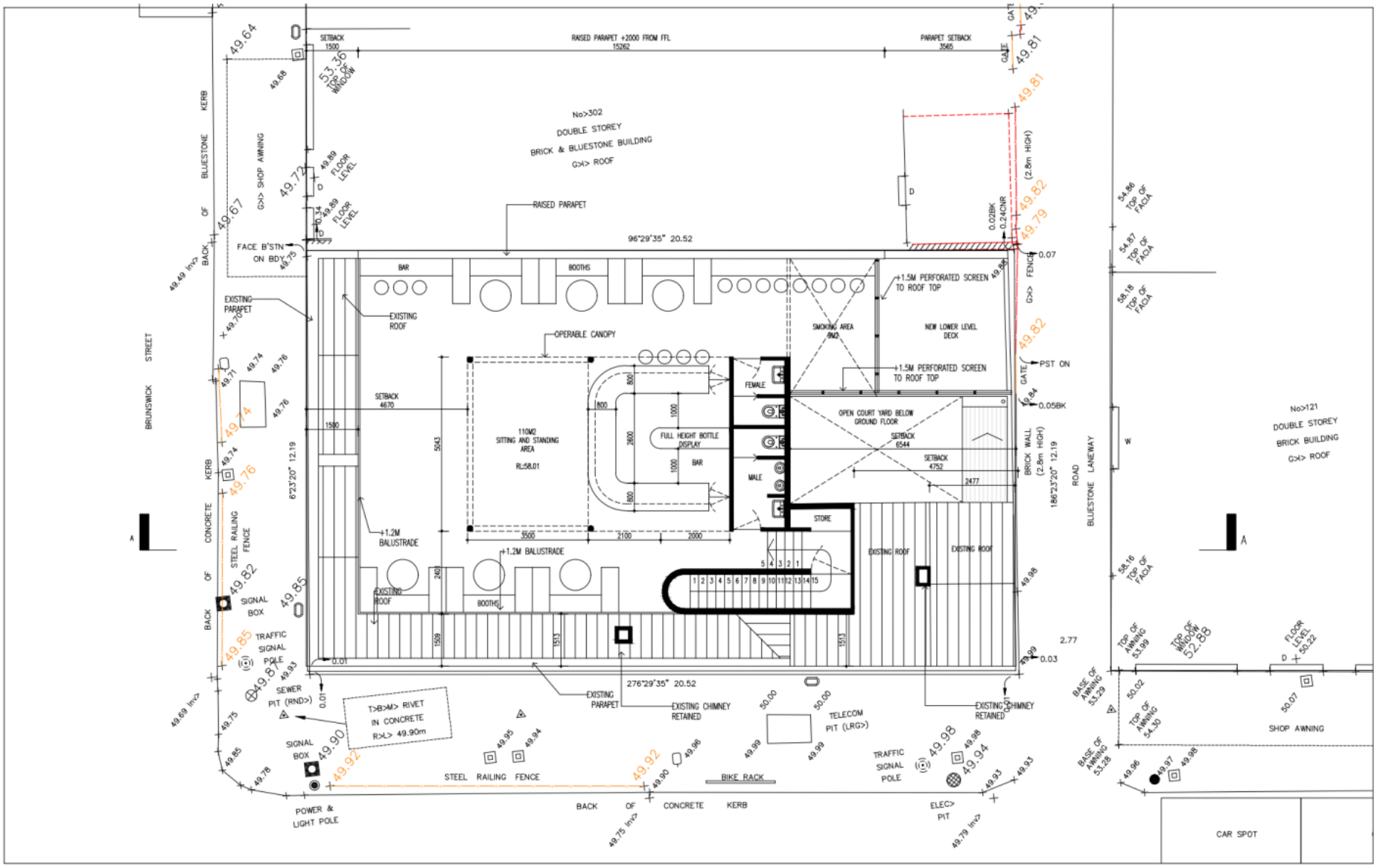
Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020



BAGNOLI ARCHITECTS	178 Stewart St Brunswick East VIC3056 info@bagnoli.co		**Client** The Stone Hotel	**Project** Roof top bar	**Drawing Title** PROPOSED 1ST FLOOR PLAN	**Job #** 1710-01 **Scale** 1:100 @ A3 **Date** 05.08.2018	**Drawing** TP 08 **Issue** 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herein constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020



BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client The Stone Hotel

Project Roof top bar

Drawing Title PROPOSED ROOF PLAN

Job # 1710-01
Scale 1:100 @ A3
Date 05.08.2018

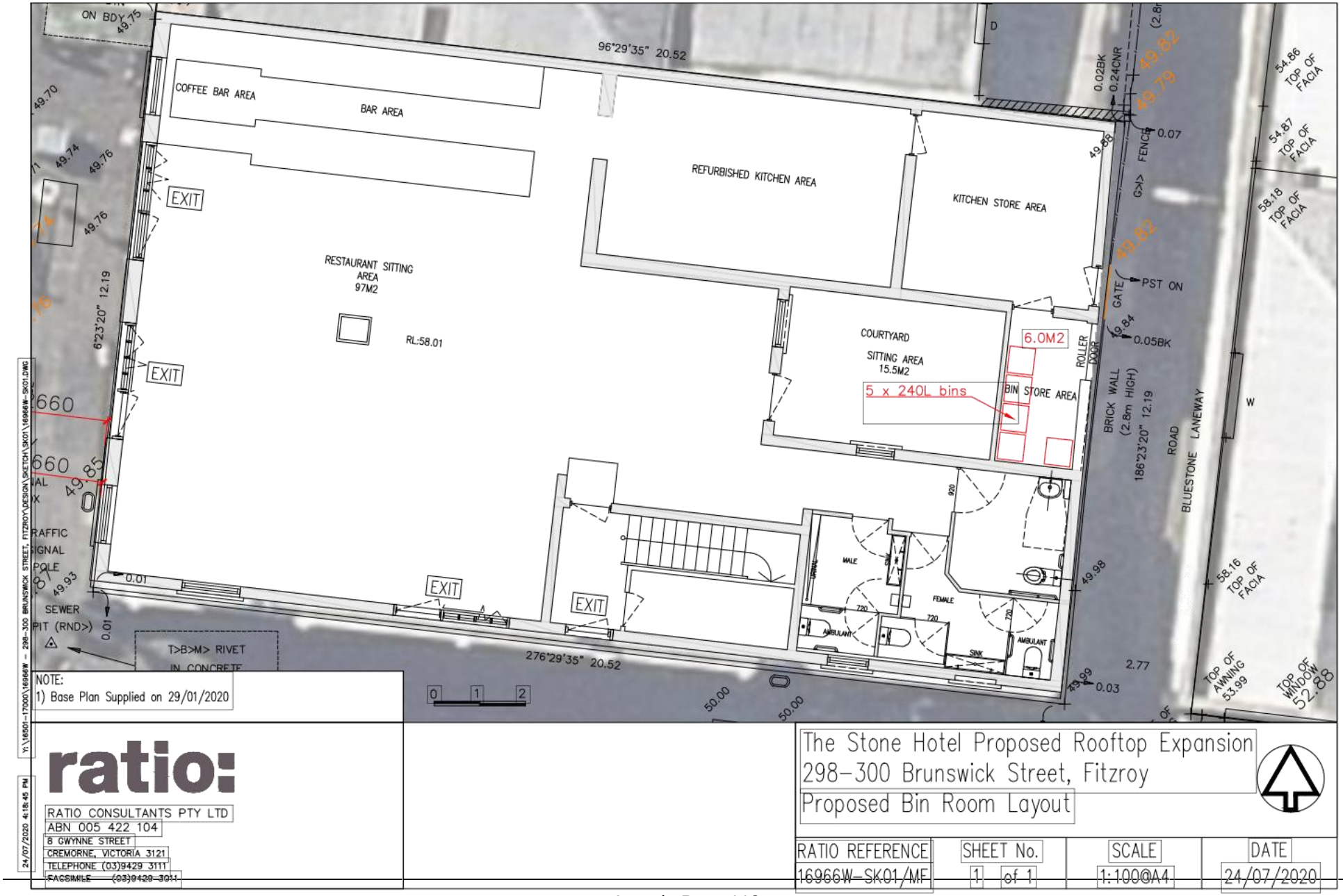
Drawing TP 09
Issue 3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herein constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020

Appendix B: Proposed Bin Room Layout

Attachment 11 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Amended Waste Management Plan - 29 July 2020



Attachment 12 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Waste referral response - 24 August 2020

Waste Referral – 298-300 Brunswick Street, Fitzroy – 99/0390.02

24 August 2020

The waste management plan for 298-300 Brunswick Street, Fitzroy authored by Ratio consultants and dated 29/7/20 is satisfactory from a City Works Branch's perspective.

Attachment 13 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic referral advice - 1 September 2020

1 September 2020

640.10090.04110 298-300 Brunswick St Fitzroy 20200901.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Gary O'Reilly

Dear Gary

298-300 Brunswick Street, Fitzroy
Development Application Acoustic Review
PLN 99039.002

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the Technical Memorandum prepared to address issues raised by SLR in our review of the acoustic report for this project and to provide comment on SJB Planning's letter of response.

Details of the memo are as follows.

- Title: The Stone Hotel, 298-300 Brunswick St, Fitzroy, Re: Response to Council Review of Acoustic Report
- Date: 23 July 2020
- Prepared by: Enfield Acoustics Pty Ltd (Enfield)

Details of the letter are as follows:

- Title: Response to Objections and Concerns, Planning Permit Application 990390, 298-300 Brunswick Street, Fitzroy
- Date: 7 August 2020
- Prepared by: SJB Planning with input from Enfield

SLR's review summary comments, and the extent to which they have been addressed in the memo are provided in **Section 1**. A review of the SJB letter with respect to acoustic items is provided in **Section 2.**

1 Enfield Memo Review

1.1 Background noise monitoring details

SLR Request: Details of where and when the background noise measurements conducted to determine noise limits were made.

Enfield Memo: The times, date and location of the background noise measurement is provided. Monitoring was undertaken 30 October (presumably 2019) between 1 am and 1:30 am, on the corner of Young and Argyle Streets. This was a Wednesday morning.

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

SLR Comment: The location and time are appropriately conservative for determining background noise limits and noise limits for the proposal. The reported background noise levels appear however, high for the time and location. Data held in our files and obtained for comparable areas are substantially lower.

Further background noise monitoring is not possible at the moment due to the COVID-19 shutdown conditions. However, it may be an option to use historical background noise for the assessment to 120 Johnston Street. An assessment location closer to Johnston Street would be reasonable for this receiver.

1.2 120 Johnston Street receiver

SLR Request: Assessment of impacts to the upper levels of 120 Johnston Street, if this building is proved to have a residential component.

Enfield Memo: 120 Johnston Street has been included as an assessment location.

Music and patron noise from the proposed outdoor deck has been modelled to upper levels of 120 Johnston Street. A review of these assessments is provided in the sections below.

1.2.1 Music Noise

Enfield Assessment: Music noise has been modelled to 120 Johnston Street assuming that loudspeakers are located at the western end of the outdoor deck, and using a reference A-weighted noise level 3 m from the loudspeaker/s. Music is predicted to comply with the identified octave limits at the dwelling provided that music does not exceed 82 dBA L_{10} at the reference location.

SLR Comment: Our indicative calculations agree with Enfield's noise modelling. However, we are concerned that the noise limits may be inappropriately determined. See our comments in **Section 1.1** of this review.

1.2.2 Patron Noise

Enfield Assessment: Patron noise is proposed to be in the order of 52 dBA Leq and 60 dBA Lmax at the façade of the apartment. This is noted to comply with the identified limits of 54 dBA Leq (background + 5 dB) and 65 dBA Lmax. Enfield's patron noise predictions assume a patron noise level consistent with that measured at the Provincial Hotel (89 dBA L_{10} patron voice with contribution from music).

SLR Comment: The predicted patron noise to 120 Johnston Street does not appear to be consistent with the music assessment. The lower assumed music level (82 dBA @ 3 m from loudspeakers) is predicted by Enfield to result in higher overall levels at the dwelling (57 dBA).

Our indicative calculations, assuming a patron voice level of 85 dBA Leq (adjusted from Enfield's L10 level to remove contribution from music) also suggest higher patron noise levels (in the order of 57 dBA) at 120 Johnston Street.

Given the above, some further explanation of the patron noise model is requested. In particular, we would like to confirm the voice noise levels used in calculations throughout the deck and / or the overall sound power level used in the model; location of the voice noise source and clarification as to the shielding provided by the venue itself.

1.3 Music limiter

SLR Request: SLR recommended updating the planning permit condition with respect to the venue's obligations to install and maintain a music noise limiting device (**Section** Error! Reference source not found. of the review), and that a specific condition be included to limit the type of live music that can be played outdoors.

Enfield Memo: SLR recommendations regarding installation of a music noise limiter have been accepted. However, restriction on the type of live music to be played in the outdoor area is not accepted. The consultant argues that the noise limiter / compressor will be sufficient for controlling music emissions from live music provided that all amplified music is played through the calibrated system.

SLR Comment: The proposed approach is acceptable from our perspective. The requirement to use the calibrated in-house amplification system should be sufficient to manage emissions provided that the limiter / compressor is set to achieve compliance at all potentially impacted dwellings.

2 Letter in Response to Objectors (acoustic issues only)

The number items below refer to the row number in the table presented by SJB planning (attached).

1. Patron and music noise effects on amenity

Residents claim that music and patron noise has not been assessed to dwellings to the north of the site, and that, given impacts form the Provincial Hotel are already experienced, noise from the proposal is considered a risk.

Enfield states that if music and patron noise complies at the nearest sensitive receiver locations, it will comply at other locations.

SLR Comment: Based on resident comments with respect to noise from the Provincial Hotel, there would appear to be grounds for considering cumulative impacts from the Stone Hotel and the Provincial Hotel in any assessment to dwellings impacted by noise from both venues. This would require assessing noise to targets that are in the order of 3 to 5 dB lower than the identified limits.

We agree with Enfield that if music and patron noise complies at the nearest noise sensitive receiver locations, and provided that the noise limits at these locations are the same, compliance should be achieved at all assessment points. It is also of consideration that the venue is proposed to have a solid wall along the northern and southern boundaries of the deck in order to control noise to 306 Brunswick Street. This barrier will assist in the control of noise to dwellings to the north and north east.

It should also be acknowledged that compliance with noise limits does not ensure that there are no noise impacts.

2. Low frequency music noise emissions

Residents raise low frequency music noise as a particular concern. Enfield state that compliance with Condition 3 of the permit for the use will address low frequency noise.

SLR Comment: SLR agrees that if the music noise limiter is set to ensure compliance with SEPP N-2 at the most impacted receiver locations, and provided that the music noise limits are the same, compliance will be achieved at all locations.

As discussed in relation to patron noise there appears to be a good argument for taking cumulative impacts into consideration, with the resultant requirement to target lower noise limits at dwellings impacted by music from more than one venue.

3. Coles building

No comment / SLR in general agreement with Enfield

4. Invalid background testing

Enfield's general approach to background noise monitoring for the purpose of determining noise limits is in principle appropriate and conservative. SLR have, however, raised issues around the actual measured levels, which seem high. This matter is discussed in **Section 1.1** of this review.

5. Enfield testing not representative

SLR has raised the issue of the receiver at 120 Johnston Street. In our opinion if noise to this receiver and 306 Brunswick Street is addressed, and the noise limits are the same, explicit assessment to other receivers is not necessary.

However, if different noise limits are identified for different receiver locations, specific assessments to those receivers would be required.

6. Sightlines and subsequent matters (i.e. rows 6 to 11)

The subsequent matters raised either do not pertain directly to the acoustic assessment, or were addressed in the Enfield memo (our review provided in **Section 1** of this memo).

3 Summary

SLR has conducted a review of the acoustic memo prepared to address issues in our review of the acoustic report for the application. The memo addresses some matters, however we still have queries in relation to the following:

- The background noise levels look high for the measurement time and location. We have requested that these be reviewed, particularly as they result in high noise limits in low frequency measurement bands. It may be an option to use historical data obtained closer to Johnston Street for the assessment to 120 Johnston Street. However any assessment provided to receivers to the north east should use data obtained closer to the original background measurement location.
- The provided music noise assessment is reasonable, however it will need to be revisited if lower noise limits are identified.
- The provided patron noise assessment to 120 Johnston Street does not appear to be consistent with the music assessment, and our indicative calculations also suggest higher patron noise levels at this location. Due to the above, we have requested the following further information:
  - Assumed voice levels throughout the deck area and/or sound power level used in the model
  - Clarification with respect to any shielding provided by the venue.

Attachment 13 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic referral advice - 1 September 2020

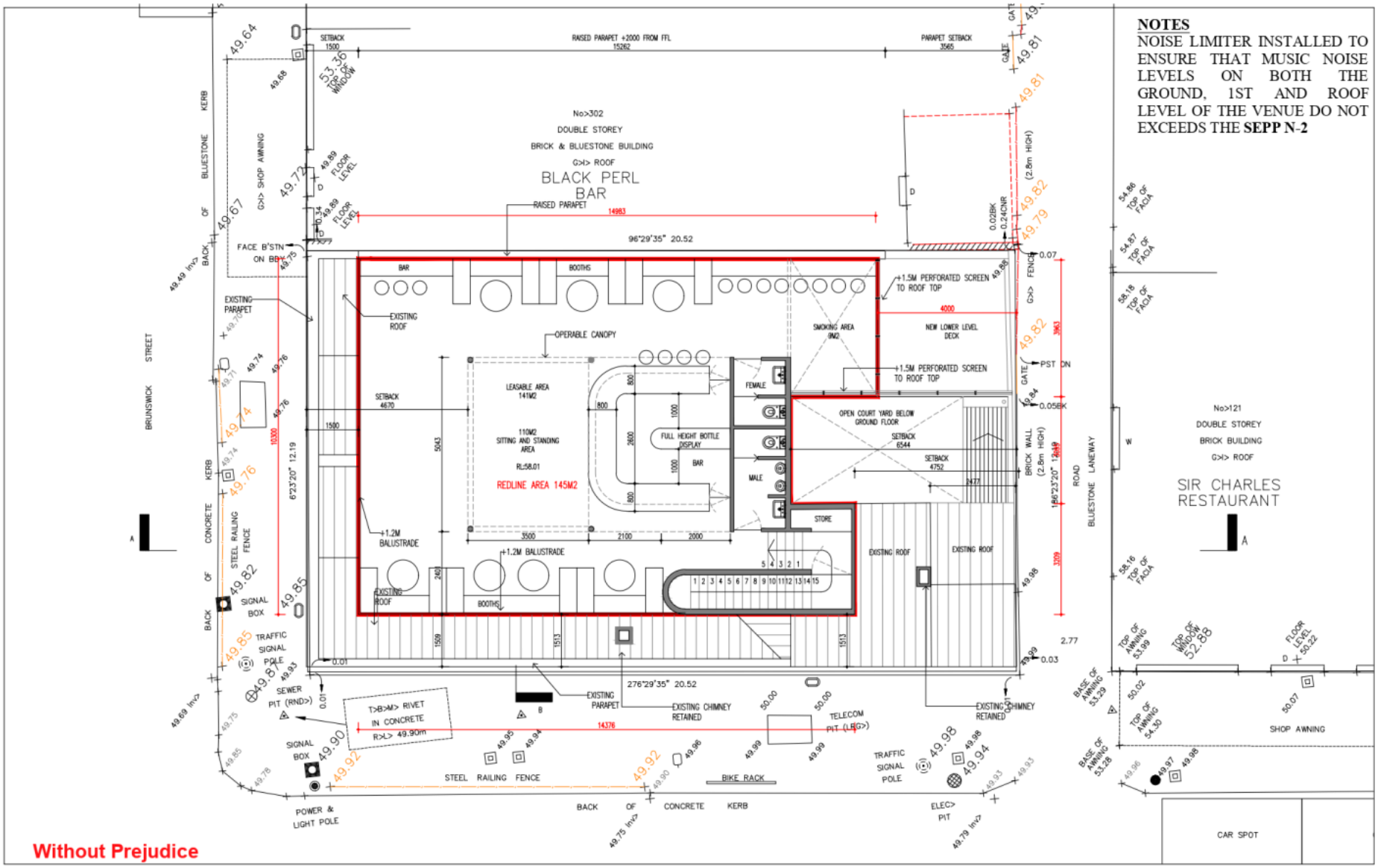
- Based on our review of resident comments, it is evident that the area is already impacted by noise from existing venues, and in particular the Provincial Hotel. Given this, it would be appropriate for an assessment of cumulative noise impacts to be provided in the report, particularly to receivers equally exposed to noise from both venues, such as the dwellings in Argyle Street to the north.

Regards,

Dianne Williams
Associate – Acoustics

Checked/Authorised by: JA

Attachment 14 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Sketch plans - 29 September 2020

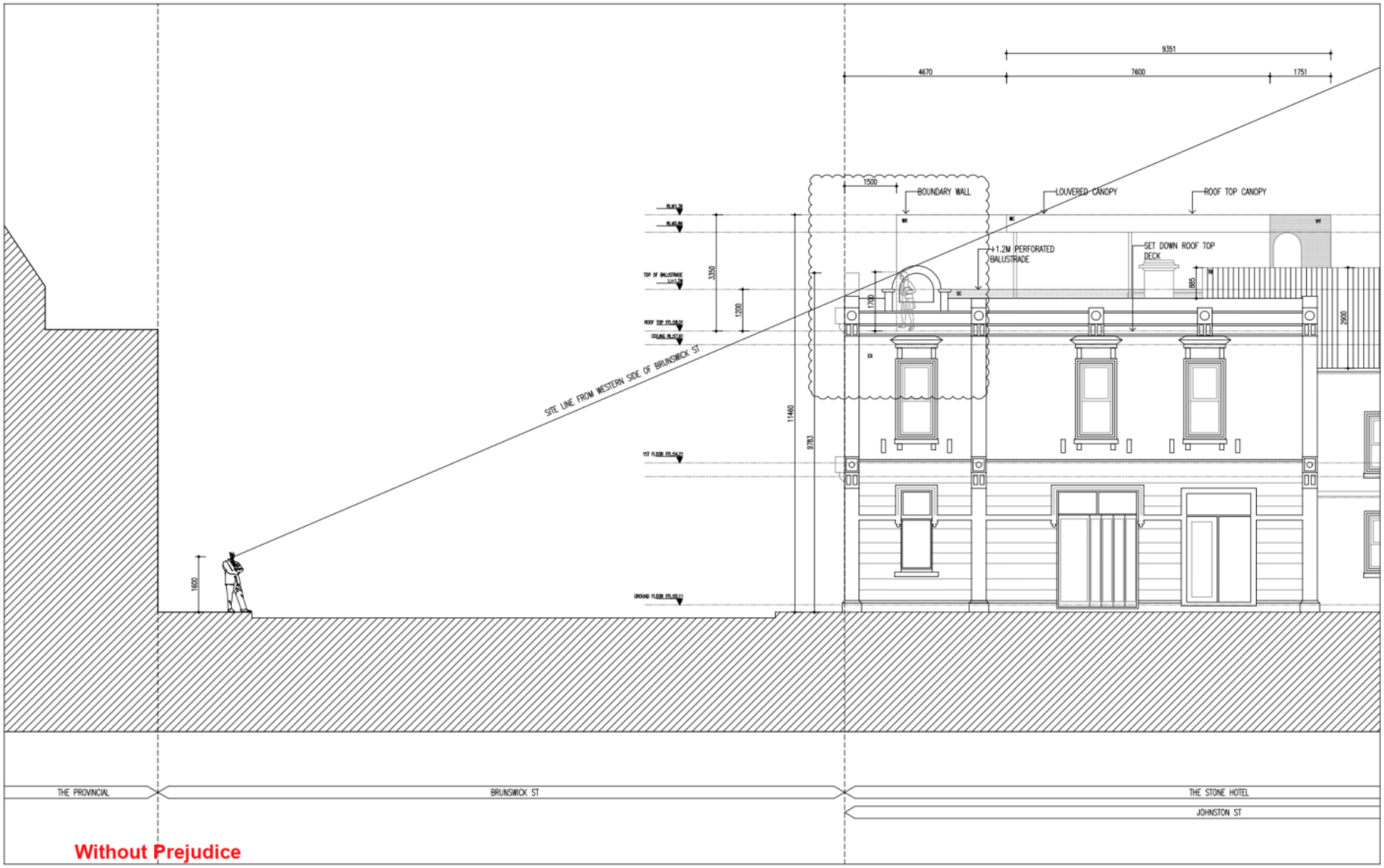


BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client	The Stone Hotel
Project	Roof top bar
Drawing Title	PROPOSED ROOF PLAN
Job#	1710-01
Scale	1:100 @ A3
Date	05.08.2018
Drawing	TP 09
Issue	7

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 14 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Sketch plans - 29 September 2020



BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel

Project: Roof top bar

Drawing Title: PROPOSED SOUTH ELEVATION-A (JOHNSTON ST)

Job# 1710-01
Scale 1:100 @ A3
Date 05.08.2018

Drawing TP 10

Issue 7

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

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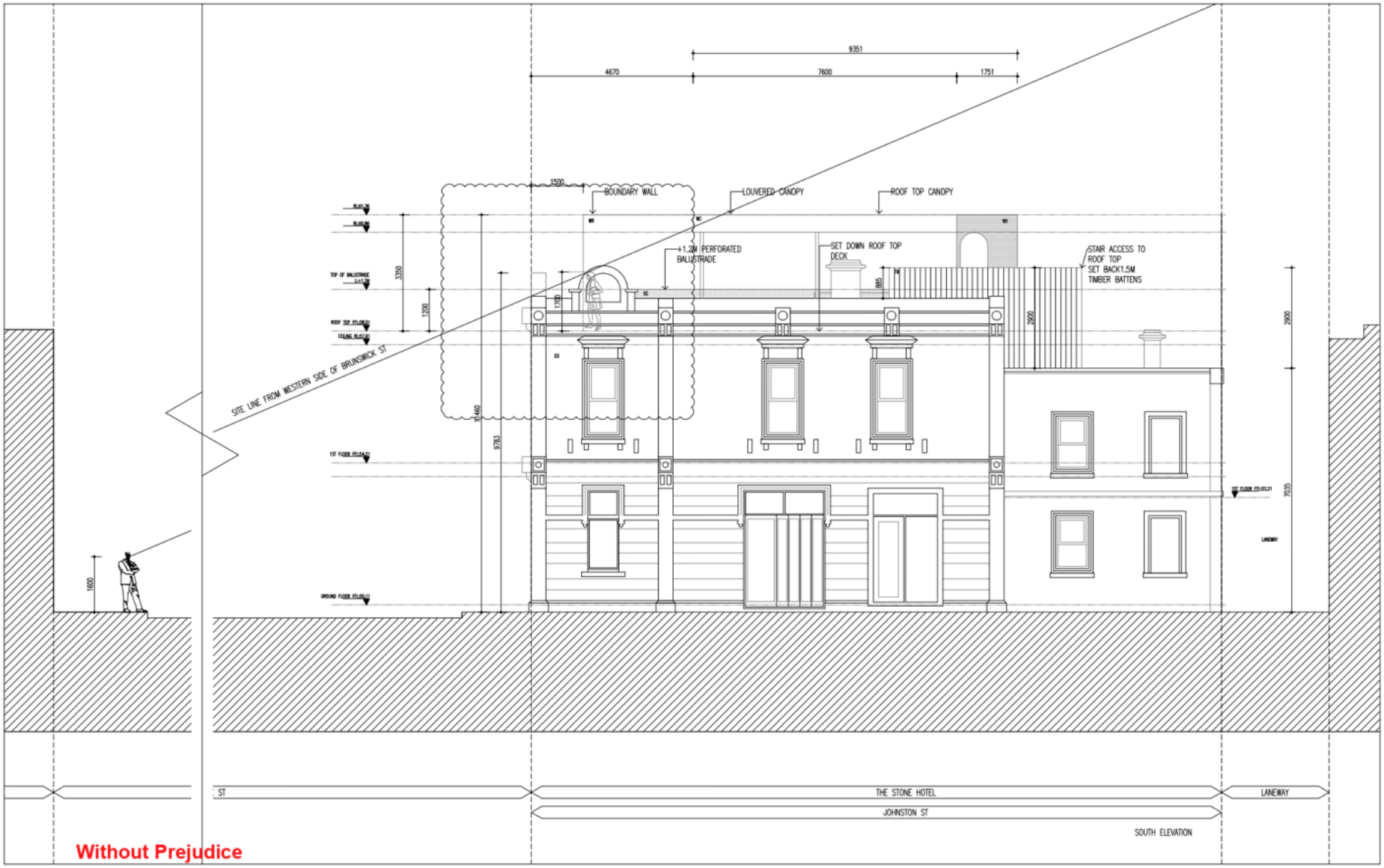
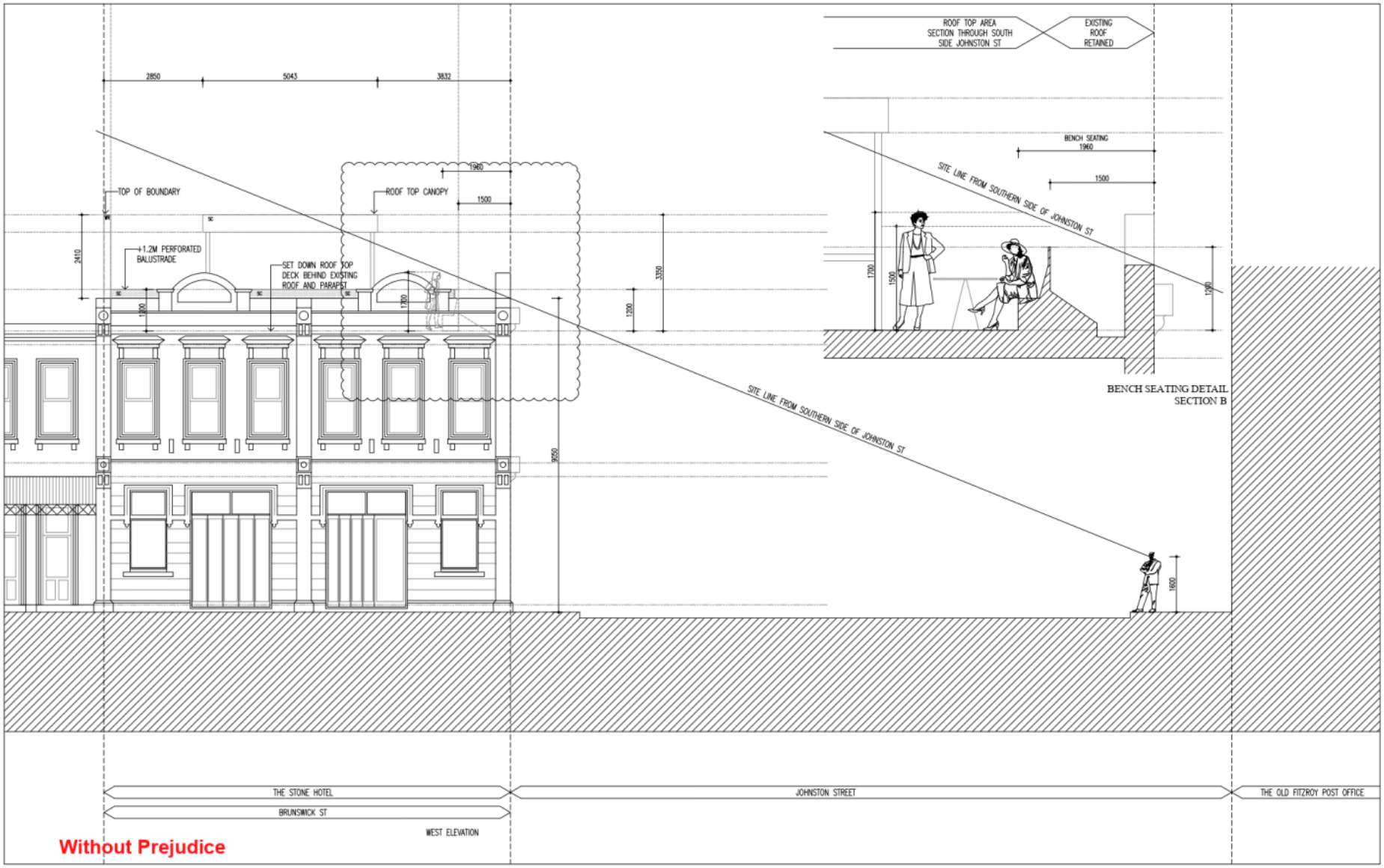


BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel
Project: Roof top bar
Drawing Title: PROPOSED SOUTH ELEVATION JOHNSTON ST
Job# 1710-01
Scale 1:100 @ A3
Date 05.08.2018
Drawing TP 11
Issue 7

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 14 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Sketch plans - 29 September 2020

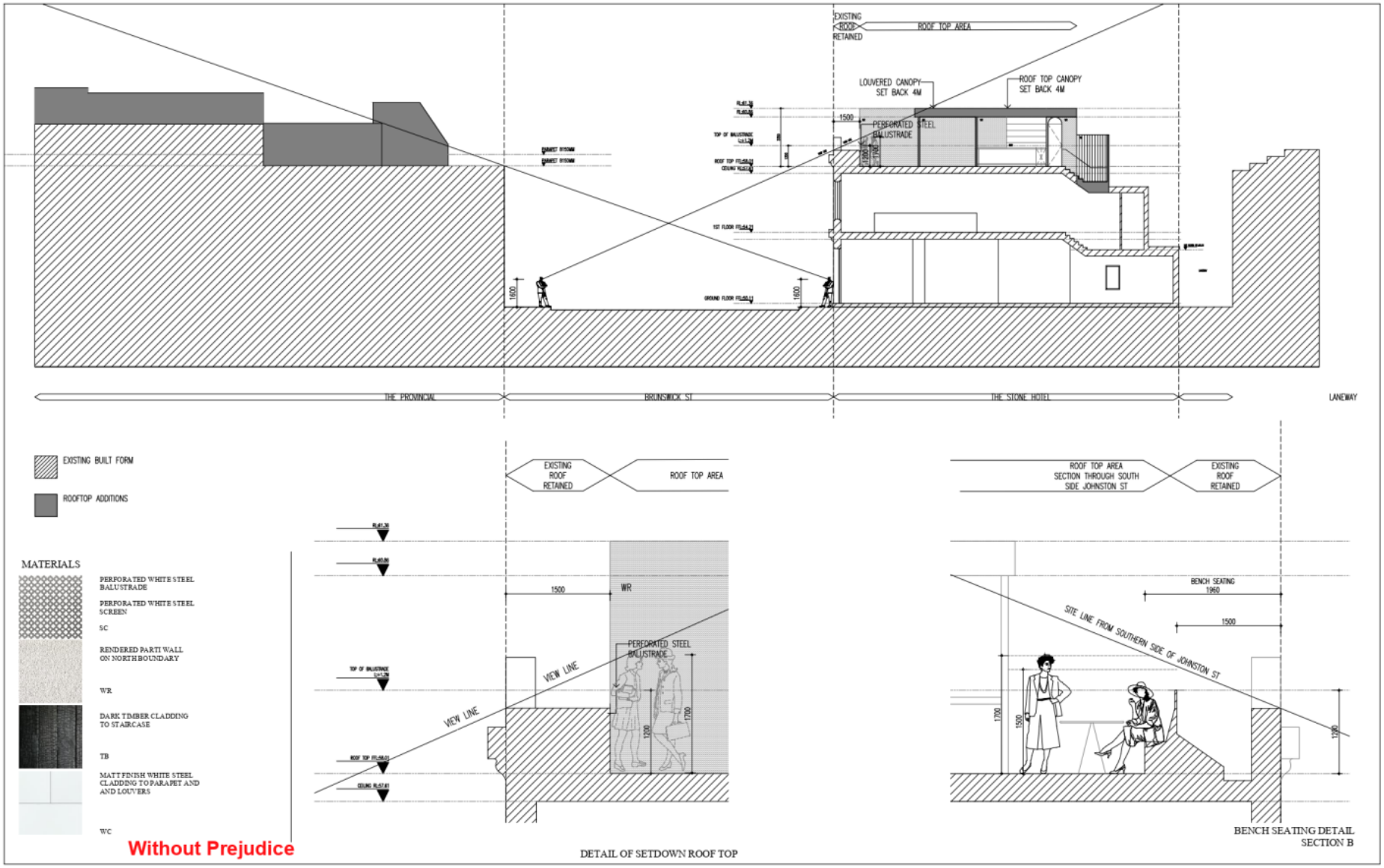


BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client: The Stone Hotel
Project: Roof top bar
Drawing Title: WEST ELEVATION BRUNSWICK ST
Job# 1710-01
Scale 1:100 @ A3
Date 05.08.2018
Drawing TP 11
Issue 7

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 14 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Sketch plans - 29 September 2020



BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client	The Stone Hotel
Project	Roof top bar
Drawing Title	SECTION A SITE SECTION THROUGH BRUNSWICK ST
Job#	1710-01
Scale	1:200 @ A3
Date	05.08.2018
Drawing	TP 13
Issue	7

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herin constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

Attachment 15 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Correspondents from Applicant - 14 October 2020

Correspondents from applicant (14 October 2020) – 298-300 Brunswick Street, Fitzroy – 99/0390.02

Hi Gary,

We've liaised with our client on the matters below.

Our client is happy for a suitably worded condition to reduce the height of the wall along the northern boundary.

As for the setback from Brunswick Street, to appease Council's concerns, our client is willing to include fixed seating along this boundary (similar to the seating proposed along the Johnston Street side) and designed to fit around the existing chimney.

To assist Council, we provide a draft set of conditions relating to the above two matters.

1. Prior to construction of the rooftop deck and increase in patron numbers, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the decision plans by Bagnoli Architects received by Council on 11 September 2020 but modified to show:

    a. The proposed wall along the northern boundary of the rooftop deck to be reduced in height to RL59.21 to align with the balustrade along the western edge of the rooftop deck;

    b. All existing chimneys to be retained;

    c. Fixed seating to be provided along the southern perimeter of the rooftop deck adjacent to Johnston Street; and

    d. Fixed seating to be provided along the western perimeter the rooftop deck adjacent to Brunswick Street.

Can you please review and confirm whether Council is happy with the above? Can you also please advise if you are now in a position to finalise your recommendation / report for the PDC meeting on 18 November 2020?

Kind regards,

Tonia Chatterjee
Planner

SJB Planning
Level 1, 80 Dorcas Street
Southbank VIC 3006
www.sjb.com.au
T: +613 8648 3500
M: 0490 212 770

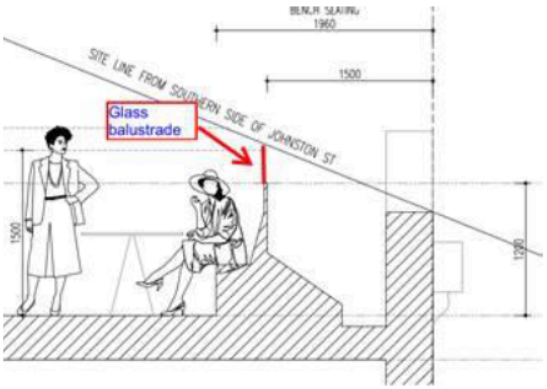
LinkedIn | Instagram | eNewsletter

Attachment 16 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Correspondents from Applicant - 6 November 2020

Correspondents with Applicant (6 November 2020) – 298-300 Brunswick Street, Fitzroy – 99/0390.02

Hi Gary,

Our client's acoustic consultant is working with SLR in relation to a final acoustic position. A condition currently being discussed to address noise to 120 Johnston Street is a glass balustrade to the southern façade as shown below. The height is to be confirmed however any additional balustrade above the proposed 1.2m perforated metal balustrade will be clear glass to ensure no impact on the heritage context, which we have worked hard with Council to achieve.



BENCH SEATING DETAI
SECTION I

An appropriately worded condition can deal with this design outcome.

With due respect do not believe that it is a matter that requires referral to Council heritage consultant and a position can be formed by Council officers.

Can we please ask you to promptly consider this outcome so that we can finalise the acoustic recommendation from SLR and have the matter determined at the early December Council meeting?

Kind regards,

Tonia Chatterjee
Planner

SJB Planning
Level 1, 80 Dorcas Street
Southbank VIC 3006
www.sjb.com.au
T: +613 8648 3500
M: 0490 212 770

LinkedIn | Instagram | eNewsletter

Attachment 17 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic memo - 10 November 2020

Enfield Acoustics Pty Ltd
ABN 15 628 634 391
PO Box 920
North Melbourne, VIC 3051
(03) 9111 0090

ENFIELD ACOUSTICS NOISE VIBRATION

November 10, 2020

Chooey Pty Ltd c/- SJB Planning
Att: Tonia Chatterjee

Technical Memorandum

The Stone Hotel, 298-300 Brunswick Street, Fitzroy

Re: Response to Council Review of Technical Memo V223-03-P

Enfield Acoustics was previously engaged by Chooey Pty Ltd to prepare an acoustic report for permit approval for the proposed licensed area extension of a new rooftop terrace at the Stone Hotel, 298-300 Brunswick Street (Hotel).

We understand that Council has internally reviewed the application, which includes comments from SLR Consulting. This technical memorandum is in response to the technical queries raised by the reviewing consultant and is submitted as an addendum to the following documents which were previously circulated to Council:

- V223-02-P Acoustic Report, dated 17 November 2019; and
- V223-03-P Technical Memo, dated 23 July 2020.

This document has been prepared in reference to the most recent SLR acoustic review, as follows:

- Document No. 640.10090.04110 298-300 Brunswick Street, Fitzroy 20200901

BACKGROUND NOISE LEVELS

SLR Comment: The location and time are appropriately conservative for determining background noise limits and noise limits for the proposal. The reported background noise levels appear however, high for the time and location. Data held in our files and obtained for comparable areas are substantially lower.

Further background noise monitoring is not possible at the moment due to the COVID-19 shutdown conditions. However, it may be an option to use historical background noise for the assessment to 120 Johnston Street. An assessment location closer to Johnston Street would be reasonable for this receiver.

SLR has suggested that background noise levels used in our assessment appear high. The issue of background noise levels is discussed separately for both music and patron noise in the following sections.

MUSIC NOISE LEVELS

1.2.1 Music Noise

Enfield Assessment: Music noise has been modelled to 120 Johnston Street assuming that loudspeakers are located at the western end of the outdoor deck, and using a reference A-weighted noise level 3 m from the loudspeaker/s. Music is predicted to comply with the identified octave limits at the dwelling provided that music does not exceed 82 dBA L_{10} at the reference location.

SLR Comment: Our indicative calculations agree with Enfield's noise modelling. However, we are concerned that the noise limits may be inappropriately determined. See our comments in **Section 1.1** of this review.

We believe issues surrounding music noise levels and SEPP N-2 noise limits are already resolved via planning permit condition requiring noise limiting equipment be installed before commencement of use, consistent with that stated at Condition 3 of the existing planning permit:

SLR Comments: *Condition 3 is reproduced below.*

3. Before the use starts, the permit holder must install and maintain noise limitation equipment or sound attenuation equipment that ensures that the escape of noise from the premises is limited or restricted to comply with State Environment Protection Policy (Control of noise form Commerce, Industry and Trade) No. N-1 and State Environment Protection Policy (Control of Music Noise in Public Premises) No, N-2 or successive documents.

We suggest that condition 3 be updated in the new permit to help ensure ongoing control of music levels in the outdoor area, as follows:

All amplified music in the outdoor patron area is to be played through a suitable music noise limiter / limiter compressor. The limiter / compressor is to satisfy the following:

- Incorporate a frequency discriminating sound analyser and be able to be set to control octave band music levels.
- Be installed in a tamperproof box or have a software lock, not accessible to personnel other than the venue's management and acoustical consultant.
- The system is to be calibrated by the acoustical consultant to ensure that music levels played in the outdoor area/s comply with SEPP N-2.

We note that Enfield Acoustics has accepted the modifications to the Condition 3 of the planning permit, as suggested by SLR.

During the installation and calibration of the noise limiter, updated background noise measurements will be taken at all sensitive receivers identified (inclusive of residents on Argyle Street) whereby appropriate SEPP N-2 noise limits can be derived. This process removes all practical doubt regarding compliance and resolves any potential inaccuracies in the modelling and background noise measurements conducted to date.

PATRON NOISE

- The provided patron noise assessment to 120 Johnston Street does not appear to be consistent with the music assessment, and our indicative calculations also suggest higher patron noise levels at this location. Due to the above, we have requested the following further information:
  - Assumed voice levels throughout the deck area and/or sound power level used in the model
  - Clarification with respect to any shielding provided by the venue.
- Based on our review of resident comments, it is evident that the area is already impacted by noise from existing venues, and in particular the Provincial Hotel. Given this, it would be appropriate for an assessment of cumulative noise impacts to be provided in the report, particularly to receivers equally exposed to noise from both venues, such as the dwellings in Argyle Street to the north.

Discussions between Enfield Acoustics and SLR regarding the patron noise assessment were conducted over email and phone conversations to consider the following:

1. Confirmation of locations of all sensitive receivers and estimates on likely background noise levels;
2. Where an assessment of cumulative impacts is required;
3. Sound power levels for patron noise and modelling methodology.

Based on the historical information available to SLR and Enfield Acoustics, inclusive of past noise logging performed by Renzo Tonin & Associates (Document No. MC494-04F01 dated 4 September 2020), SLR and Enfield Acoustics has agreed to the following background noise levels and resulting patron noise targets:

Location	Estimated Background Noise L_{A90}	Patron Noise Target
120 Johnston Street	50dB(A)	55dB(A)
99 Argyle Street (1st Floor)	40dB(A)	45dB(A)
127 Argyle Street (Level 6)	45dB(A)	50dB(A)

We note that the approach of using historical information is a result of our office being unable to conduct further background noise monitoring due to current Covid-19 operational restrictions. However, SLR and Enfield Acoustics agree that the above noise levels are likely to be conservative and is a reasonable benchmark in assessing the risk of adverse impacts from patron noise.

The methodology used to assess patron noise has been updated as per discussions with SLR, as follows:

Item	Comments
Stone Hotel Rooftop (133 Patrons)	*Patron Sound Power Level* • Patron sound power level of 104dB(A)^ distributed as an area source at 1.5m above ground *Acoustic Treatment Recommended* • Acoustic fence at 1.6m high along the southern boundary of the rooftop beer garden • Acoustic fence at 2.5m high along the northern boundary of the rooftop beer garden, setback 3.5m from the West title boundary
The Provincial (194 Patrons)	*Patron Sound Power Level* • Patron sound power level of 106dB(A)^ distributed as an area source at 1.5m above ground *Acoustic Treatment Assumed* • None
Notes:	^Taken from Marshall Day Acoustics Patron Noise Curves

Modelled patron noise levels at all sensitive receivers are as follows:

Location	Modelled Patron Noise Level	Noise Sources
120 Johnston Street	56dB(A)	Stone Hotel
99 Argyle Street (1st Floor)	45dB(A)	Stone Hotel and Provincial
127 Argyle Street (Level 6)	47dB(A)	Stone Hotel and Provincial

As discussed with SLR, our understanding is that an assessment of cumulative noise impacts to 120 Johnston Street is not required given the site context of the dwelling being within close proximity to several other licensed venues and a busy intersection (Johnston Street and Brunswick Street).

ENFIELD ACOUSTICS NOISE VIBRATION

Based on the modelled noise levels above, patron noise from the Stone Hotel presents as an acceptable level of risk, especially given that the patron noise targets are considered conservative.

CONCLUSION AND RECOMMENDATIONS

With the adoption of the acoustic treatment above, our assessment concludes the following with respect to music and patron noise emissions from the Subject Land:

1. Music noise levels are already resolved via an existing permit condition requiring the calibration of a noise limiter to SEPP N-2 compliance prior to commencement of use and this can be further modified to relate to the amended use; and
2. Patron noise emissions (inclusive of cumulative impacts where applicable) present as an acceptable level of risk based on conservative patron noise targets, with an acoustic fence to the north and south boundary of the rooftop terrace.

We recommend that the acoustic treatment proposed be reflected on the planning permit conditions, as follows:

1. 1.6m high acoustic fence to the southern boundary of the rooftop beer garden (Refer Appendix A);
2. 2.5m high acoustic fence to the northern boundary of the rooftop beer garden, setback 3.5m from the West title boundary (Refer Appendix A);

All acoustic fencing shall be constructed as follows:

- To the specified heights and locations as depicted in Appendix A;
- Using any sheet cladding as long the selected material (or combined skins) has a mass of at least 15kg/m^2;
- The fence shall have no gaps or holes in it, or the likelihood of such occurring through natural causes or deformations, thus allowing noise to pass through;
- The fence must be designed and built in an acceptable manner so that noise will not pass underneath it;
- Balustrades shall be constructed of minimum 6mm glass and shall not form any gaps between glass panes or bead channels.

Acceptable fence claddings are:

- 6mm glass
- 12mm cement sheet

Attachment 17 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic memo - 10 November 2020

- 27mm plywood
- 3mm corten steel
- Aerated concrete panel
- Any proprietary acoustic fence panel with acoustic performance >Rw25

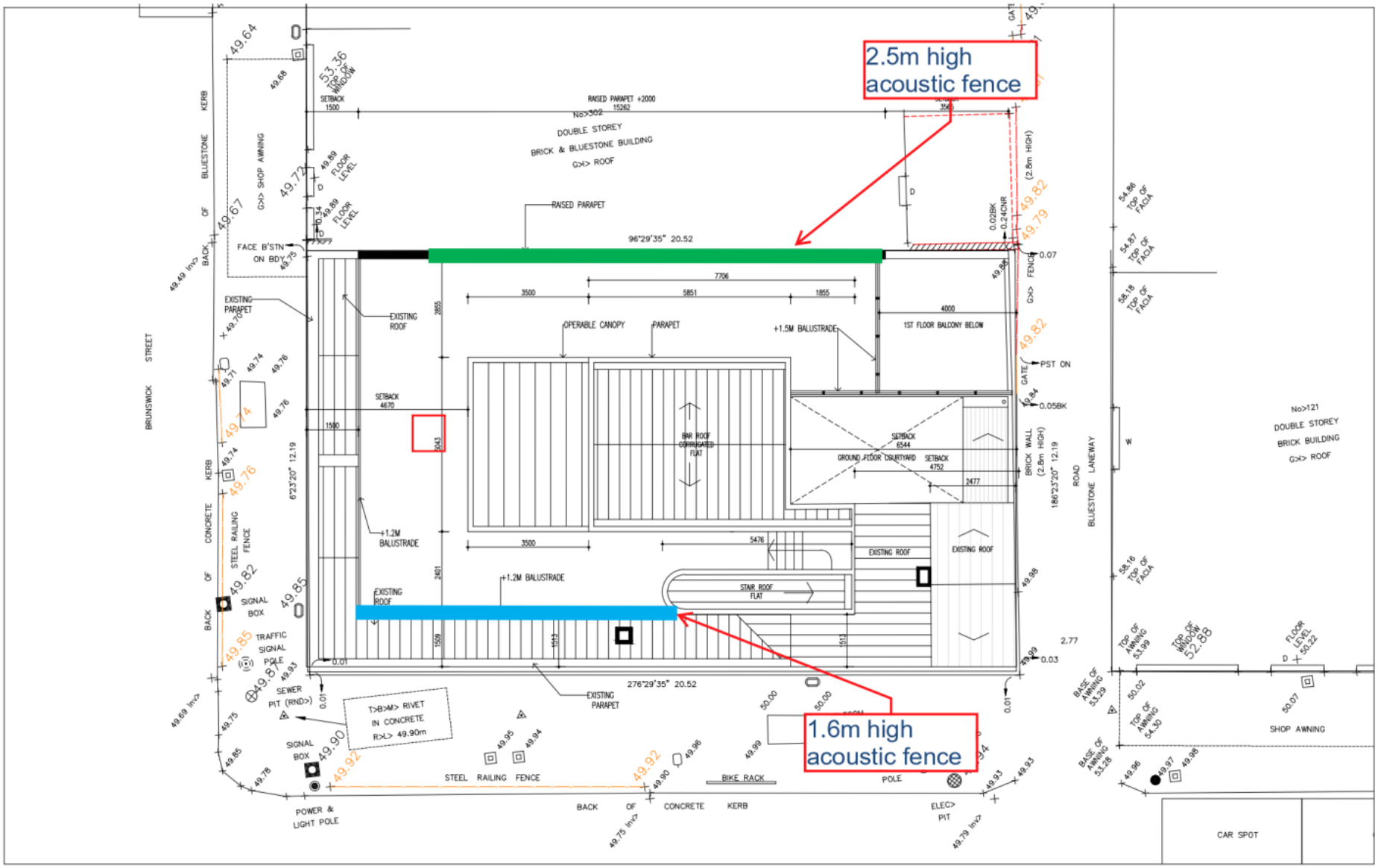
Mark Chew
Associate
Enfield Acoustics Pty Ltd
mark@enfieldacoustics.com.au

Attachment 17 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic memo - 10 November 2020

ENFIELD
ACOUSTICS
NOISE
VIBRATION

APPENDIX A – Markup of Acoustic Treatment

Attachment 17 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic memo - 10 November 2020



BAGNOLI ARCHITECTS
178 Stewart St
Brunswick East VIC3056
info@bagnoli.co

Client	The Stone Hotel
Project	Roof top bar
Drawing Title	PROPOSED SITE PLAN
Job #	1710-01
Scale	1:200 @ A3
Date	05.08.2018
Drawing	TP 07
Issue	3

Contractor to verify all dimensions on site before commencing work. Figured dimensions given are to be taken in preference to scaling. All drawings and written materials appearing herein constitute original and unpublished work of the designer and/or Architect and may not be duplicated used or disclosed without written consent of the designer and/or Architect.

WITHOUT PREJUDICE

Attachment 18 - 990390.02 - 298-300 Brunswick Street, Fitzroy - Acoustic referral response - 11 November 2020

Acoustic referral response – 298-300 Brunswick Street, Fitzroy – 99/0390.02

11 November 2020

Hi Gary,

The attached memo is in accordance with the approach to the modelling and assessment of patron and music noise agreed between SLR and Enfield. The memo addresses the issues raised in our review of 1 September 2020.

Let me know if you require anything further.

Regards,

Dianne.

SLR

Dianne Williams
Principal - Acoustics & Vibration
d +61 3 9249 9406
o +61 3 9249 9400
m +61 419 103 019
e dwilliams@slrconsulting.com

SLR Consulting Australia Pty Ltd
Lvl 11, 176 Wellington Parade, East Melbourne, VIC, Australia, 3002

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6.2 PLN19/0706 - 28 Canterbury Street Richmond - Construction of a double-storey dwelling and associated reduction in the car parking requirements

Executive Summary

Purpose

1. This report provides Council with an assessment of planning permit application PLN19/0706 submitted for 28 Canterbury Street Richmond. The application seeks approval for the construction of a double-storey dwelling and associated reduction in the car parking requirements. The report recommends approval of the application, subject to conditions.

Key Planning Considerations

2. Key planning considerations include:

   (a) Clause 22.10 – Built Form and Design Policy;
   (b) Clause 22.13 – Residential Built Form Policy;
   (c) Clause 52.06 – Car Parking; and
   (d) Clause 54 – One dwelling on a lot.

Key Issues

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

   (a) Clause 54 – One dwelling on a lot; and
   (b) Objector concerns.

Submissions Received

4. Seven (7) objections were received to the application and can be summarised as:

   (a) Out of keeping with neighbourhood character;
   (b) Inappropriate design and overdevelopment (height, scale, bulk);
   (c) Off-site amenity (overshadowing, overlooking);
   (d) Loss of on-street car parking; and
   (e) Discrepancies on plans.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and key considerations, and should therefore be supported, subject to conditions generally requiring limited design changes.

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

6.2 PLN19/0706 - 28 Canterbury Street Richmond - Construction of a double-storey dwelling and associated reduction in the car parking requirements

Reference	D20/158479
Author	Nish Goonetilleke - Senior Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Melba Ward
Proposal:	Construction of a double-storey dwelling and associated reduction in the car parking requirements
Existing use:	Dwelling
Applicant:	DX Architects
Zoning / Overlays:	General Residential Zone (Schedule 1) Design and Development Overlay (Schedule 5)
Date of Application:	14 October 2019
Application Number:	PLN19/0706

Planning History

1. Council records indicate that there is no planning permit history for the subject site.

Background

2. The application was received by Council on 14 October 2019 and additional information was received on 5 March 2020. The application was advertised on 5 March 2020 with six (6) objections received.

Section 57A Plans

3. The permit applicant submitted a set of amended plans to Council under Section 57(a) of the *Planning and Environment Act* (1987) (the "Act") on 22 June 2020 in response to concerns raised by Council's Planning Officer, Engineering Unit and objectors. The Section 57(a) plans included the following changes:

   (a) Increased ground floor southern boundary wall length from 19.71m to 20.91m;
   (b) Downward sloping roof profile (RL20.93 to RL19.8) amended to maintain a continuous roof pitch (RL20.82);
   (c) Increased first floor front setback by 0.02m and 0.04m;
   (d) Increased first floor minimum setback from the rear boundary from 4.82m to 7.45m;
   (e) Internal reconfiguration of the first floor, including the introduction of a central raked setback from the northern boundary from 0.99m to 2.24m; and
   (f) Horizontal window proportions on the front façade at both levels revised to vertical, and the privacy screening/size of the first floor rear window revised/reduced.

4. The amended plans were re-advertised and one (1) additional objection was received with some original objectors re-emphasising their concerns.

5. The permit applicant submitted a second set of amended plans to Council under S57(a) of the Act on 22 October 2020 in response to concerns raised by objectors. The Section 57(a) plans included the following changes;

(a) Decreased ground floor southern boundary wall length from 20.91m to 19.71m;
(b) Ground floor eastern setback increased from 4.92m to 6.12m;
(c) Overall roof profile decreased from RL 20.82 to RL 20.54;
(d) Deletion of the first floor circular window on the southern façade;
(e) Addition of a 0.6m high lattice above the proposed 1.8m high timber fence along the southern boundary;
(f) Existing pergola structure at No. 30 Canterbury Street accurately represented; and
(g) Ground clearance check for the proposed car parking space.

6. The amended plans were not advertised, with the application given a discretionary exemption at Council's internal Development Assessment Panel (DAP) meeting held on 13 November 2020, on the basis that the proposed amendments were a reduction in built form and would not result in material detriment. However, a copy of the S57A plans were circulated with the Planning Decision Committee invitations to all objectors.

7. The assessment in this report is based on the amended S57A plans submitted to Council on 22 October 2020.

The Proposal

8. The application seeks approval for the construction of a double-storey dwelling and associated reduction in the car parking requirements. The proposal is summarised as follows:

Demolition (no permit required)

(a) Full demolition of all structures on-site, with the exception of the existing northern boundary fence;
(b) Removal of two trees from the rear of the site;
(c) Removal of existing footpath along Canterbury Street to construct a new vehicle crossover;

9. The proposed dwelling would be two-storeys, with a part skillion and part flat roof profile, with a maximum height of 8.81m above natural ground level (NGL). Details of the proposed dwelling are as follows:

(a) The ground floor consists of a study, laundry, WC and an open plan kitchen/dining/living area providing access to secluded private open space (SPOS). The front setback also accommodates access to a single car parking space via a 3m wide crossover;
(b) The ground floor is setback a minimum 2.39m from the eastern (front) boundary, built along the northern and southern boundaries for lengths of 15.54m and 19.71m, respectively, and setback a minimum of 6.12m from the western (rear) boundary to accommodate SPOS, an uncovered patio, and a 1.6sqm , 2.51m high garden shed and worm farm;
(c) The first floor would consist of a bathroom, ensuite and three bedrooms;
(d) The first floor would be setback a minimum 1.49m from the front boundary and cantilevered over the ground floor, setback between 0.93m - 2.24m to the central rake, built along the southern boundary for a length of 17.71m and setback a minimum 7.45m from the rear boundary;
(e) Proposed northern and southern boundary wall heights range between 3.08m to 3.14m and 3.6m to 8.81m above NGL, respectively;
(f) A 3,000Ltr in-ground rainwater tank is proposed within the front setback, as well as a bin/battery storage behind the carport, including a front fence/sliding gate with a maximum height of 1.5m constructed of timber battens;
(g) 22 panels of PV solar panels to be constructed flush to the northern skillion roof; and
(h) The materials proposed would be a combination of vertical timber boards, masonry brick, concrete render (light tones), metal roof, timber fence (dark grey) and glazing.

Existing Conditions

Subject Site

10. The subject site is located on the western side of Canterbury Street, between Boyd Street to the north and Newry Street to the south; with Burnley Street approximately 68m to the east and Church Street approximately 700m to the west, in Richmond. The site has a frontage of 6.01m to Canterbury Street and a maximum depth of 27.94m, constituting an overall area of approximately 166sqm. The land slopes from south to north and west to east.

11. The site is occupied by a single-storey, semi-detached, weatherboard dwelling, with a hipped metal roof form and chimney shared with No. 30 Canterbury Street to the south. The dwelling is setback a minimum 2.36m from the front boundary which accommodates a maximum 1.6m high, timber picket front fence and garden. At ground floor, the dwelling is setback 0.9m from the northern boundary, built along the southern boundary for a length of 18.8m, and setback a minimum 6.3m from the rear boundary to accommodate SPOS. The dwelling consists of a living room, two bedrooms, a bathroom, and an open plan dining/kitchen area providing access to the rear SPOS.

12. There is no car parking on-site.

The subject site when viewed from Canterbury Street (DX Architects, August 2019)

Title

13. There are no restrictive covenants listed against the certificate of title provided for the subject site, aside from the following easements:

    (a) A 0.9m and 1.2m wide drainage and sewerage easement runs along the northern boundary and towards the rear of the dwelling; and
    (b) A 16.95m long party-wall easement shared with the abutting site to the south (No. 30 Canterbury Street).

14. The applicant provided written consent from City West Water who have provided in-principle support for the proposed building over the drainage and sewerage easements, subject to the lodgement and subsequent approval of plumbing work for sewerage and water.

Surrounding Land

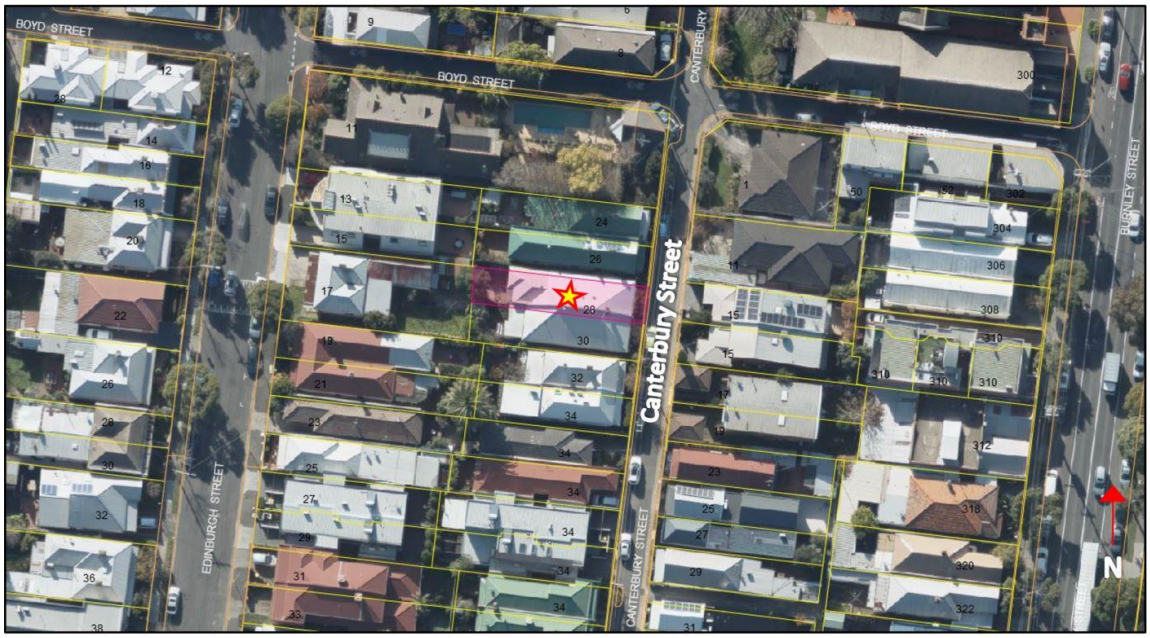
15. The surrounding neighbourhood is largely residential, with a mixture of single and double-storey dwellings with pitched, gabled or flat roof forms and an increasing number of contemporary developments. While building types vary within Canterbury Street, high site coverage and the construction of walls on boundary are common elements, with the majority of buildings being constructed on at least one (if not both) side boundaries.

A number of dwellings on the western side of Canterbury Street are setback between 2.34m-3m from the front title boundaries to accommodate front gardens. The more recent developments along both sides of Canterbury Street mostly incorporate vehicle crossovers and garages to the Canterbury Street frontage. Areas of SPOS are predominantly located at ground level within the rear setbacks.

16. The emerging housing stock consists of contemporary architectural responses, with generally rectilinear fenestration and pitched roof forms, and typically consist of materials ranging from timber battens, concrete and metal cladding with high proportions of glazing. As shown below, the following developments within this section of Richmond have been approved, some of which are under construction or already completed:

Address and Distance to Subject Site	**Development**	**Image**
34A - D Canterbury Street, 30m south	4 x 2 storey dwellings and associated reduction in car parking (PLN13/0051)	
35 Canterbury Street, 54m south-east	2 x 2 storey dwellings (PL07/1001)	
32 Newry Street, Richmond, 120m south-east	12 x part 3 and part 4 storey residential building and associated reduction in car parking (PLN14/1007)	
21 Newry Street, Richmond, 94m south-east	2 storey dwelling (PL06/1030)	
336 Burnley Street, Richmond	2 x 3 storey dwellings (PLN19/0099 approved and waiting for construction)	

17. Immediately surrounding the subject site are the following properties:



The subject site and surrounding land (Council GIS, November 2020)

18. Abutting the subject site to the north is No. 26 Canterbury Street; a single-storey, semi-detached, weatherboard house with a metal roof. The dwelling is setback a minimum 2.27m from the front boundary, setback a minimum 1.09m from the southern boundary, and setback a minimum 5.6m from the rear boundary to accommodate SPOS. The existing timber picket front fence has a maximum height of 1.6m above NGL.

19. Abutting the subject site to the south is No. 30 Canterbury Street; which has a similar duplex configuration as the subject site. This neighbouring dwelling to the south is a single-storey, semi-detached, weatherboard dwelling, setback 2.34m from the front boundary, built along the northern boundary for a length of 21.6m and setback a minimum 6m from the rear boundary to accommodate SPOS, a pergola and shed. The existing timber picket front fence has a maximum height of 1.6m above NGL.

20. Immediately to the east of the subject site, across Canterbury Street are a mix of single and double-storey dwellings, some with open car parking spaces/carports/garages located within the front setback.

21. Abutting the subject site to the west are the rear SPOS and sheds of single and double-storey dwellings fronting Edinburgh Street. Immediately abutting the subject site to the west are the rear SPOS of Nos. 15 to 19 Edinburgh Street, with the dwellings setback over 5.4m from the shared boundary with the subject site.

22. Canterbury Street consists of a variety of front fence designs, ranging from cast-iron to timber-pickets to brick fences, in different heights.

23. Canterbury Street is located between two designated Activity Centres (AC); Bridge Road approximately 470m to the north and Swan Street approximately 300m to the south. Therefore, the subject site is within proximity to a range of retail premises, food and drink premises, and also community buildings, medical facilities and tram routes serving the CBD and eastern suburbs. The subject site has good access to public transport and open space, including:

    (a) Burnley Street bus and train routes approximately 68m east and 390m south-east, respectively;
    (b) Swan Street tram lines approximately 300m south;
    (c) Bridge Road tram lines approximately 470m north;
    (d) Church Street tram lines approximately 700m west; and

(e) Approximately 800m north of parkland associated with the Yarra River corridor, which includes the Capital City Cycle Trail.

Planning Scheme Provisions

Zoning

24. The subject site is zoned General Residential Zone (Schedule 2). The following provisions apply:

(a) Pursuant to *Clause 32.08-4* of the Yarra Planning Scheme (the Scheme), the mandatory minimum garden area requirement applies to lots over 400sqm. The overall subject site is only 166sqm in area and therefore the minimum garden area requirement does not apply.

(b) Pursuant to *Clause 32.08-5* of the Scheme a planning permit is required to:
(i) construct one dwelling on lot less than 500sq.m. *Clause 54* (one dwelling on a lot) applies.
(ii) construct or extend a front fence within 3 metres of a street if, *the fence is associated with one dwellings on a lot and the fence exceeds the maximum height specified in Clause 54.06-2.*

No permit is required to:
(iii) *Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10sqm and the maximum building height is not more than 3m above ground level*.

25. The proposed shed and worm farm would have a maximum area of 1.6sqm with an overall height limited to 2.51m above NGL and therefore do not trigger a planning permit under the zone.

26. Under the zone, a planning permit is required for the proposed dwelling. The proposed front fence along the eastern boundary would have a maximum height of 1.5m, which meets the 1.5m height recommended by the standard. As such, a permit is not required for this fence under the zone.

27. Pursuant to *Clause 32.08-10* of the Scheme, a maximum building height of 9m and three-storeys apply. The proposed dwelling is two-storeys and has an overall height of 8.81m, and therefore satisfies this requirement.

Overlays

28. The subject site is affected by the Design and Development Overlay (Schedule 5). The following provisions apply:

(a) Pursuant to *Clause 43.02-2* of the Scheme, *a permit is required to:*
(i) *construct a building or to construct or carry out works*. *This does not apply if a schedule to this overlay specifically states that a permit is not required.*

29. Schedule 5 specifically states that a permit is not required for buildings and works. Notice however must be given to the Environment Protection Authority (EPA), Transurban City Link, and Vic Roads in the event that a planning permit is triggered under another provision within the Scheme. However, the City of Yarra has entered into an agreement with the EPA on 10 July 2019 regarding the requirement for notice to be given to the EPA under *Clause 43.02*, Schedule 5. The agreement is to exempt certain applications from being required to be referred to the EPA. These applications are as follows:

(a) *An application to use land or for the construction of a building or the construction or carrying out of works does not require notice to be given to the EPA if the following requirements are met:*

(i) *The title boundary of the subject site is more than 50 metres from the centre of the Burnley Tunnel exhaust stack (located at Barkley Ave. Richmond. Latitude -37.8295434, Longitude 145.0018514); and*

(ii) *The proposed building height is less than 10 stories or 30 metres, whichever is lesser.*

(b) *Regardless of clause 3(a) of this Agreement, an application for carrying out of works specified in clause 62.02-2 of the Yarra Planning Scheme (even if a permit is specifically required for any of these matters) does not require notice to be given to the EPA.*

30. As the subject site is over 1km from the centre of the Burnley Tunnel exhaust stack and the proposed overall height of the building being limited to 8.81m above NGL, notice to the EPA was not required to be given.

Particular Provisions

Clause 52.06 Car Parking

31. This clause is relevant given that a new dwelling is proposed. The number of car parking spaces required under *Clause 52.06-5* of the Scheme or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority before:

(a) *a new use commences; or*
(b) *the floor area or site area of an existing use is increased; or*
(c) *an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.*

32. The following table identifies the car parking requirement under *Clause 52.06-5*, the provision on site, and the subsequent reduction:

Proposed Use	**Quantity/ Size**	**Statutory Parking Rate**	**No. of Spaces Required**	**No. of Spaces On-site**	**Reduction Required**
3 x bedroom dwelling	1	2 spaces per dwelling	2	1	1
Total			**2**	**1**	**1**

33. With 1 car parking space provided on-site, the proposal seeks a total reduction of 1 car space for the dwelling.

Clause 54 – One dwelling on a lot

34. Pursuant to Clause 54 of the Scheme, the provisions apply for a new dwelling on a lot under 500sqm.

General Provisions

Clause 65 - Decision Guidelines

35. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters.

Amongst other things, the Responsible Authority must consider the relevant State and Local Planning policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

36. Relevant clauses are as follows:

Clause 15.01-1S – Urban design

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

Clause 15.01-5S –Neighbourhood character

38. The relevant objective of this clause is *to recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

Clause 15.02-1S Energy and resource efficiency

39. The objective of this clause is *to encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

Clause 18.01-1S – Land use and transport planning

40. The objective of this clause is *"to create a safe and sustainable transport system by integrating land use and transport".*

Clause 18.02-2R – Principal Public Transport Network

41. Relevant strategies for this clause are:

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

Local Planning Policy Framework (LPPF)

Clause 21.05 – Built Form
Clause 21.05-2 – Urban design

42. The relevant objectives of this clause are:

    (a) *Objective 16 – To reinforce the existing urban framework of Yarra.*
    (b) *Objective 18 – To retain, enhance and extend Yarra's fine grain street pattern.*
    (c) *Objective 20 – To ensure that new development contributes positively to Yarra's urban fabric.*

Clause 21.05-3 - Built form character

43. The objectives and associated strategies of this clause are as follows:

    (a) *To maintain and reinforce preferred character.*
        (i) *Apply the Residential Built Form Policy at clause 22.13.*

Clause 21.06 – Transport
Clause 21.06-1 Walking and cycling

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

    (a) *Objective 30 To provide safe and convenient pedestrian and bicycle environments.*
        (i) *Strategy 30.1 Improve pedestrian and cycling links in association with new development where possible.*
        (ii) *Strategy 30.2 Minimise vehicle crossovers on street frontages.*

(iii) *Strategy 30.3 Use rear laneway access to reduce vehicle crossovers.*

Clause 21.07 Environmental Sustainability

45. The relative objective of this clause is:
    (a) *Objective 34 – To promote ecologically sustainable development.*

Clause 21.08-10 Central Richmond (area between Bridge Road and Swan Street)

46. This clause describes the neighbourhood as being predominantly residential in character.

47. The built form character map at Figure 24 identifies the subject site as being within an 'Inner Suburban Residential; area and the specific development guideline is to:

    (a) *Maintain the existing pattern of front setbacks.*
    (b) *Limit variations in height to a maximum of one storey compared to the adjacent properties, on single house sites/small development sites in areas with generally consistent building heights.*

Relevant Local Policies

Clause 22.10 – Built form and design policy

48. The policy applies to all new development not included in a heritage overlay and comprises ten design elements that address the following issues: urban form and character; setbacks and building heights; street and public space quality; environmental sustainability; site coverage; on-site amenity; off-site amenity; landscaping and fencing; parking, traffic and access; and service infrastructure.

Clause 22.13 – Residential built form policy

49. This policy applies to residentially zoned land in areas not covered by a heritage overlay and refers to the Built Form Character Types as set out in the Built Form Character Maps in *Clause 21.08*. The subject site is located within an '*Inner Suburban Residential'* area. The relevant design objectives for this area are as follows:

    (a) *Maintain the existing pattern of front setbacks.*
    (b) *Landscape the front setback in a style that reinforces the garden character (if any) of the streetscape.*
    (c) *Where the general pattern of development includes gaps between buildings, include a setback on at least one side of the building.*
    (d) *Orient buildings at right angles to the street.*
    (e) *Provide front fencing that is open (unless the building is zero front setback).*

Clause 22.16 – Stormwater management (Water Sensitive Urban Design)

50. This policy applies to applications for new buildings (amongst others). Under this clause it is policy to:

    (a) *To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended).*
    (b) *To promote the use of water sensitive urban design, including stormwater re-use.*
    (c) *To mitigate the detrimental effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.*
    (d) *To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.*
    (e) *To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and well-being.*

Advertising

51. The originally submitted application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 28 letters sent to surrounding owners and occupiers and by one sign displayed on site; at the Canterbury Street frontage.

52. Council received 6 objections, the grounds of which are summarised as follows:

    (a) Out of keeping with neighbourhood character;
    (b) Inappropriate design and overdevelopment (height, scale, bulk);
    (c) Off-site amenity (overshadowing, overlooking);
    (d) Loss of on-street car parking; and
    (e) Discrepancies on plans.

53. On 22 June 2020, the applicant submitted revised plans under Section 57(A) of the Act. The amended plans were re-advertised and one (1) additional objection was received with some original objectors re-emphasising their concerns.

54. The permit applicant submitted a second set of amended plans to Council under S57(a) of the Act on 22 October 2020. Following the submission of these amended plans, the application was not advertised and was given a discretionary exemption at Council's internal Development Assessment Panel meeting held on 13 November 2020, as the proposed amendments were a reduction in built form. However, a copy of the plans were circulated to objectors with the PDC invitations.

55. The current number of objectors are 7 in total.

Referrals

External Referrals

56. As stated earlier in the report, whilst the application is not required to be referred to the EPA, the application was referred to City Link Authority and VicRoads under Section 52 of the Act based on the requirements of the DDO5. There was no objection to the application from any authority.

Internal Referrals

57. The originally advertised application was formally referred to Council's Urban Design Unit, Traffic Engineering Unit and Civil Engineering Unit. The referral comments have been included as an attachments to this report.

58. The amended (S57A) plans were informally referred to Council's Traffic Engineering Unit and these comments have also been included as an attachment to this report.

OFFICER ASSSEMENT

59. The following key issues and policies will be used to frame the assessment of this planning permit application:

    (a) Clause 54 (One dwelling on lot);
    (b) Parking layout and traffic;
    (c) Objector concerns; and
    (d) Other matters.

Clause 54 – One dwelling on lot

60. The following is an assessment of the proposal against the relevant provisions of ResCode (*Clause 54*), incorporating an assessment against the policy guidelines for sites within an Inner Suburban Residential area at *Clause 22.13* (*Residential built form policy*), and the provisions of *Clause 22.10* (*Built form and design policy*).

61. This particular provision comprises of 19 design objectives and standards to guide the assessment of new residential development. Given the site's location within a built up inner city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test.

A1 – Neighbourhood character objective

62. The surrounding area is predominantly residential with a fine-grained subdivision pattern, with fewer, larger allotments interspersed. Built form typically varies between 1-2 storeys, with the more contemporary designs ranging between 2-3 storeys. The streetscape is relatively varied in relation to built form, and includes weatherboard dwellings with no car parking and 2-3 storey, contemporary townhouse-style developments with car parking spaces either directly abutting or setback from the street frontage.

63. In this context, the scale of the development at two-storeys is acceptable having regard to the scale of surrounding built form (one to two-storeys) and immediately adjoining built form (single-storey). *Clause 22.13-3.2* of the Scheme states, *on single house sites in areas with generally consistent building heights, limit variations in height to a maximum of one storey compared to the adjacent properties*. As such, the proposed two-storey building provides a single-storey transition in height with the adjoining single-storey development to the south and to the north.

64. The fine-grained subdivision pattern of the area would still be expressed in the building design, massing, modulation and facade articulation, consistent with policy at *Clause 22.10-3.2* (*Urban form and character*) as glazing and the utilisation of a range of different materials helps to break up the building's mass. Additionally, the proposed skillion roof, whilst contemporary, provides a modern and sympathetic response to the pitched roof form at No. 30 Canterbury Street to the south while also being consistent with other modern dwellings in the street which have varied roof forms. Council's Urban Design Unit are supportive of the skillion roof, commenting that *the sloping roof responds well to the existing street character*.

65. Given the lack of a consistent neighbourhood character in regards to front crossovers, garages and car parking, the provision of vehicular access is considered an acceptable response that is not at odds with the street.

66. Overall, the proposal is a site and neighbourhood responsive design, meeting the objective.

A2 – Integration with the street objective

67. Standard A2 recommends that *developments should be oriented to front existing and proposed streets*.

68. The proposed dwelling would continue to be orientated to Canterbury Street, with a 1.5m high, timber front fence and would positively integrate with the street and promote passive surveillance. This also complies with policy at *Clause 22.13-3.1* which encourages development proposals to *orient buildings at right angles to the street frontage.*

69. As stated earlier, *Clause 22.13-3.2* of the Scheme recommends limiting variations in height to a maximum of one-storey compared to the adjacent properties. As such, the two-storey building is considered to be generally consistent with the existing pattern of surrounding development, providing a single-storey transition in height compared to the adjoining single-storey development to the south and to the north.

70. The cantilevering of the first floor above the ground floor is not supported by Council's Urban Design Unit as they state this is inconsistent with the surrounding built form. However, the existing streetscape along Canterbury Street is varied and therefore considered acceptable, particularly as it serves to partly obscure the car parking space rather than leaving this as a 'gap' in the streetscape where the typical setback is between 2-3m (as seen by other dwellings in the street which have an open car space in front of the building). In addition, the cantilever provides entry protection which is supported by policy at *Clause 22.10-3.4* of the Scheme which recommends access to new developments enhance public safety and pedestrian experience. This will be discussed further under Standard A3 – Street Setback.

71. Based on the advertised plans where the ground floor presented limited openings to Canterbury Street, Council's Urban Design Unit recommended *providing an opening next to the entrance door which will contribute in providing some level of active frontage. The bike storage area is enclosed by vertical timber boards which contributes in creating a large portion of blank wall for the ground floor frontage.*

72. As shown below, the applicant lodged amended plans under a S57A of the Act, revising the ground floor façade to consist of a larger window. In addition, the first floor window fronting Canterbury Street was changed from a horizontal window to a vertical window in order to respect the existing vertical window fenestrations found along Canterbury Street. This is consistent with *Clause 22.10-3.4* of the Scheme which states new development should continue vertical themes within the façade (where these exist and where appropriate).The proposed habitable room windows at both levels would provide for passive surveillance opportunities between the public and private realm.

Advertised plans front façade (DX Architects November 2019)

S57A plans front façade (DX Architects October 2020)

73. Similar to other contemporary dwellings along Canterbury Street, minimal landscaping with permeable surfaces is proposed within the front setback. In addition, a single car parking space is provided within the front setback. This does not comply with *Clause 22.10-3.10* of the Scheme which states *new development should provide car parking areas that are concealed from street frontages*. This clause further states; *new development constructed with a front setback to the street should include soft landscaping within the setback area.* Amongst other things, *this setback should not be used for car parking*.

While local policy does not encourage car parking at the front of the site, a number of dwellings containing car parking within the front setback and vehicle crossovers already exist in the street. Council's Urban Design Unit found that the provision of *an open car parking area rather than dominating the front faced with a garage is highly supported and respects the existing streetscape character*.

74. With the location of the pedestrian entrance protruding forward of the car parking space, combined with the first floor cantilevering over the ground floor, the focus on the car parking space would reduce and allow for a degree of interaction between the dwelling's facade and the street. In addition, as per *Clause 22-13-3.2* of the Scheme, the proposal incorporates a separate pedestrian gate from the sliding vehicle access gate in order to provide appropriate separation between vehicle access and pedestrian entry areas and to identify the pedestrian entry more.

75. The development would integrate appropriately with Canterbury Street, as encouraged by the objective and standard.

A3 – Street setback objective

76. The proposed minimum ground floor front setback of 2.39m is similar to the front setbacks of other developments along Canterbury Street, and most notably the abutting dwellings to the north (2.27m) and the southern dwelling (2.34m). Therefore, the proposed ground floor setback complies with Standard A3 – Street Setback of the Scheme.

77. The proposed first floor would cantilever above the ground floor, setback between 1.49m to 1.89m from the front boundary. Council's Urban Design Unit found that the first floor cantilever does not maintain the existing pattern of front setbacks in the area and makes the upper form dominant which would result in a deep undercroft space. It has been recommended to *increase the first floor setback while maintaining the interesting composition*.

78. However, Canterbury Street is varied in its built form and character with some dwellings being setback well over 8m from the front boundary to accommodate garages (Nos. 11, 17 and 19 Canterbury Street) along the front boundary or covered carports at ground floor protruding further forward of the pedestrian entrances. As stated earlier in the report, the first floor cantilever combined with the vertical fenestrations and vertical timber batten composition provides a level of articulation, passive surveillance and reduces the visibility of the ground floor car park. In addition, setting back the first floor would reduce the "interesting composition" of the building by making it more akin to a straight two-storey townhouse building similar to others in the street. As such, it is considered that the proposed first floor front setback is acceptable, particularly as it provides a contemporary "vernandah" to the entry which is reflective of verandah setbacks to the north and south.

79. *Clause 22.10-3.3* of the Scheme states *new development that is higher than adjacent buildings should adopt a secondary setback for the higher building component which aligns to the street pattern*. Whilst the first floor would sit forward of the front setback of No. 30 Canterbury Street, it sits behind the front setback of No. 26 Canterbury Street as a result of the front verandah of this neighbouring dwelling to the north. Furthermore the proposed cantilever is angled; i.e. increasing in setback from 1.49m to 1.89m, which would provide a level of interesting architectural form and enable the first floor to appear recessive when viewed from Canterbury Street.

A4 – Building height objective

80. The maximum building height of the proposed dwelling extension would be 8.81m above NGL. This is below the maximum 9m prescribed by this standard and is respectful of the neighbourhood character and essentially lower than the height of the abutting site to the north.

A5 – Site coverage objective

81. This Standard states that the site area covered by buildings should not exceed 60%. The proposed increase in site coverage from approximately 68% to 69% continues to exceed the requirement of the Standard.

82. However, this is similar to the properties to the immediate north and south. The additional site coverage of 1% is reasonable in the context of the site in an inner urban environment on a lot that is 166sqm, and where the established neighbourhood character is of high site coverage. In addition, *Clause 22.10-3.6* of the Scheme recommends that *new development should not exceed a maximum site coverage of 80%*. Therefore, the proposed increase in site coverage continues to be below 80%.

A6 – Permeability objectives

83. The existing permeable surfaces are located within sections of the front and rear SPOS of the subject site, equating to 9sqm or 5% of the overall site. A minimum of 20% site permeability is recommended by this Standard.

84. The proposal incorporates 40sqm or 24% of permeable surfaces consisting of permeable paving within the front setback and garden area within the rear SPOS, which meets the standard. This is an improvement from the existing conditions and would continue to assist in reducing storm water run-off on-site.

85. In order to improve the STORM rating of a site, *Clause 22.16* of the Scheme requires appropriate treatments to be provided for a new build. The STORM report prepared by DX Architects shows a 3,000Ltr rainwater tank and a STORM rating of 110%; which would assist to reduce water-runoff. The plans confirm that this underground rainwater tank will be located below the car parking space and would be connected for sanitary purposes.

A7 – Energy efficiency protection objectives

86. It is considered that the proposed development would have a good level of energy efficiency given:

    (a) The proposal incorporates an area of private open space at the rear of the dwelling which would gain access to direct northern sunlight, and is located directly off the main living room, thereby achieving good solar access and reducing the reliance on artificial lighting;
    (b) West-facing windows would provide adequate natural lighting to the ground floor living room. However, the ground floor west-facing living room windows do not include any solar protection measures to provide passive cooling, and reduce the need for air-conditioning use during the harsh summer months, which would compromise energy efficiency. Therefore, a condition will require the addition of a solar protection device to minimise the impacts of solar radiation in the summer months. In order to minimise any off-site amenity impacts such as overshadowing to the southern neighbouring dwelling, the applicant can apply solar protection to the window itself (eg specific glazing materials and/or awnings that attach outside of the window, etc);
    (c) East, west and north-facing operable windows would provide natural lighting and ventilation to the first floor bedrooms, with only one small west-facing window provided which has a window shroud to give it some solar protection;
    (d) The addition of solar panels would improve the energy efficiency of the dwelling; and
    (e) The majority of the built form of the proposed dwelling would be adjacent existing on-boundary built form, thereby not unreasonably impacting daylight or solar access to neighbouring dwellings. This will be discussed later in the report.

A8 – Significant trees objective

87. The proposal involves the removal of two trees within the rear SPOS, neither of which are included on Council's significant trees. Therefore, the removal of the trees are of no particular concern.

A10 – Side and rear setbacks objective

88. This standard stipulates the following:

(a) *"A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:*
(i) At least the distance specified in a schedule to the zone, or
(ii) If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres".

89. The following table compares the proposed building setbacks at ground floor (GF) and first floor (FF) with those prescribed by the standard.

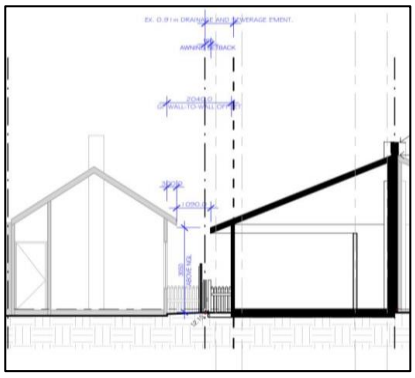
Wall Description	Proposed height	Required setback	Proposed setback	Compliance/ Variation
Eastern Wall				
GF	3.46m	1m	6.12m	Complies
FF	6.31m – 8.3m	1.81m – 3.39m	7.45m – 8.88m	Complies
Northern Wall				
GF Entry	3.08m	1m	3m	Complies
FF Bedrooms	6.46m	1.85m	0.93m – 1.03m	Variation Required
FF Ensuite/Bath	4.5m – 7m	1.27m – 2.09m	0.97m – 2.24m	Variation Required
Overall dwelling	8.45m	3.54m	4.5m	Complies
Southern				
FF	8.77m	3.86m	1.11m	Variation required

90. As demonstrated above, whilst the eastern and ground floor northern walls associated with the dwelling complies with the setbacks prescribed by the standard, the first floor northern and southern dwelling walls do not.

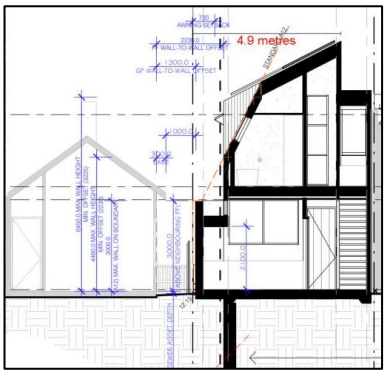
Northern Wall

91. As shown on the table above, the proposal incorporates various heights associated with the northern façade at first floor. The first floor northern wall will be adjacent to the 1.09m to 1.3m wide southern walkway of No. 26 Canterbury Street. There are five (5), south-facing habitable room windows (HRW) of this neighbouring site to the north. The first two windows are associated with a bedroom and living room, with the last three windows being associated with an open plan kitchen/dining area. Therefore, given the open plan nature of the kitchen/dining area, the last three HRWs of No. 26 Canterbury Street have an alternate view via their west-facing windows. As shown below, under the existing conditions, these windows are already visually impacted by the eaves of the existing dwelling on the subject site.

92. In order to minimise any visual bulk impacts to the south-facing bedroom and living room window of No. 28 Canterbury Street, the proposal has incorporated a raked roof form adjacent to these two windows. Therefore, as shown below, the immediate visibility would be the proposed 3m high boundary wall at ground floor, with the raked portion of the dwelling allowing no visual intrusions. Therefore, the proposed variation to this standard is acceptable.



Existing conditions (DX Architects October 2020)



Proposed conditions (DX Architects October 2020)

93. Whilst there are window shrouds encroaching into the northern setback (associated with the bedroom walls), these would provide a level of articulation to the northern façade and therefore, variation from the northern boundary is considered acceptable.

Southern Wall

94. The proposed southern wall will be adjacent to existing built form of No. 30 Canterbury Street and therefore, the variation of 2.75m to the setback required by the standard is acceptable.

A11 – Walls on boundaries objective

95. This standard stipulates the following:
    (a) The total length of walls along the northern and southern boundaries should not exceed 14.48m, *unless abutting an existing or simultaneously constructed wall*; and
    (b) *The maximum height of all boundary walls should not exceed an average 3.2m height, with no part higher than 3.6m unless abutting a higher existing or simultaneously constructed wall on an adjoining lot*.

Northern boundary

96. Currently there are no walls built along the northern boundary. At ground floor, the proposal incorporates a 15.54m long wall at varied heights between 3.08m to 3.13m above NGL. Therefore, whilst the proposed height is below the average height of 3.2m required by the standard, the required length varies by 1.06m. This wall will be adjacent to a 1.09m to 1.3m wide walkway of No. 26 Canterbury Street. As shown earlier in the report, these windows are already visually impacted by an existing 0.3m wide eve above these windows, as well as the existing 1.8m to 2.3m high boundary fence. The proposed wall will have a maximum height of 3.13m above NGL and therefore, given that this height is below the 3.2m permitted on the boundary, the variation is considered to be an appropriate response to these south-facing neighbouring windows. Furthermore, this continuous wall length will not be directly adjacent to the SPOS of No. 26 Canterbury Street, which is a more sensitive interface. Therefore, the length variation to this standard is acceptable as it does not cause visual bulk when viewed from the HRWs of No. 26 Canterbury Street.

Southern boundary

97. Currently, the subject dwelling is built abutting No. 30 Canterbury Street to the south for a length of 18.8m, at a maximum height of approximately 6m above NGL. Therefore, the existing wall along the southern boundary exceeds the allowable wall length and height set by the Standard.

98. The proposal incorporates a 19.71m and 17.71m long wall along the southern boundary at ground and first floors, respectively. The proposed southern boundary wall varies in height between 3.6m to 8.81m above NGL. Whilst this would not meet the length and height required by the standard, the proposed southern boundary walls are considered acceptable as these walls would be constructed abutting existing built form at No. 30 Canterbury Street. Therefore, the variation to the standard is acceptable.

A12 – Daylight to existing windows objective

99. As stated earlier in the report, the dwelling at 30 Canterbury Street has 5, south-facing, HRWs at ground floor adjacent to the subject site. The following table shows the required setbacks from these windows for the varied wall heights:

Wall Description	Proposed height	Required setback	Proposed setback	Compliance/ Variation
Northern Wall				
GF	3.08m – 3.13m	1.54m – 1.56m	1.09m – 1.3m	Variation Required
FF Bedrooms	6.46m	3.23m	2.23m	Variation Required
FF Ensuite/Bath	4.5m – 7m	2.25m – 3.5m	3.48m	Variation Required
Overall dwelling	8.45m	4.22m	5.99m	Complies

100. The proposed ground floor wall would be constructed to the boundary, with the neighbouring HRWs only setback between 1.09m to 1.3m from this wall. Whilst this does not meet the required setbacks of 1.54m to 1.56m, this variation is considered acceptable given the limited width of both the subject site and the neighbouring site to the north. Furthermore, as stated earlier in the report, three of these windows (open plan kitchen/dining room) have alternate daylight sources via their west-facing windows. Furthermore, given that these windows are south-facing windows, daylight is limited to ambient light. Therefore, these windows are already impacted. In addition, the applicant proposes to use a light coloured material on all facades of the building and this, combined with the raked composition of the proposed building would further assist in providing reflective light to these windows.

A13 – North-facing windows objective

101. There are no north-facing habitable room windows within 3m of the subject site.

A14 – Overshadowing open space objective

102. The standard states, *where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*

103. Given the east-west orientation of the site and based on the September Equinox, the proposed development will result in additional overshadowing to the SPOS of Nos. 17 Edinburgh and No. 30 Canterbury Street between 9.00am to 3.00pm. These abutting sites to the west and south consists of 103sqm and 32sqm of SPOS within the rear setbacks, respectively. The following tables prepared by the Planning Officer is a comparison between existing unshadowed SPOS, proposed unshadowed SPOS and the increase in overall shadows for each site:

No. 17 Edinburgh Street

Time	Unshadowed Area (Existing) SPOS	Unshadowed Area (Proposed) SPOS	Increase in Overall Shadows
9.00am	61sqm	58sqm	3sqm
10.00am	69sqm	67sqm	2sqm
11.00am	74sqm	73sqm	1sqm
12.00pm	No Impacts		
1.00pm			
2.00pm			
3.00pm			

No. 30 Canterbury Street

Time	Unshadowed Area (Existing) SPOS	Unshadowed Area (Proposed) SPOS	Increase in Overall Shadows
9.00am	5sqm	1sqm	4sqm
10.00am	10sqm	9sqm	1sqm
11.00am	13sqm	13sqm	No change
12.00pm	No Impacts		
1.00pm			
2.00pm			
3.00pm			

104. As shown above, the SPOS of No. 17 Edinburgh Street and No. 30 Canterbury Street are already heavily impacted as a result of existing built form, fencing and pergola structures. As outlined above, the marginal increases in shadows for both sites (maximum of 3sqm for No. 17 Edinburgh Street and 4sqm for No. 30 Canterbury Street at 9am) are considered acceptable as they will not significantly alter the use of the neighbouring SPOS area which is already affected by shadows cast under the existing conditions. Whilst these dwellings would be most impacted at 9am, this is limited to a one hour time frame, with the extent of additional shadows reducing from 11am, with no impacts after 12noon The SPOS of No. 17 Edinburgh Street and No. 30 Canterbury Street will continue to be suitable for recreational needs of residents.

105. Given the narrow lot sizes, high built form in the area and the site's east-west orientation it is common to see some level of overshadowing. The impact of the additional overshadowing on the SPOS of the adjacent dwellings to the west and south are reasonable and will continue to allow solar access, generally in accordance with the objective.

A15 – Overlooking objective

106. This standard stipulates that a habitable room window, balcony, terrace, deck should be located and designed to avoid direct views into the SPOS of an existing dwelling (or a habitable room window) within a horizontal distance of 9 metres (measured at ground level) of the window. Views should be measured within a 45 degree angle from the plane of the window and from a height of 1.7m above floor level.

107. The above standard does not apply to a new habitable room window, deck or patio which faces a property boundary where there is a visual barrier at least 1.8m high and the floor level of the habitable room window, deck or patio is less than 800mm above ground level at the boundary. All overlooking opportunities at ground level would be suitably limited by proposed and existing boundary fences that are up to 2.3m in height (and given that floor levels are less than 800mm above natural ground).

108. Views from the east-facing, ground floor study room window will fall within the public realm (Canterbury Street) and therefore does not require screening. Similarly, views from the first floor Bedroom 1 window will fall within the public realm (Canterbury Street) and therefore does not require screening. No screening is required for the first floor, east-facing, stairs window as this is a non-habitable area.

109. While the plan shows most of the first floor, north-facing bedroom windows with a dimension of 1.7m high sill heights above floor level (therefore meeting the requirements of the standard), there is one window that does not show this dimension. A condition will require all north-facing, first floor habitable room windows to show a minimum 1.7m clearance above floor level for clarity. The first floor, north-facing ensuite and bathroom windows do not require screening as these are non-habitable areas.

110. The first floor, west-facing bedroom window would consist of 1.7m high sill height above floor level and therefore meets the requirements of the standard.

A16 – Daylight to new windows objective

111. All of the proposed windows will face an area with a minimum 3sqm and minimum dimension of 1m clear to the sky, thereby complying with the standard.

112. Amongst other things, the standard requires a habitable room window to face an outdoor space clear to the sky with minimum of 3sqm and minimum dimension of 1m clear to the sky, not including land on an abutting lot.

113. As a result of the proposed 3.08m to 3.13m high northern boundary wall, the proposed 6 north-facing, ground floor, high-level windows (consisting of varied lengths) will face an overall light-court area of 12.6sqm (14m x 0.9m). Whilst the light-well meets the area required to be clear to the sky prescribed by the standard, the proposal does not meet the minimum dimension of 1m clear to the sky. Consequently, these north-facing, study and open plan kitchen/dining/living room windows would not receive daylight access as per the standard. Nonetheless, both these rooms would have alternate daylight access via east and west-facing windows and therefore, the variation to this standard is considered acceptable.

114. All other habitable room windows will receive daylight access in accordance with the standard requirements.

A17 – Private open space objective

115. The standard states that a dwelling should have POS of an area consisting of 80sqm or 20% of the area of the lot, whichever is the lesser, but not less than 40sqm. Furthermore, at least one part of the POS should consist of SPOS with a minimum area of 25sqm and a minimum dimension of 3m at the side or rear of the dwelling with convenient access from a living room.

116. Whilst the proposed ground floor plan (TP04) states that the dwelling would provide approximately 31sqm of POS, this appears to be a clerical error. The site provides 37sqm or 22% of POS within the front and rear setbacks at ground floor. Of this area, 35sqm of SPOS is provided at ground floor within the rear setback. This complies with the minimum area of 25sqm required by the standard, with this area continuing to provide for the reasonable enjoyment of the occupiers and is easily accessible from the main living area.

A18 – Solar access to open space objective

117. The open space at ground floor is orientated to the north and will receive full northerly solar access meeting this objective.

A19 – Design detail objective

118. The design of the addition is supported given:

    (a) The presentation, siting and proportions of the dwelling achieves a design response which respects the existing varied character of the area;
    (b) The materials are generally respectful of the existing neighbourhood character; timber battens, masonry wall, concrete render, glazing, as well as timber boundary fences that can be found within the subject and neighbouring sites, ensuring that the proposed materials are generally sympathetic to the surrounding area;
    (c) The proportions of the new dwelling complement the neighbourhood setting and will not be visually intrusive when viewed from Canterbury Street;
    (d) Additionally, Council's Urban Design Unit have confirmed that *the proposed material palette provides relatively neutral materials and use lighter shades which are sympathetic to the context*; and
    (e) The use of diamond grass pavers for car park is also supported by Council's Urban Design Unit.

A20 – Front fences objective

119. Does not apply as the proposed fence is 1.5m above NGL.

120. Overall, the proposal is considered to generally respond to the features of the site and the surrounding area, contributing to the emerging and preferred neighbourhood character.

Parking layout and traffic

Car parking

121. Under the *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 On-site**	**Reduction Required**
3 x bedroom dwelling	1	2 spaces per dwelling	2	1	1
Total			**2**	**1**	**1**

122. Based on the table above, the proposed three bedroom dwelling has a parking shortfall of 1 car parking space. 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 the assessment requirements of *Clause 52.06-6*.

Availability of Car Parking

123. The subject site is located within an area containing predominantly permit zone parking only (western side of Canterbury Street) and time-restricted car parking, with periods ranging from ¼ hour to 2 hours. A large proportion of parking is restricted to 2 hours, extending along the northern side of Newry Street and eastern side of Edinburgh Street.

124. There is currently one car parking space provided along the Canterbury Street frontage of the site. This on-street car parking space will be impacted by the development as one on-site car parking space accessed via Canterbury Street is proposed. Council's Engineering Unit have no objection to the loss of one on-street car parking space stating that *the Permit Zone restriction along the west side of Canterbury Street improves on-street parking for residents*.

Parking Demand for Dwelling Use

125. Future residents would know up-front that the 3 x bedroom dwelling will only have one car parking space provided on-site. Council's Traffic Engineer Unit raised no concerns with the reduction in car parking. Car ownership is influenced by a number of factors including public transport access, proximity to employment and education centres, affordability issues, environmental concerns, and access to services. Given the location of the subject site; i.e. between two ACs with access to public transport, combined with the area's coverage of 2P restrictions this would provide regular turnover of parking throughout the day.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

126. The additional reduction in car parking being sought by the proposal is supported by the following:

(a) Tram services operating along Bridge Road (470m north), Swan Street (300m south) and Church Street (700m west). The site also has access to train services operating from the Burnley Train Station (390m south-east), as well as bus services (68m east);
(b) The site has good connectivity to the on-road bicycle network; and

(c) The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is appropriately 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.

127. The reduction in the car parking requirement associated with the dwelling is considered appropriate in the context of the development and the surrounding area.

Car park access and layout

128. The proposed at-grade car parking layout and access shown on the S57A plans were assessed by Council's Traffic Engineering Unit, who confirmed that the width of the vehicle entrance and crossover are satisfactory meets all relevant standards and guidelines. The dimensions of the car parking space (6m long x 3.45m wide) was also found to be suitable.

129. As part of the S57A plans, the applicant provided a 1:20 scaled cross-sectional drawing of the ground clearance check. Whilst Council's Traffic Engineering Unit found the ground clearance check to be generally viable, a number of annotations on the cross section were required to be clarified. Therefore, a condition will require the applicant to demonstrate access into and out of the development by providing a vehicle crossing ground clearance check for a B85 design vehicle with appropriate levels provided in accordance with Council's 'Vehicle Crossing – Cross Section' information sheet and to.

Traffic

130. Given the allocation of the one on-site car parking space to the dwelling, any traffic generated by the site is considered to be low, and it is unlikely that the traffic associated with the development would have a discernible impact upon traffic levels along Canterbury Street and any other surrounding street.

131. The use of Canterbury Street is currently shared with both pedestrian and vehicle access. Increased use of Canterbury Street by vehicle traffic is therefore considered reasonable, with this outcome supported Council's Traffic Engineers.

<u>Objector concerns</u>

132. Objector concerns are outlined and discussed below:

(a) *Out of keeping with neighbourhood character*

Neighbourhood character is discussed in paragraphs 62 to 66.

(b) *Inappropriate design and overdevelopment (height, scale, bulk)*

Design and overdevelopment are discussed in paragraphs 80 to 116.

(c) *Off-site amenity (overshadowing, overlooking)*

Overshadowing and overlooking are discussed in paragraphs 102 to 105 and 106 to 110, respectively.

(d) *Loss of on-street car parking*

Loss of on-street car parking is discussed in paragraph 124.

(e) *Discrepancies on plans (location of pergola structure)*

The applicant lodged a second set of S57A plans correctly identifying the location of the pergola of No. 30 Canterbury Street, including revised shadow impacts which has been discussed in paragraphs 102 to 105 (overshadowing).

Other matters

Building over easements

133. The application was referred to Council's Civil Engineering Unit during the further information stage. It was advised that *the Regulation 130 requires the Owner to obtain Council's consent to a proposal to build over the Easement only if the Easement is vested in Council.* However, this does not apply as the easements are not vest in Council.

134. Council's Civil Engineering Unit and City West Water have offered no objections to the construction of the dwelling over the existing drainage and sewerage easements in principle. The standard permit note relating to building over easement will be included.

Conclusion

Based on the report, the proposal is considered to comply with the relevant policies of the Yarra Planning Scheme and is recommended for approval, subject to conditions.

RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN19/0706 for the construction of a double-storey dwelling and associated reduction in the car parking requirements at 28 Canterbury Street Richmond VIC 3121, subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans prepared by DX Architects, dated 15.10.2020 (Rev D: TP04, TP05, TP06, TP12, TP13, TP17, TP15, TP14), but modified to show the following:

   (a) The ground floor, west-facing living room windows provided with solar protection;
   (b) Dimension all north-facing, first floor habitable room windows showing a minimum 1.7m above floor level; and
   (c) Demonstrate access into and out of the development by providing a vehicle crossing ground clearance check for a B85 design vehicle with appropriate levels provided in accordance with Council's 'Vehicle Crossing – Cross Section' information sheet.

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

3. Before the development 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.

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

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

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

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

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

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

   (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
   (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm;
   (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

8. This permit will expire if:

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

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

Notes:

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

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

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

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

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

Attachments

1 PLN19/0706 - 28 Canterbury Street Richmond - Site Location Plan

2 PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans

3 PLN190706 28 Canterbury Street Richmond - Urban Design Comments (Advertised Plans)

4 PLN19/0706 - 28 Canterbury Street Richmond - Informal Civil Engineering Comments (Advertised Plans)

5 PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (Advertised Plans)

6 PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)

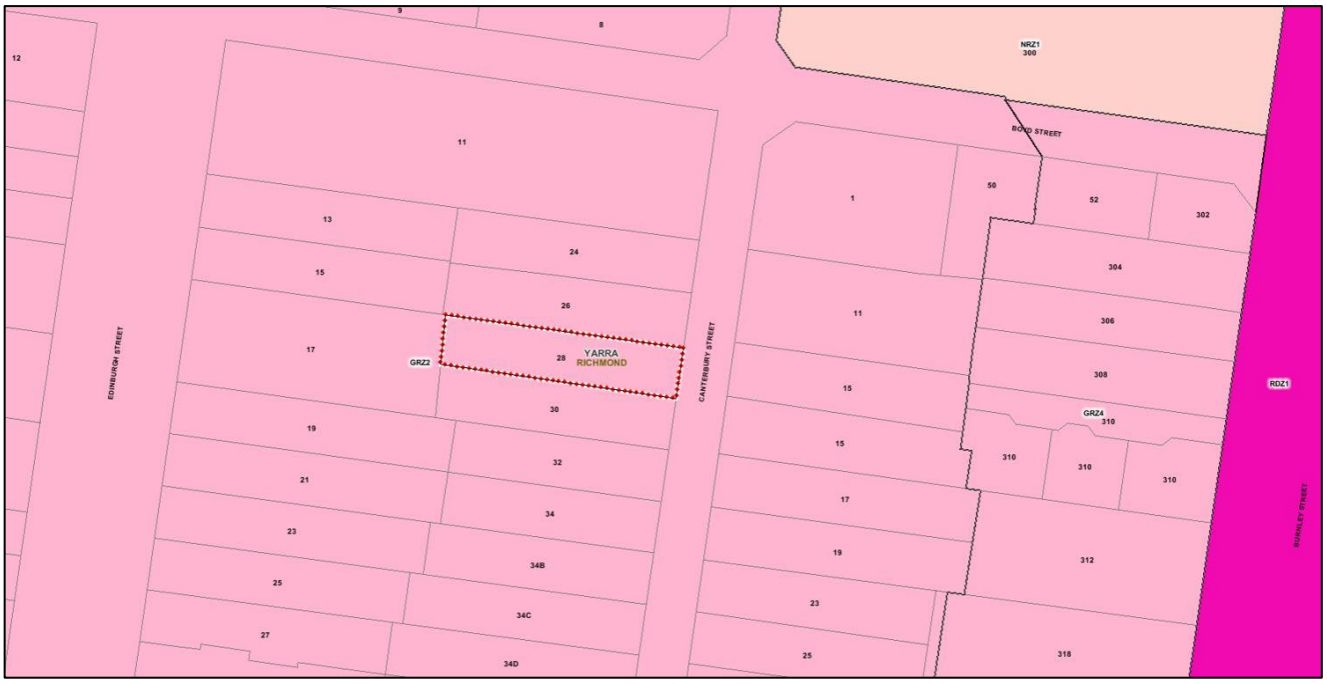
7 PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)

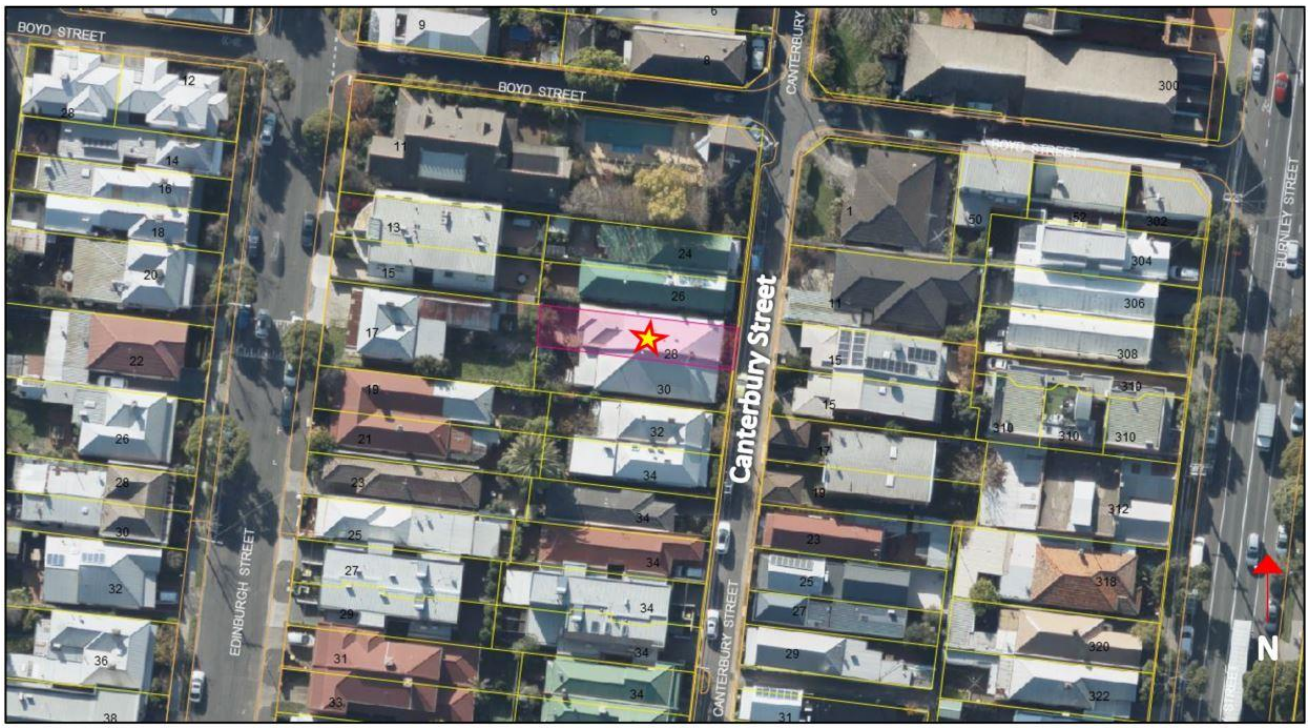
8 PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (S57A Plans)

9 PLN19/0706 - 28 Canterbury Street Richmond - VicRoads Response (S52 Notice)

Attachment 1 - PLN19/0706 - 28 Canterbury Street Richmond - Site Location Plan

SUBJECT LAND: 28 Canterbury Street Richmond ⇧ North Subject Site





Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans

..existing conditions photographic references....

....existing aerial view - 28 canterbury street, richmond and surounds..

subject property

subject property

Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans

..continued....

....no. 34 & 32 canterbury street..

....no. 30 & 28 (subject site) canterbury street..

....no. 26 & 24 canterbury street..

....existing street view - canterbury street, west side..

Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans

..continued....

....no. 11-13 canterbury street..

....no. 15a & 15b (opposite subject site) canterbury street..

....no. 17 & 19 canterbury street..

....existing street view - canterbury street, east side..

Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans

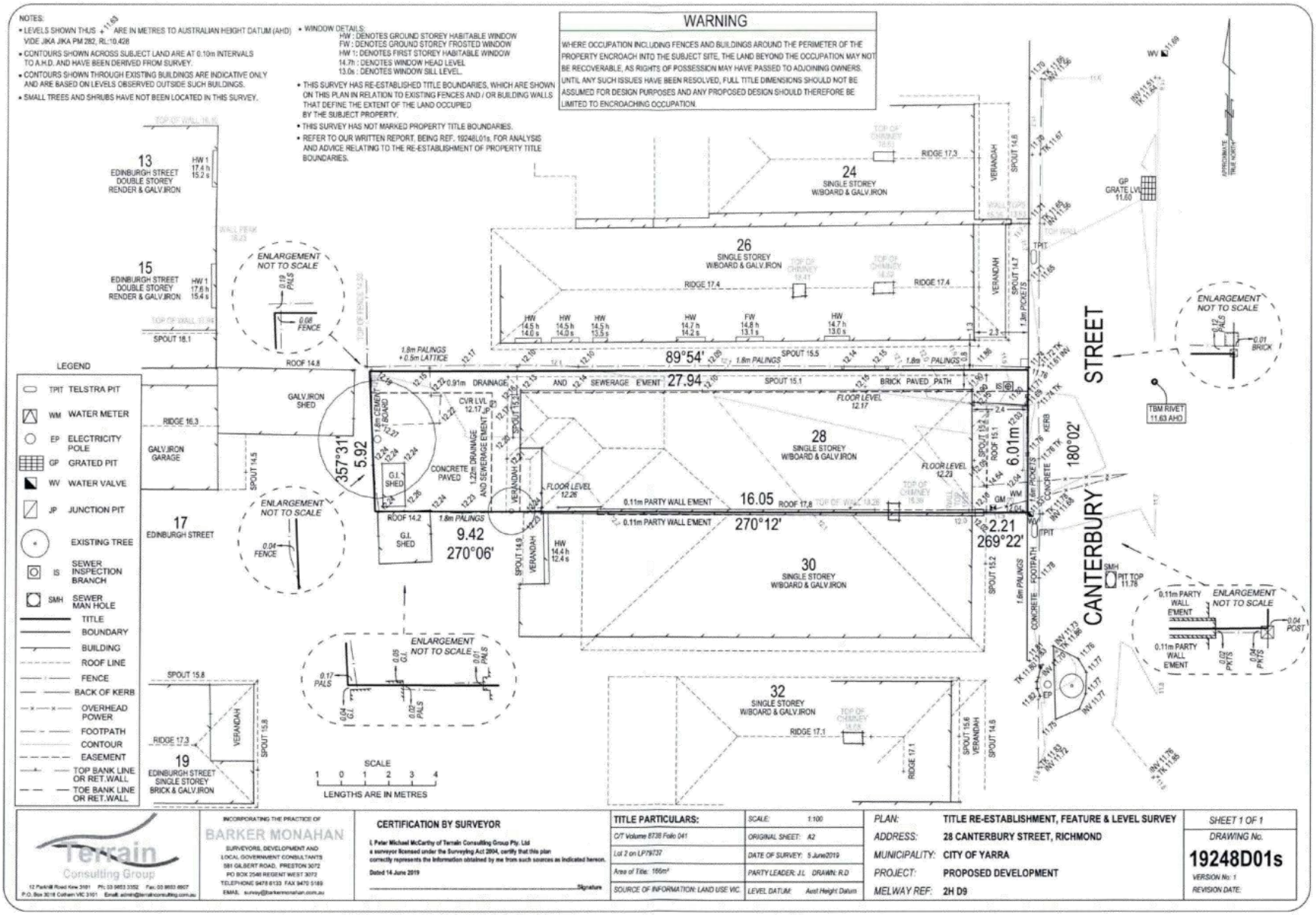
..continued....

....no. 19, 21 and 23 newry street..

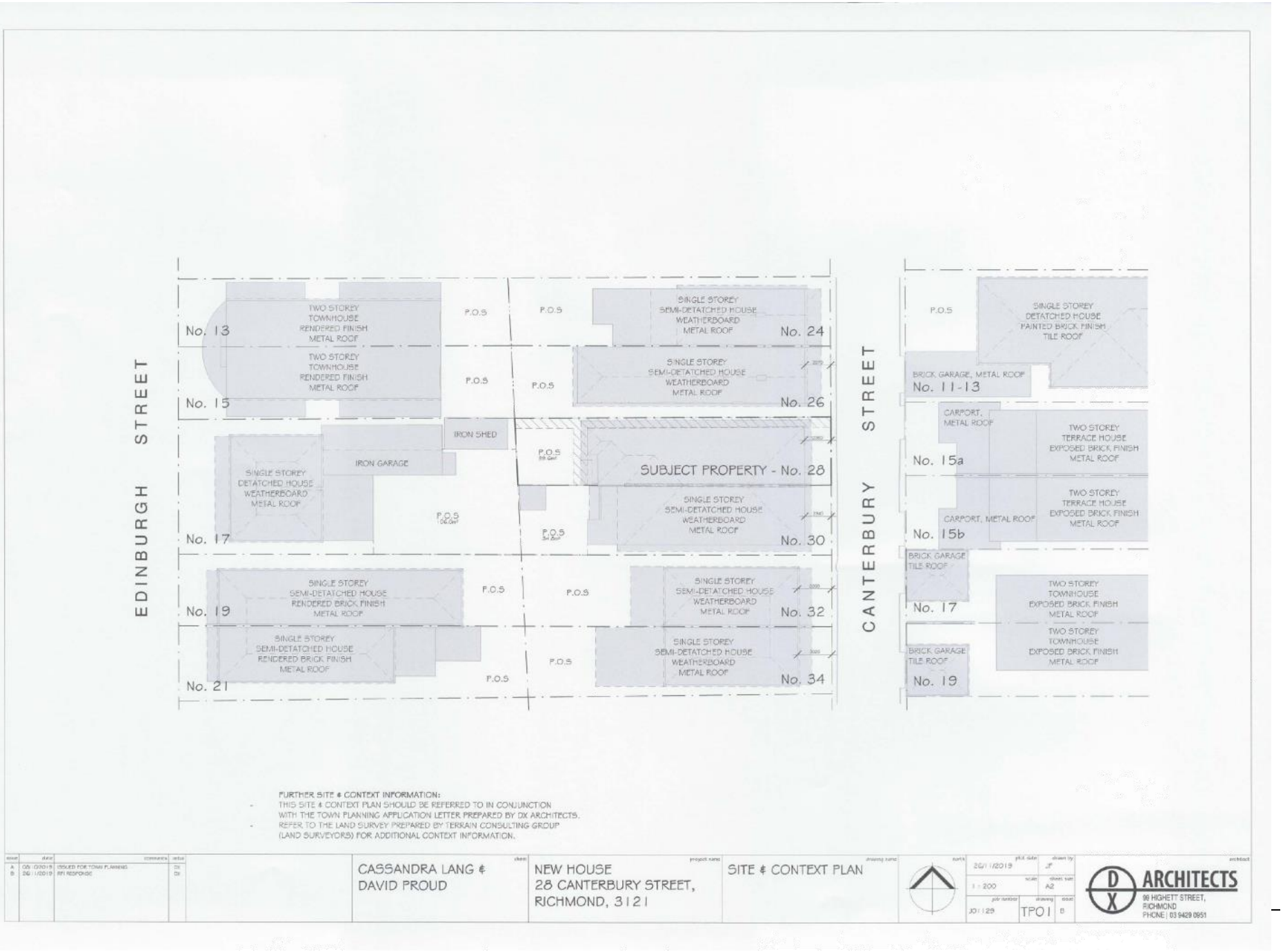
....no. 11, 13 & 15 edinburgh street..

....existing conditions - building examples..

Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans



Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans



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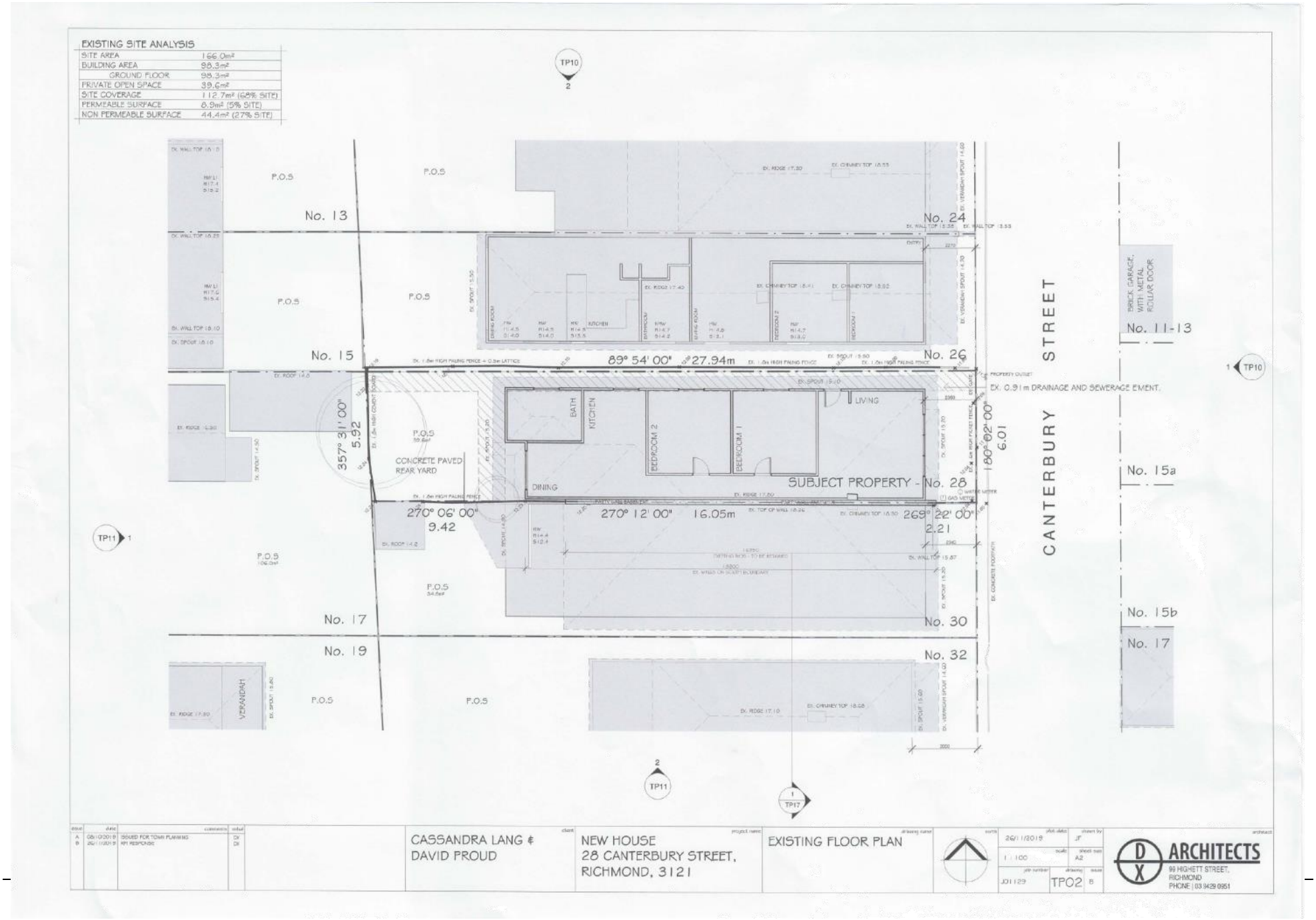

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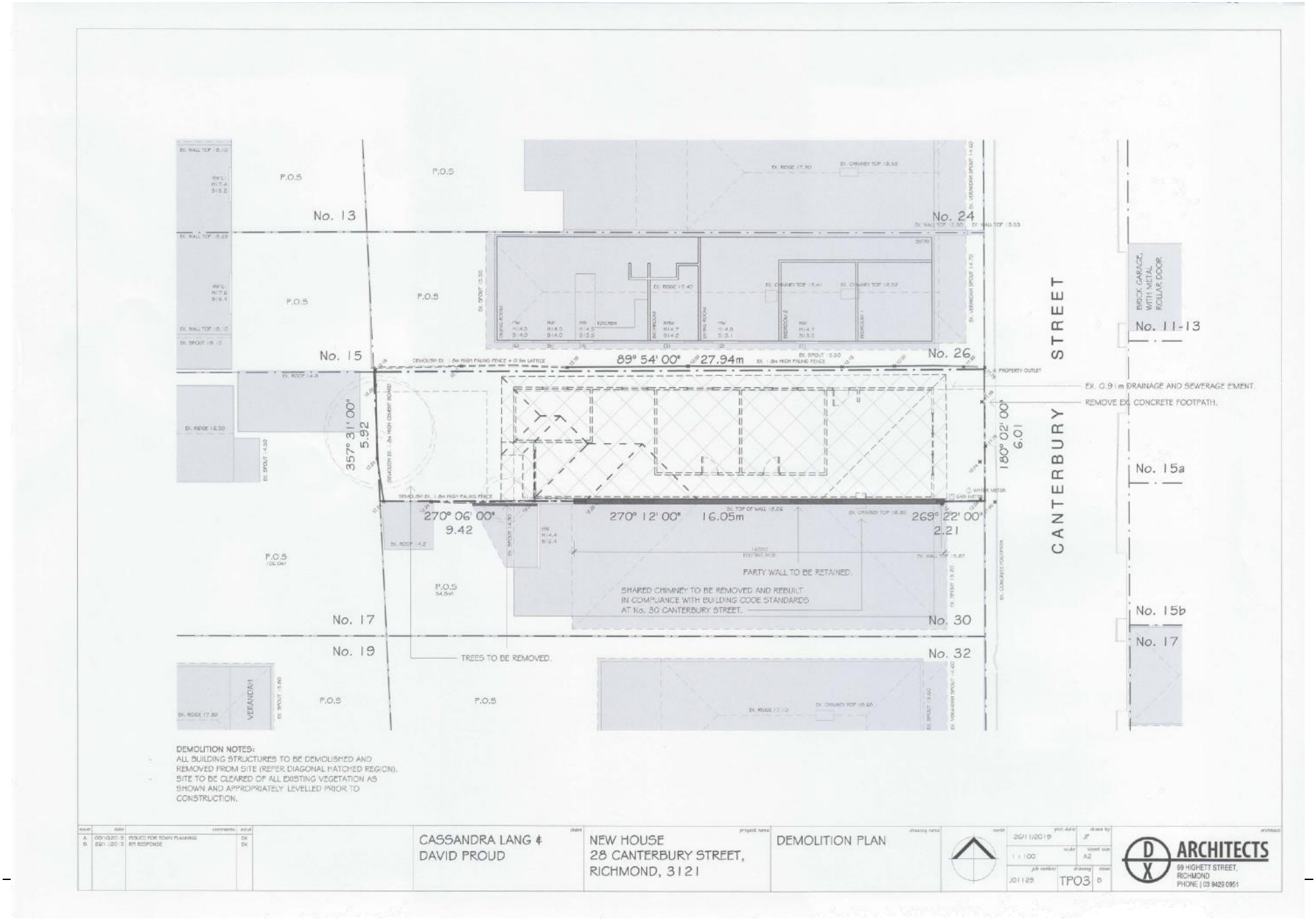

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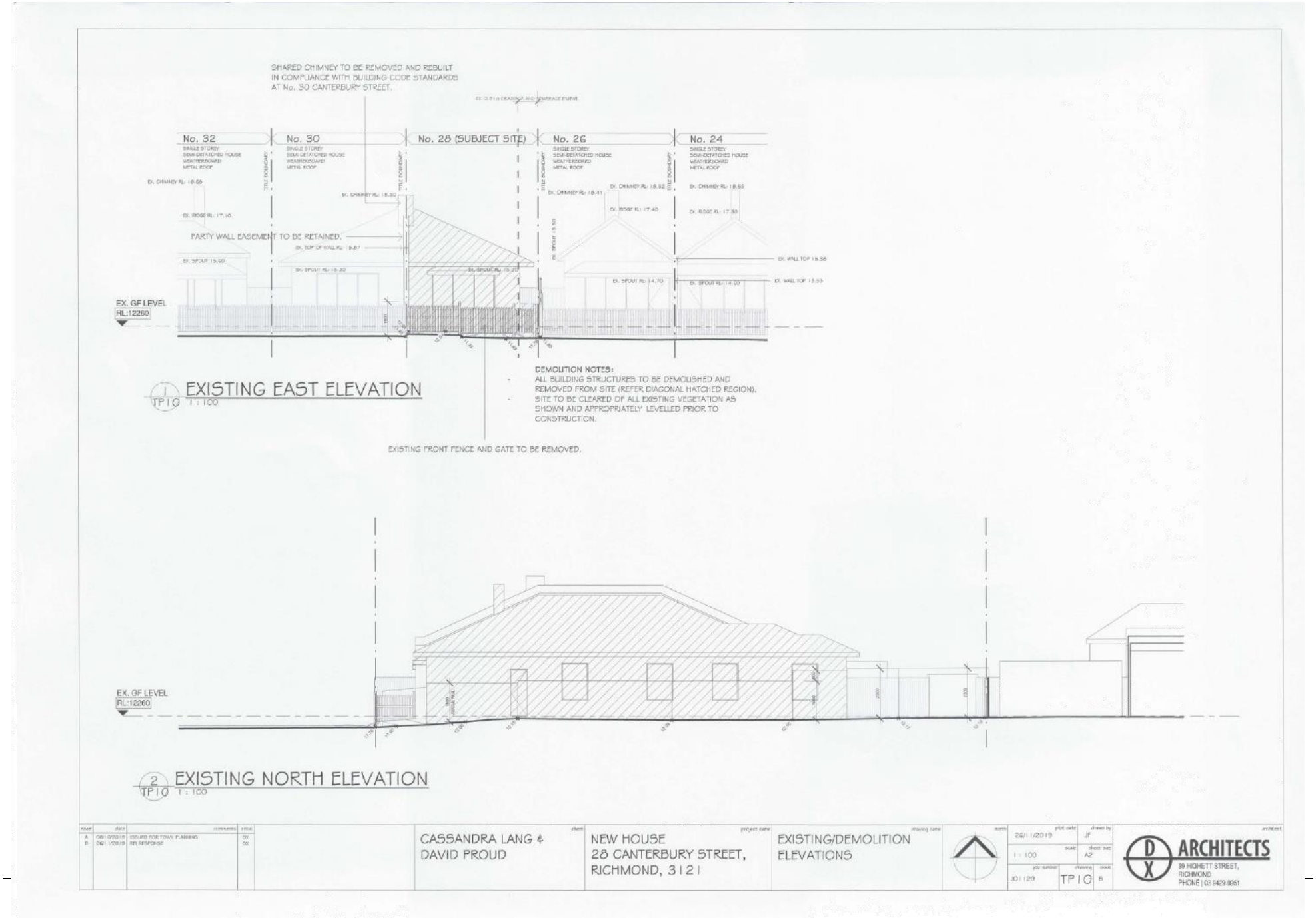

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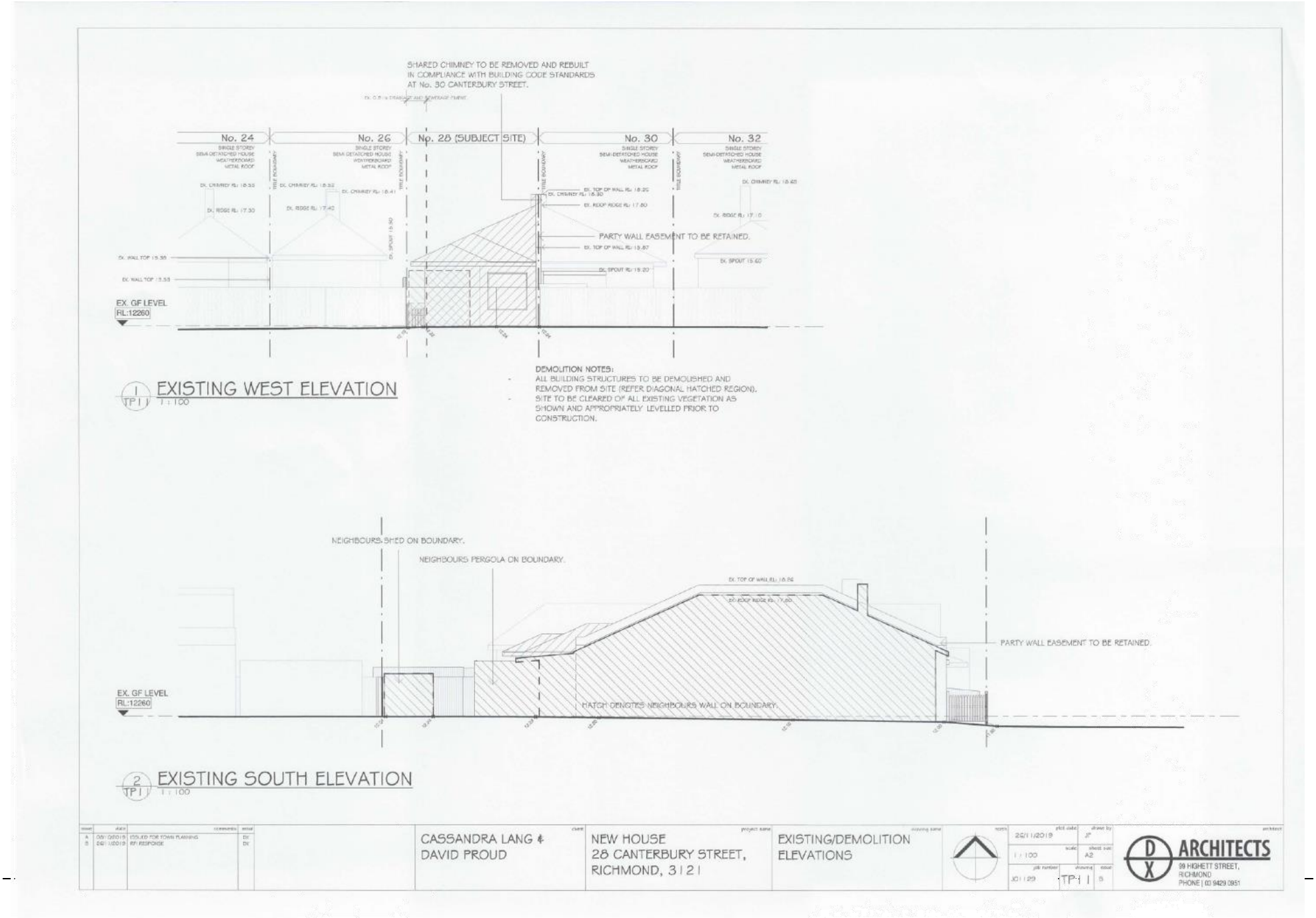

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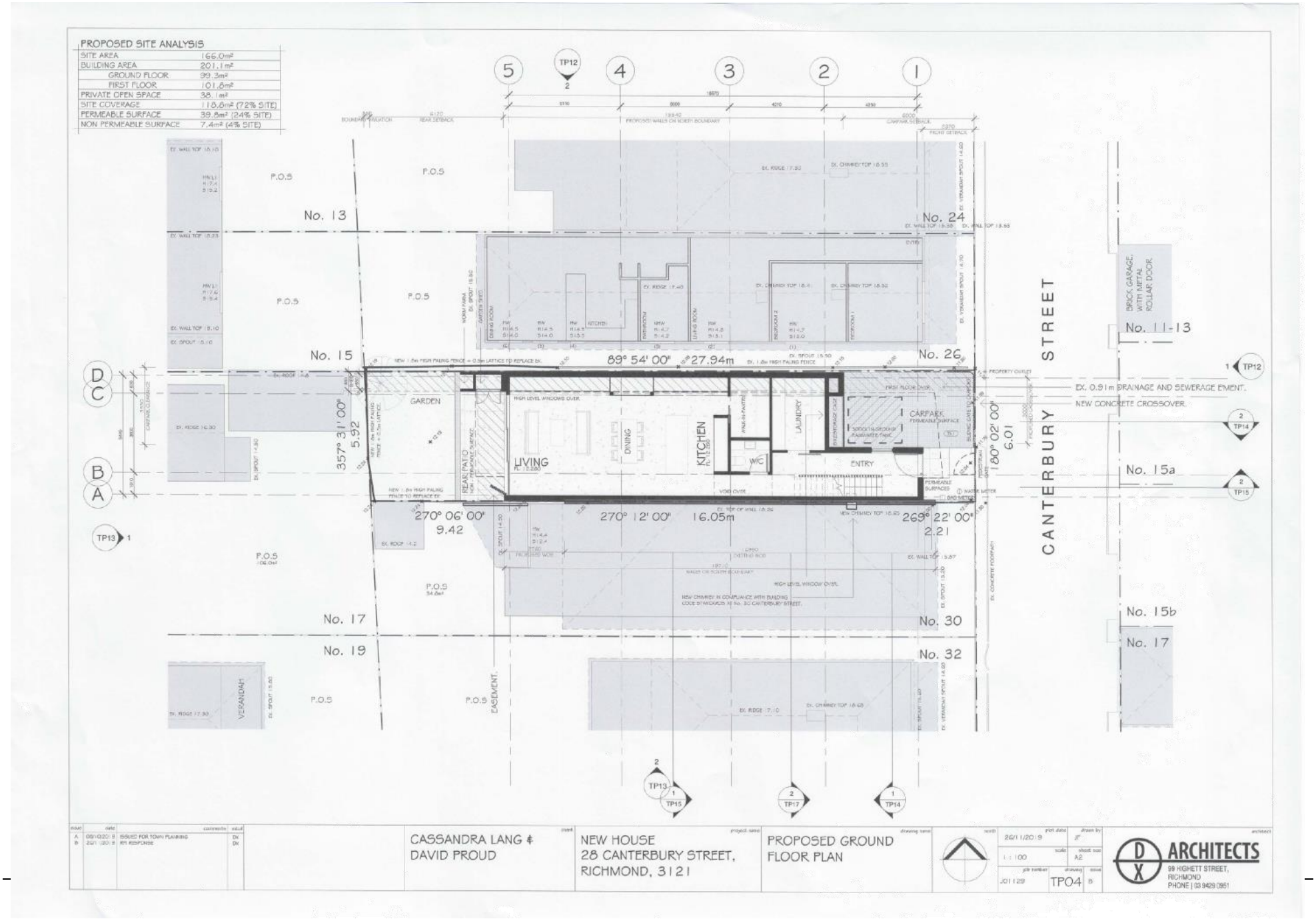

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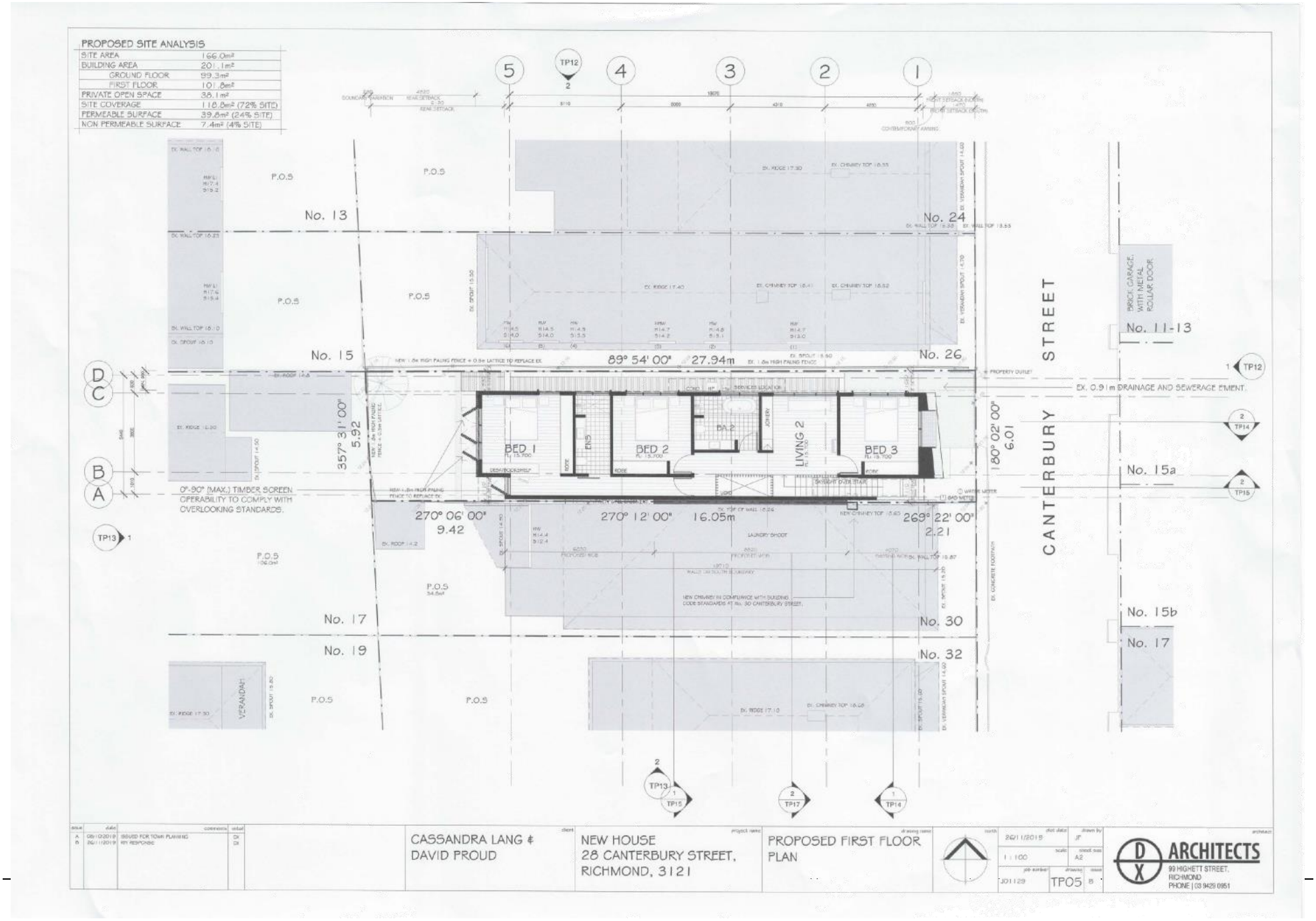

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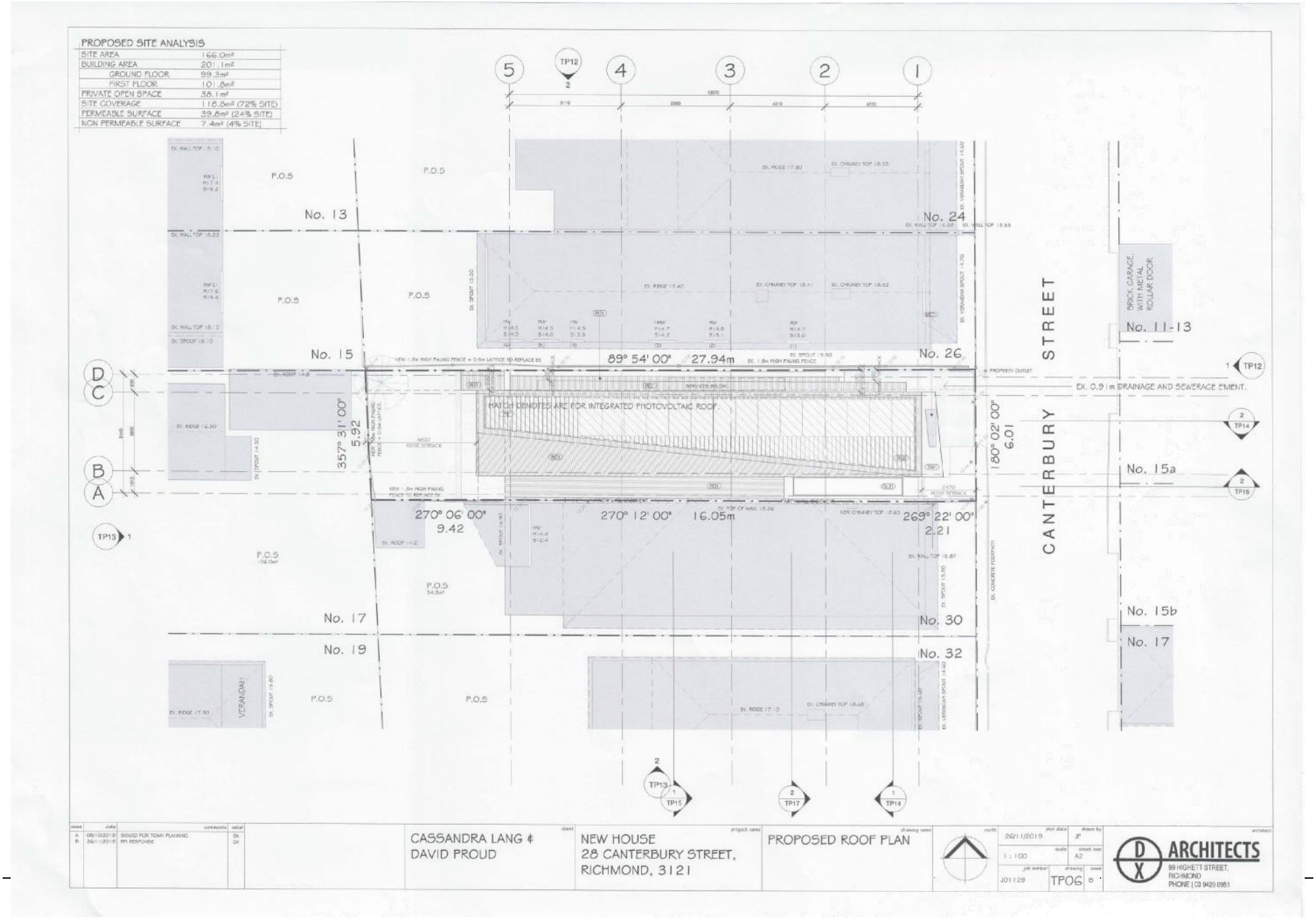

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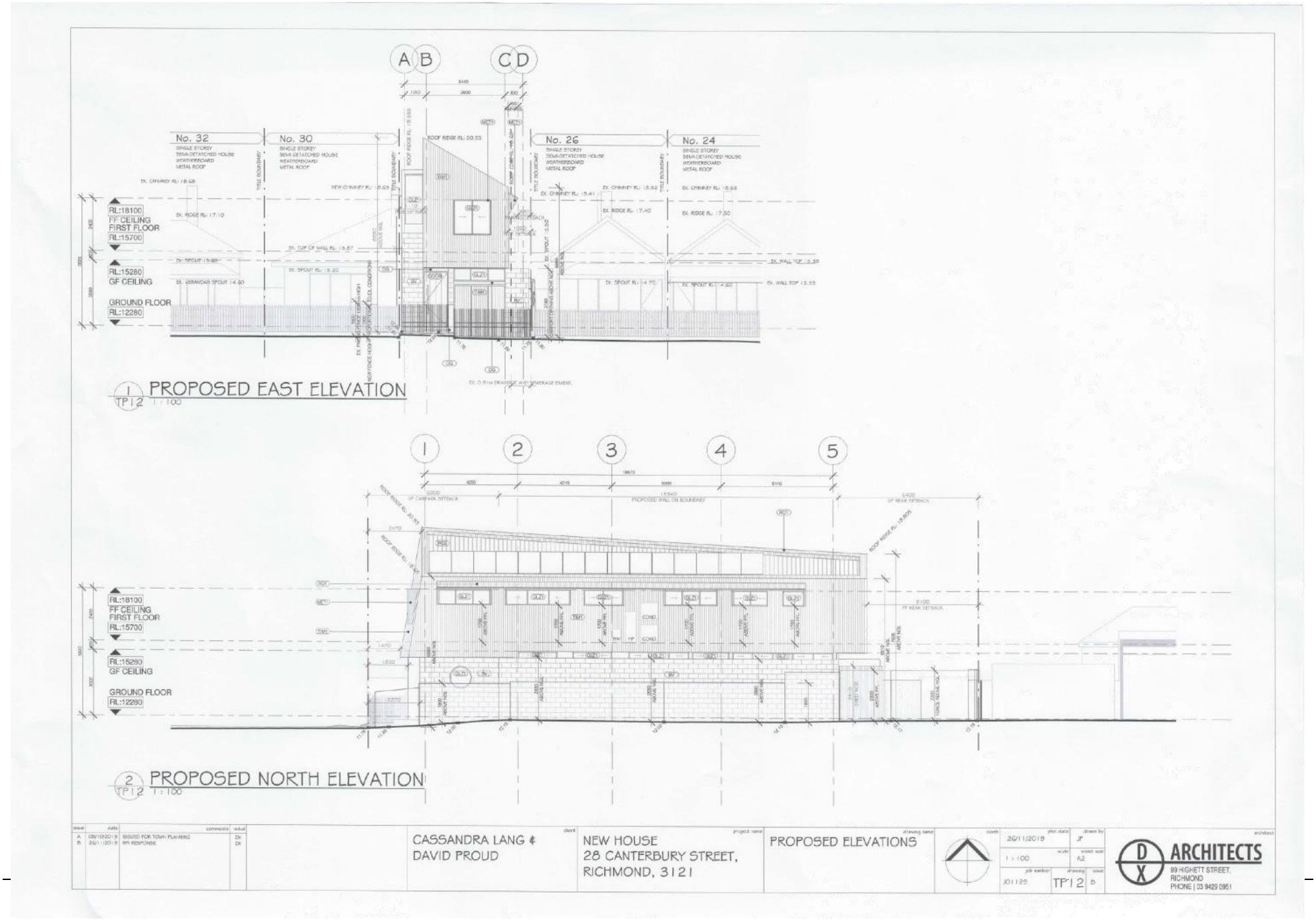

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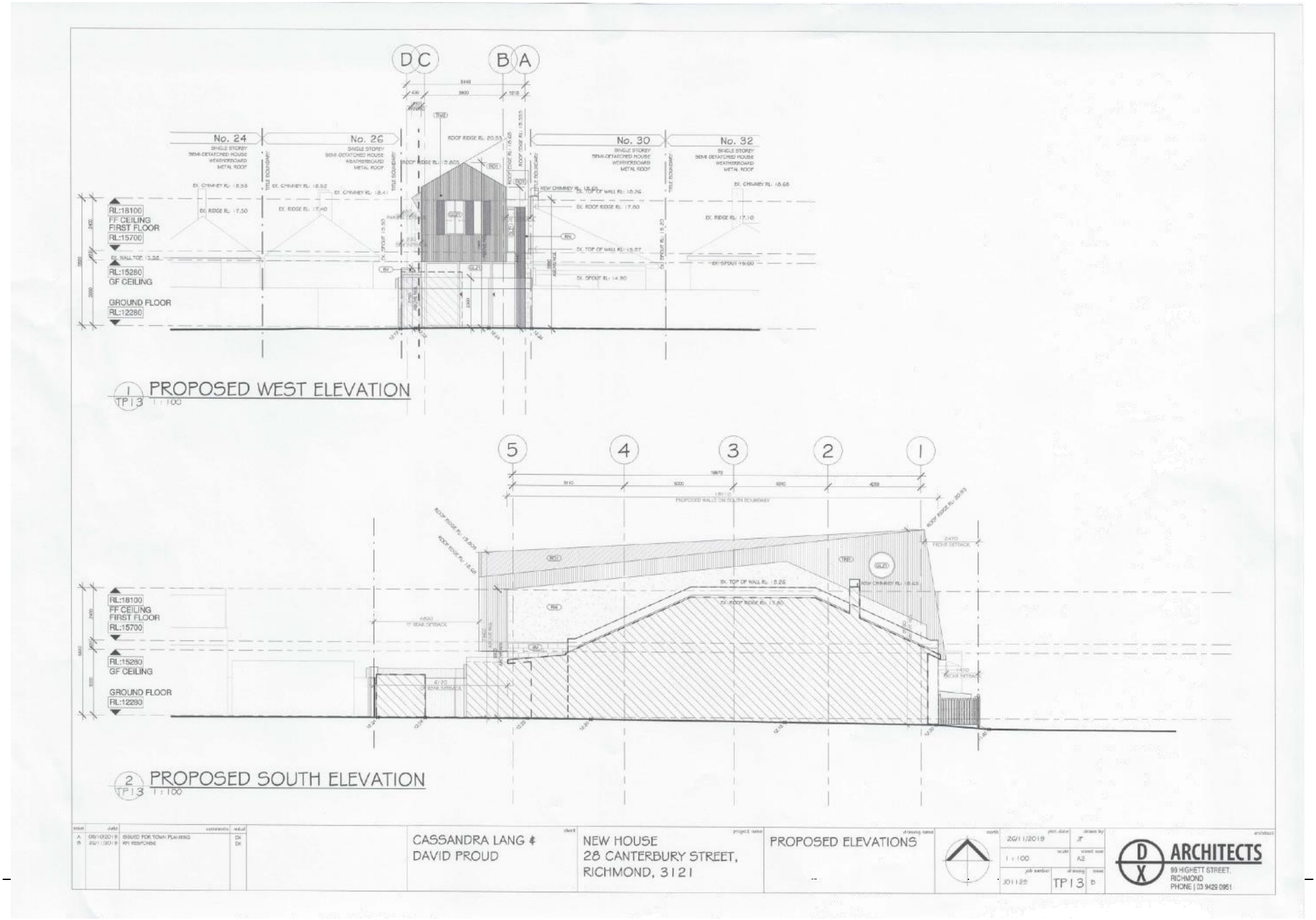

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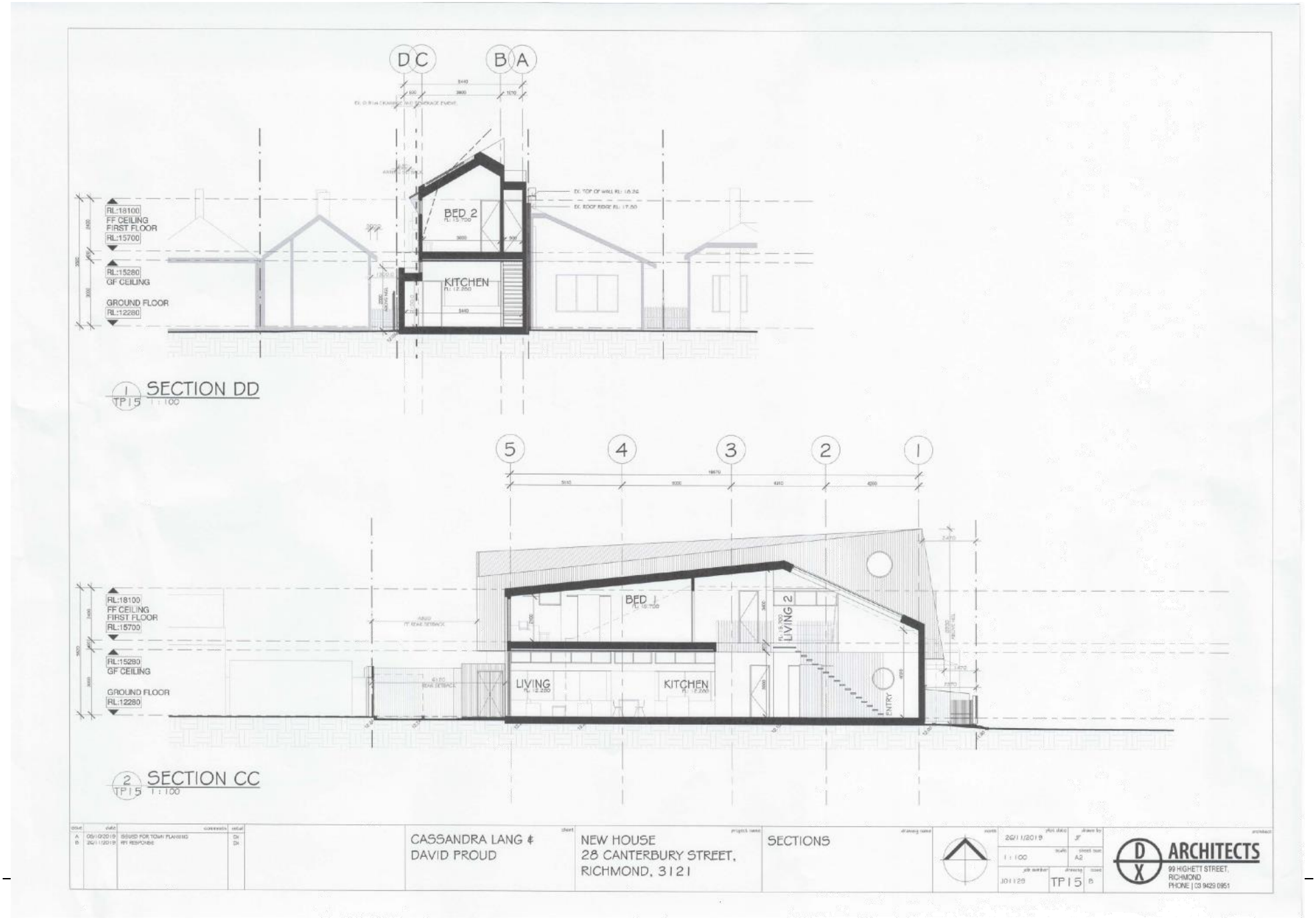

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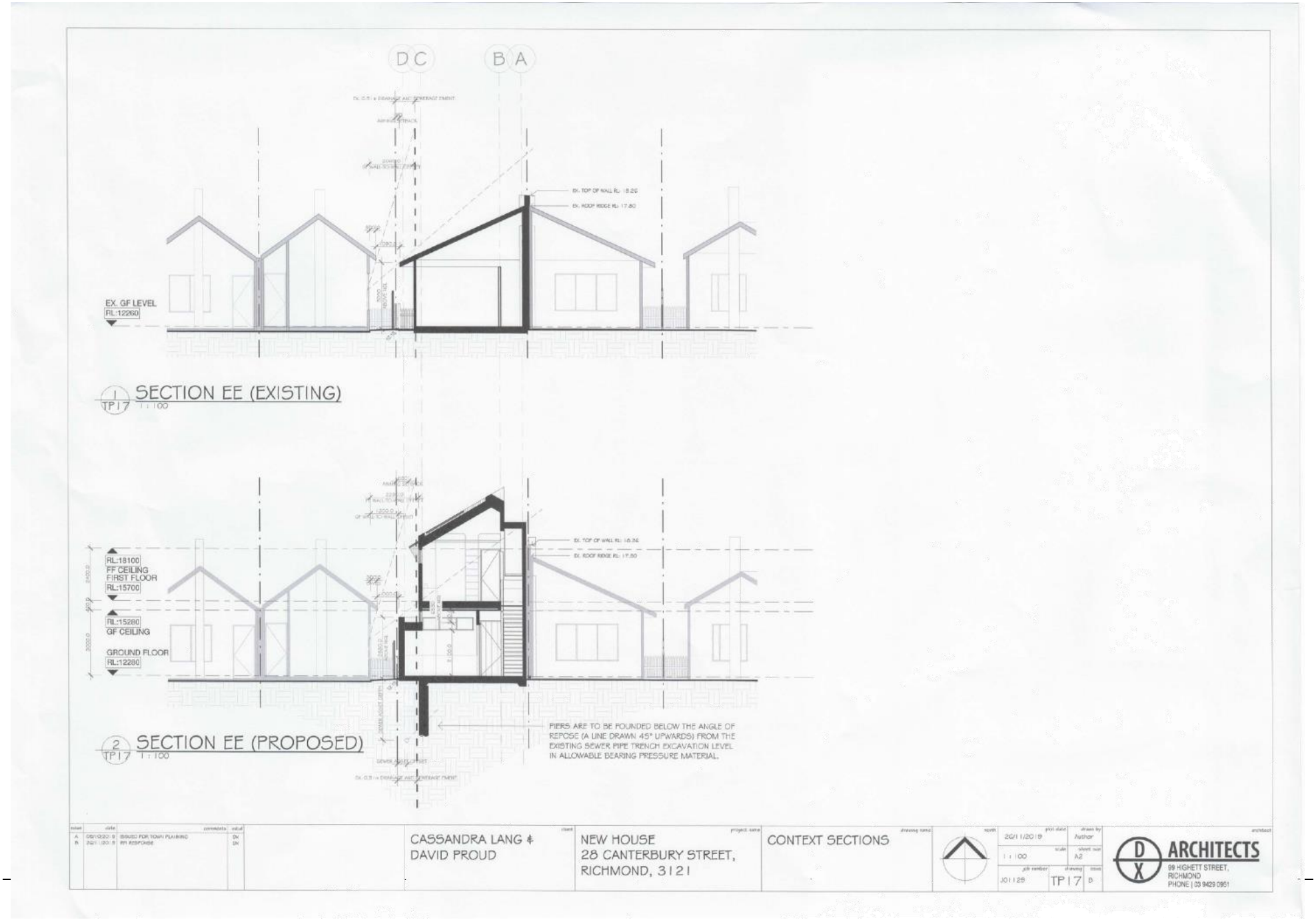

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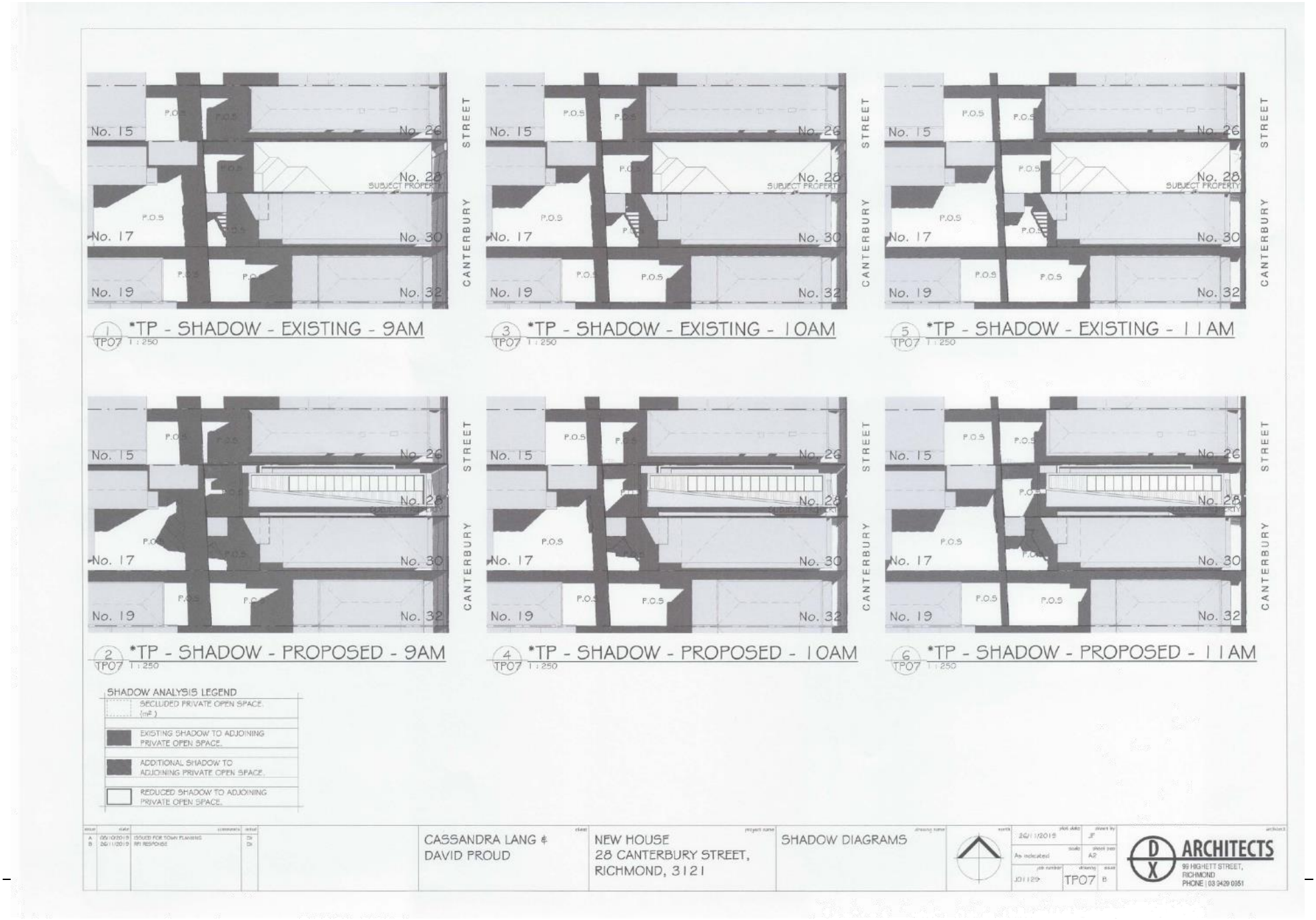

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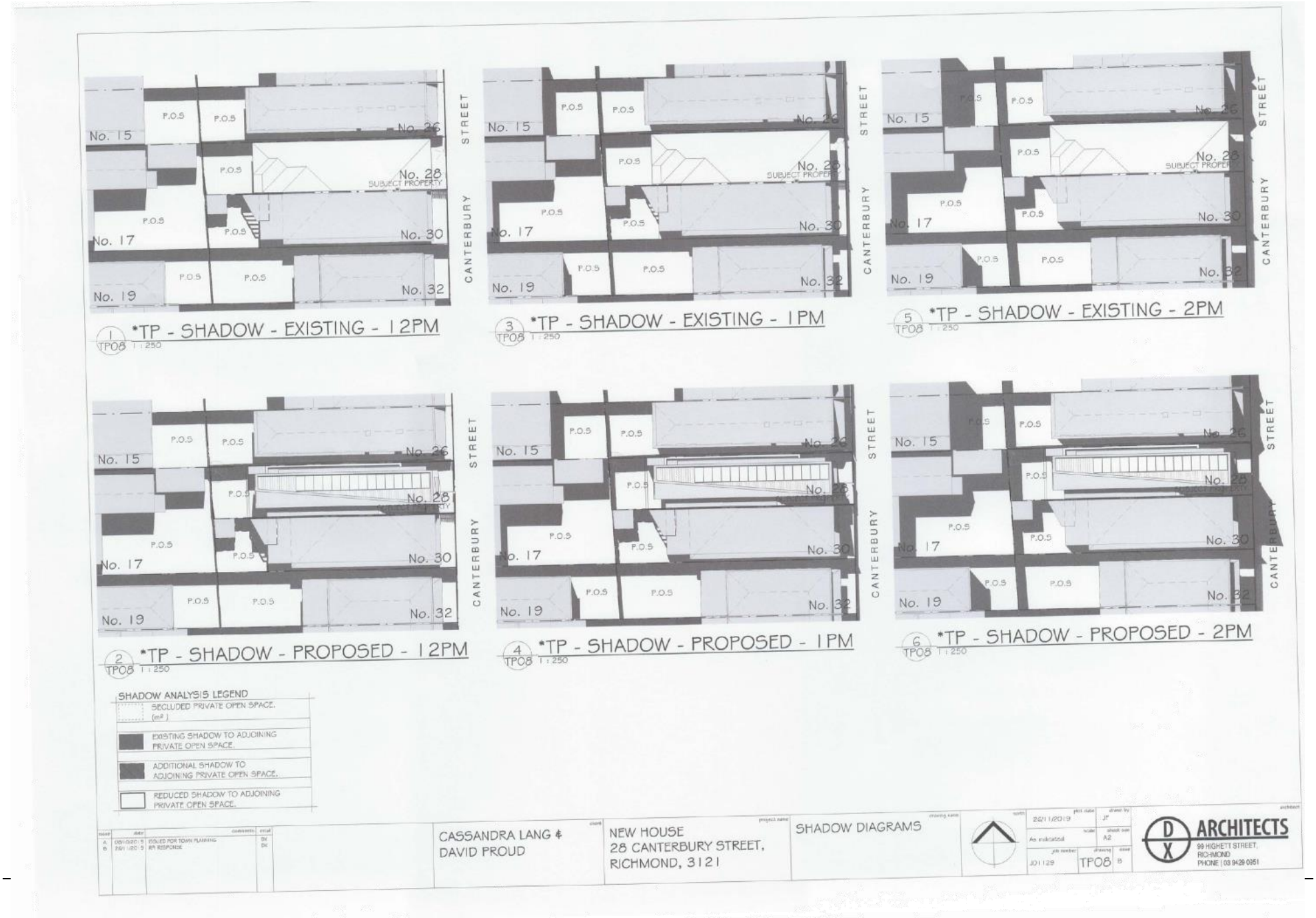

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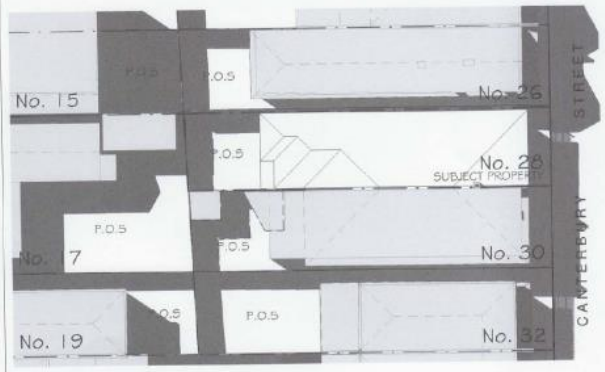
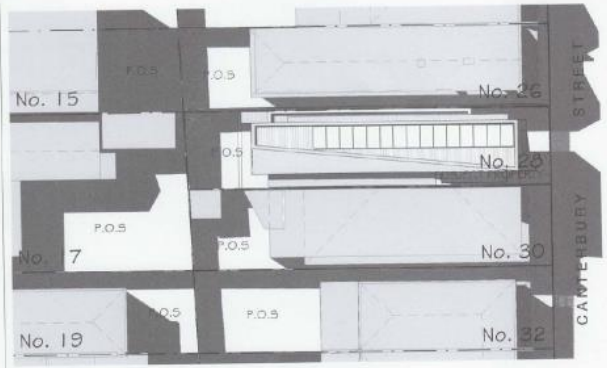


1 TP09 *TP - SHADOW - EXISTING - 3PM 1 : 250



2 TP09 *TP - SHADOW - PROPOSED - 3PM 1 : 250

SHADOW ANALYSIS LEGEND

- SECLUDED PRIVATE OPEN SPACE. (m²)
- EXISTING SHADOW TO ADJOINING PRIVATE OPEN SPACE.
- ADDITIONAL SHADOW TO ADJOINING PRIVATE OPEN SPACE.
- REDUCED SHADOW TO ADJOINING PRIVATE OPEN SPACE.

SHADOW ANALYSIS STATISTICS - EQUINOX (SEPTEMBER 22)

CALCULATING THE EXTENT OF SHADOW CAST BY EXISTING BUILDINGS AND FROM PROPOSED WORKS, INCLUDING FENCES:

@ No. 30 CANTERBURY BOWEN STREET, RICHMOND.		9am	10am	11am	12pm	1pm	2pm	3pm
SECLUDED PRIVATE OPEN SPACE	34.8m²							
EXISTING SHADOWED SPOS		29.7m² (85%)	25.0m² (72%)	20.9m² (60%)	17.4m² (50%)	16.5m² (47%)	17.5m² (50%)	21.9m² (63%)
EXISTING UNSHADOWED SPOS		5.1m² (15%)	9.8m² (28%)	13.9m² (40%)	17.4m² (50%)	18.3m² (53%)	17.3m² (50%)	12.9m² (37%)
ADDITIONAL SHADOWED SPOS		2.3m² (7%)	3.5m² (10%)	3.7m² (10%)	0.4m² (1%)	0m² (0%)	0m² (0%)	0m² (0%)
POST-DEVELOPMENT UNSHADOWED SPOS		2.8m² (8%)	6.3m² (18%)	10.4m² (30%)	17.0m² (49%)	18.3m² (53%)	17.3m² (50%)	12.9m² (37%)
@ No. 17 EDINBURGH STREET RICHMOND.								
SECLUDED PRIVATE OPEN SPACE	106.0m²							
EXISTING SHADOWED SPOS		41.4m² (39%)	35.9m² (34%)	31.9m² (34%)	-	-	-	-
EXISTING UNSHADOWED SPOS		64.6m² (61%)	70.1m² (66%)	70.1m² (66%)				
ADDITIONAL SHADOWED SPOS		11.6m² (11%)	1.7m² (2%)	1.1m² (2%)				
POST-DEVELOPMENT UNSHADOWED SPOS		53.0m² (50%)	68.4m² (64%)	68.4m² (64%)				

issue	date	comments	chkd
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	26/11/2019	RFI RESPONSE	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE 28 CANTERBURY STREET, RICHMOND, 3121

drawing name: SHADOW DIAGRAMS

north

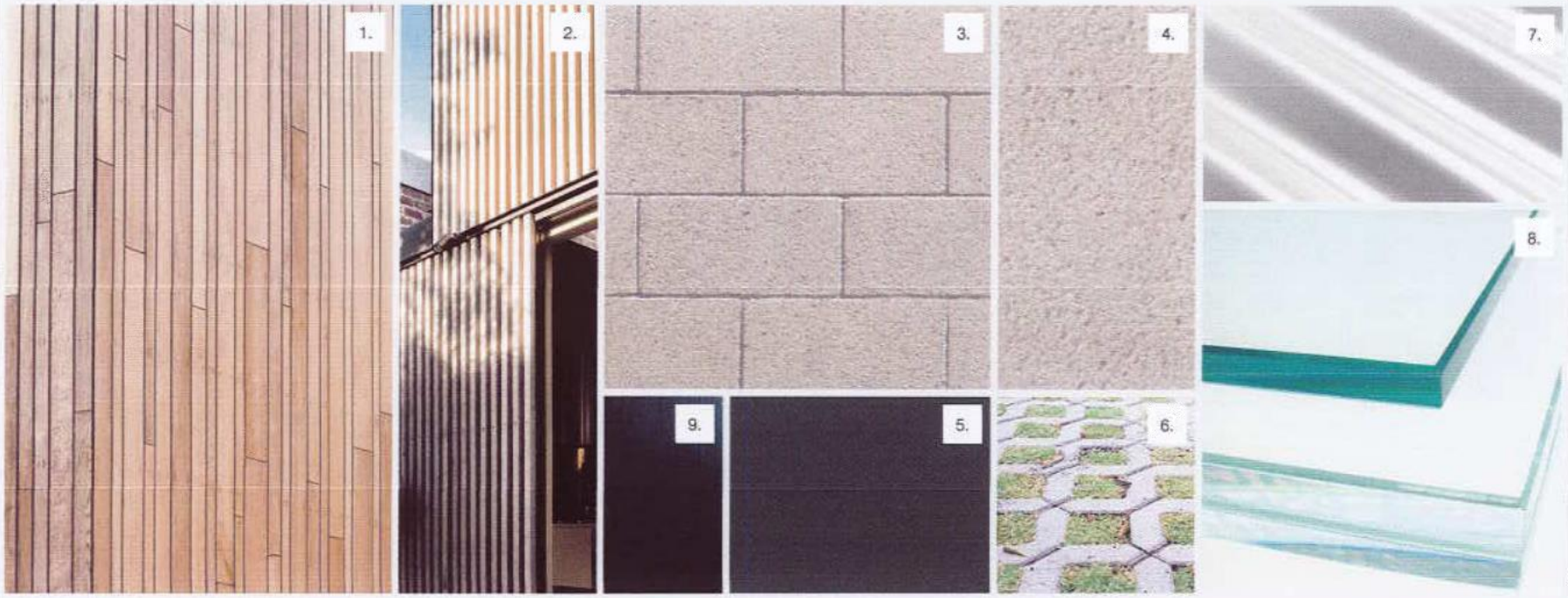
plot date: 26/11/2019 | drawn by: JF

scale: As indicated | sheet size: A2

job number: J01129 | drawing: TP09 | issue: B

architect: DX ARCHITECTS
99 HIGHETT STREET, RICHMOND
PHONE | 03 9429 0951

..finishes schedule....



...

1. VERTICAL TIMBER BOARDS (TIM1)
2. VERTICAL TIMBER SCREEN (TIM2)
3. MASONRY WALL (BV)
4. CONCRETE RENDER (RN)
5. DARK GREY (DG)(RO2)
6. GRASS DIAMOND PAVER (TI-1)
7. METAL ROOF (RO1)
8. CLEAR GLAZING (GLZ1)
9. TIMBER DOOR FINISH (DOOR)

..

Attachment 2 - PLN19/0706 - 28 Canterbury Street Richmond - Advertised Plans

1 TP16 FRONT FACADE

2 TP16 REAR FACADE

issue	date	comments	initial
A	09/10/2019	ISSUED FOR TOWN PLANNING	DX
B	29/11/2019	RFI RESPONSE	DX

CASSANDRA LANG & DAVID PROUD

NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

3D VIEWS

plot date: 29/11/2019 | drawn by: JF | scale | sheet size: A2 | job number: J01129 | drawing: TP16 | issue: B

DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

Attachment 3 - PLN190706 28 Canterbury Street Richmond - Urban Design Comments (Advertised Plans)

CITY OF YaRRA

MeMO

TO:	**Nish Goonetilleke (Statutory Planning)**
FROM:	**Amruta Pandhe (Urban Designer)**
DATE:	3 April 2020
SUBJECT:	28 Canterbury Street, Richmond
APPLICATION NO:	PLN19/0706
DESCRIPTION:	Construction of a double-storey dwelling and associated reduction in the car parking requirements

COMMENTS SOUGHT

Urban Design comments have been sought on the above application on the following matters:

- The design response and its reference/relationship to the streetscape;
- Siting, bulk and height of the proposed development and any impacts; and
- The proposed materials and finishes.

Whether there are any capital works approved or proposed within the area of the subject site.

These set of comments are provided on the plans with issue date 26th November 2019.

COMMENTS SUMMARY

Overall the proposal is supported provided the following changes are made. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective. The rationale behind these changes is explained in more detail overleaf:

- Canterbury Street facade presents an interesting frontage, however, the first floor setback needs to be increased to reduce its dominance and minimise the undercroft space;
- Ground floor frontage currently presents large portions of blank wall and it is recommended to provide more openings and some level of permeability in materials used; and
- Provide detail for material No.5 Dark Grey (DG)(RO2).

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

URBAN DESIGN FEEDBACK

The development proposes demolition of an existing single storey dwelling, and construction of a new two-storey dwelling with main pedestrian entrance from Canterbury Street. As per Clause 22.13 the subject site is located within 'Inner Suburban Residential' character.

Siting, Bulk, and Height

Canterbury Street includes a mix of single and double storey dwellings. The subject site sits between two single storey dwellings and in general the western section of Canterbury Street is predominantly single storey. The proposed overall building height (between approximately 7.6 – 8.9 metres) is

consistent with the overall mandatory height provisions of the GRZ2 (9m). Further, Clause 22.13 and 21.08 seeks developments on single house sites within Inner Suburban Residential areas to limit variations in height to a maximum of one storey compared to the adjacent properties.

Clause 22.13 seeks developments within Inner Suburban Residential Character areas to maintain the existing pattern of front setbacks. However, the upper level of the front façade cantilevers by approximately a metre. This does not maintain the existing pattern of front setbacks in the area, makes the upper form dominant and results in a deep undercroft space (approximately 4.5m).
Hence, it is recommended to increase the first floor setback while maintaining the interesting composition.

Design Response and Relationship to the Streetscape

Overall, the design response is well considered and the proposed development presents an acceptable built form that responds to the streetscape character in a contemporary way.

The proposed built form along Canterbury Street is broken with articulation and the sloping roof responds well to the existing street character. The use of timber boards and window openings for the upper level contributes in reducing large portion of blank walls, particularly on the east and north elevation. The southern façade does not provide any openings but the subtle variation in materials positively contributes to the overall form. Hence, the overall architecture of the building is supported.

The ground floor frontage does not present any openings except the windows above bike storage. It is recommended to explore providing an opening next to the entrance door which is contribute in providing some level of active frontage. The bike storage area is enclosed by vertical timber boards which contributes in creating a large portion of blank wall for the ground floor frontage. The design will benefit by using vertical timber screen or providing a screen in front of bike storage.

The development provides an open car park area rather than dominating the front faced with a garage. This is highly supported and respects the existing streetscape character, subject to comments above about the extent of undercroft space.

Materials and Finishes

The proposed material palette provides relatively neutral materials and use lighter shades which are sympathetic to the context. The use of diamond grass pavers for car park is highly supported.

As recommended above explore using timber screen for the bike storage area (refer to comments above). It is unclear what material is proposed for No.5 Dark Grey (DG)(RO2).

Attachment 4 - PLN19/0706 - 28 Canterbury Street Richmond - Informal Civil Engineering Comments (Advertised Plans)

Goonetilleke, Nish

From:	Doan, Andy
Sent:	Tuesday, 11 February 2020 10:45 AM
To:	Goonetilleke, Nish
Cc:	Bacani, Artemis; Millican, Danny; Pisani, Mark; Moran, Peter
Subject:	RE: PLN19/0706 - 28 Canterbury Street Richmond - Building over Drainage and Sewerage Easement - Informal Referral

Hi Nish,

Thank you for your email.

With regard to Building Over Easement applications, it is usually to be forwarded to Building Services for assessment. Engineering services do occasionally act as a referral for the building team for any engineering comments if deemed necessary by the relevant officer.

As it has gone through directly to us, ES is happy to assist this one time and would like to kindly remind the planning team of the above.

Thank you again and have a lovely week!

RE: PLN19/0706 - 28 Canterbury Street Richmond - Building over Drainage and Sewerage Easement - Informal Referral

The Regulation 130 requires the Owner to obtain Council's consent to a proposal to build over the Easement only if the Easement is vested in Council. The Regulation does not apply to easements which are not vested in Council. Please note the following:

1. According to Council Asset records, the subject easement does not contain or provide any public drainage infrastructure hence the subject easement is not vested in Council. It is also further unlikely that Council will be looking to provide further drainage infrastructure within the area.
2. Council does not benefit from the easement as an owner of a benefitting parcel of land or as beneficiary of an easement in gross.
3. Before any structure can be built over the easement, the applicant must obtain the consent of all Benefitting Owners with rights over the easement. However, if it does not do so, and such improvements obstruct the ability of the Benefitting Owners to access the easement and exercise their rights in respect of the easement, the Benefitting Owners will be entitled to seek a remedy against the applicant.

As a result of the above, Engineering Services do not consider that the owner is required by the Regulation to submit the application to Council.

Sincerely,
Andy Doan
Engineer
City Works and Assets

PO BOX 168 Richmond VIC

Attachment 4 - PLN19/0706 - 28 Canterbury Street Richmond - Informal Civil Engineering Comments (Advertised Plans)

T (03) 9205 5791 *(Leave email if urgent)*
E Andy.Doan@yarracity.vic.gov.au
W yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

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

From: Goonetilleke, Nish
Sent: Monday, 10 February 2020 11:41 AM
To: Doan, Andy; Millican, Danny
Subject: PLN19/0706 - 28 Canterbury Street Richmond - Building over Drainage and Sewerage Easement - Informal Referral

Hi Andy,

Hope you're well.

I have an application for a new, double-storey dwelling at No. 28 Canterbury Street Richmond. The proposal incorporates building over the existing drainage and sewerage easement (E-1) outlined in Plan of Subdivision 079737.

Please find attached the following documents:

1. Application form (pages 1 - 3);
2. Cover-letter (pages 4 to 7);
3. Letter from CWW (pages 8 - 9);
4. Survey plan (page 10);
5. Certificate of title and title plan for the subject site at No. 28 Canterbury Street Richmond (pages 11 – 14);
6. Certificate of title and title plan for the abutting site to the west No. 17 Edinburgh Street Richmond (pages 15 - 18);
7. Certificate of title and title plan for the abutting site to the south at No. 30 Canterbury Street Richmond (pages 19 - 22); and
8. Existing and proposed plans (pages 23 – 36).

Could you please advise if you could see any possible issues in terms of building over the existing easement? I am still requesting for further information, so if you need any additional information for the formal referral process, please let me know.

Thank you.

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
City of Yarra PO Box 168 Richmond 3121
T (03) 9205 5005 F (03) 8417 6666
E Nish.Goonetilleke@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 5 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (Advertised Plans)

CITY OF YARRA

MEMO

To: Nish Goonetilleke

From: Artemis Bacani

Date: 16 April 2020

Subject: **Application No:** PLN19/0706
Description: Two Storey Dwelling
Site Address: 28 Canterbury Street, Richmond

I refer to the above Planning Application received on 18 March 2020 in relation to the proposed development at 28 Canterbury Street, Richmond. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document		Revision	Dated
DX Architects	TP 04	*Proposed Ground Floor Plan*	B	26 November 2019

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Three-bedroom dwelling	1	2 spaces to each dwelling	2	1

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

A reduction of one car space in the car parking requirement is sought for this development.

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

Attachment 5 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (Advertised Plans)

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

- *Parking Demand for the Three-Bedroom Dwelling*.
  In previous traffic reports we have reviewed, car ownership rates for residential dwellings in Richmond was sourced from the 2016 Census conducted by the Australian Bureau of Statistics. For flat-type dwellings, the average car ownership for three-bedroom dwellings is 1.14 cars per dwelling. The census data suggests that there is a market demand for dwellings without any on-site parking, especially if located close to public transport nodes. The site has its frontage on an activity centre and has very good links to public transport.

- *Availability of Public Transport in the Locality of the Land*.
  The following public transport services can be accessed to and from the site by foot:

    - Swan Street trams – 310 metre walk
    - Burnley railway station – 430 metre walk
    - Church Street trams – 780 metre walk
    - East Richmond railway station – 870 metre walk

- *Multi-Purpose Trips within the Area*.
  Visitors to the site might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access*.
  The site is easily accessible by pedestrians and bicycles.

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

- *Availability of Car Parking*.
  The streets surrounding the site contain short-stay parking restrictions. There are small sections of unrestricted parking in the area; however, these spaces are likely to be occupied by local residents very early in the morning. Visitors to the site during business hours should be able to park on-street near the site. It would be impractical for residents to own an additional car and attempt to park on-street.

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

Adequacy of Car Parking
From a traffic engineering perspective, the reduction of car parking associated with this development is considered appropriate in the context of the development and the surrounding area.

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

Attachment 5 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (Advertised Plans)

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Width of Sliding Gate	The width of the sliding gate is not dimensioned on the drawings.
Vehicle Crossing	A 3.0 metre wide vehicle crossing is proposed off Canterbury Street to provide vehicle access into and out of the site.
Car Parking Module	
Car Space	The car space measures 3.53 metres by 6.0 metres to satisfy *Design standard 2 – Car parking spaces*.

Design Items to be Addressed

Item	Assessment
Width of Sliding Gate	The width of the gate is to be dimensioned on the drawings.
Vehicle Crossing	To be designed and constructed in accordance to Council standards DDA requirements. Further details on Council's requirements is provided below under *Engineering Conditions*.
Loss of On-Street Car Space	The construction of a new vehicle crossing will result in the loss of one on-street car space. The Permit Zone restriction along the west side of Canterbury Street improves on-street parking for residents. In this instance, the Engineering unit has no objection to the loss of one on-street car space in Canterbury Street.

ENGINEERING CONDITIONS

Vehicle Crossing

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

- In accordance with any requirements or conditions imposed by Council;
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B85 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of Council.

Road Asset Protection

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

Attachment 5 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (Advertised Plans)

Impact of Assets on Proposed Development

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

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

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

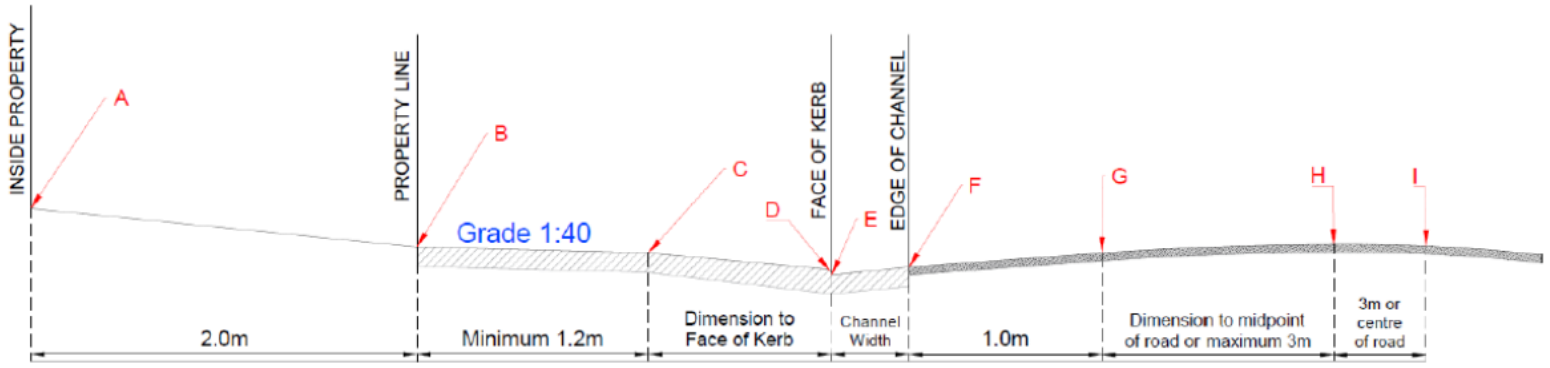
Attachment 5 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (Advertised Plans)

Vehicle Crossing – Cross Section

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

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

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



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Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)

TP00	COVER
TP01	SITE & CONTEXT PLAN
TP02	EXISTING FLOOR PLAN
TP03	DEMOLITION PLAN
TP04	PROPOSED GROUND FLOOR PLAN
TP05	PROPOSED FIRST FLOOR PLAN
TP06	PROPOSED ROOF PLAN
TP07	SHADOW DIAGRAMS
TP08	SHADOW DIAGRAMS
TP09	SHADOW DIAGRAMS
TP10	EXISTING/DEMOLITION ELEVATIONS
TP11	EXISTING/DEMOLITION ELEVATIONS
TP12	PROPOSED ELEVATIONS
TP13	PROPOSED ELEVATIONS
TP14	SECTIONS
TP15	SECTIONS
TP16	3D VIEWS
TP17	CONTEXT SECTIONS

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	26/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

drawing name: COVER

north

plot date: 18/06/2020

drawn by: JF

scale:

sheet size: A2

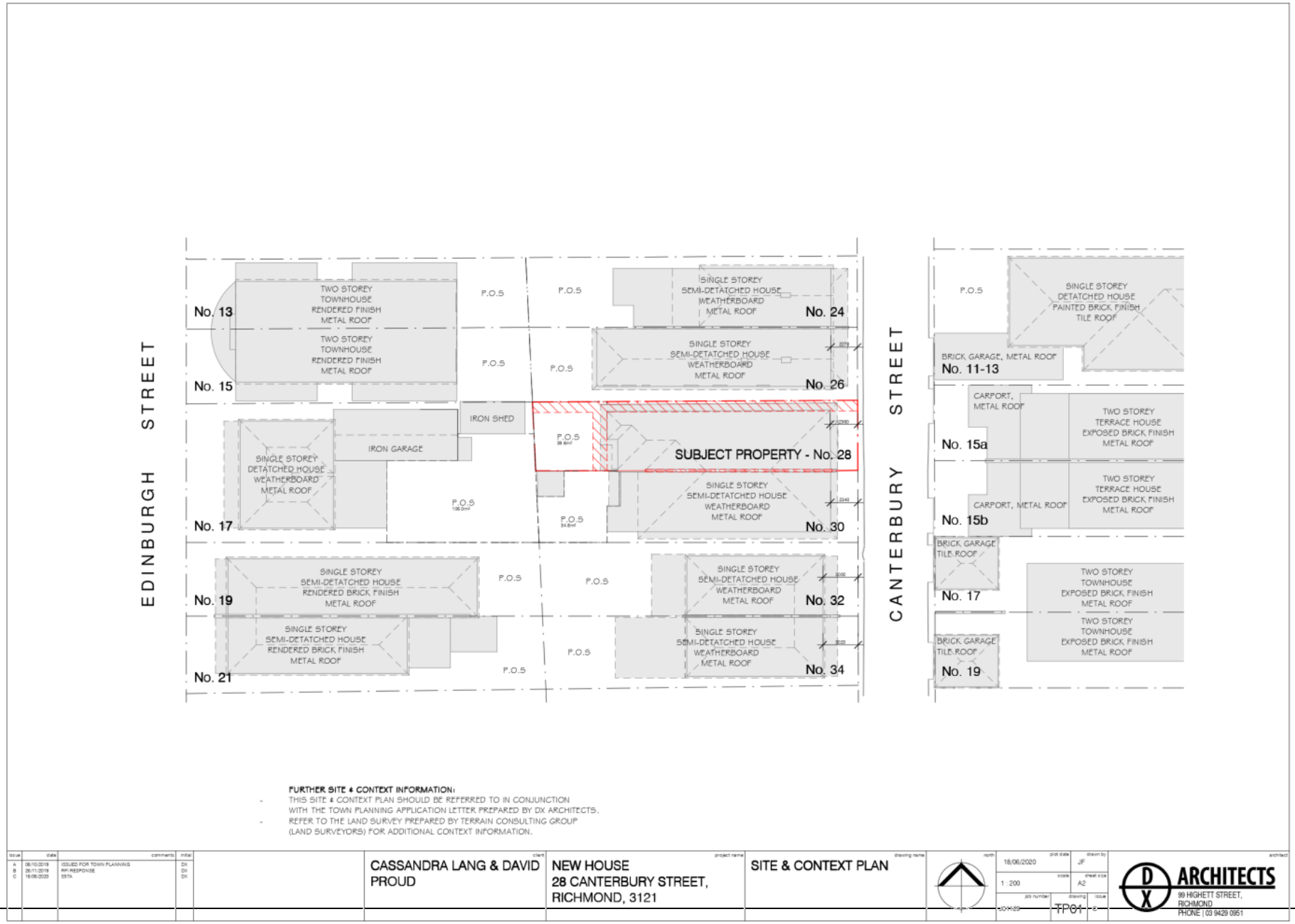
job number: 19XX28

drawing: TP00

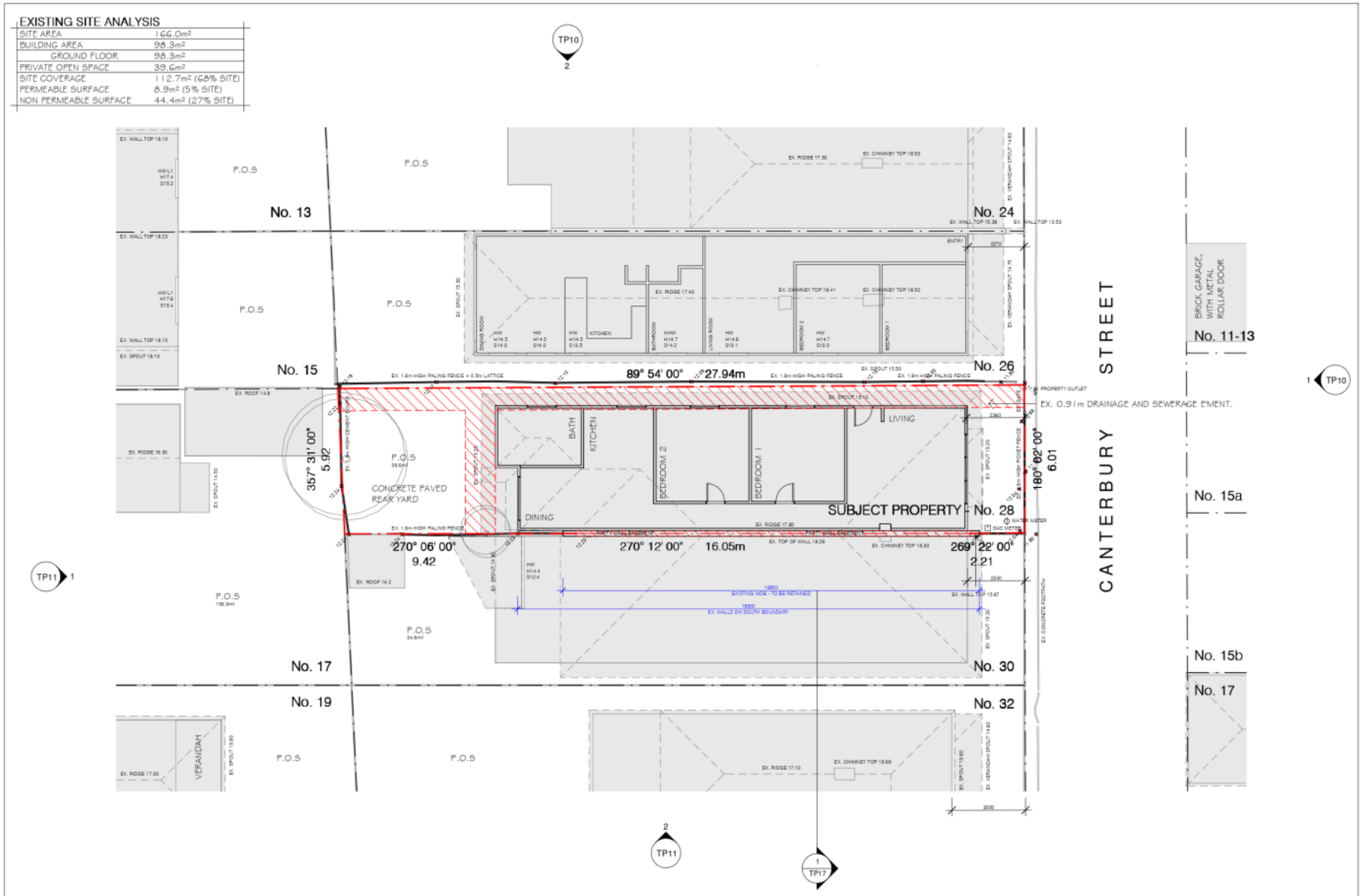
issue: C

architect: DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

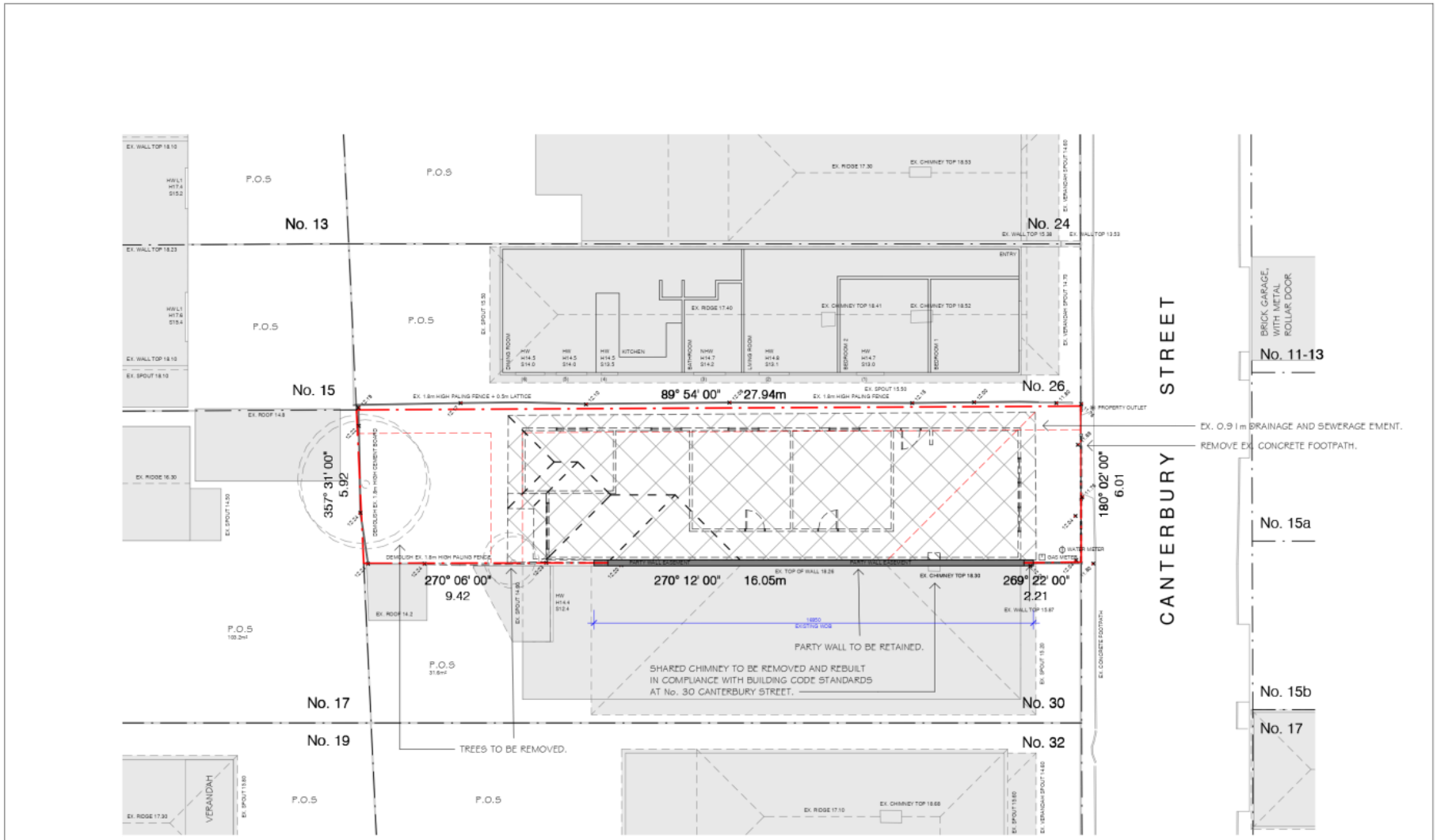
Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



DEMOLITION NOTES:

- ALL BUILDING STRUCTURES TO BE DEMOLISHED AND REMOVED FROM SITE (REFER DIAGONAL HATCHED REGION).
- SITE TO BE CLEARED OF ALL EXISTING VEGETATION AS SHOWN AND APPROPRIATELY LEVELLED PRIOR TO CONSTRUCTION.

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	26/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

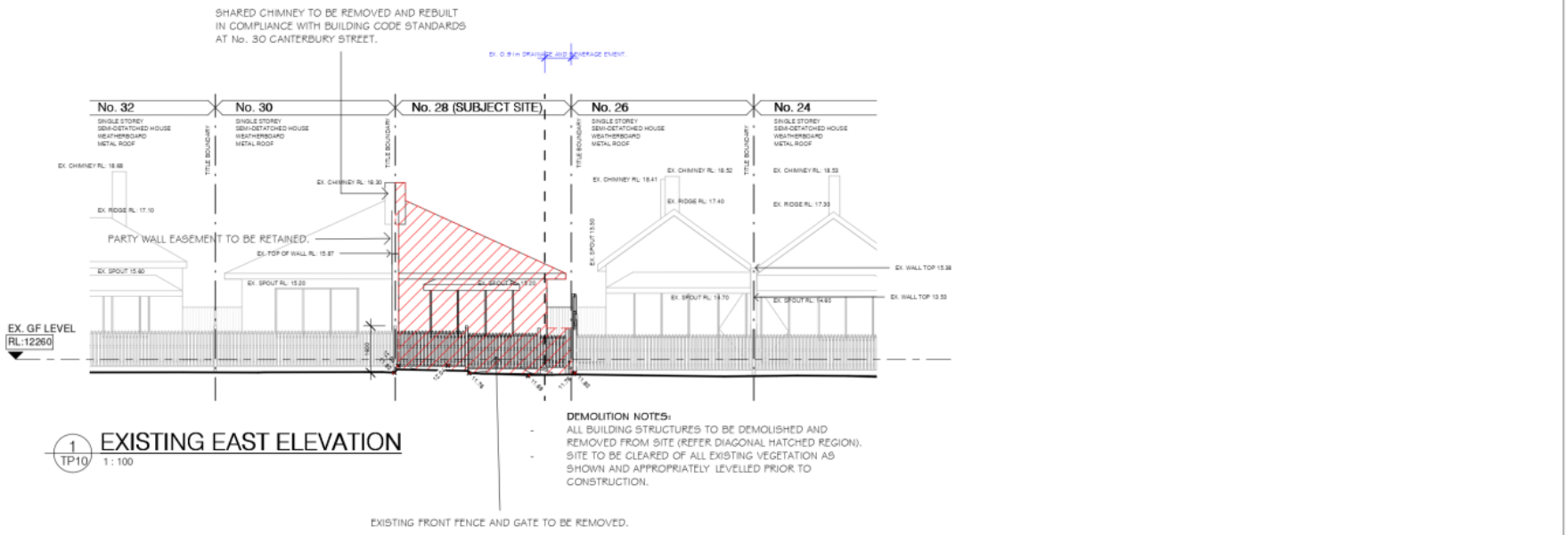
drawing name: DEMOLITION PLAN

north

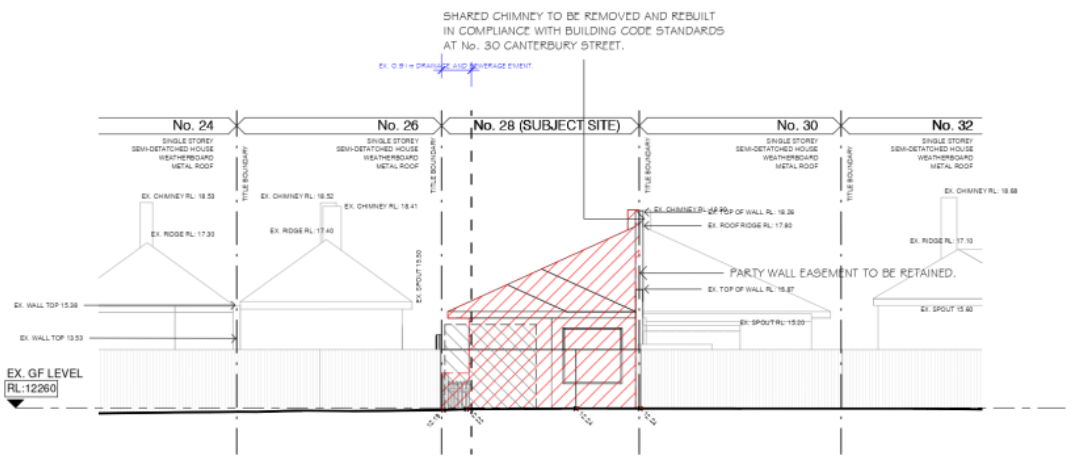
plot date: 18/06/2020
drawn by: JF
scale: 1 : 100
sheet size: A2
job number: xDXxx
drawing: TP03
issue: C

architect: DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)

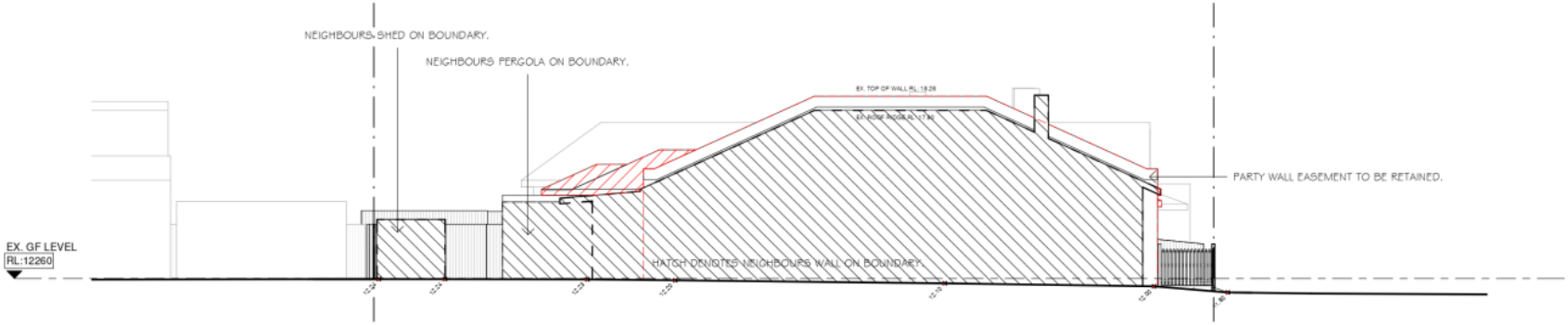


Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



1 TP11 EXISTING WEST ELEVATION
1 : 100

DEMOLITION NOTES:
- ALL BUILDING STRUCTURES TO BE DEMOLISHED AND REMOVED FROM SITE (REFER DIAGONAL HATCHED REGION).
- SITE TO BE CLEARED OF ALL EXISTING VEGETATION AS SHOWN AND APPROPRIATELY LEVELLED PRIOR TO CONSTRUCTION.



2 TP11 EXISTING SOUTH ELEVATION
1 : 100

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	26/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

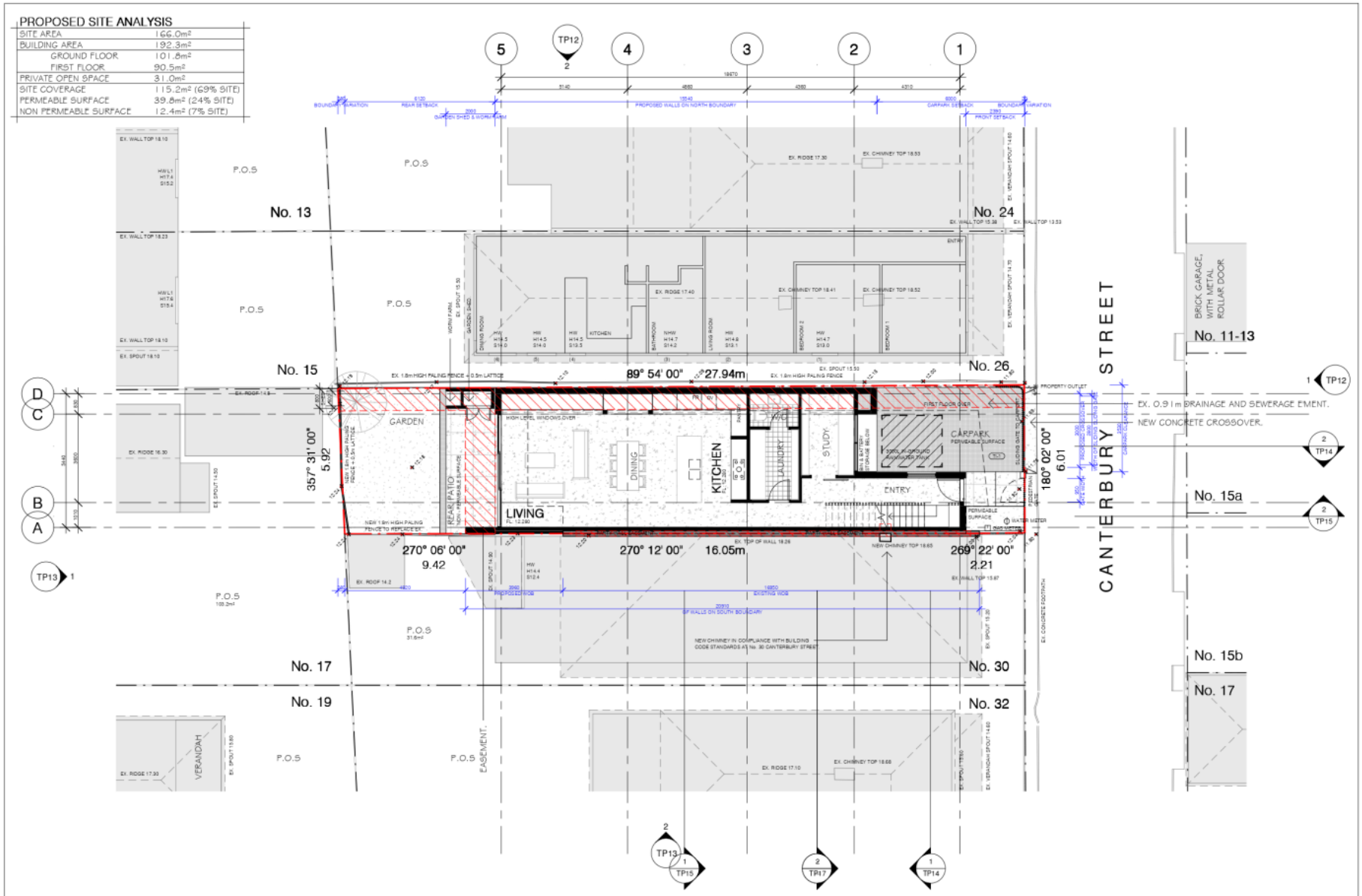
drawing name: EXISTING/DEMOLITION ELEVATIONS

north

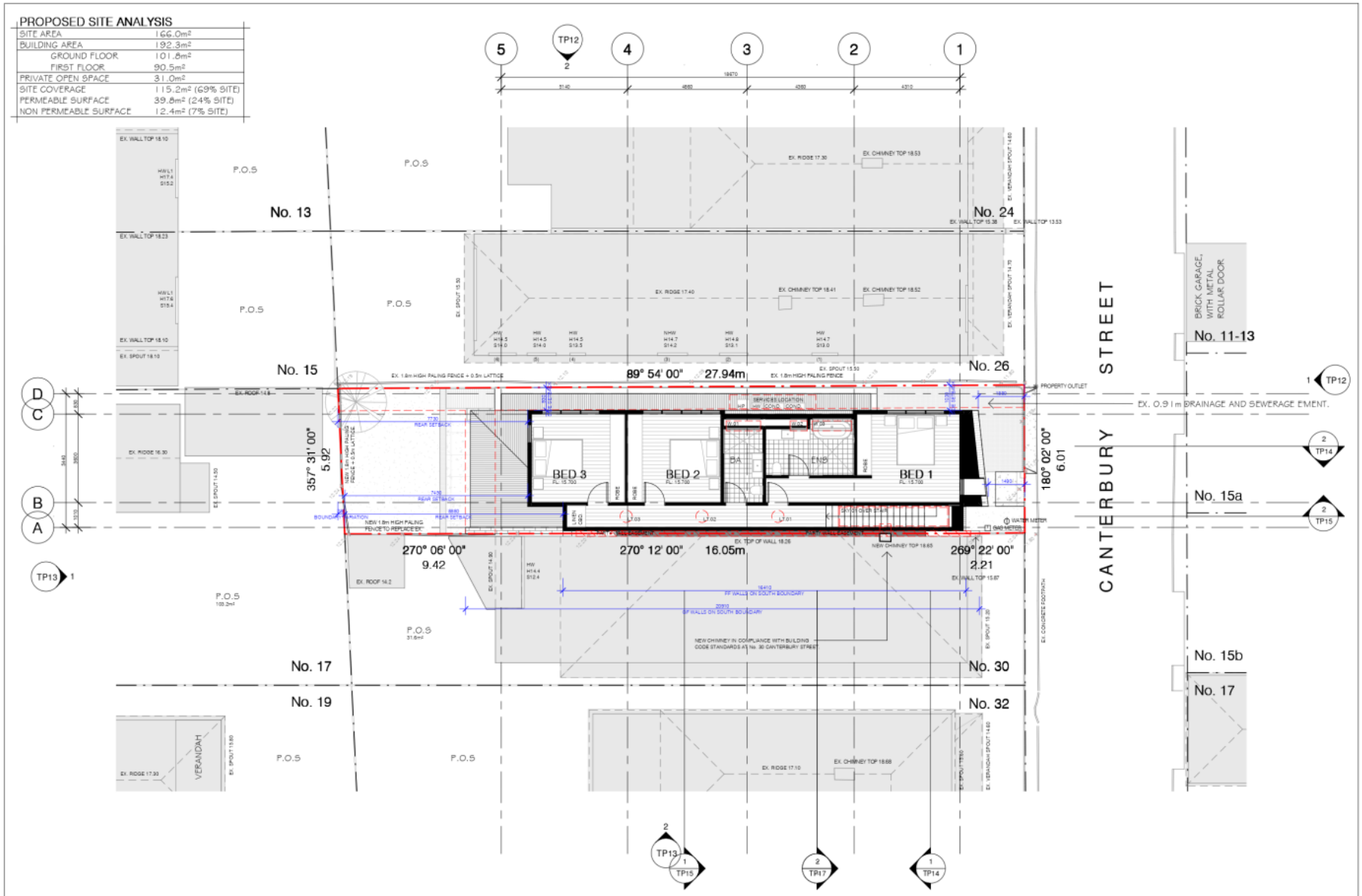
plot date: 18/06/2020
drawn by: JF
scale: 1 : 100
sheet size: A2
job number: 2019-29
drawing: TP11
issue: C

architect: DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

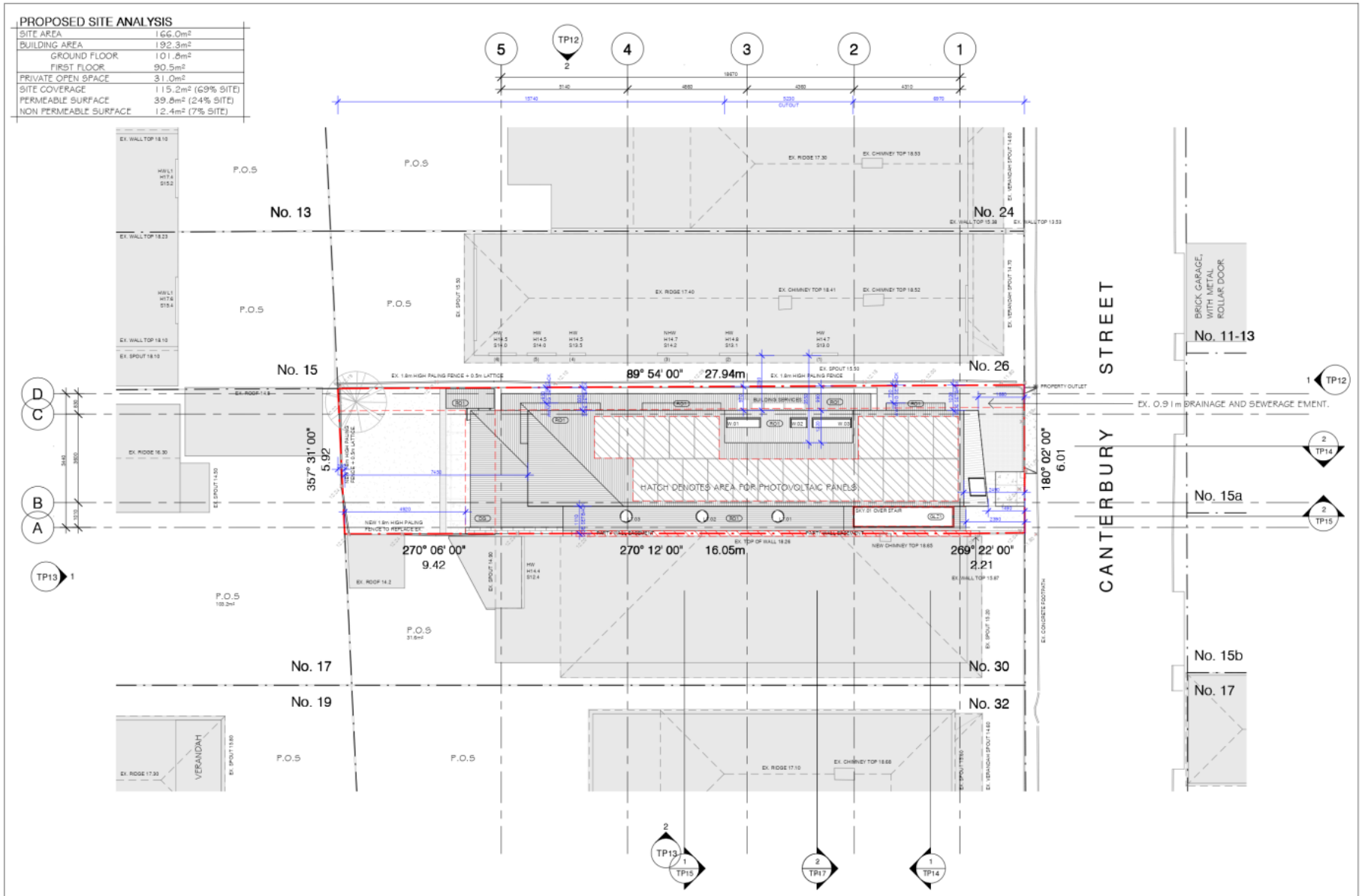
Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



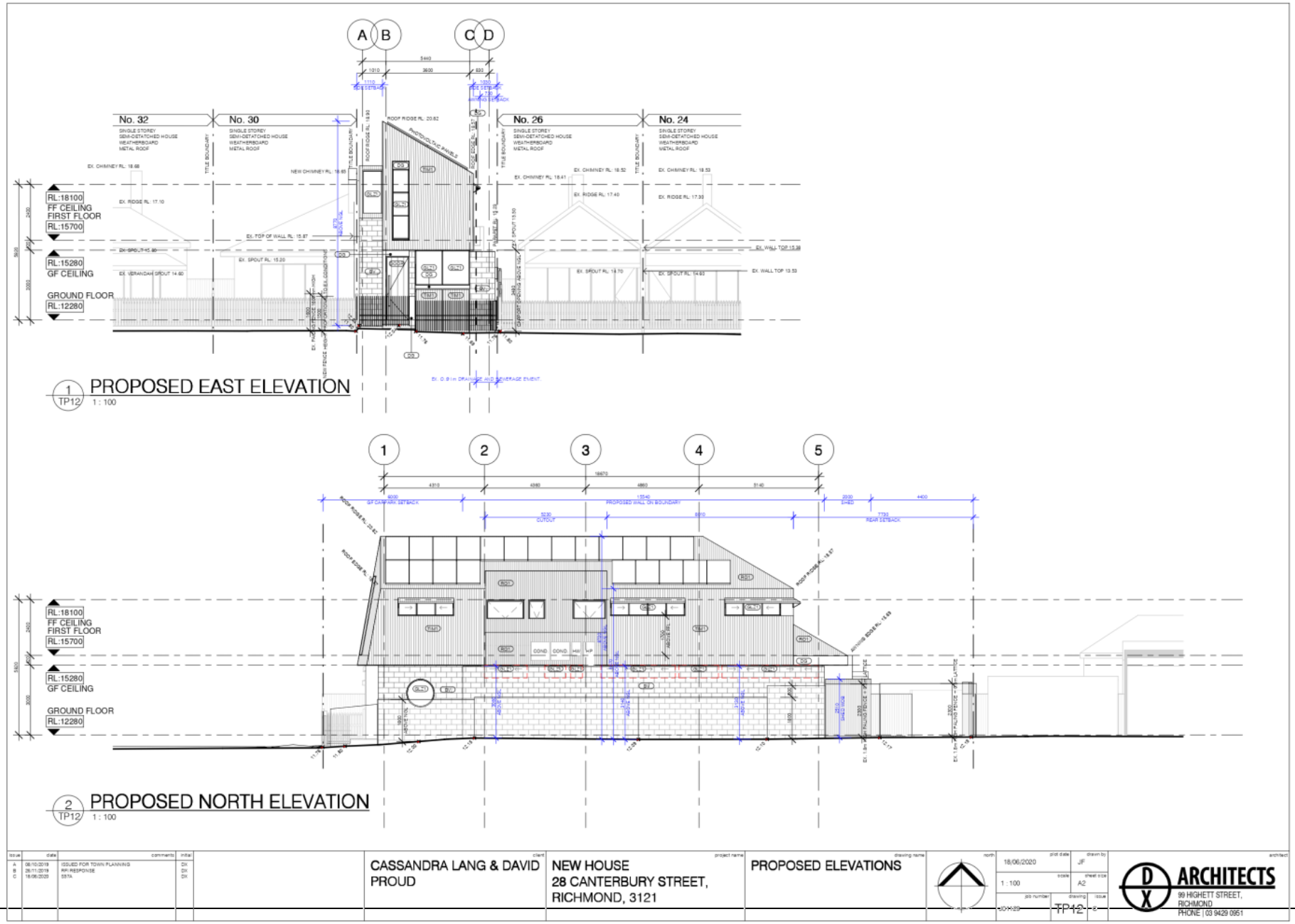
Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



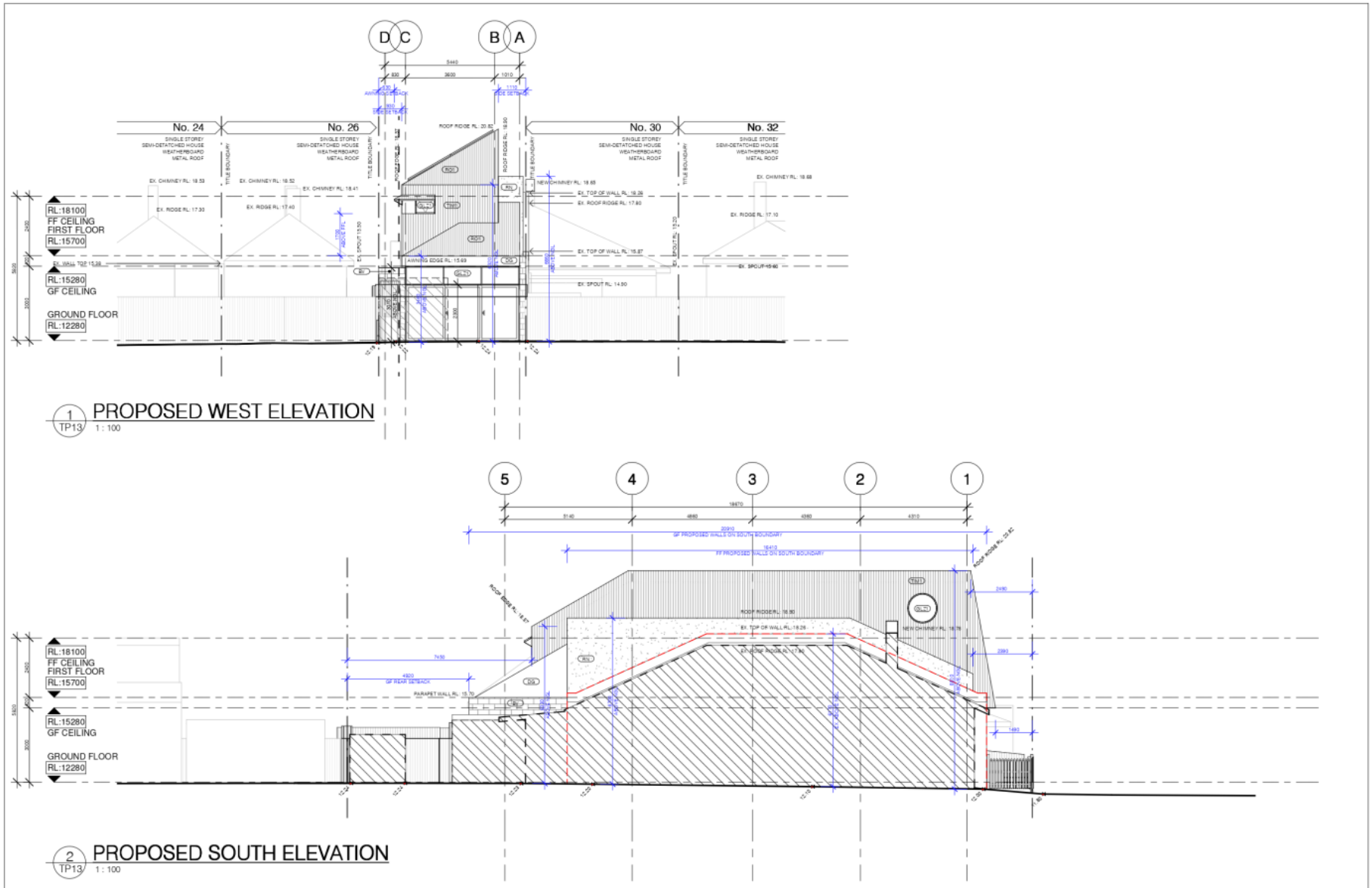
Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)

1 TP16 FRONT FACADE

2 TP16 REAR FACADE

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	26/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

drawing name: 3D VIEWS

north

plot date: 18/06/2020

drawn by: JF

scale:

sheet size: A2

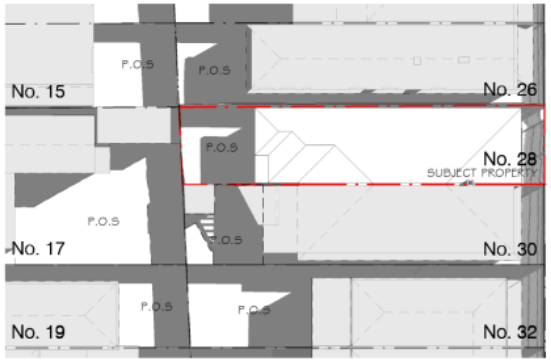
job number: 20XX29

drawing: TP16

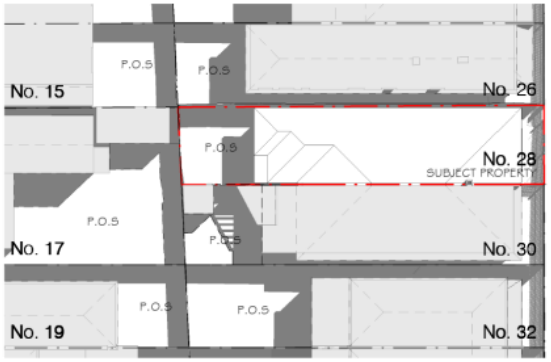
issue: C

architect: DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



1 TP07 *TP - SHADOW - EXISTING - 9AM 1 : 250



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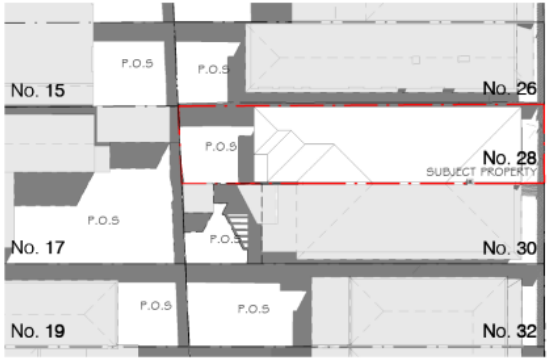

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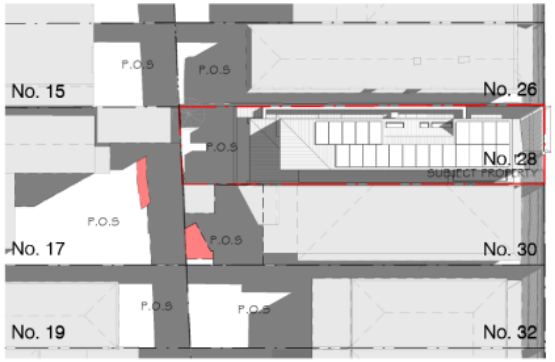

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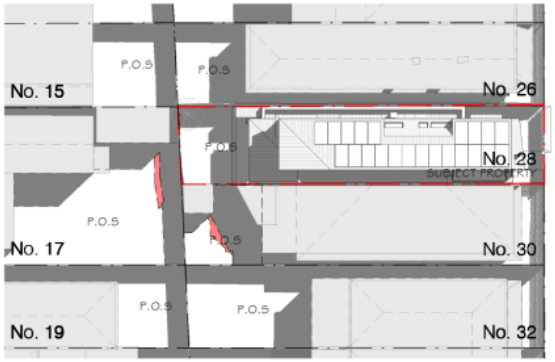

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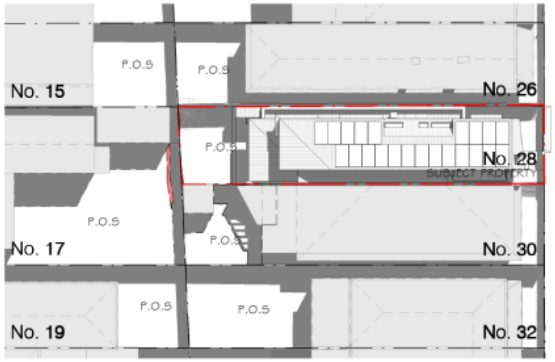


6 TP07 *TP - SHADOW - PROPOSED - 11AM 1 : 250

SHADOW ANALYSIS LEGEND

- SECLUDED PRIVATE OPEN SPACE. (m²)
- EXISTING SHADOW TO ADJOINING PRIVATE OPEN SPACE.
- ADDITIONAL SHADOW TO ADJOINING PRIVATE OPEN SPACE.
- REDUCED SHADOW TO ADJOINING

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	28/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

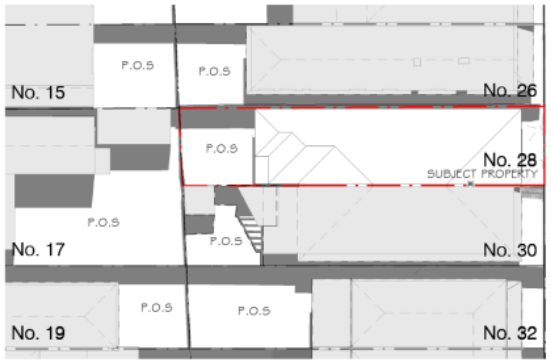
drawing name: SHADOW DIAGRAMS

north

plot date: 18/06/2020
drawn by: JF
scale: As indicated
sheet size: A2
job number: 2019.29
drawing: TP07
issue: C

architect: DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

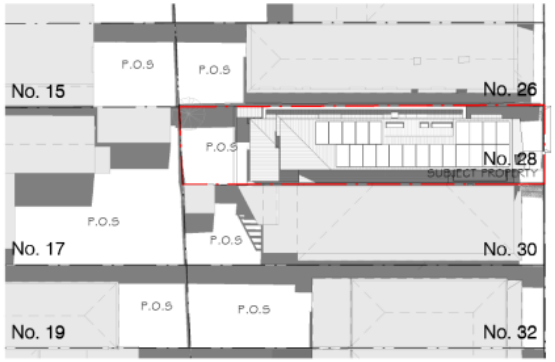
Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



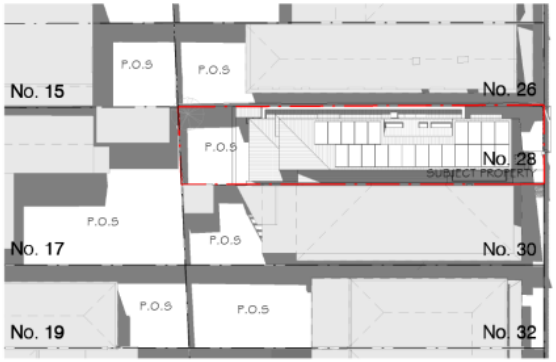
1 TP08 *TP - SHADOW - EXISTING - 12PM 1 : 250

3 TP08 *TP - SHADOW - EXISTING - 1PM 1 : 250

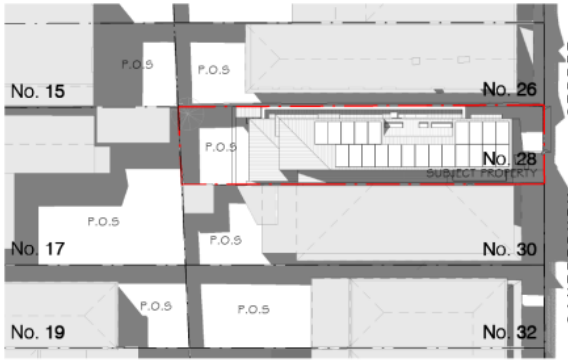
5 TP08 *TP - SHADOW - EXISTING - 2PM 1 : 250



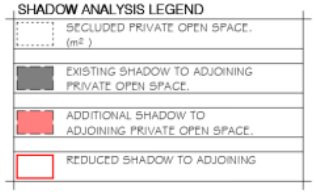
2 TP08 *TP - SHADOW - PROPOSED - 12PM 1 : 250



4 TP08 *TP - SHADOW - PROPOSED - 1PM 1 : 250



6 TP08 *TP - SHADOW - PROPOSED - 2PM 1 : 250



issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	28/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

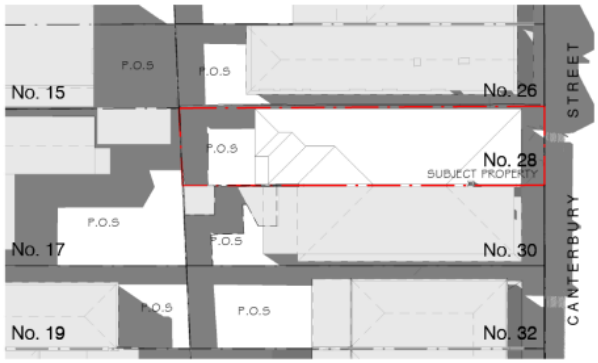
drawing name: SHADOW DIAGRAMS

north

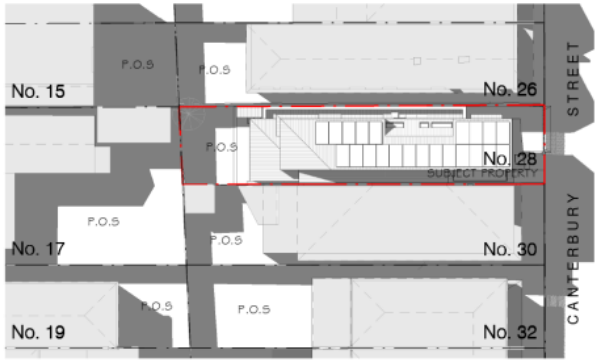
plot date: 18/06/2020
drawn by: JF
scale: As indicated
sheet size: A2
job number: drawing: TP08 issue: C

architect: DX ARCHITECTS
99 HIGHETT STREET, RICHMOND
PHONE | 03 9429 0951

Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



1 TP09 *TP - SHADOW - EXISTING - 3PM
1 : 250



2 TP09 *TP - SHADOW - PROPOSED - 3PM
1 : 250

SHADOW ANALYSIS LEGEND

- SECLUDED PRIVATE OPEN SPACE. (m²)
- EXISTING SHADOW TO ADJOINING PRIVATE OPEN SPACE.
- ADDITIONAL SHADOW TO ADJOINING PRIVATE OPEN SPACE.
- REDUCED SHADOW TO ADJOINING

SHADOW ANALYSIS STATISTICS - EQUINOX (SEPTEMBER 22)

CALCULATING THE EXTENT OF SHADOW CAST BY EXISTING BUILDINGS AND FROM PROPOSED WORKS, INCLUDING FENCES:

@ No. 30 CANTERBURY BOWEN STREET, RICHMOND.		9am	10am	11am	12pm	1pm	2pm	3pm
SECLUDED PRIVATE OPEN SPACE	31.6m²							
EXISTING SHADOWED SPOS		26.6m² (84%)	22.0m² (70%)	17.8m² (56%)	-	-	-	-
EXISTING UNSHADOWED SPOS		5.0m² (16%)	9.6m² (30%)					
ADDITIONAL SHADOWED SPOS		4.0m² (13%)	1.3m² (4%)					
POST-DEVELOPMENT UNSHADOWED SPOS		1.0m² (3%)	8.3m² (26%)					
@ No. 17 EDINBURGH STREET RICHMOND.								
SECLUDED PRIVATE OPEN SPACE	103.2m²							
EXISTING SHADOWED SPOS		39.2m² (38%)	33.5m² (32%)	29.8m² (29%)	-	-	-	-
EXISTING UNSHADOWED SPOS		64.0m² (62%)	69.7m² (68%)	73.4m² (71%)				
ADDITIONAL SHADOWED SPOS		2.7m² (3%)	1.7m² (2%)	1.1m² (1%)				
POST-DEVELOPMENT UNSHADOWED SPOS		61.3m² (59%)	68.0m² (66%)	72.3m² (70%)				

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	26/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

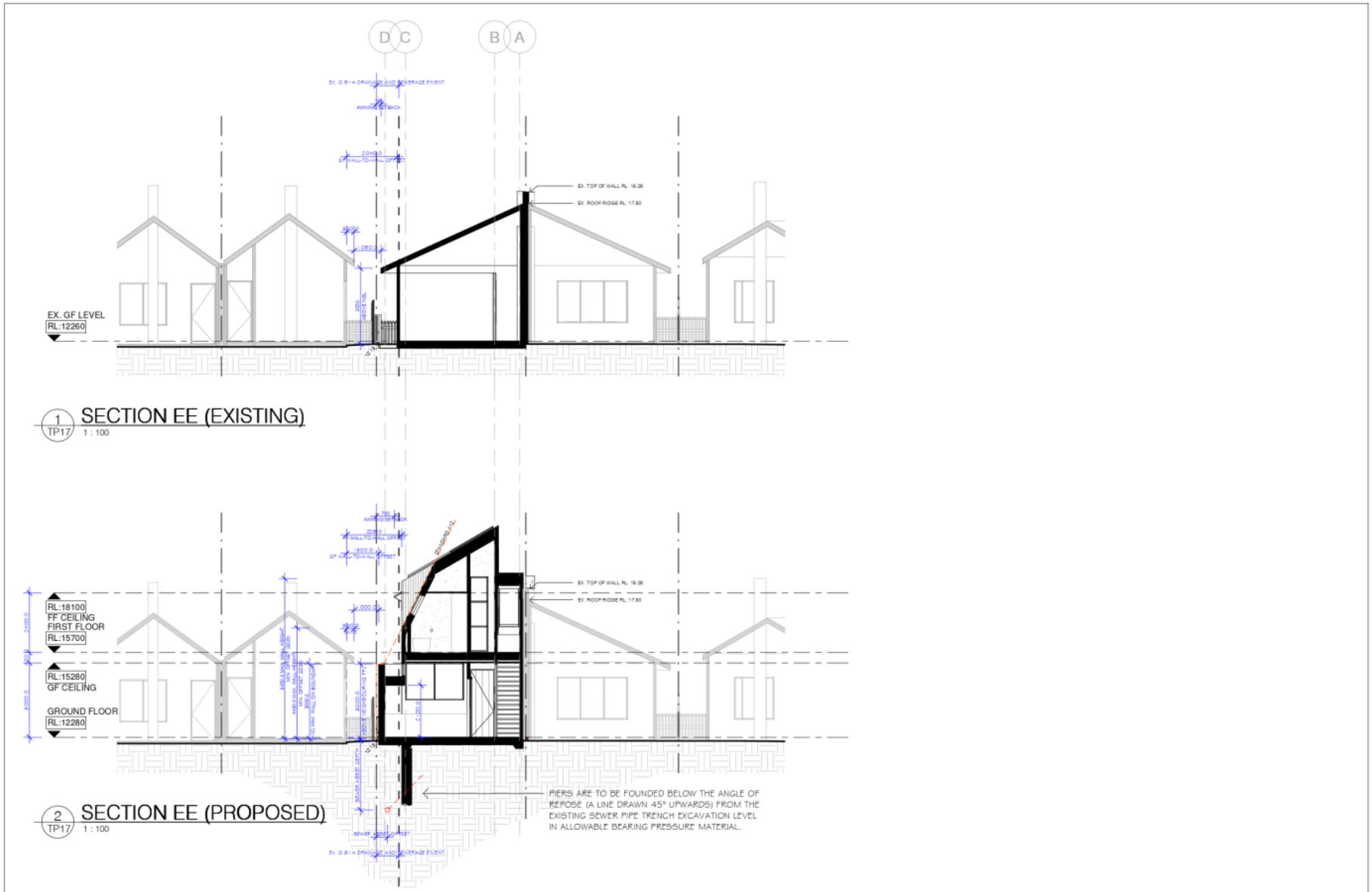
drawing name: SHADOW DIAGRAMS

north

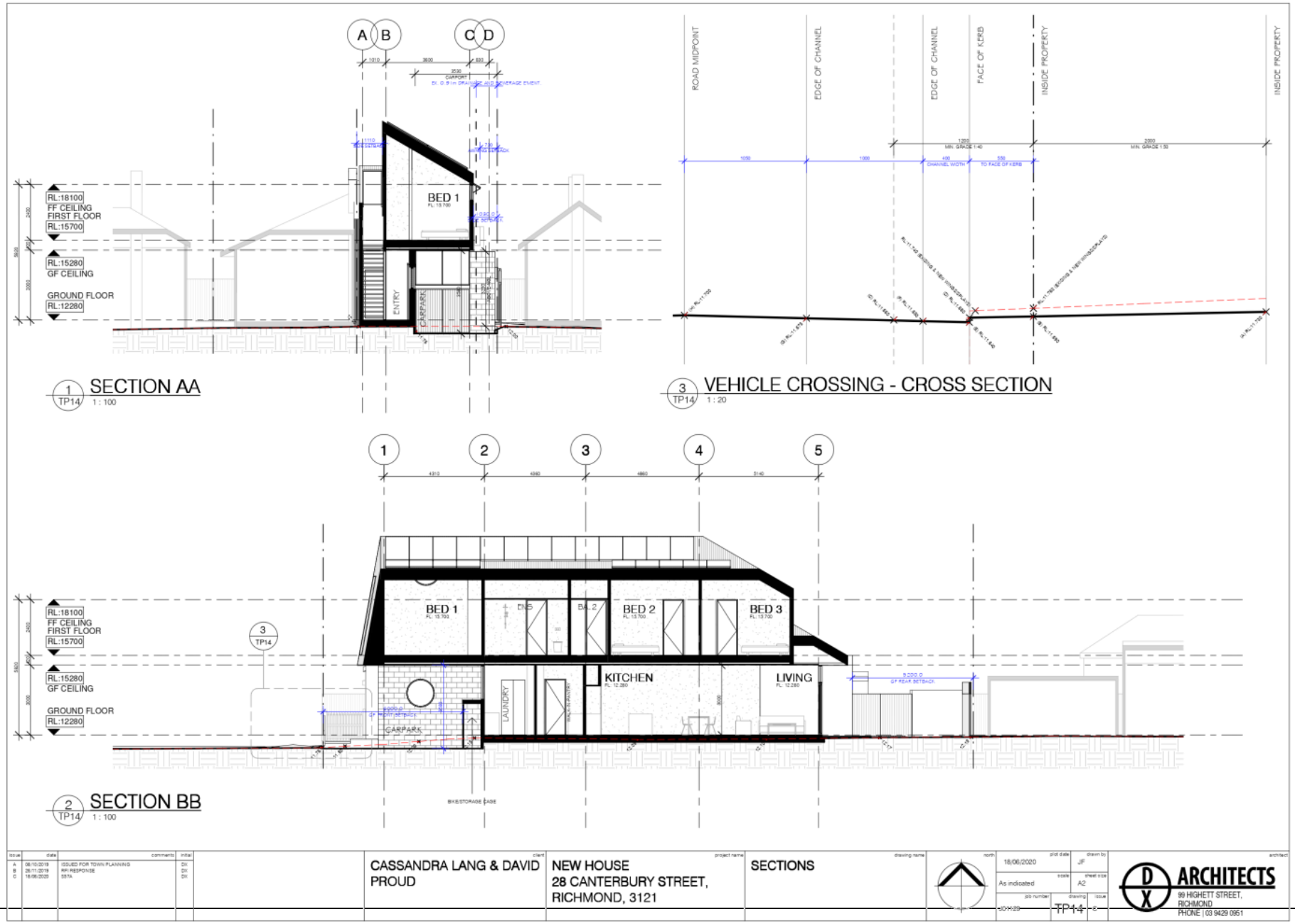
plot date: 18/06/2020
drawn by: JF
scale: As indicated
sheet size: A2
job number: -20XX-
drawing: TP09
issue: C

architect: DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

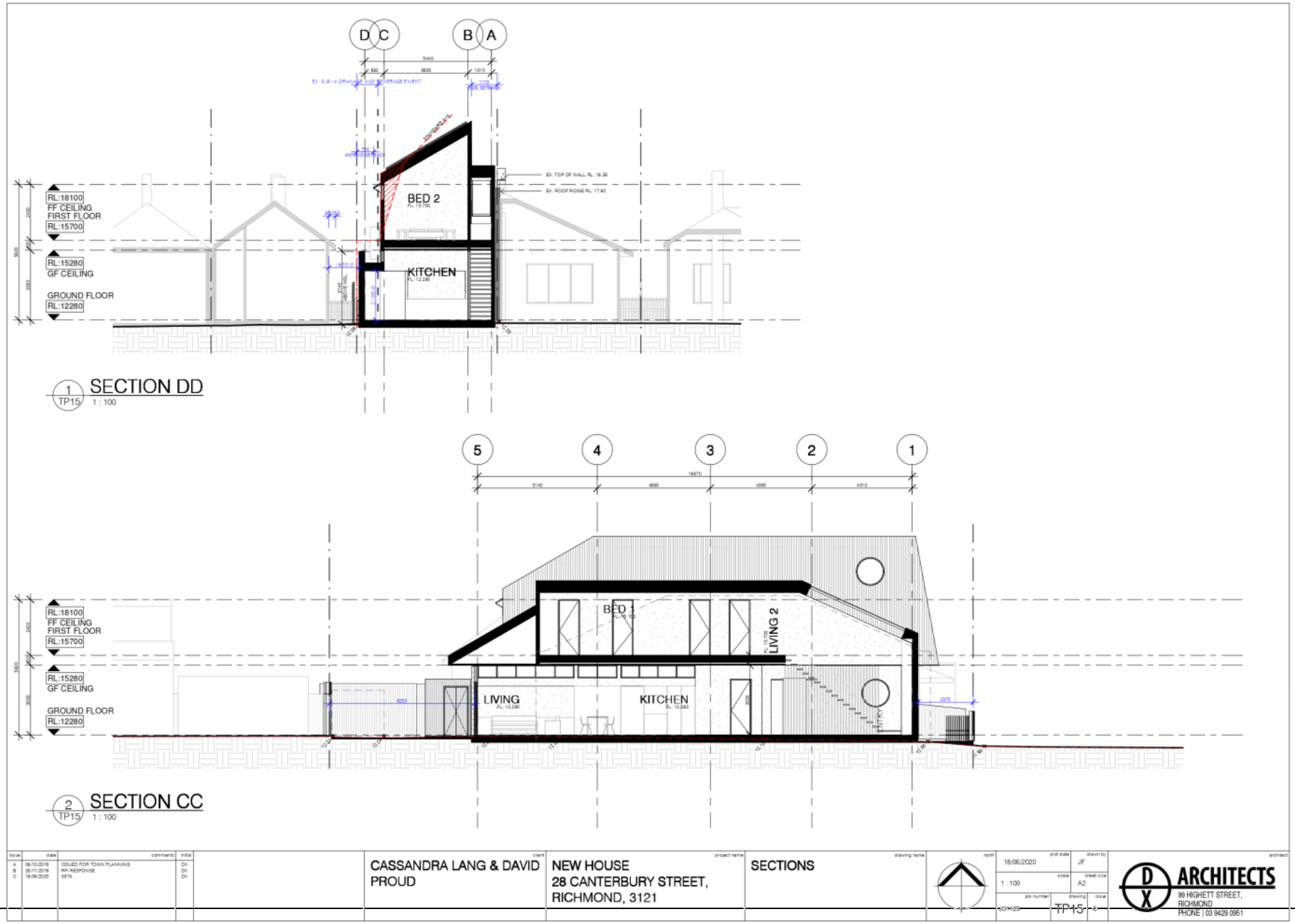
Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



Attachment 6 - PLN19/0706 - 28 Canterbury Street Richmond - 1st S57A (Advertised Plans)



Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)

TP00	COVER
TP01	SITE & CONTEXT PLAN
TP02	EXISTING FLOOR PLAN
TP03	DEMOLITION PLAN
TP04	PROPOSED GROUND FLOOR PLAN
TP05	PROPOSED FIRST FLOOR PLAN
TP06	PROPOSED ROOF PLAN
TP07	SHADOW DIAGRAMS
TP08	SHADOW DIAGRAMS
TP09	SHADOW DIAGRAMS
TP10	EXISTING/DEMOLITION ELEVATIONS
TP11	EXISTING/DEMOLITION ELEVATIONS
TP12	PROPOSED ELEVATIONS
TP13	PROPOSED ELEVATIONS
TP14	SECTIONS
TP15	SECTIONS
TP16	3D VIEWS
TP17	CONTEXT SECTIONS

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	26/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX
D	01/10/2020	PLANS WITHOUT PREJUDICE	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

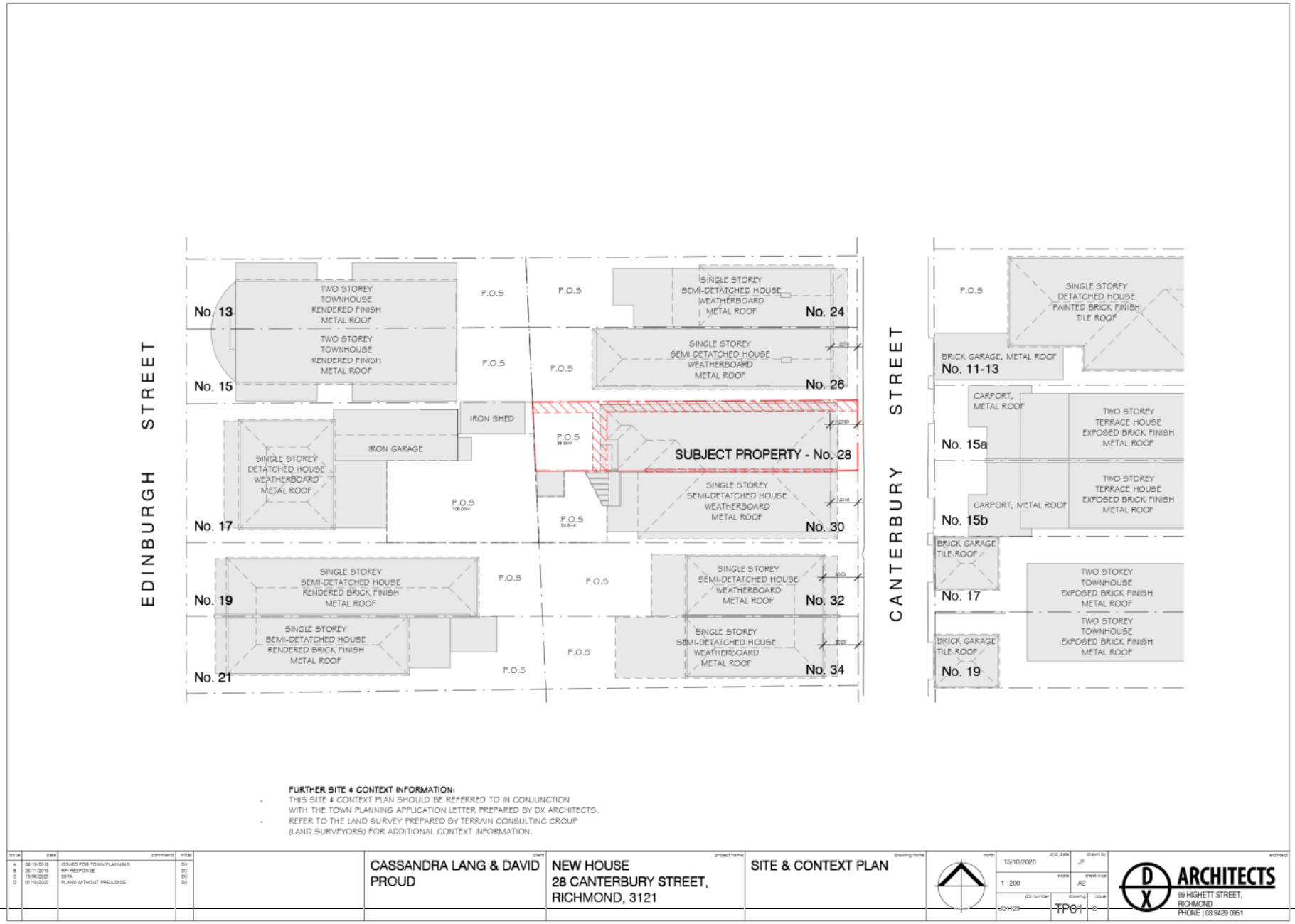
drawing name: COVER

north

plot date: 15/10/2020
drawn by: JF
scale:
sheet size: A2
job number: 20XX28
drawing: TP00
issue: D

architect: DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



FURTHER SITE & CONTEXT INFORMATION:

- THIS SITE & CONTEXT PLAN SHOULD BE REFERRED TO IN CONJUNCTION WITH THE TOWN PLANNING APPLICATION LETTER PREPARED BY DX ARCHITECTS.
- REFER TO THE LAND SURVEY PREPARED BY TERRAIN CONSULTING GROUP (LAND SURVEYORS) FOR ADDITIONAL CONTEXT INFORMATION.

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	28/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX
D	01/10/2020	PLANS WITHOUT PREJUDICE	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

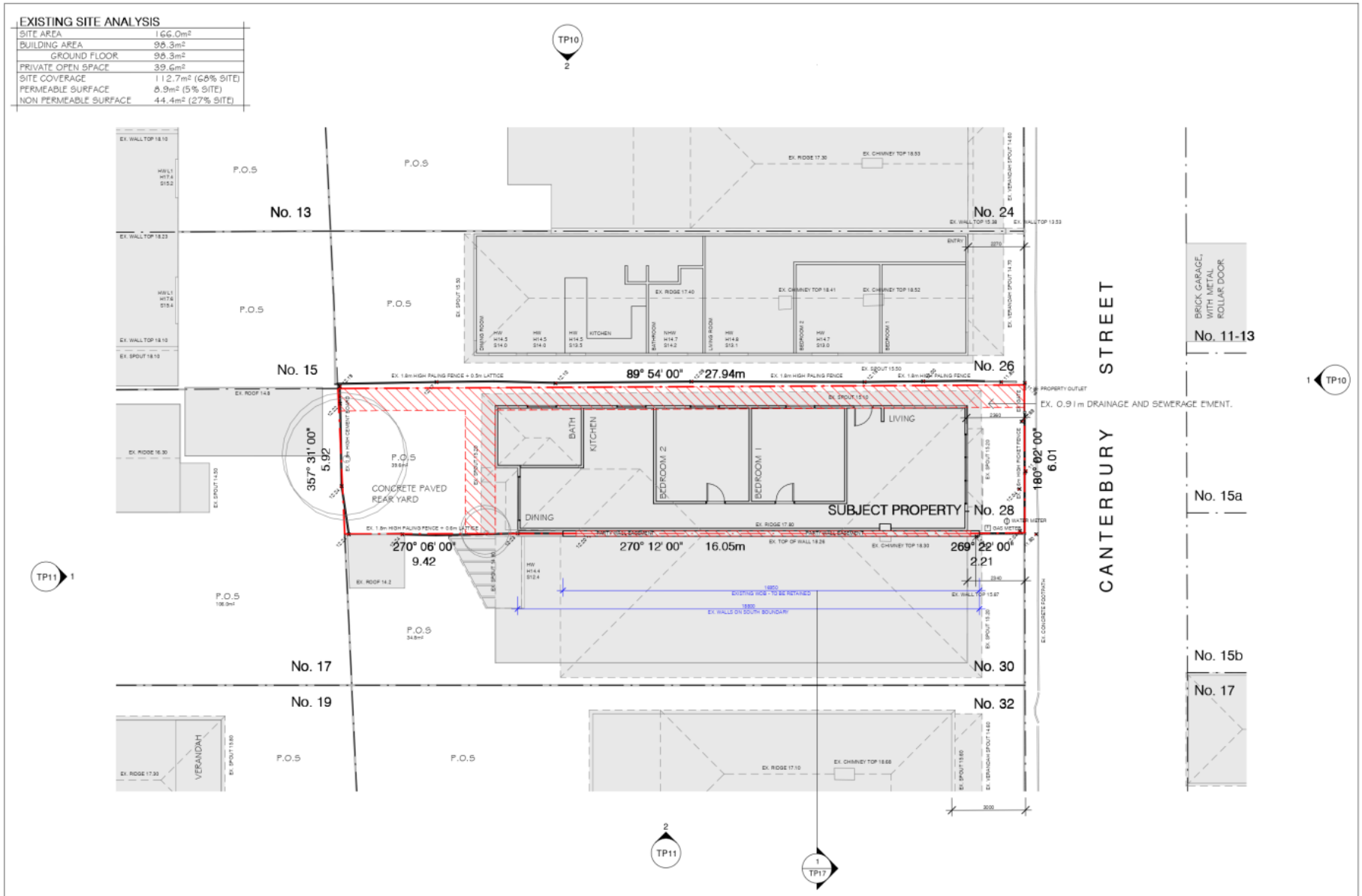
drawing name: SITE & CONTEXT PLAN

north

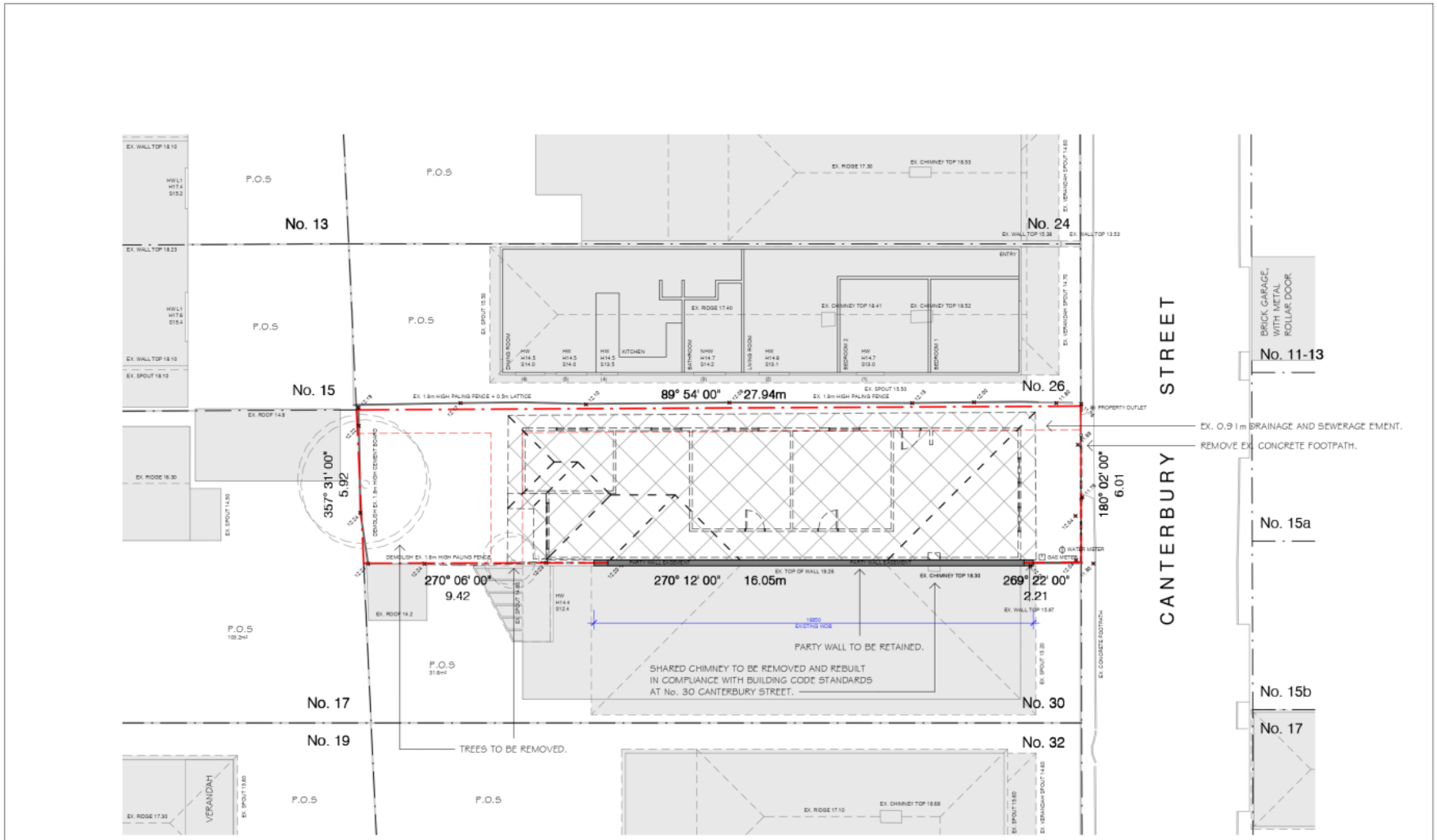
plot date: 15/10/2020
drawn by: JF
scale: 1 : 200
sheet size: A2
job number: 2019.28
drawing: TP01
issue: D

architect: DX ARCHITECTS
99 HIGHETT STREET, RICHMOND
PHONE | 03 9429 0951

Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



DEMOLITION NOTES:

- ALL BUILDING STRUCTURES TO BE DEMOLISHED AND REMOVED FROM SITE (REFER DIAGONAL HATCHED REGION).
- SITE TO BE CLEARED OF ALL EXISTING VEGETATION AS SHOWN AND APPROPRIATELY LEVELLED PRIOR TO CONSTRUCTION.

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	28/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX
D	01/10/2020	PLANS WITHOUT PREJUDICE	DX

client: CASSANDRA LANG & DAVID PROUD

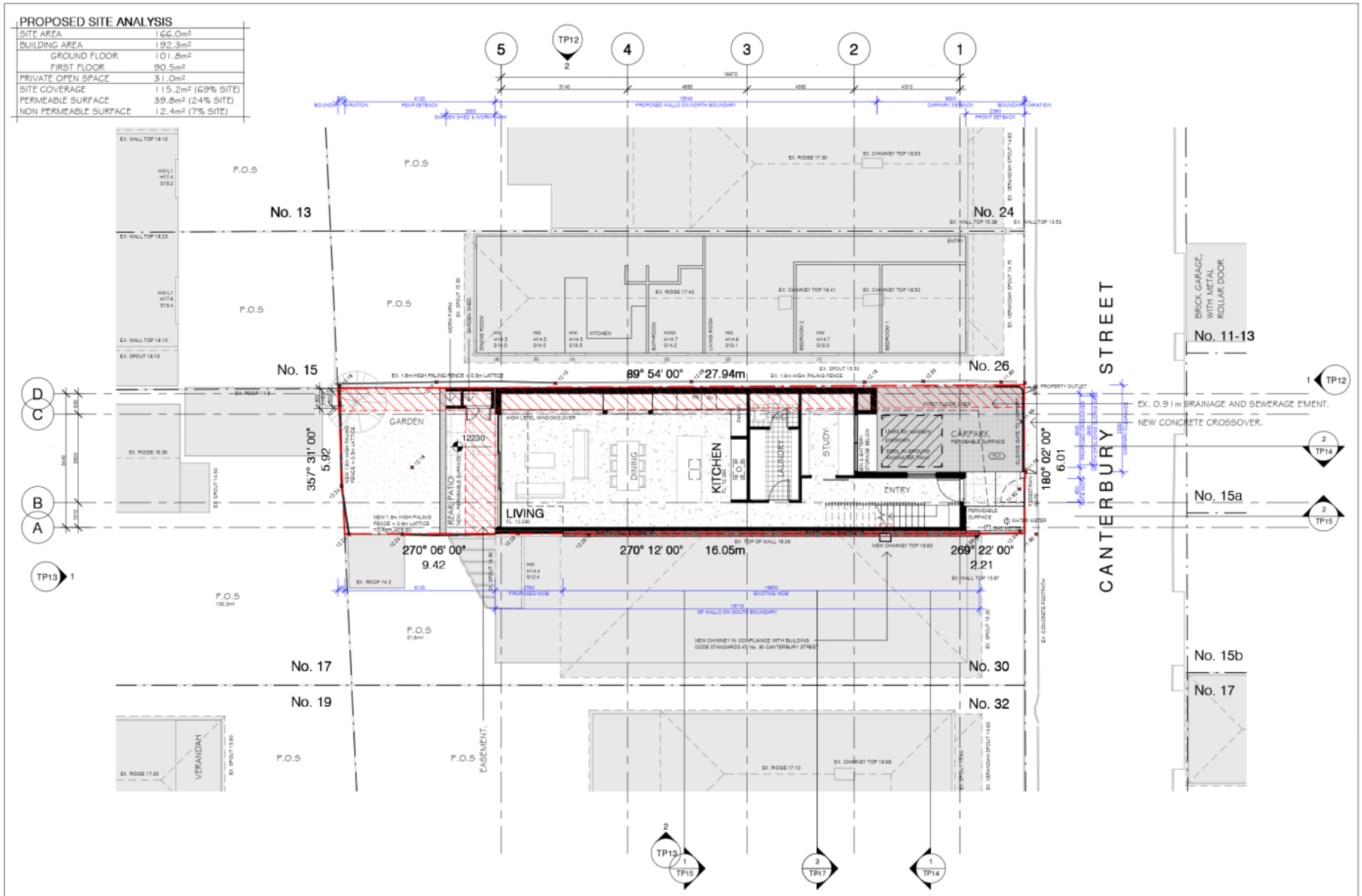
project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

drawing name: DEMOLITION PLAN

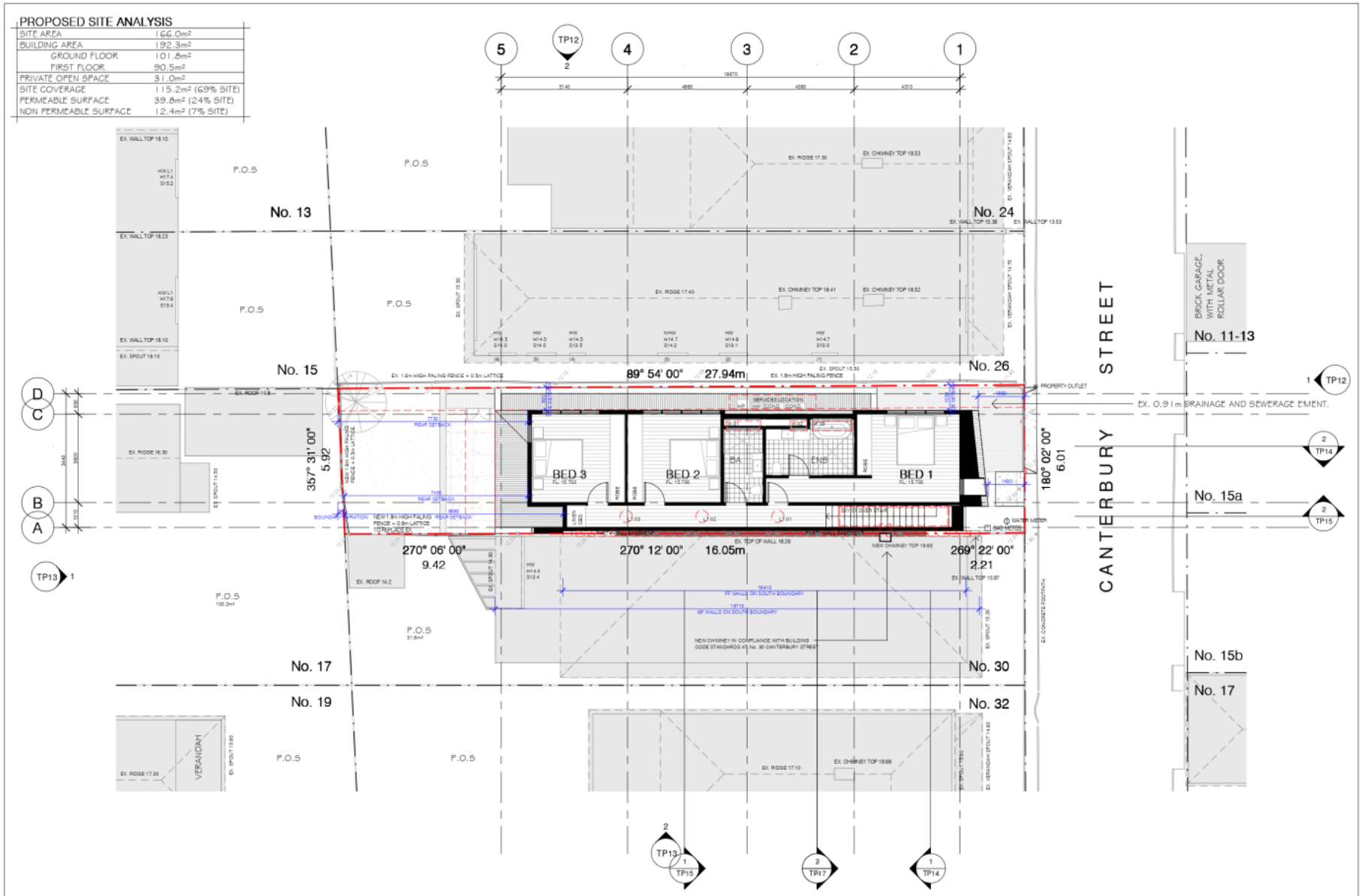
plot date: 15/10/2020
drawn by: JF
scale: 1 : 100
sheet size: A2
job number: 2019.28
drawing: TP03
issue: D

architect: DX ARCHITECTS
99 HIGHETT STREET, RICHMOND
PHONE | 03 9429 0951

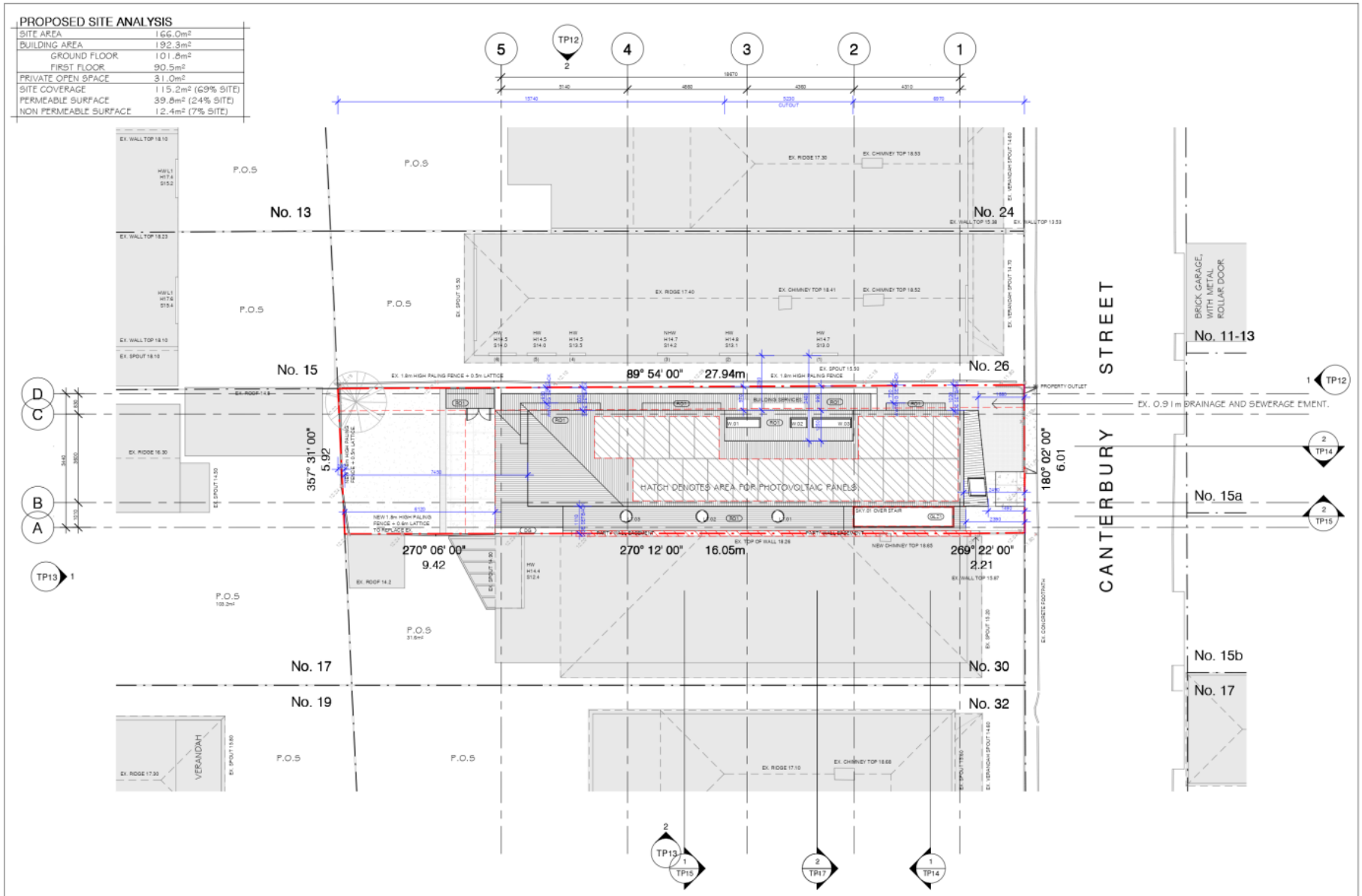
Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



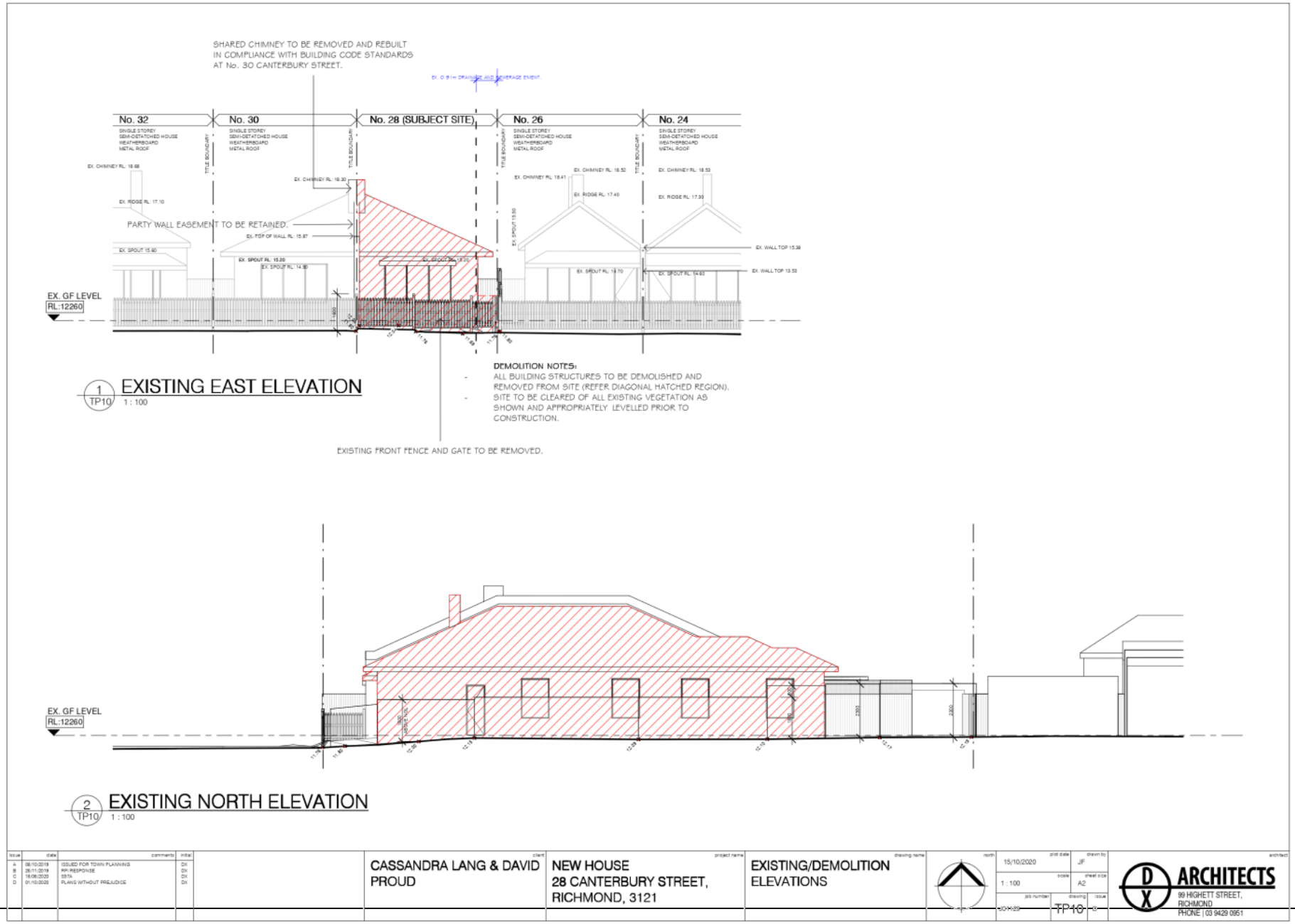
Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



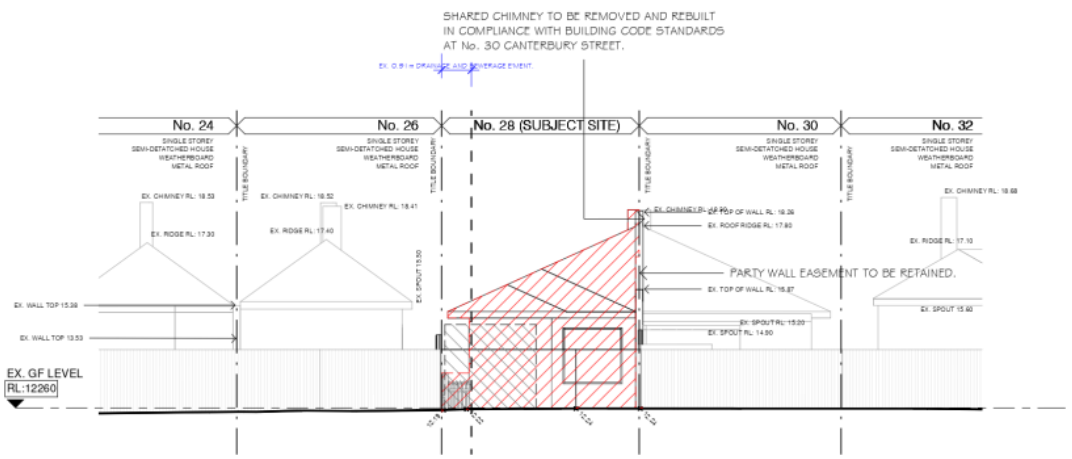
Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)

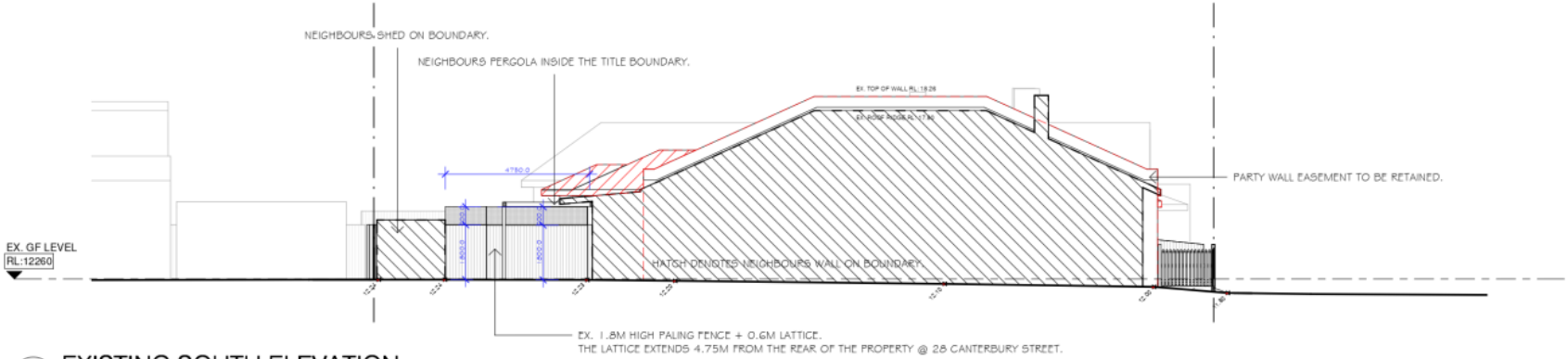


Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



1 TP11 EXISTING WEST ELEVATION
1 : 100

DEMOLITION NOTES:
- ALL BUILDING STRUCTURES TO BE DEMOLISHED AND REMOVED FROM SITE (REFER DIAGONAL HATCHED REGION).
- SITE TO BE CLEARED OF ALL EXISTING VEGETATION AS SHOWN AND APPROPRIATELY LEVELLED PRIOR TO CONSTRUCTION.



2 TP11 EXISTING SOUTH ELEVATION
1 : 100

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	28/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX
D	01/10/2020	PLANS WITHOUT PREJUDICE	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

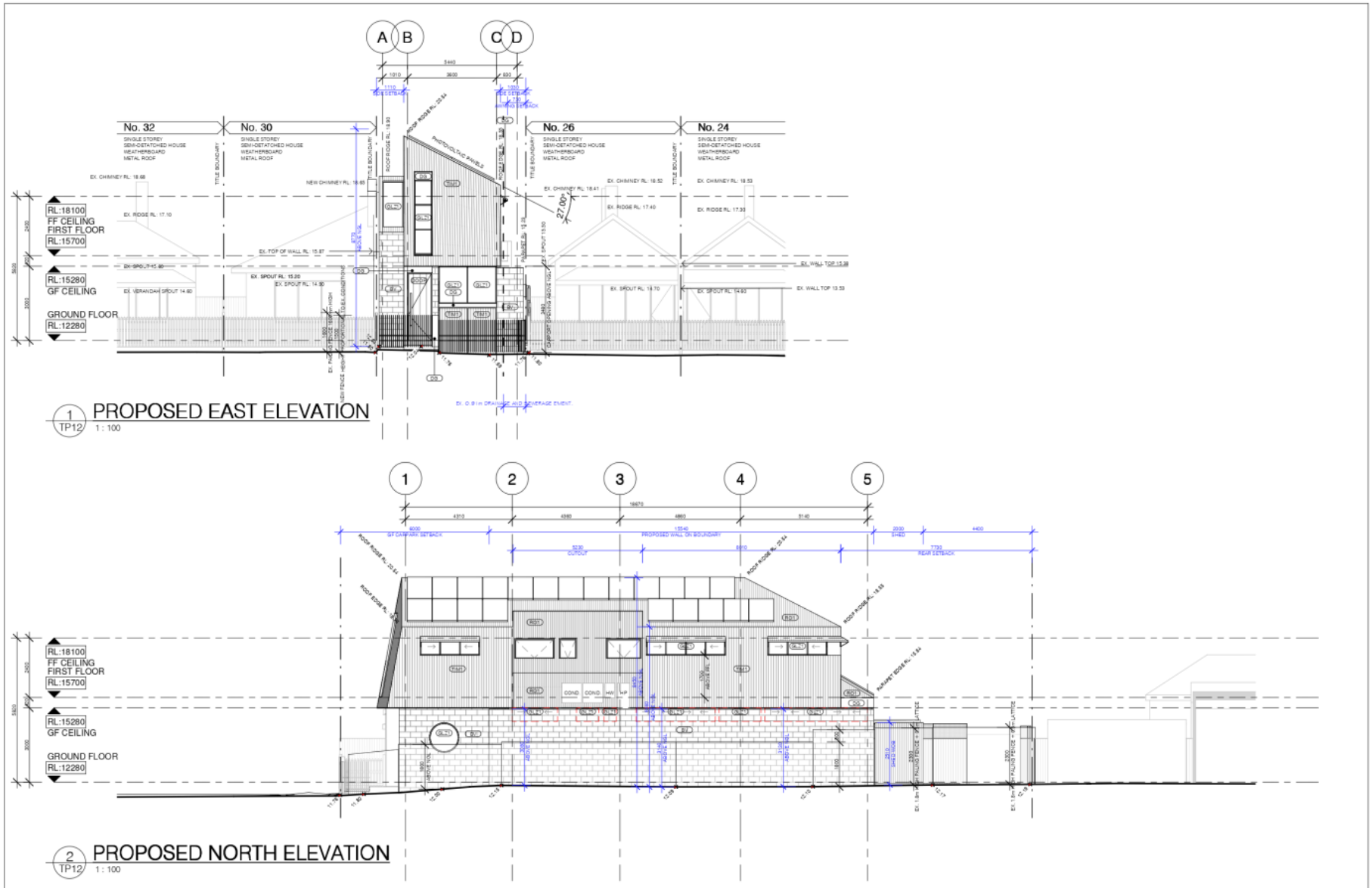
drawing name: EXISTING/DEMOLITION ELEVATIONS

north

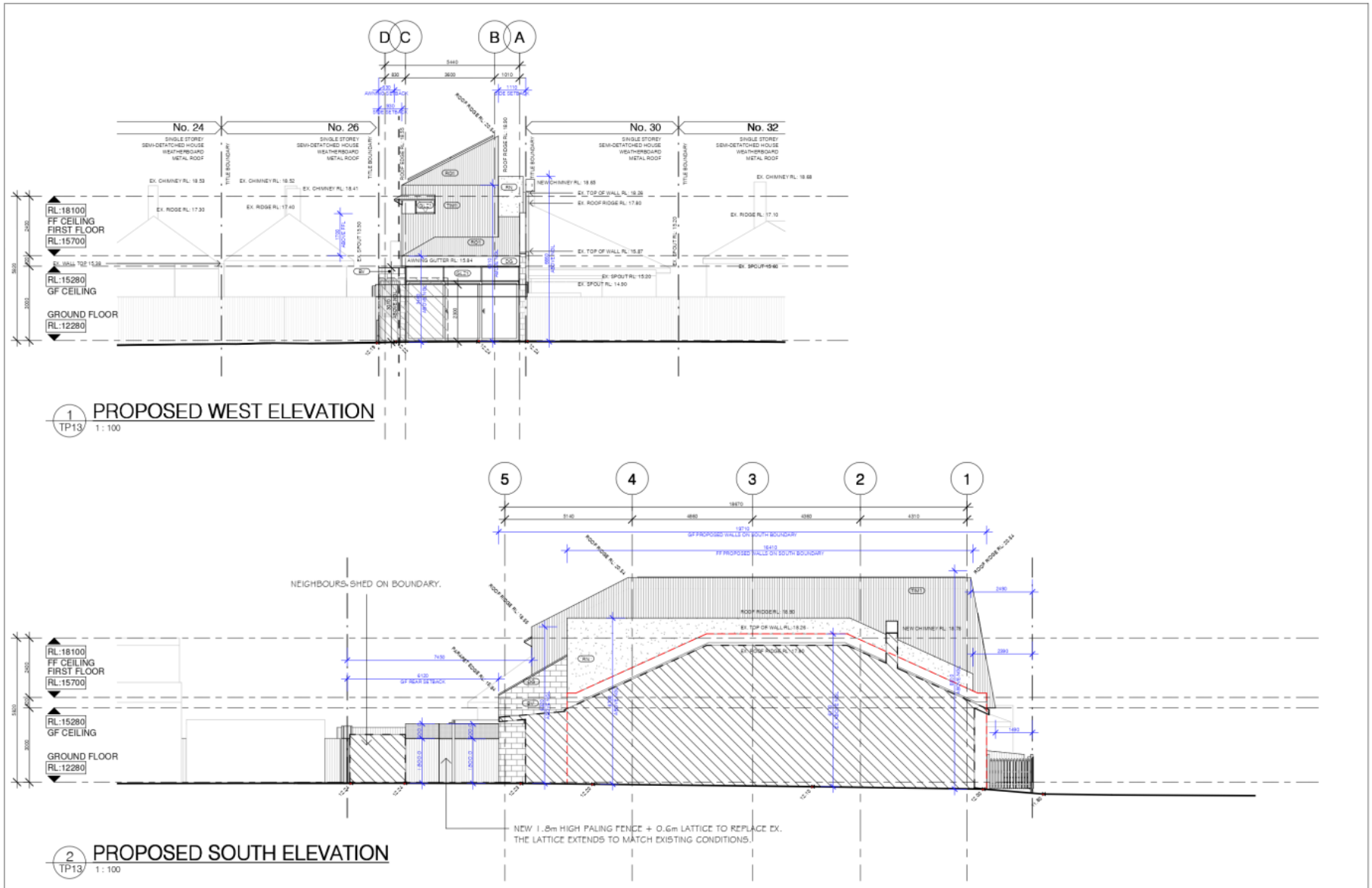
plot date: 15/10/2020
drawn by: JF
scale: 1 : 100
sheet size: A2
job number: 19XX28
drawing: TP11
issue: D

architect: DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

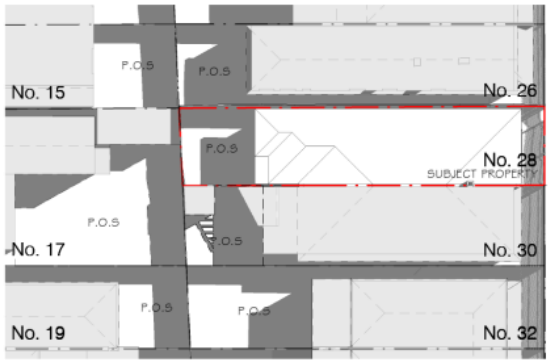
Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



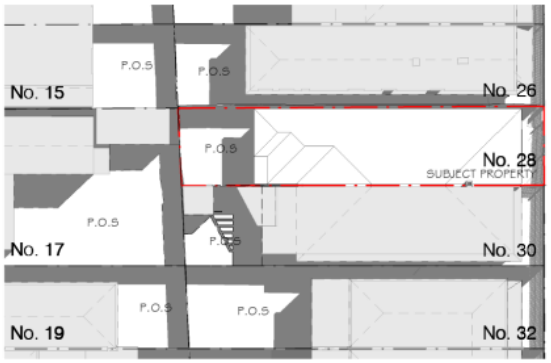
Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)

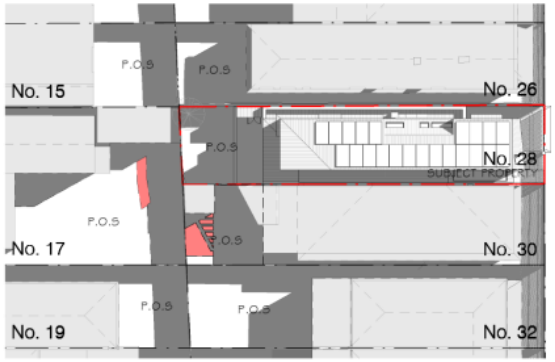


1 TP07 *TP - SHADOW - EXISTING - 9AM 1 : 250

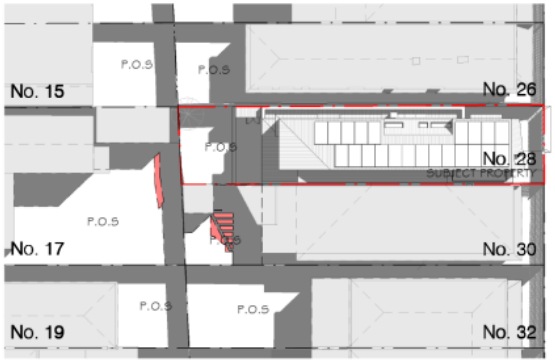


3 TP07 *TP - SHADOW - EXISTING - 10AM 1 : 250

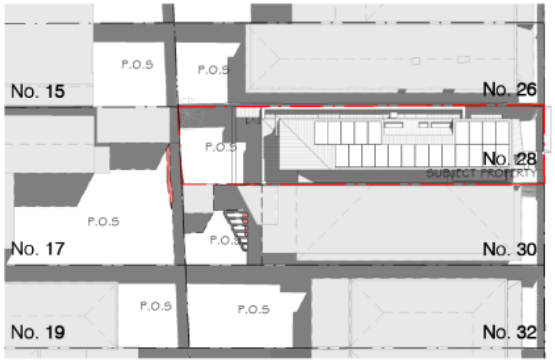
5 TP07 *TP - SHADOW - EXISTING - 11AM 1 : 250



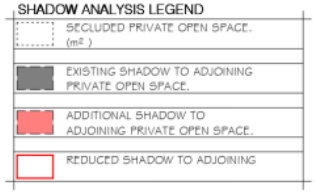
2 TP07 *TP - SHADOW - PROPOSED - 9AM 1 : 250



4 TP07 *TP - SHADOW - PROPOSED - 10AM 1 : 250



6 TP07 *TP - SHADOW - PROPOSED - 11AM 1 : 250



issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	28/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX
D	01/10/2020	PLANS WITHOUT PREJUDICE	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

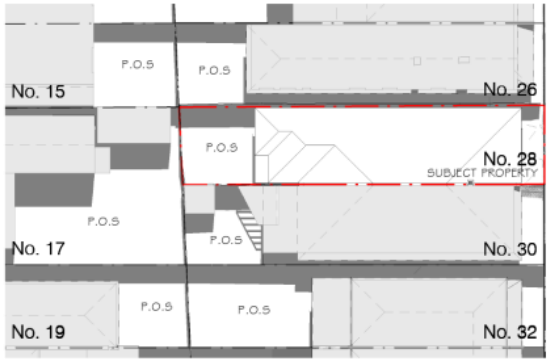
drawing name: SHADOW DIAGRAMS

north

plot date: 15/10/2020
drawn by: JF
scale: As indicated
sheet size: A2
job number: 0XXX
drawing: TP07
issue: D

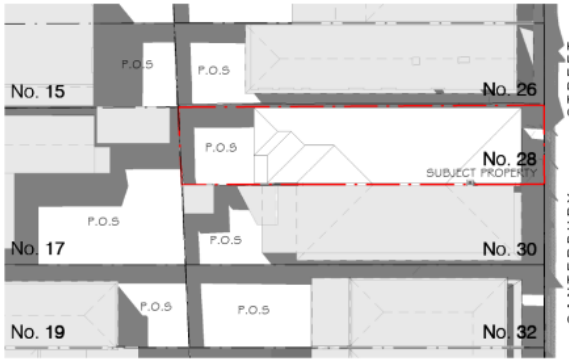
architect: DX ARCHITECTS
99 HIGHETT STREET, RICHMOND
PHONE | 03 9429 0951

Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



1 TP08 *TP - SHADOW - EXISTING - 12PM 1 : 250

3 TP08 *TP - SHADOW - EXISTING - 1PM 1 : 250



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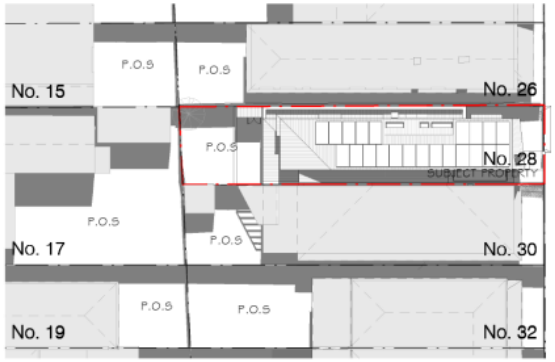
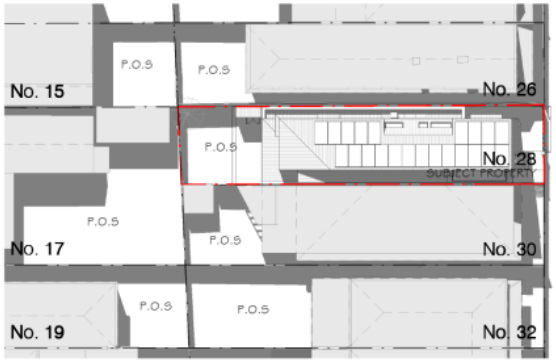
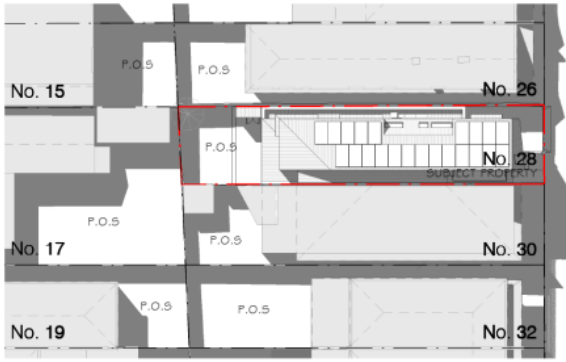


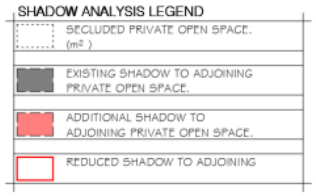
2 TP08 *TP - SHADOW - PROPOSED - 12PM 1 : 250



4 TP08 *TP - SHADOW - PROPOSED - 1PM 1 : 250



6 TP08 *TP - SHADOW - PROPOSED - 2PM 1 : 250



issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	28/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX
D	01/10/2020	PLANS WITHOUT PREJUDICE	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

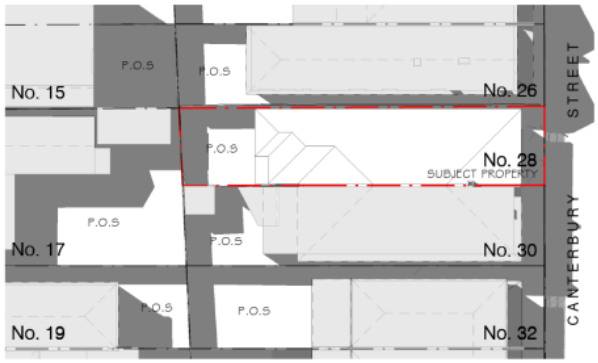
drawing name: SHADOW DIAGRAMS

north

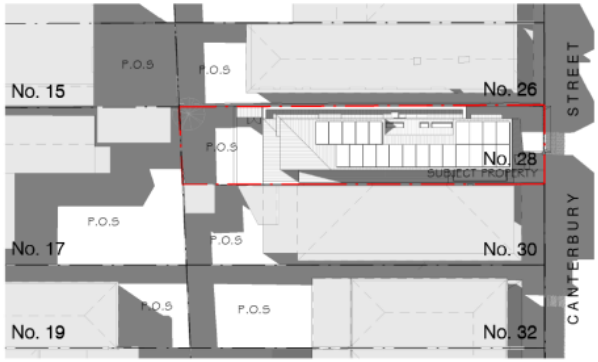
plot date: 15/10/2020
drawn by: JF
scale: As indicated
sheet size: A2
job number: drawing: TP08 issue: D

architect: DX ARCHITECTS
99 HIGHETT STREET, RICHMOND
PHONE | 03 9429 0951

Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



1 TP09 *TP - SHADOW - EXISTING - 3PM
1 : 250



2 TP09 *TP - SHADOW - PROPOSED - 3PM
1 : 250

SHADOW ANALYSIS LEGEND

- SECLUDED PRIVATE OPEN SPACE. (m²)
- EXISTING SHADOW TO ADJOINING PRIVATE OPEN SPACE.
- ADDITIONAL SHADOW TO ADJOINING PRIVATE OPEN SPACE.
- REDUCED SHADOW TO ADJOINING

SHADOW ANALYSIS STATISTICS - EQUINOX (SEPTEMBER 22)

CALCULATING THE EXTENT OF SHADOW CAST BY EXISTING BUILDINGS AND FROM PROPOSED WORKS, INCLUDING FENCES:

@ No. 30 CANTERBURY BOWEN STREET, RICHMOND.		9am	10am	11am	12pm	1pm	2pm	3pm
SECLUDED PRIVATE OPEN SPACE	31.6m²							
EXISTING SHADOWED SPOS		25.6m² (81%)	20.4m² (65%)	16.4m² (52%)	-	-	-	-
EXISTING UNSHADOWED SPOS		6.0m² (19%)	11.2m² (35%)	15.2m² (48%)				
ADDITIONAL SHADOWED SPOS		4.6m² (15%)	2.6m² (8%)	0.3m² (1%)				
POST-DEVELOPMENT UNSHADOWED SPOS		1.4m² (4%)	8.6m² (27%)	14.9m² (47%)				
@ No. 17 EDINBURGH STREET RICHMOND.								
SECLUDED PRIVATE OPEN SPACE	103.2m²							
EXISTING SHADOWED SPOS		39.2m² (38%)	33.5m² (32%)	29.8m² (29%)	-	-	-	-
EXISTING UNSHADOWED SPOS		64.0m² (62%)	69.7m² (68%)	73.4m² (71%)				
ADDITIONAL SHADOWED SPOS		2.7m² (3%)	1.7m² (2%)	1.1m² (1%)				
POST-DEVELOPMENT UNSHADOWED SPOS		61.3m² (59%)	68.0m² (66%)	72.3m² (70%)				

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	28/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX
D	01/10/2020	PLANS WITHOUT PREJUDICE	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

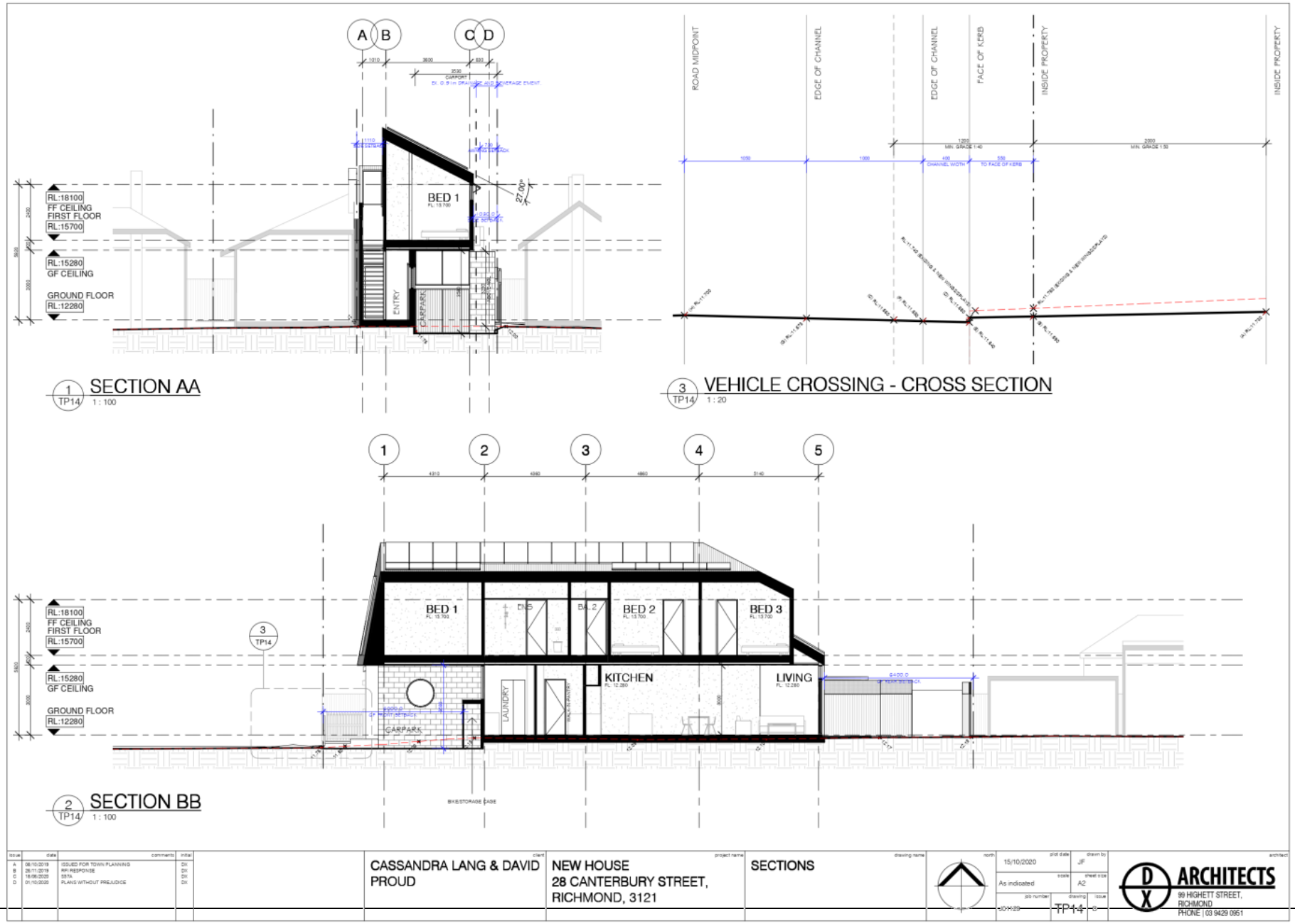
drawing name: SHADOW DIAGRAMS

north

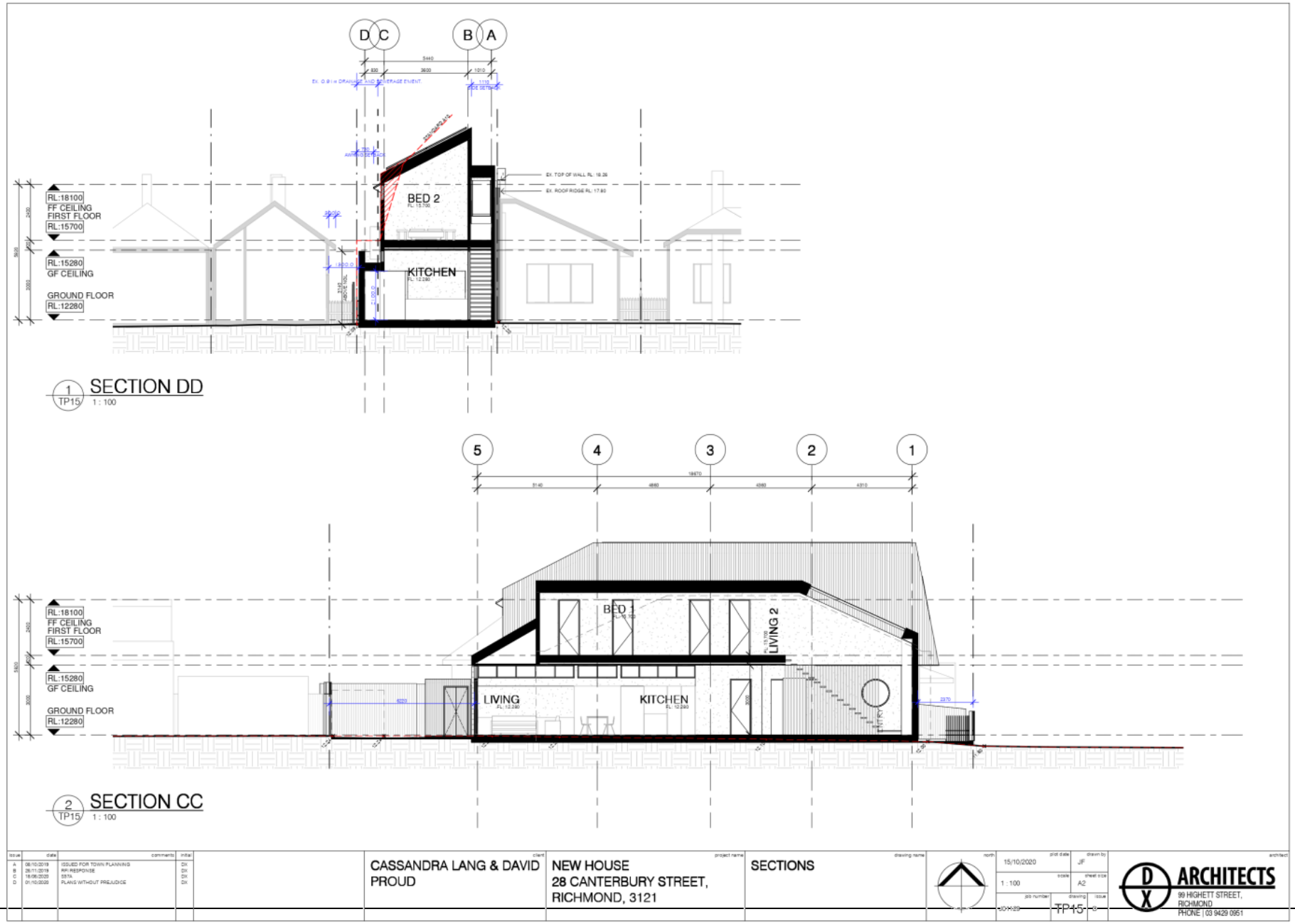
plot date: 15/10/2020
drawn by: JF
scale: As indicated
sheet size: A2
job number: -20XX-
drawing: TP09
issue: D

architect: DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

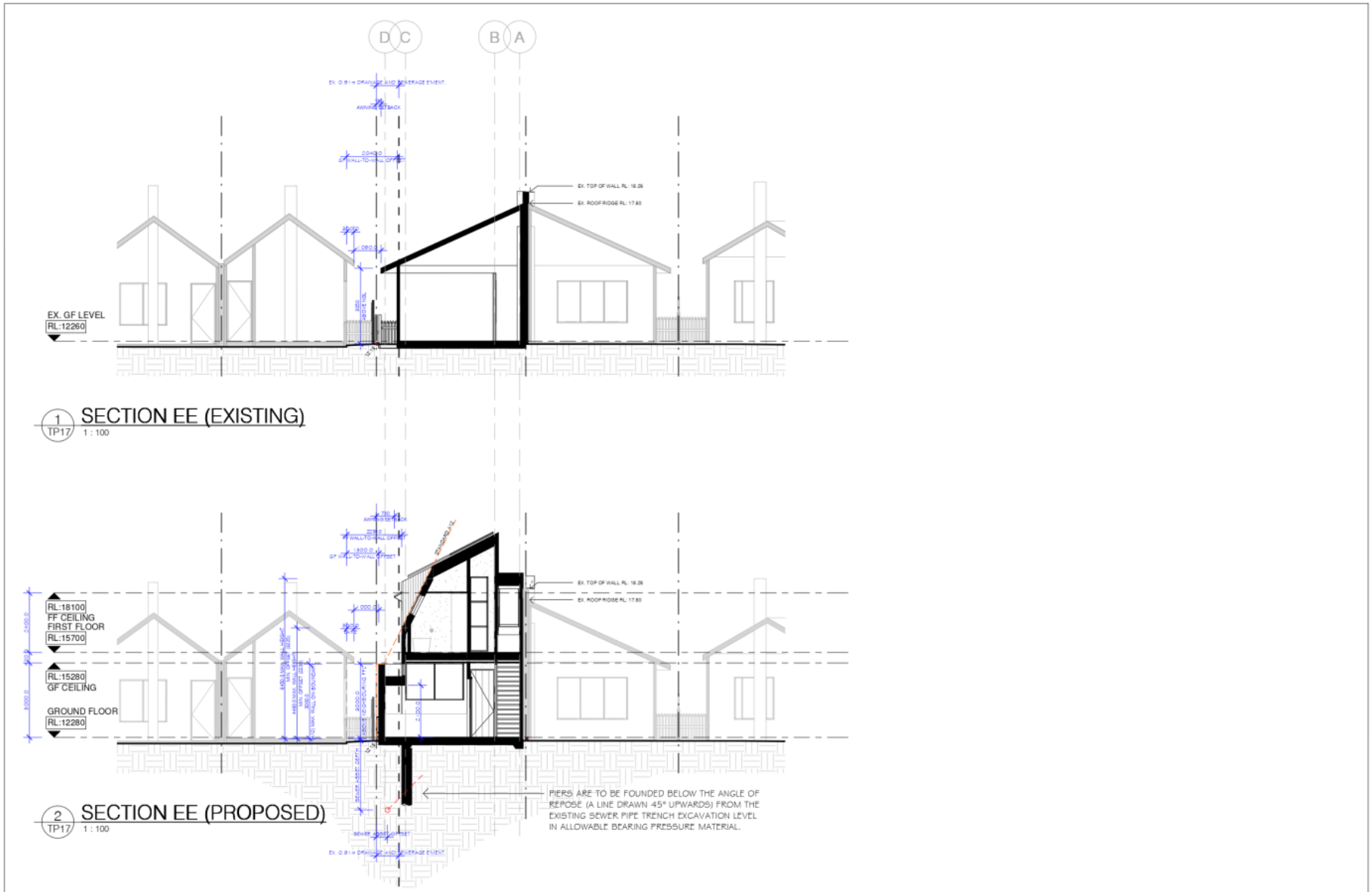
Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)



Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)

..finishes schedule....

....
1. VERTICAL TIMBER BOARDS (TIM1) 2. VERTICAL TIMBER SCREEN (TIM2) 3. MASONRY WALL (BV) 4. CONCRETE RENDER (RN)
5. DARK GREY (DG)(RO2) 6. GRASS DIAMOND PAVER (TI-1) 7. METAL ROOF (RO1) 8. CLEAR GLAZING (GLZ1)
9. TIMBER DOOR FINISH (DOOR)
..

Attachment 7 - PLN19/0706 - 28 Canterbury Street Richmond - 2nd S57A (Decision Plans)

1 TP16 FRONT FACADE

2 TP16 REAR FACADE

issue	date	comments	initial
A	08/10/2019	ISSUED FOR TOWN PLANNING	DX
B	26/11/2019	RFI RESPONSE	DX
C	18/06/2020	S57A	DX
D	01/10/2020	PLANS WITHOUT PREJUDICE	DX

client: CASSANDRA LANG & DAVID PROUD

project name: NEW HOUSE
28 CANTERBURY STREET,
RICHMOND, 3121

drawing name: 3D VIEWS

north

plot date: 15/10/2020

drawn by: JF

scale:

sheet size: A2

job number: xDXxDx

drawing: TP16

issue: D

architect: DX ARCHITECTS
99 HIGHETT STREET,
RICHMOND
PHONE | 03 9429 0951

Attachment 8 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (S57A Plans)

Goonetilleke, Nish

From: Bacani, Artemis
Sent: Wednesday, 18 November 2020 9:54 AM
To: Goonetilleke, Nish
Cc: Chila, Daniel
Subject: Re: PLN19/0706 - 28 Canterbury Street Richmond - Re-Referral for PDC Meeting
Attachments: 6335 (28 Canterbury St)2.docx

Hi Nish

Please find attached a copy of the revised engineering comments for the above application.

In addition, please see our comments below in relation to the submitted cross-sectional diagram.

Although the cross-section is considered ok, there are some information that need to be clarified by the applicant.

Please let me know if you have any queries.

Thanks
Art

From: Chila, Daniel <Daniel.Chila@yarracity.vic.gov.au>
Sent: Tuesday, November 17, 2020 9:29 AM
To: Bacani, Artemis <Artemis.Bacani@yarracity.vic.gov.au>
Subject: RE: PLN19/0706 - 28 Canterbury Street Richmond - Re-Referral for PDC Meeting

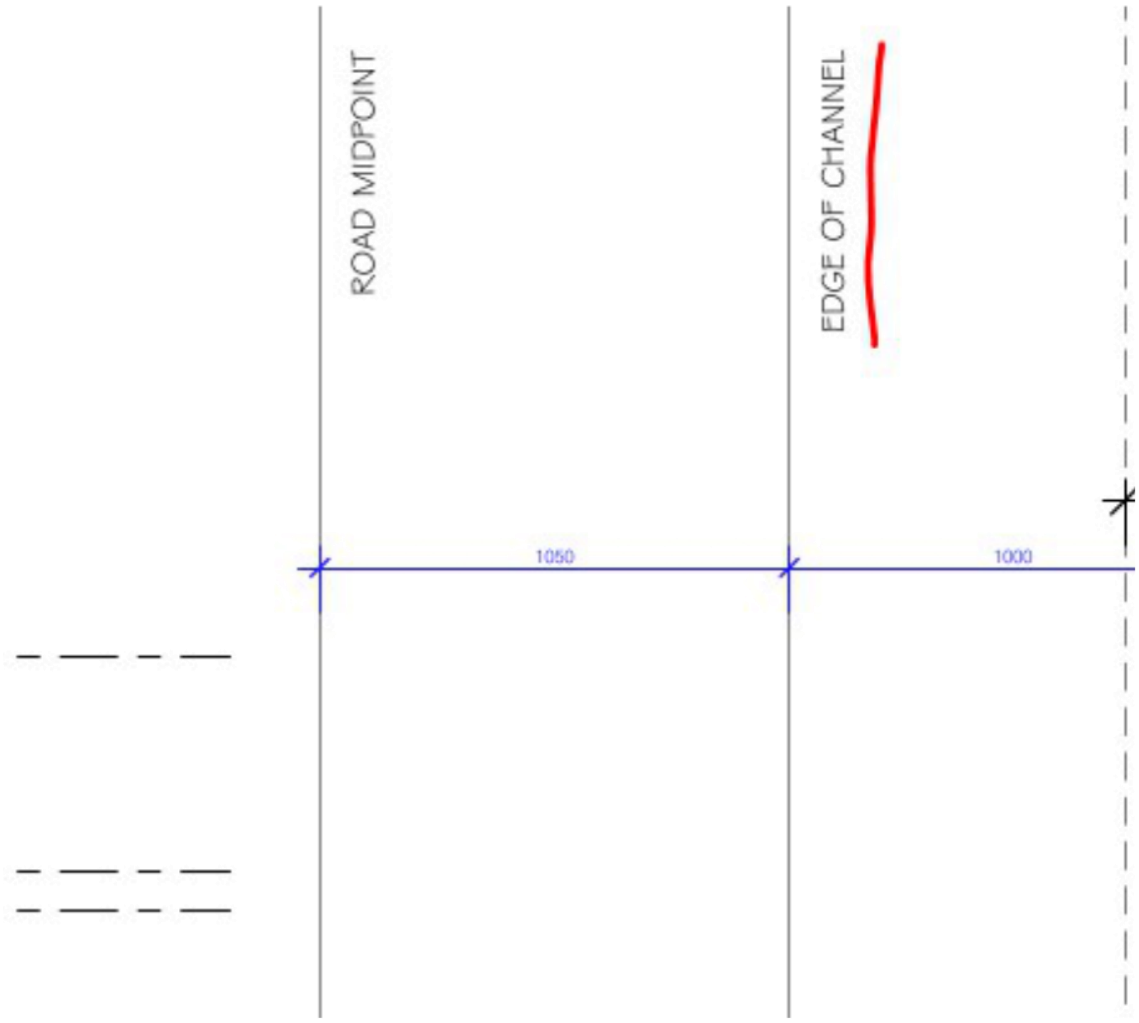
Hi Arty

I just checked the ground clearance and it should be fine

Just a couple of things to note on the drawing

- They have labelled the edge of channel twice (see red lines in photo below)
- Also, I am not sure what the level they have labelled "C" (green line in photo below)
- refers to? Given the footpath width is only 900mm the 1:40 grade does not apply here as it is lower than the minimum footpath width of 1.2m so they don't really need to show this.

Attachment 8 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (S57A Plans)



These don't affect the ground clearance but just makes the drawing not clear.

Thanks

Daniel Chila
Student Engineer
Monday-Friday
City of Yarra
345 Bridge Road, Richmond 3121
Daniel.Chila@yarracity.vic.gov.au

From: Bacani, Artemis
Sent: Tuesday, 17 November 2020 9:08 AM
To: Chila, Daniel <Daniel.Chila@yarracity.vic.gov.au>
Subject: Fw: PLN19/0706 - 28 Canterbury Street Richmond - Re-Referral for PDC Meeting

2

Attachment 8 - PLN19/0706 - 28 Canterbury Street Richmond - Traffic Engineering Comments (S57A Plans)

Hi Dan

Nish has asked for the cross-sectional diagram to be checked for ground clearance compliance (it's on the last page of the drawings).

Can you please check the levels are ok.

I will assess the car parking reduction for this site and we'll combine our comments together.

Thanks
Art

From: Goonetilleke, Nish <Nish.Goonetilleke@yarracity.vic.gov.au>
Sent: Friday, November 13, 2020 4:47 PM
To: Engineering Referral Unit <EngineeringReferalUnit@yarracity.vic.gov.au>
Subject: PLN19/0706 - 28 Canterbury Street Richmond - Re-Referral for PDC Meeting

Hi Mark and Arty,

This is a re-referral after receiving engineering comments.

The applicant has provided a ground clearance check for the crossover (page 18/18 of the S57A plans).

This too is going upto a PDC meeting. Am I able to get informal comments via email by the 20th of November, 2020 (next Friday)?

Thank you.

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
STATUTORY PLANNING
City of Yarra PO Box 168 Richmond 3121
ABN 98 394 086 520

T (03) 9205 5005
E Nish.Goonetilleke@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

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

Attachment 9 - PLN19/0706 - 28 Canterbury Street Richmond - VicRoads Response (S52 Notice)

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

Nish Goonetilleke
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Nish Goonetilleke

PLANNING APPLICATION NO.:	**PLN19/0706**
DEPARTMENT REFERENCE NO:	**PPR 34568/20**
PROPERTY ADDRESS:	**28 CANTERBURY STREET, RICHMOND VIC 3121**

Section 52 – No objection

Thank you for forwarding planning permit application PLN19/0706 pursuant to Section 52 of the Planning and Environment Act 1987.

In consultation with Transurban, the Head, Transport for Victoria has considered the application and has no objection to the proposal

Should you have any enquiries regarding this matter, please contact Ewa Fiebelkorn on 9313-1187 or Ewa.Fiebelkorn@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

Gillian Menegas
Senior Statutory Referrals Officer
Under delegation from the Head, Transport for Victoria

24/11/2020

Cc: permit applicant

VICTORIA State Government

6.3 PLN20/0165 - 33- 37 Rupert Street, Collingwood - Development of a ten (10) storey building (plus roof terrace) and use of the land for a food and drink premises and an office and a reduction in the associated car parking requirement of the Yarra Planning Scheme.

Executive Summary

Purpose

1. This report provides an assessment of the proposal at property No. 33 - 37 Rupert Street, in Collingwood for the development of a ten (10) storey building (plus roof terrace) and use of the land for food and drink premises and an office and a reduction in the associated car parking requirement of the Yarra Planning Scheme.

Key Planning Considerations

2. Key planning considerations include:
   (a) Use (Clause 34.02-1);
   (b) Built form (Clauses 15, 21.05, 22.10, 34.02-7 and 43.02);
   (c) Interface uses policy (Clause 22.05); and
   (d) Car Parking and Bicycle Provision (Clauses 52.06 and 52.34) of the Yarra Planning Scheme.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and Strategic Support;
   (b) Built form and Urban Design;
   (c) On-site amenity including Environmentally Sustainable Design;
   (d) Off-site amenity including Waste Management;
   (e) Car parking and traffic;
   (f) Bicycle facilities and strategic transport; and
   (g) Objector concerns.

Submissions Received

4. Six (6) objections were received to the application, these can be summarised as:
   (a) Built form and design:
      (i) The development is inconsistent with the neighbourhood character.
   (b) Off-site amenity impacts:
      (i) Does not provide adequate equitable development opportunities for surrounding sites.
   (c) Traffic, Car and Bicycle parking:
      (i) Reduction in the car parking requirement is excessive.
      (ii) The on-site car parking provision will cause traffic congestion.
      (iii) Reliance on traffic through surrounding streets.

(iv) Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development.

(v) Bicycle parking is inadequate to off-set the reduction in car parking.

(d) Other:

(i) The development provides an area for smokers i.e. smoke lobbies.

(ii) There is no guarantee that the building will be used as proposed, due to COVID-19.

Conclusion

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

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

6.3 PLN20/0165 - 33- 37 Rupert Street, Collingwood - Development of a ten (10) storey building (plus roof terrace) and use of the land for a food and drink premises and an office and a reduction in the associated car parking requirement of the Yarra Planning Scheme.

Reference	D20/161639
Author	John Theodosakis - Principal Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	**Langridge**
Proposal:	**Development of a multi-storey building and use of the land for food and drinks premises and office and a reduction in the associated car parking requirement of the Yarra Planning Scheme.**
Existing use:	**Dwelling / Part vacant**
Applicant:	**Vicky Grillakis – Associate Director Urbis Pty. Ltd.**
Zoning / Overlays:	**Commercial 2 / Design and Development Overlay (Schedule 11)**
Date of Application:	**17 March 2020**
Application Number:	**PLN20/0165**

Background

Application process

1. The application was lodged on 17th March 2020, and further information subsequently requested on 02nd April 2020. The request was satisfied on 22nd May 2020 and the application was then advertised with 2,345 letters being sent on 16th June 2020. At the time of writing this report, six (6) objections have been received.
2. Whilst this process was occurring, Officers sought and received advice from Council's internal units including Environmental Sustainable Design (ESD), City Works Unit, Engineering Unit, Urban Design and Strategic Transport Officer's also sought and received advice from external consultants, namely Hansen Partnership Pty. Ltd. in relation to urban design and Vipac Engineers and Scientists Ltd. in relation to wind impacts.
3. Referral advice is an attachment to this report.
4. On 24th September 2020, the permit applicant responded with the following information in response to the referral advice provided (see attachments):

   (a) A letter of response dated 24th September 2020 authored by Vicky Grillakis of Urbis Pty. Ltd addressing Council's external and internal Urban Design advice, Environmentally Sustainable Development Advisor's comments, and agreement to the inclusion of conditions associated with waste management and engineering requirements;
   (b) Updated architectural plans (i.e. TP0-101 to TP0-103, TP1- 101, TP2-101(Rev A), TP2-102 (Rev B), TP2-103 to TP2-104 (Rev A), TP2-105 to TP2-106 Rev B), TP2-107 to TP2-109, TP3-101 to TP3-103 (Rev B), TP3-104 (Rev A), TP3-105, TP3-106 (Rev A), TP4-101 (Rev A), TP5-101 to TP5- 107 (Rev A) and TP6-116 (Rev A) and Statement of changes prepared by Pitch Architects; and
   (c) ESD referral comments and NCC JV3 Assessment prepared by Pitch Architects.

5. Whilst the advertised plans are the “decision plans” forming the basis of this assessment, the additional material outlined above has been submitted on a without prejudice basis and as a response to the referral advice and will also be referenced in the body of the ‘Assessment” section of this report. The documents provide some improvements and solutions to the design of the building.

The Proposal

6. The application proposes to develop the land at No’s. 33-37 Rupert Street, Collingwood with the construction of a ten (10) storey building (plus roof terrace and service areas) and a reduction in the associated car parking requirement of the Yarra Planning Scheme associated with an office and food and drink premises (both non-permit required uses).

7. The key elements of the development can be summarised as follows:

   Use(s)

   (a) The following uses and designated areas are proposed:

      (i) A food and drink premises - cafe (permit not required use) of 62.8sq.m. at the ground floor; and

      (ii) 3,157sq.m. of office (permit not required use) spread across the ground to Level 09 floors, and a roof terrace of 73.9sq.m.

   Development

   (b) Construction of a ten (10) storey (plus roof terrace and plant service area) building with a one level basement.

   (c) The height of the building is proposed at 38m to the roof above Level 9 (also translates as the floor level associated with the roof terrace) above the natural ground level (NGL), 39m to the highest point of the balustrade of the roof terrace above the NGL and 42.2m to the highest point of the roof of the lift overrun and stairwell access to the roof terrace above the NGL.

   (d) The building will read with a three storey podium to Rupert Street and a tower above (see Figure 3) with a recessive cap.

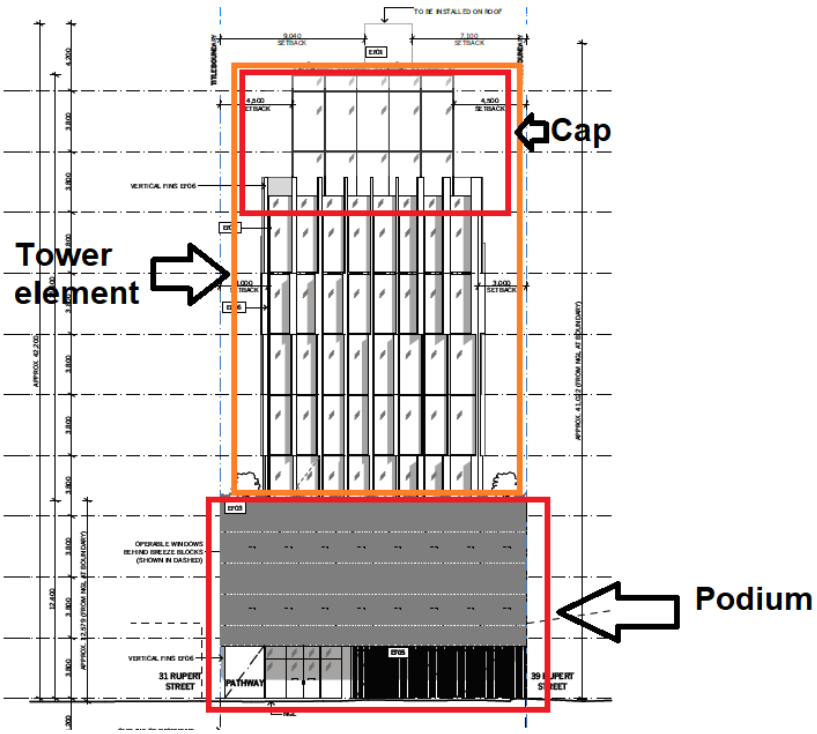


Figure 1: Elements of building as perceived from Rupert Street to the east.

Building massing and setbacks to Rupert Street (East)

(e) One basement level is proposed across the site.

(f) The walls associated with the ground floor would be setback a minimum 1.5m from the front boundary, forming an under-croft with the levels above (i.e. Levels 1 and 2) extending to the boundary and forming the three-storey podium to Rupert Street as identified at Figure 3.

(g) The podium as measured above the natural ground level (NGL) will have a height of 12.57m to the balustrade at Level 3.

(h) Levels 3 to 7 will be set back 3m from the Rupert Street boundary with the exception of a terrace of 104sq.m. at Level 3 that will extend into this setback.

(i) Levels 8 and 9 including the roof top terrace, will be set back 5m from the Rupert Street boundary with the exception of a terrace at Level 8 that will extend into the setback by 2m.

Building massing and setbacks to the North and South

(j) The building will extend at the ground floor for a length of 33.5m across the northern and southern boundaries.

(k) To the north, Levels 1 and 2 will be constructed to the boundary save for a 3m deep light court at each level of varying lengths. To the south, Levels 1 and 2 will extend for a length of 12.1m from the south-west corner, before setting back 3m for a length of 10.75m (with the exception of planters that will extend into their setback) and extend across the remainder of the boundary for a length of 12.2m.

(l) Levels 4 to 7 will be setback 3m from both, northern and southern boundaries.

(m) Levels 8 and 9 will be setback 4.5m from both, northern and southern boundaries with the exception of a terrace at Level 8 that will extend into the setbacks by 1.5m.

(n) The roof terrace and plant / service areas will be setback 5.2m from both northern and southern boundaries.

Building massing and setbacks to the west (rear)

(o) To the west (rear), the building will extend across the title boundary at the ground through to Level 2 for its full length of 19.14m, and at Level 3 to Level 7 for a length of 13.14m, producing on-boundary wall heights of 12.14m and 32.34m (with the latter measured to the wall / balustrade associated with the terraces and planter boxes / landscaped areas at Level 8) above the NGL.

(p) At Levels 8, 9 and the roof terrace and plant / service area, the building will be setback a minimum distance of 1.5m from the boundary.

<u>Layout</u>

(q) A food and drink premises (café) facing Rupert Street, with separate access into a pedestrian pathway also accessed from Rupert Street, leading to a foyer associated with the offices.

(r) The ground floor would be setback 1.5m and widen the Rupert Street footpath.

(s) The pedestrian pathway created by the 2.8m setback at the ground floor to the south is intended to connect pedestrian movement with Rupert Street and the development recently approved to the west, at No. 40 and 50 Rokeby Street (planning application No. PLN20/0168).

(t) The ground floor would include a waste service room, end-of-trip (EOT) facilities for 20 bicycle spaces in the rear 4.1m setback, service amenities and lifts.

(u) The ground floor would also include a crossover that will provide access to a loading bay with a minimum dimension of 6.4m x 3m, that will also serve as a waiting bay for vehicle accessing a car lift servicing and providing access to the basement.

(v) The basement car park will provide up to 18 car spaces, service and fire pump rooms.

(w) The office area(s) would be spread across all levels.

Materials and Finishes

(x) The podium will be constructed of glazing at the ground floor recess, and hit-and-miss bricks at the upper levels on the boundary, with the on-boundary side and rear walls constructed of precast-concrete with those recessed constructed primarily of glazing with vertical fins for articulation and shading of internal office areas.

Figure 2: Street view looking west towards the subject site and image showing variation in materials between podium and recessed walls on closer inspection.

ESD Features

(y) The development would incorporate the following ESD commitments:

(i) The development is claiming a BESS score of 61%, representing best practice;
(ii) Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption;
(iii) Heating and cooling systems to be within one Star of the best available, or Coefficient of Performance (COP) & Energy Efficiency Ratios (EER) 85% or better than the most efficient equivalent capacity unit;
(iv) All water heating systems must be within one Star, or 85% or better than the most efficient equivalent capacity unit available;
(v) A minimum10% improvement on BCA minimum requirements for energy efficiency;
(vi) The development will feature vertical shading devices (blades) to all elevations except where there is a precast wall on the boundary;
(vii) Provision of 20 bicycle spaces at the ground level, with EOT facilities provided; and
(viii) Water efficient fixtures and taps.

Existing Conditions

Subject Site

8. The subject site is comprised of two lots, namely 33 and 35-37 Rupert Street, identified as Lots 1 on Certificate of title Volume No's. 01712 and 00440 and Folio No's. 275 and 885, respectively and associated with Plans of Subdivision TP54761V and TP603867H, respectively.

The subject site is located on the western side of Rupert Street in Collingwood between Langridge Street to the north and Victoria Parade to the south. The aerials / images below identify the subject site.

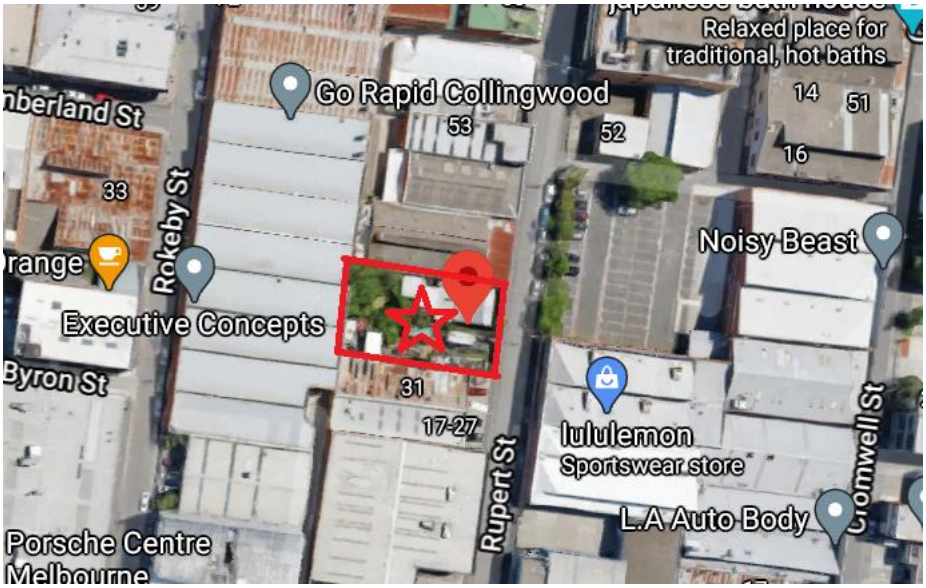


Figure 3: Aerial (sourced from Google – Map data 2020) with subject site identified with a star / red box.

Figure 4: Aerial (sourced from Google) with subject site outlined in yellow looking west from above and over the site.

Figure 5: Photos sourced from permit applicant's Town Planning report and modified to identify property numbers.

9. The subject site is rectangular in shape with a combined frontage of 18.29m, a depth of 35.05m and an overall site area of approximately 641sq.m.

10. The site is occupied by a single-storey, Victorian brick terrace with a front yard and tall front boundary fence. The front potion of the dwelling is setback from its southern side boundary shared with no. 33 Rupert Street (also forming part of the subject site) that is vacant save for some shipping containers and an awning frame. The majority of the dwelling is constructed along the northern boundary with private open space located at the rear (west) of the site and no vehicle access.

11. The land gradient is flat and the site is not encumbered by any restrictive covenants or party wall easements.

Surrounding Land

12. The surrounding area is characterised by a mixture of uses and architectural styles including industrial and commercial buildings of various types and eras as well as older style dwellings and newly constructed apartment developments (Yorkshire Brewery). The immediate surrounding area is zoned Commercial 2 (dark purple at Figure 11).

Figure 6: Subject site and zoning.

13. The area contains a range of businesses including light industry, manufacturing, warehousing, offices and studios and other commercial uses. Allotment sizes are varied as are building types ranging from industrial to warehouses, office and commercial, all reflecting the historic industrial nature of the area. Construction along Rupert Street is typically built boundary to boundary, with full site coverage and car parking provided within garages or car parking areas within front setbacks, including large open air car parking areas.

14. Some sites in the wider area are underutilised and / or vacant whilst others have been redeveloped for residential (i.e. up to 17 storeys (i.e. property No. 21 Robert Street, Collingwood – the former Yorkshire Brewery site – approximately 200m north-west of the subject site and zoned Mixed Use) and commercial uses i.e. up to 11 storeys with roof top terraces at property No. 51 Langridge Street approximately 170m north-west of the site. Some are currently under construction (i.e. property no. 2-16 Northumberland Street, Collingwood that is up to 13 storeys and zoned Commercial 2 located approximately 120m west of the subject site) whilst other sites, are being cleared (see Figure 13) in preparation for the commencement of works (i.e. property No. 71 – 93 Gipps Street, Collingwood that has a planning permit (planning permit no. PLN16/1150) for the construction of an 11 storey commercial building located approximately 300m north-east of the site).

15. The subject site, combined with the properties mentioned above, form part of the Gipps Precinct that has been identified as being strategically important for commercial activity and evidently, a transformation of built form within this precinct has commenced with further approved and proposed developments that include:

    (a) PLN18/0183 – 19 Down Street, Collingwood – Development of an 8 storey commercial building – approved and at the time of writing, information in accordance with conditions of permit still pending. This application was considered by the Internal Development Approvals Committee on 13 May 2020 that adopted the Officer's recommendation for the issue of a Notice of Decision to Grant a Permit with conditions.

    (b) PLN20/0168 – 40-50 Rokeby Street, Collingwood – Development of a 13 storey commercial building – this application was supported by the Planning Decisions Committee (PDC) on 18th November, but with a further condition reducing the height to 11-storey (plus roofed services); and

    (c) PLN19/0719 – 128 – 144 Wellington Street, Collingwood - Staged development and use of the land for two buildings up to 15 storeys – At the time of writing, this application was pending for a decision.

16. Within the Gipps Street precinct are also a number of purpose-built dwellings such as that on the subject site including on the southern side of Gipps Street (located further north) all zoned Commercial 2.

Figure 7: Properties to the south of Gipps Street, between Rokeby and Rupert Streets with the 17-storey, former Yorkshire Brewery in the background.

17. More recently, Council received notification that the Minister for Planning (the Minister) adopted amendment C283 to the Scheme, that includes a new Schedule to Clause 45.12 'Specific Controls Overlay' to facilitate a 13 storey development to land at 81-89 Rupert Street (located approximately 190m to the north of the subject site), also known as the 'Walk Up Village (generally as previous proposed in Yarra planning permit application PLN19/0570).

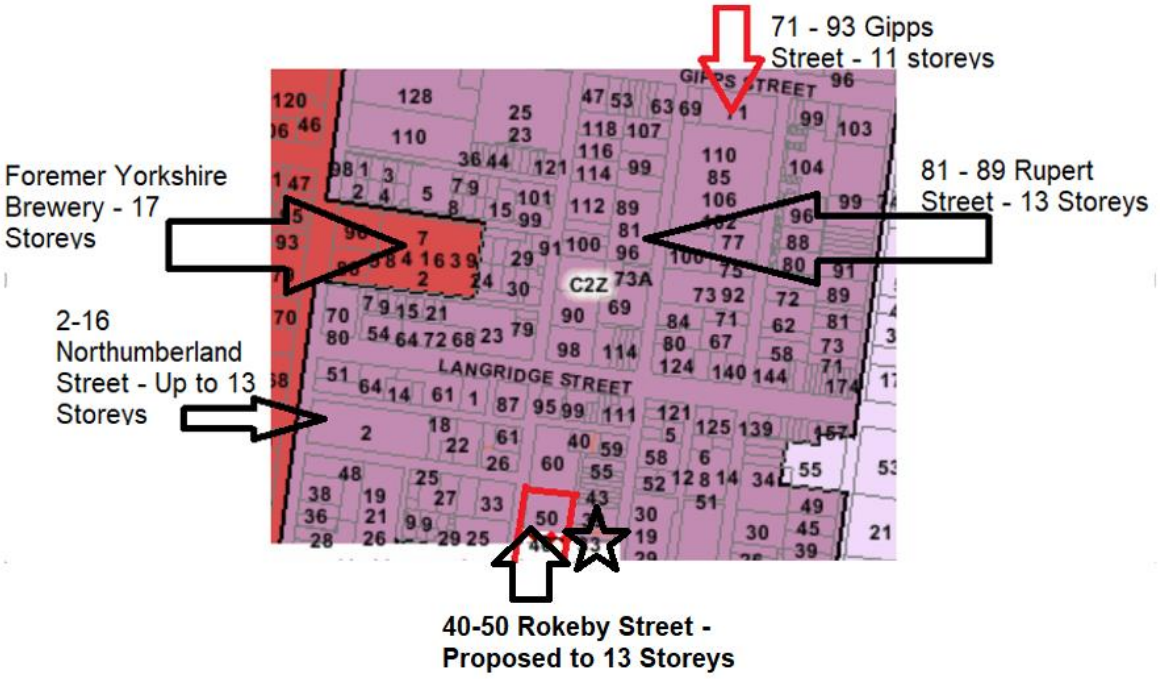


Figure 8: Subject site identified with a star with locations of some taller buildings identified (proposed, approved and under construction) for context.

Figure 9: South-east corner of Gipps and Rupert Street, with the land at 71-93 Gipps Street, in the background cleared and cited with a crane in preparation of construction.

18. The site's immediate interfaces are as follow:

North

Figure 10: Property to the immediate north (No.39 Rupert Street that can also be seen in Figure 11 below).

Figure 11: Properties to the immediate north as viewed from above facing west (sourced from google).

19. To the north (see Figure 10) is a single-storey former factory and warehouse building used as a food catering company. The building is constructed hard-edged to Rupert Street, of masonry construction and contains a roof that is in part, flat to Rupert Street, and followed by a pitched pop-up and angled roofing. The building extends across the entire, shared site boundary. Further north (see Figure 11), is another single-storey, hard-edged former factory and warehouse building, of masonry construction with that further north being two-storeys and hard-edged to Rupert Street. All three identified buildings contain crossovers to Rupert Street.

West

Figure 12: Image (sourced from Google) looking towards the western adjoining building from Rokeby Street.

20. The western adjoining properties (namely 40-50 Rokeby Street – see Figure 12) are occupied by former factory buildings that extend to their respective boundaries, covering 100% of the site, and used for automotive repairs and offices. The buildings present hard-edged masonry walls with a saw tooth roof form and a series of metal–framed windows, large openings for ease of vehicle and pedestrian access into a large open plan for automobile repairs.

21. The western properties have high on-boundary masonry walls where abutting the subject site and as previously indicated, have an approval for a multi-level building greater in height as compared to the one before Council. The height of the building as originally proposed to the PDC (see Figure 13 below) was at 54.33m to the roof above Level 12 and 59.03m level to the highest point of the roof plant screen above the NGL.

The PDC supported this on the basis of further conditions, with one requiring its reduction by two storeys, or in other words to a height of approximately 46.3m to the roof above Level 10 and 51.03m level to the highest point of the roof plant screen above the NGL (i.e. translating to a reduction by up to 8m with the condition).

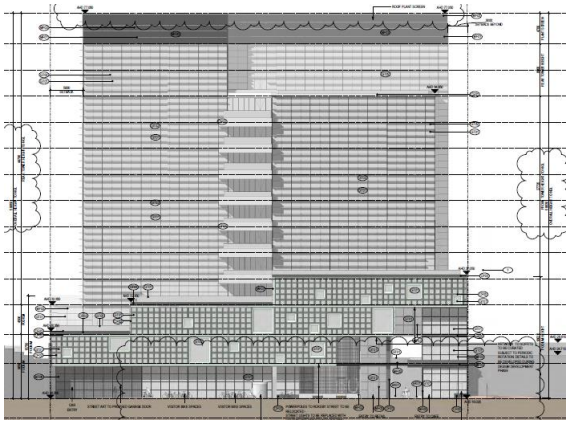


Figure 13: Rokeby Street elevation (West Elevation) of Scheme presented to the PDC on 18 November 2020.

22. At the time of writing, planning application No PLN20/0168 was pending for a decision.

South

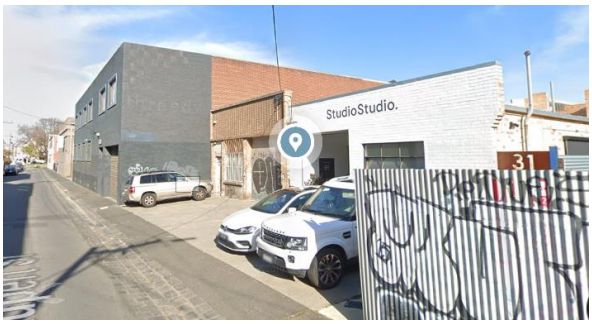


Figure 14: Properties addressed to Rupert Street to the immediate south (sourced from Google).

23. The immediate southern properties are occupied by two single-storey commercial buildings of masonry construction and unlike the vast majority along Rupert Street, are recessed and provide car parking in their front setbacks. Further south is a two-storey, hard-edged commercial building. Beyond that are single and double-storey commercial buildings, some with deep recesses where they provide car parking areas with the site specifically heritage overlay controlled (i.e. graded 'individually significant') former "Ebenezer Particular Baptist Church' located at the north-east corner of the Victoria Parade and Rupert Street intersection. On the opposite corner is a contemporary building that houses a trophy engraving centre including the "Smeg" building.

24. Victoria Parade is a tree-lined arterial road located within the Road Zone Category 1 with tram stops located within the tree reserve. Beyond Victoria Parade are a series of buildings varying in height between two, three and four levels that progressively get higher closer to the CBD.

East

25. To the immediate east is Rupert Street which is a one-way street, with traffic flow heading south, from Langridge Street to the north. Parallel parking is provided on the eastern side of Rupert Street with 4 hour parking restrictions. The eastern side of Rupert Street contains two and three storey commercial buildings that are also constructed hard-edged to the street, including a large open air car park opposite.

26. The subject site is also well connected to surrounding services including being located:

(a) Approximately 130m to the north of Victoria Parade, with various bus routes serving the western and eastern suburbs via the CBD, and tram route 109 Docklands to Box Hill via the CBD;

(b) Approximately 260m to the west of Hoddle Street, a major arterial road with bus routes servicing Doncaster, the northern suburbs, various railway stations, the CDB, Elsternwick and St Kilda;

(c) Approximately 540m to the east of Smith Street, a Major Activity Centre, with bars, cafes, restaurants, taverns, nightclubs, retail and community facilities, and tram route 86 serving Docklands and Boroondara via the CBD;

(d) Approximately 650m from the North Richmond Railway Station located south-east; and

(e) Approximately 950m to the south of Johnston Street, a Neighbourhood Activity Centre, with bus routes servicing this Centre.

Planning Scheme Provisions

Zoning

Commercial 2 Zone (C2Z)

27. The purposes of this zone are:

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

(b) *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*

(c) *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

28. The food and drink premises and office use **do not** require planning approval because the former is less than 100sq.m. and the latter is a no permit required use at the Table of uses of Clause 34.02-1 of the Scheme.

29. Pursuant to Clause 34.02-4 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

Overlays

Design and Development Overlay (DDO) – Schedule 11 – Gipps Precinct

30. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building.

31. Schedule 11 to the DDO contains requirements in assessing buildings and provides the following decision guidelines at point 7 that must be considered:

(a) *The impact of traffic generated by the proposal and whether it is likely to require additional traffic management control works in the neighbourhood.*

(b) *How the design, height and form of development responds to the preferred built form character of the Precinct.*

(c) *How the design, height and visual bulk of building/s on the site address potential negative amenity impacts on surrounding development.*

(d) *How the proposal improves the street environment for pedestrians along street frontages.*

(e) *The location of, and access to, parking facilities and their effect on the local road network.*

Particular Provisions

Clause 52.06 – Car parking

32. 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.

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

34. Pursuant to Clause 52.06-5, Column B of Table 1 applies if any part of the land is identifies 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.

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

36. The following table identifies the car parking requirement under Clause 52.06-5 and the provision on site.

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	3,157q.m.	3 spaces per 100sq.m. of net floor area	94	18
Food and drink premises (Café)	63sq.m. (nearest whole no.)	3.5 spaces per 100sq.m. of leasable floor area	2	0
		Total	**96**	**18**

37. A total of 18 car spaces are proposed on site, therefore the application seeks a reduction of 78 car spaces.

Clause 52.34 – Bicycle Facilities

38. 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

39. 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
Office (other than specified in the table)	3,157sq.m.	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	11 employee spaces
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	3 visitor spaces.
Food and drink premise (café) – nested with retail	63sq.m.	1 to each 600 sq m of leasable floor area if the floor area exceeds 1000sq.m.	0 0

Bicycle Parking Spaces Total			**11 employee spaces**
			3 visitor spaces
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces		2 showers / change rooms

40. The development proposes 20 bicycle spaces for staff / employees in the rear setback at the ground floor and 6 showers / change rooms also located at the ground floor and within the building. The bicycle requirements are above and beyond the statutory requirements of the Scheme.

41. Clause 52.34-4 provides the design standard for bicycle spaces and signage.

General Provisions

Clause 65 – Decision Guidelines

42. 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)

43. Relevant clauses are as follows:

Clause 11.01-1R – Settlement – Metropolitan Melbourne

44. The relevant strategies of this clause are:

(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

45. The objective this clause is *"to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses".*

Clause 13.05 - Noise

Clause 13.05-1S - Noise abatement

46. The relevant objective of this clause is "*to assist the control of noise effects on sensitive land uses".*

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

Clause 13.07 - Amenity and Safety

Clause 13.07-1S - Land use compatibility

48. The objective of this clause is *"to safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects".*

Clause 15.01 - Built Environment and Heritage

Clause 15.01-1S - Urban design

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

Clause 15.01-1R - Urban design - Metropolitan Melbourne

50. The objective of this clause is *"to create distinctive and liveable city with quality design and amenity".*

Clause 15.01-2S - Building design

51. The relevant objective of this clause is *"to achieve building design outcomes that contribute positively to the local context and enhance the public realm".*

52. Relevant strategies of this clause are:

    (a) *Ensure a comprehensive site analysis as the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.*

    (b) *Ensure development responds and contributes to the strategic and cultural context of its location.*

    (c) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*

    (d) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*

    (e) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*

    (f) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*

    (g) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*

    (h) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

53. This clause also states that planning must consider (as relevant), the *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S - Healthy neighbourhoods

54. The objective of this clause is *"to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity".*

Clause 15.01-4R - Healthy neighbourhoods - Metropolitan Melbourne

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

Clause 15.01-5S - Neighbourhood character

56. The relevant objective of this clause is *"to recognise, support and protect neighbourhood character, cultural identity, and sense of place".*

Clause 15.02 - Sustainable Development

Clause 15.02-1S - Energy Efficiency

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

Clause 17.01 – Employment

Clause 17.01-1S – Diversified economy

58. The objective of this clause is *"to strengthen and diversify the economy".*

59. The relevant strategies of this clause are:

    (a) *Protect and strengthen existing and planned employment areas and plan for new employment areas.*

    (b) *Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*

    (c) *Improve access to jobs closer to where people live.*

Clause 17.02 – Commercial

Clause 17.02-1S – Business

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

61. The relevant strategies of this clause is:

    (a) *Plan for an adequate supply of commercial land in appropriate locations.*

    (b) *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*

    (c) *Locate commercial facilities in existing or planned activity centres.*

Clause 18.02 - Movement Networks

Clause 18.02-1S – Sustainable personal transport

62. The relevant objectives of this clause is *"to promote the use of sustainable personal transport".*

63. 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

64. 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

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

Clause 18.02-2R - Principal Public Transport Network

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

Clause 18.02-4S – Car Parking

67. The objective of this clause is *"to ensure an adequate supply of car parking that is appropriately designed and located".*

68. A relevant strategy is *"protect the amenity of residential precincts from the effects of road congestion created by on-street parking".*

Local Planning Policy Framework (LPPF)

69. The relevant policies in the Municipal Strategic Statement can be described as follows:

Municipal Strategic Statement (MSS)

70. Relevant clauses are as follows:

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

Clause 21.03 – Vision

72. The relevant sections of this Clause are:

(a) *Yarra will have increased opportunities for employment;*

(b) *The complex land use mix characteristic of the inner city will provide for a range of activities to meet the needs of the community;*

(c) *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne; and*

(d) *Most people will walk, cycle and use public transport for the journey to work.*

Clause 21.04-3- Industry, office and commercial

73. The objective of this clause is *"to increase the number and diversity of local employment opportunities".*

Clause 21.05-2 – Urban Design

74. The relevant objectives of this Clause are:

(a) *To reinforce the existing urban framework of Yarra;*

(b) *To retain Yarra's identity as a low-rise urban form with pockets of higher development* achieved through the following relevant strategy:

(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:

a. Significant upper level setbacks;

b. Architectural design excellence;

c. Best practice environmental sustainability objectives in design and construction;

d. High quality restoration and adaptive re-use of heritage buildings;

e. Positive contribution to the enhancement of the public domain; and

f. Provision of affordable housing.

(c) *To ensure that new development contributes positively to Yarra's urban fabric; and*

(d) *To enhance the built form character of Yarra's activity centres.*

Clause 21.05-3 – Built Form Character

75. A relevant objective of this Clause is *"to maintain and strengthen the identified character of each type of identified built form within Yarra".*

Clause 21.05-4 – Public Environment

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

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

(i) *Strategy 28.1 - Encourage universal access to all new public spaces and buildings*

(ii) *Strategy 28.2 - Ensure that buildings have a human scale at street level.*

(iii) *Strategy 28.3 - Require buildings and public spaces to provide a safe and attractive public environment.*

(iv) *Strategy 28.5 - Require new development to make a clear distinction between public and private spaces.*

(v) *Strategy 28.8 - Encourage public art in new development.*

Clause 21.06 – Transport

77. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

78. 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.

79. Relevant objectives and strategies of this clause are as follows:

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

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

(ii) *Strategy 30.3 – Use rear laneway access to reduce vehicle crossovers.*

(b) *Objective 31 – To facilitate public transport usage.*

(c) *Objective 32 – To reduce the reliance on the private motor car.*

(d) *Objective 33 To reduce the impact of traffic.*

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

Clause 21.07-1 – Ecologically sustainable development

80. The relevant objective is *"to promote ecologically sustainable development".*

81. A relevant strategy of this clause is Strategy 34.1 which is to *"encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation".*

Clause 21.08-5 Neighbourhoods - Collingwood

82. The neighbourhood character statement for this area at Clause 21.08-5 states:

    (a) *The Gipps Street industrial precinct is characterized by traditional manufacturing, service activities and a considerable portion of activity related to the textile, clothing and footwear sector.*

    The precinct provides the opportunity for a wide range of small to medium businesses to operate in a location that is relatively unconstrained by sensitive uses.

    (b) *To allow flexibility for large sites which may have difficulty in finding new industrial tenants rezoning to Business 3 will be supported. This will enable the area to retain an industrial character but evolve to provide a wider range of employment opportunities including service business and offices uses. Any change of use should consider opportunities for improvement to the public domain.*

83. Figure 14 shows the subject site is a '*non-residential area'* where the built form character objective is to improve the interface of development with the street.

Relevant Local Policies

Clause 22.03 – Landmarks and Tall Structures

84. This policy applies to all development. Whilst the site is not within proximity to an identified sign or landmark within the policy, it is important to *"ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

Clause 22.05 – Interfaces Uses Policy

85. This policy applies to all development and land 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.

86. It is policy that *"new non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties".*

87. Decision guidelines at clause 22.05-6 include that *"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".*

Clause 22.16 Stormwater Management - Water Sensitive Urban Design

88. 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 22.10 Built form and design policy

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

    (a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*

    (b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*

    (c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*

    (d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*

    (e) *Create a positive interface between the private domain and public spaces.*

    (f) *Encourage environmentally sustainable development.*

    Clause 22.16 Stormwater Management - Water Sensitive Urban Design

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

    Clause 22.17 – Environmentally Sustainable Design

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

    Other Documents

    Urban Design Guidelines for Victoria (DELWP)

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

    Gipps Street Local Area Plan

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

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

95. The GSLAP aims to reduce car travel into the precinct, as follows:

    (a) *A broader policy objective to implement Council's Strategic Transport Statement is to reduce the proportion of trips into and out of the precinct by car.*

    (b) *Reduced car travel will depend primarily on broader initiatives beyond the scope of this plan.*

    (c) *Local initiatives should aim to improve walking and cycle access and connections to public transport and slowing car and other vehicle traffic in and around the precinct.*

    Plan Melbourne

96. Released in May 2017, Plan Melbourne 2017-2050 (Plan Melbourne) outlines the key strategic directions with regard to the provision of housing and commercial activity within Melbourne's urban areas. The strategic outcomes outlined in the document are required to be considered as part of Council's decision-making process and include (inter-alia):

    (a) Outcome 1: *'Melbourne is a productive city that attracts investment, supports innovation and creates jobs.'*

        (i) Direction 1.2 of Plan Melbourne is to *'Improve access to jobs across Melbourne and closer to where people live'.*

    (b) The strategy promotes '20-minute neighborhoods' where there is access to local shops, schools, parks, jobs and a range of community services within a 20 minute trip from your front door.

Melbourne Industrial and Commercial Land Use Plan (MICLUP)

97. The Melbourne Industrial and Commercial Land Use Plan builds on the relevant policies and actions of Plan Melbourne 2017-2050 and its associated Plan Melbourne 2017-2050 Five-Year Implementation Plan.

98. The MICLUP identifies the Gipps Street precinct in Collingwood as a key commercial area, stating that "*it is home to creative sectors such as architecture and design, software and interface design and visual arts. Council strategies support commercial office conversions, small office complexes, light industry and office warehouse developments in the area".*

99. The strategy identifies that planning within the Inner Metro Region (inclusive of Melbourne City Council, Port Phillip Council and Yarra City Council) should *retain and support areas in and around Collingwood, Cremorne and South Melbourne to continue to develop as key locations creative industry uses.*

100. The MICLUP anticipates an additional 4 million square metres of commercial floor space will be required across the Inner Metro Region by 2031. Of this, approximately 3.3 million square metres is anticipated to be required for office uses and the remaining floor space to be allocated for retail.

    Whilst the City of Melbourne is anticipated to accommodate the majority of the additional floor spaces required, the City of Yarra is expected to provide, in addition to the existing 933,400sqm of commercial floor space identified in 2018, an additional 548,000sqm of commercial floor space by 2031.

Spatial Economic and Employment Strategy

101. The Spatial Economic and Employment Strategy (SEES) was adopted by Council in September 2018 and includes 6 directions which will inform future policy for the Scheme.

102. The strategic direction contained within the SEES supersedes that contained within the Yarra Business and Industrial Land Strategy (BILS), adopted by Council in June 2012.

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

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

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

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

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

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

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

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

106. The SEES also acknowledges that *employment across the precinct is changing, with the evolution of a more diverse commercial employment base focused around the creative sector, service industries, and hybrid office/industrial businesses.*

Advertising

107. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 2,345 letters sent to surrounding owners and occupiers and by two signs displayed on the Rokeby Street frontage. Six (6) objections were received to the application, these can be summarised as:

    (a) Built form and design:

        (i) The development is inconsistent with the neighbourhood character.

    (b) Off-site amenity impacts:

        (i) Does not provide adequate equitable development opportunities for surrounding sites.

    (c) Traffic, Car and Bicycle parking:

        (i) Reduction in the car parking requirement is excessive.

        (ii) The on-site car parking provision will cause traffic congestion.

        (iii) Reliance on traffic through surrounding streets.

        (iv) Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development.

        (v) Bicycle parking is inadequate to off-set the reduction in car parking.

    (d) Other:

        (i) The development provides an area for smokers i.e. smoke lobbies.

        (ii) There is no guarantee that the building will be used as proposed, due to COVID-19.

108. Due to the volume of objections received and Government restrictions related to COVID-19, a planning consultation was not held. However, the planning officer overseeing the application has been available via phone and email to residents wishing to discuss the matter further.

Referrals

Internal Referrals

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

(a) Urban Design Unit (public realm only);

(b) Engineering Unit;

(c) Strategic Transport Unit;

(d) City Works Unit; and

(e) ESD Advisor.

External Consultants

110. The application was referred to the following external consultants:

(a) Urban Design (Hansen Partnership Pty. Ltd.); and

(b) Wind (Vipac Engineers and Scientists Ltd.).

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

OFFICER ASSESSMENT

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

(a) Policy and Strategic justification;

(b) Built Form – Urban Design;

(c) On-site Amenity (ESD);

(d) Off-site Amenity;

(e) Traffic, access and car parking;

(f) Waste Management/Loading; and

(g) Objector's concerns.

Policy and Strategic Justification

113. The proposal has strong strategic support at a State and local level. The C2Z which applies to the site is capable of accommodating greater density and higher built form, subject to individual site constraints.

114. State and local policies (such as clauses 11.02-1S and 21.04-3) encourage the concentration of development near activity centres (with the Smith Street Major Activity Centre located approximately 500m west), diversifying employment opportunities and more intense development on sites well connected to public transport.

115. Pursuant to State policy at clause 17, economic development is to be fostered by *'…providing land, facilitating decisions and resolving land use conflicts, so that each region may built on its strengths and achieve its economic potential'.* At a local level, the Municipal Strategic Statement at Clause 21.04-3 seeks to *'increase the number and diversity of local employment opportunities'.* The proposal will support economic opportunities in a highly accessible, service-rich area. The office use combined with a food and drink premises (café) will increase employment opportunities. The proposal is complementary to the surrounding area due to the sites location and is not expected to pose interface conflict issues.

116. Council's recent SEES document, identifies the Gipps Street Major Employment precinct as evolving to including '*a more diverse commercial employment base focused around the creative sector, service industries and hybrid office/industrial businesses'.* The proposal has been informed by other surrounding land uses and will comfortably knit into this emerging culture of uses within the precinct that is experiencing growth in office use.

117. In regard to the proposed built form, local and state policies encourage the concentration of development in and around activity centres but also intensifying development on sites that are specifically zoned to be tailored to accommodate development that is well connected to public transport and therefore ensuring the efficient use of existing infrastructure, which is also an important facet of Clause 65.

118. Schedule 11 to the DDO also provides further guidance for the preferred direction for development on the subject site and the surrounding land, which reinforces current State and Local policy to increase the number and diversity of employment opportunities within and around activity centres as is proposed and discussed favourably.

119. The application proposes the construction of a ten storey building (plus roof plant area and terrace) in an area that has potential for an increase in development (as is also evidenced by the number of large developments in the surrounding area that can be seen from multiple streets). The area is undergoing significant development and the proposal is highly consistent with the purpose of the zone and strategic intent for this area (including the requirements within Schedule 11 of the DDO that seek to encourage intensification of commercial uses and provision of diverse employment opportunities.

120. The site's proximity to public transport would encourage the use of alternative modes of transport to and from the site rather than reliance on motor vehicles, complying with clauses 21.03 – Vision; 18.02-2S – Public Transport; and 21.06 –Transport of the Scheme.

121. While there may be strong strategic direction for intensified development and a car parking reduction on the subject site, the built form policy and direction under clauses 22.05 – *Interface uses* and Clause 15 - *Built Environment and Heritage*, Clause 21.05 - *Built Form* and Clause 22.10 - *Built form and design policy* of the Scheme also outline that consideration must be given to the design of the building and its interfaces with the surrounding area. These policies will therefore be considered in associated with the requirements within Schedule 11 of the DDO.

122. The size of the subject site allows for a more robust development to occur in its existing underutilised conditions. However, more intensive growth, whilst strongly supported by policy, must respond to existing conditions and be tempered to respect the existing neighbourhood and the site's relationship with adjoining built form in terms of producing a reasonable scale and ameliorate or reduce off-site amenity impacts. These factors will be discussed in turn.

123. Having regard to applicable policy, the proposed re-development of the site is considered to have strong strategic planning support.

124. The use of the site as a mixed-use building containing office and a food and drink premises (café) is supported by both State and Local policy, as outlined previously within the *Policy and Strategic Justification* section.

125. Additionally, the zoning of the land being C2Z includes the objective of encouraging development of commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

126. The office use and food and drink premises (café) do not require a planning permit in the C2Z.

127. The food and drinks premise (café) within the scheme (non-permit required) is likely to be frequented by office workers in the building.

128. The mixed use function of the building supports the purpose of the zone, and the objectives and strategies outlined earlier. In considering land use applications within a C2Z also requires consideration of the following matters:

    (a) The effect of existing uses on the proposed use

    (b) The drainage of the land

    (c) The availability and connection to services; and

(d) The effect of traffic to be generated

129. With respect to drainage and services, there is no evidence that the subject site cannot connect to the existing drainage networks and service. The effect of traffic generation will be discussed later in the report.

130. The impact on existing uses requires further discussion. It is anticipated that as the surrounding uses are primarily commercial in nature that the proposed development can adequately manage offsite impacts. It is acknowledged that there are some existing dwellings within the C2Z proximate to the site which also must be considered.

131. Clause 22.05 (Interface Uses Policy) requires new non-residential use and development within Commercial Zones to be designed to minimise noise and visual amenity impacts upon nearby, existing residential properties as well as requiring building design to ensure that the ongoing viability of surrounding industrial and commercial properties is not impacted through the introduction of more sensitive land uses.

132. Broadly speaking, the incorporated uses do not require a planning permit, however, will be complimentary to those already existing in the immediate area that is also comprised of offices and car repairs, food catering services and some manufacturing. It is considered that the proposal will enhance existing uses in the area (particularly commercial) by providing a ground level food and drink premises (café) and publically accessible pedestrian pathway that will connect to the laneway proposed by the development to the west, on the Rokeby Street sites identified in earlier sections, and further discussed in a later section of this assessment, at the rear of the site and will effectively activate this interface to Rupert Street.

Built form - Urban Design

133. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form), Clause 22.10 (Built form and design policy) and Clause 43.02 (Design and Development Overlay Schedule 11) of the Scheme.

134. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to nearby buildings. This assessment will also consider the building design response to ESD considerations with applicable policy Clause 22.16 (Stormwater Management), Clause 22.17 (Environmentally Sustainable Development).

Context

135. The direct interfaces to the subject site include single and double-storey buildings. Beyond and more broadly are hard-edged buildings that are generally robust in their architectural expression that have a former warehouse / industrial appearance or office influenced design with one extending to three-storeys further north-east.

136. As outlined within the 'site and surrounds' section of this report, the subject site is located within an area where higher built form and contemporary designs are clearly emerging characteristics of the precinct. A significant number of multi-storey buildings have been approved or constructed within the Gipps Street Precinct with heights broadly ranging from 6 (i.e. property No. 48 – 50 Gipps Street – Planning Permit No. PLN18/0902) to 17 storeys (i.e. property No. 1-21 Robert Street - Yorkshire Brewery – Planning Permit No. PLN11/0750).

137. Byron Street locate to the west of Rokeby Street, also provides access to buildings ranging between 2 and 6 storeys associated with the former silos (now redeveloped to 11 storeys) at No. 21 Northumberland Street and the former distillery at No. 26 Wellington Street. There is no dispute that strategically the subject site is appropriately located for a higher-density development given the scale of surrounding built form, being within proximity to the Smith Street Activity Centre, and within a commercial zone 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 the future. This change is supported by Council, with Clause 21.08-5 of the Scheme noting the following;

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

138. To provide further context of the scale and mass around the subject site and more broadly, the map at Figure 23 indicates buildings in excess of between 5-17 storeys within the Collingwood neighbourhood. It is evident that the area is undergoing significant redevelopment as a pocket with taller developments with the vast majority of these approved (with the exception of the developments at properties at 128-144 Wellington and 40-50 Rokeby Street pending for a decision at the time of writing this report with further amendment applications pending at 79-88 Wellington and 23-45 Waterloo Streets).

Figure 15: Site plan identifying varied building heights in the immediate and broader context.

139. Whilst an increasing number of robust, multi-level developments are located within the area more broadly, it is noted that the direct interfaces to the subject site, include one storey buildings to the immediate north and south, facing Rupert Street and comparable two-storey buildings to the immediate west facing Rokeby Street. It is a reasonable expectation that these sites may be consolidated and developed to a similar intensity in the future. It is further highlighted, that the site to the west has Council support for an eleven-storey mixed use building with a maximum building height of approximately 51.03m above the NGL.

140. The area is strategically identified for growth and is currently in transition from low scale industrial uses to now including greater scale and new service and arts industries which are all co-locating.

Whilst the proposed 10 storey building (with plant services and a roof terrace) would be taller than the buildings immediately interfacing the site, this is consistent with the strategic direction provided by policy in this area and the direction of scale, proportions, built form and mass of approved surrounding developments such as those detailed in earlier sections.

141. The Minister's recent gazettal of amendment C283 to the Scheme to facilitate a 13 storey development at 81-89 Rupert Street (located approximately 190m to the north from the subject site, marked as E in Figure 15 above), also known as the 'Walk Up Village, including amendment C285 to the Scheme to facilitate a 15-storey development at 36 – 52 Wellington Street, Collingwood of 15 storeys (located approximately 140m west from the subject site, marked as T in Figure 15 above), further benchmark and justify a height that is comparable to these buildings. The building height approved at 81.89 Rupert Street is 56.9m above the NGL to the highest point of the sawtooth roof form and that approved at 36-52 Wellington Street is approximately 61m above the NGL to the highest point of the plant screen. The current application before Council proposes a maximum building height of 42.2m to the highest point of the roof of the lift overrun and stairwell access to the roof terrace above the NGL hence being less than the heights of buildings approved by the Minister for Planning.

142. In addition to the above, new buildings must achieve the preferred future character as outlined within the DDO control which seeks the following:

    (a) *A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest;*

    (b) *A vibrant and safe street environment due to an increasing amount of street orientated development particularly on Gipps and Langridge Street;*

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

New development

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

144. The Scheme provides guidance to assist in determining whether the proposed height is acceptable within the site context. In relation to the PPF, building heights are best derived from specific design objectives; being contextual design, the aspirations for urban consolidation and issues of minimising adverse off-site amenity impacts rather than outlining specific height limits.

145. With regard to policy direction under the Scheme, clause 21.05 – *Urban Design* contains Objective 17: *to retain Yarra's identity as a low-rise urban form with pockets of higher development.* Strategy 17.2 reads as follows:

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

        (i) *Significant upper level setbacks;*

        (ii) *Architectural design excellence;*

        (iii) *Best practice environmental sustainability objectives in design and construction;*

        (iv) *High quality restoration and adaptive re-use of heritage buildings;*

        (v) *Positive contribution to the enhancement of the public domain; and*

        (vi) *Provision of affordable housing.*

146. Based on the policy above, the proposed development must be able to demonstrate specific benefits to gain policy support for a height greater than 6 storeys. Further policy guidance is provided by Schedule 11 to the DDO where the preferred character for the Gipps Street Precinct is (as relevant to the development):

    (a) *A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest; and*

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

147. The following requirements are applicable to developments above four storeys:

    (a) *Demonstrate a high standard of architectural design;*

    (b) *Minimise overshadowing of adjoining streets, public spaces or private properties;*

    (c) *Be set back from along the northern side of the following streets:*

        (i) *Gipps Street; and*

        (ii) *Langridge Street*

148. Development should also be designed to:

    (a) *have active and attractive frontages.*

    (b) *address street activity in its interface design, avoiding recessed car parking at street level.*

    (c) *be well articulated and modulated.*

    (d) *use materials and finishes which complement adjacent development and enhance the appearance of the narrow street network.*

149. In response to the policy framework applicable to the site and the objectives describing the preferred future character of this precinct, the proposal at 10 storeys plus plant service area and terrace, whilst greater in height than most existing surrounding buildings will be commensurate with other buildings approved by Council in more recent years and even more recently, the Minister, and is therefore responsive to this shift in built form. The area has seen and is continuing to undergo substantial change in terms of taller built forms (both constructed and under construction) and it is considered that the building has been considered in relation to its context and within the C2Z, on a site where more robust built form such as that proposed are becoming more readily visible.

150. Urban design advice was sought from Hansen Partnerships (Hansen). Hansen were generally supportive of greater development on the site and acknowledged that policy and contextual attributes support a taller development such as the current scheme before Council. In fact, the building height is considered to have provided a mediated response to other buildings supported at a greater height including lower built forms of 5 – 7 storeys as already established earlier.

151. The podium design provides a transitional response to Rupert Street as it is expressed across the site from the north to the south, with the ground floor recessed from the footpath by a minimum 1.5m, improving the usability of this space and referencing other buildings that are recessed from their front boundaries (albeit it is noted that most buildings are hard-edged). The three-storey podium (i.e. ground through to Level 2) has been supported by Hansen, who provided the following comment in relation to this element:

    (a) *We are generally satisfied that the presentation of the proposed architectural treatment in achieving unambiguous visual distinction between the 'base' and 'top'. Compositionally, we commend the utilisation of 'bricks' as in response to predominant material palette within the context of Rupert Street streetscape.*

The application of a 'hit and miss' brick works that enables visual permeability is successful in achieving a restrained façade design without discounting on the human-scaled articulation and sense of depth to the building. Currently, existing buildings to the north and south of the subject site are setback from their Rupert Street frontage, revealing the proposed 3-storey northern and southern elevation.

152. Hansen made some further observations and recommended that the development be further improved through the application of the masonry element along the northern and southern party walls to further refine and improve the three-dimensional quality of the podium. The sketch plans provided 24th September and prepared by Pitch Architects, provide this improvement by extending the masonry element to the on-boundary walls at the north-east and south-east corners for minimum lengths of 12.35m and 12.2m , respectively (modified from concrete panels). This will improve the three-dimensional aspect of the street podium by ensuring a continuous line of built form that will read in the round.

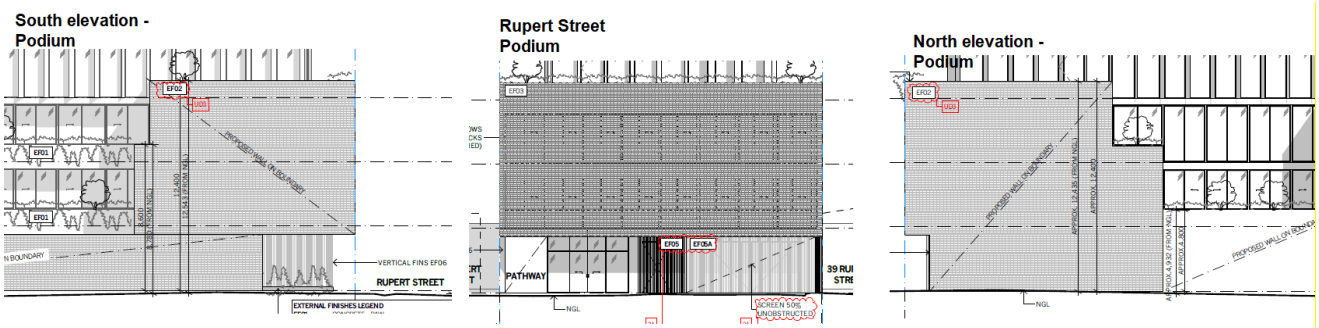


Figure 16: Rupert Street podium with north and south podium elevation as per the sketch plans provided 24th September.

153. Above the podium, Hansen has made a further suggestion to increase the Rupert Street setbacks from 3m to 4m at levels 3 through to 7 and from 5m to 6m at levels 8 and 9, with the aim of reducing the visual dominance of the tower component to Rupert Street. However, these additional setbacks do not provided the added benefit of distinguishing the tower from the podium given the already incorporated 3m and 5m setbacks to Rupert Street and the glazing applied to the walls of the tower elements combined with the fins, i.e. being lightweight as compared to the masonry and concrete panel walls at the first three levels that are heavier in appearance. The materials combined with the existing setbacks are considered to go far enough in terms of establishing this clear distinction as can be observed by the north, south and east elevations. The sketch plans have also been further improved to provide a recess from the western boundary that will further add to the 3D appearance of the tower element in terms of separating this from the podium / base.

154. It is also acknowledged that additional setbacks may further reduce the shadow cast (discussed further in a later section) on the opposite Rupert Street footpath, but as the podium stands out as a primary element to the street, with current shadows acceptable, the setbacks will not be adopted. The 1m difference will do very little to further distinguish and solidify the base of the building to the street as it presents or reduce the shadows. In fact, the sketch plans with the base / podium modified to wrap-around part of the north and south boundaries as a result of the adoption of masonry have improved on this element, ensuring that there is a strong visual separation when combined with the existing setbacks and varied materials at the upper levels.

155. The levels associated with the podium above will cantilever over the ground floor and will extend to the boundary. The interface at ground level incorporates the pedestrian pathway forming the main entry point into the development that will provide access to the ground floor office tenancy and foyer to the main building, including bicycle spaces in the rear setback and EOT that don't interface the street.

156. The on-boundary walls and setbacks of upper levels adopted to the north and south have been supported by Hansen, largely due to the as-built conditions of surrounding buildings, which occupy a significant level of their site areas, but also because these sites have the ability to be developed with reciprocal setback conditions (and hence associated equitable development opportunities discussed further later under its own heading). Hansen has also made several recommendations that relate to the western interface that will also be discussed later in this assessment.

157. Hansen, did not approve of the setback at Level 8 and 9 (i.e. the cap) and had a preference for the vertical blade screens to be extended at these levels. However, this is considered to be counter intuitive, when one part of their advice suggests an increase in the setback above the podium and another part introduces an element that would in fact, accentuate the height. The recess at Levels 8 and 9 is supported because this presents as a lightweight cap and at present is unobtrusive. As such, this recommendation will not be adopted.

158. The surrounding non-sensitive interface to the north, west and south, combined with commercial uses and surrounding built forms along Rupert Street, justify each elevation's relationship with its immediate neighbouring property. Officers also consider that the surrounding physical context can comfortably absorb the height of the building, as well as the setbacks adopted from each boundary.

159. The elevations of the tower with the use of glazing and vertical metal fins and a masonry base, has simple lines with a varied architectural expression that can be read with a three storey podium to Rupert Street, with two varied elements above as a result of the cap, and more recessive and simpler design adopted at Levels 8 and 9.

The Public Realm and Pedestrian Spaces

160. Clause 22.10-3.4 (Street and Public Space Quality) aims to ensure that ground level façade treatments interface positively with the street, by enhancing the pedestrian experience and creating attractive and active interfaces with the public domain.

This can be achieved by designing development to provide a high level of pedestrian amenity and visual interest, by incorporating well-defined entries at ground level and installing glazed areas which allow permeability into the interior space.

161. The building provides an attractive and open ground level frontage to Rupert Street, with a 1.5m setback that will allow for the broadening of the public realm at ground-floor and pedestrian pathway that will extend through the building to the rear and interconnect with the development supported by Council at No. 40-50 Rokeby Street (see Figure 17). This will provide an inviting space for pedestrians and building occupants, thereby achieving the objective at Clause 22.10-3.4 (Street and Public Space quality) of the Scheme, which is to '*create attractive and active interfaces with the public domain whilst maintaining a sense of public space'*. This will also create a positive link between Rokeby and Rupert Streets.

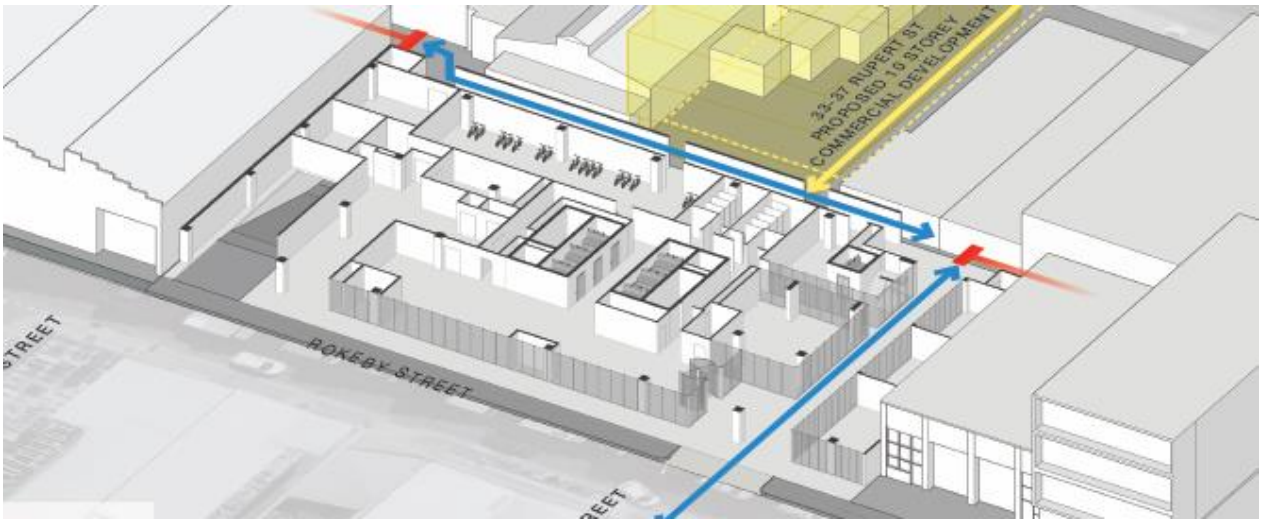


Figure 17: Ground floor plans with publically accessible path of travel delineated in blue at No 40-50 Rokeby Street and yellow at 33-37 Rupert Street (subject site).

162. Council's internal Urban Design unit made some further recommendations for improvements across the Rupert Street interface, the walkway and rear setback. In relation to the Rupert Street interface, the pedestrian sight lines came into question, including queries around the surface material in providing a seamless transition with the footpath, whether outdoor dining furniture was to be provided and whether there was scope for the provision for additional landscaping in the front setback as highlighted in green at Figure 18.

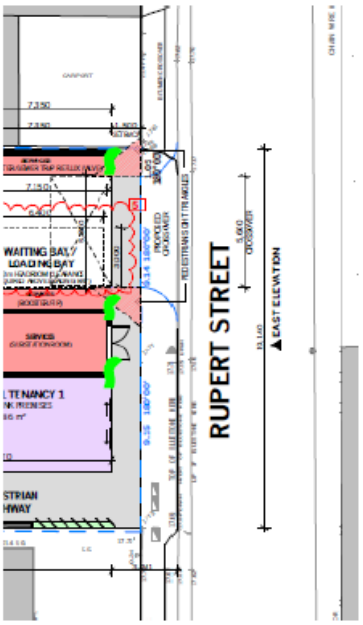


Figure 18: Part of ground floor plan identifying areas recommended by Council's urban designer for planting in green.

163. In relation to the pedestrian pathway and the rear setback, Council's Urban Design Unit raised queries relating to the management of the pedestrian gates (i.e. closing times), the applied lighting arrangements, the location for the dismounting of cyclists prior to accessing the bicycle spaces in the rear setback and provision for a way-finding strategy between this site and that to the west (i.e. 40-50 Rokeby Street) for occupants to familiarise themselves with the connectivity between Rokeby and Rupert Streets. Further queries related to the location of gates in between the subject site and that to the west (i.e. 40-50 Rokeby Street) and a recommendation for the repositioning of one of the two gates at the south-east corner and adjacent to the extended footpath.

164. These comments were provided in relation to the original scheme. In response, the sketch plans have provided spot levels on the ground floor plan along the streetscape interface and the pedestrian pathway. A plan notation has also been included stating that the "grade portion of paving to be flush with the existing footpath" with the paving materials within the title boundaries nominated as brick. A flush steel edge has also been included that will delineate between private and public land.

165. The sketch plans include notations confirming that the pedestrian pathway gates will be time programmed with sensor lights and will be locked at the same time after business hours. Ground floor service walls have also been modified to be pervious with 50% unobstructed walls within the sightline triangles at the north-east and south-east corners of the crossover to ensure clear visible sightlines between drivers and pedestrians and hence, increase safety. This will provide an outcome consistent with strategies at Clause 15.01-1S (Urban design) and clause 21.06 (Transport), which aim to respectively; '*ensure the interface between the private and public realm protects and enhances personal safety* and '*minimise vehicle crossovers on street frontages'.*

166. The minimum width clearances along the pedestrian pathway have been nominated on the sketch plans, with further plan notations confirming that existing bluestone kerb and channel and footpaths will be repaired as required, and as per Council standards and requirements.

167. The sketch plans have also identified the openings at the rear for access to the laneway associated the development at No. 40-50 Rokeby Street, with further plan notations confirming that 'way-finding' signs will be positioned at each end of the pedestrian pathway identifying the link to Rokeby Street with further signs requiring cyclists to dismount, again at each end of the pedestrian pathway. The plans have also included sensor lighting within the pedestrian pathway and within the rear setback for users of these areas.

168. Glazing has also been introduced to the west of the ground floor office (identified as Commercial Tenancy 2) where interfacing the bike store to enhance the level of passive surveillance of rear spaces from within the development, as is already an added feature to the south of both ground level tenancies, better presented in the artist's impressions at Figure 19 . The permit applicant in their response provided these artist' impressions that provide a picture of the glazing at the ground floor that extends from the tenancy to Rupert Street and into the pedestrian pathway and now into the rear on the ground floor plans forming part of the sketch plans.

169. The southern boundary wall also includes an area intended for art installations, but the length of this is unclear on the plans. A condition will require a plan notation confirming its application across the full length of the southern boundary wall at the ground floor so that this can be appreciated from within the site at its fullest. The vertically finned landscaping arrangement provided in the south-east corner is a welcomed addition adding to the mix of visually interesting detail.

Figure 19: Artist's perspectives of the pedestrian pathway and showing level and degree of passive surveillance from Rupert Street and within the development.

170. Council's Urban Design Unit, also made a design suggestion for the relocation of the substation in the basement. However, CitiPower's preference is that substations are provided at the ground level where these are not subjected to flooding. The development has already been designed to provide a significant number of services in the basement, with the ground floor designed to facilitate the substation for practical reasons. The door will be made pervious and has been designed to blend into the façade through its door being designed to be pervious with vertical metal fins, lending itself to a similar articulation applied to the roller door. These elements will sit into the undercroft at the ground floor, with the upper level facades of Levels 1 and 2, producing the more dominant element of the façade with the hit-and-miss masonry forming part of the base.

171. The permit applicant has also indicated that it would be difficult to provide for outdoor dining in the setback to Rupert Street due to the entrance to the café, and pedestrian pathway to the south.

172. Overall the proposal's integration with the public realm provides a positive outcome and is supported with regard to its intended use of space and public environment. This is further enhanced by the landscaping opportunities incorporated and discussed under the heading below.

Landscaping

173. A landscape response package prepared by Acre landscape architecture (dated 24 February 2020) was submitted with the original application plans. The package outlines all proposed landscaping / vegetation on the site.

174. The landscaping proposed within the development itself, within the ground floor setback to the south and at the upper levels, will enhance the internal amenity of the building for future occupants. This integrated landscaping will also improve the visual appearance of the building from the public realm and if a permit were to issue, a condition requiring the endorsement of this material can be included.

175. With regard to the added landscaping in the identified locations recommended by Council's Urban Design Unit, the permit applicant in their response advised that this would obstruct sightlines associated with the vehicle entrance and the glazed façade. It is agreed that this would be the case, and in tempering this, the passive surveillance and safety features of the development take precedence. As such a condition will not require any further landscaping treatments.

176. Rokeby Street has been identified to be planted as part of Council's street tree planting program and based on this, a monetary contribution for at least one tree can be captured via a condition.

Landmarks, Views and Vistas

177. It is policy at clause 15.01-2 (Urban design principles) of the Scheme that important landmarks, views and vistas be protected or enhanced, or where appropriate, created by new additions to the built form. The proposed development does not compete with any identified landmarks given its location and is considered to be an acceptable response to the policy direction under clause 22.03-4 (Landmarks and tall structures) of the Scheme. The proposed building would not result in the loss of any significant view lines to heritage buildings and/or landmarks.

Consolidation of Sites and Empty Sites

178. The subject site includes an anomalous dwelling to the zone and vacant portion of land with shipping containers and is somewhat under-utilised. The existing dwellings and structures will be replaced with built form that is encouraged by the policy within the Scheme as discussed in this report and where some hard edged development to the street is a desired outcome with *opportunity for a wide range of small to medium businesses to operate in a location that is relatively unconstrained by sensitive uses* as identified under Clause 21.08-5 (Collingwood) of the Scheme.

Light and Shade

179. The subject site is located in a predominantly commercial and industrial location, where some degree of overshadowing within the public realm is inevitable due to the hard-edged built form character which has been established. The narrow width of Rupert Street also contributes to overshadowing of this space; given the limited breadth of this street a double storey building would overshadow the adjacent footpath at 1pm at the September equinox.

180. This is demonstrated in the 1pm shadow diagram provided, which shows the two-storey, hard-edged office and warehouse building south of the two buildings recessed from the western Rupert Street footpath (i.e. No. 17-27 Rupert Street), currently shadows the adjacent Rupert Street footpath.

At 1pm, the proposed development would also cast shadows on this footpath, with the remaining shadows falling over the facades and rooftops of buildings on the opposite side of Rupert Street from 2pm onwards. These shadows will only form in the afternoon, with no additional overshadowing affecting the eastern footpath of Rupert Street before 1pm. The usability of Rupert Street will not be detrimentally affected by the additional shadowing impacts. The one metre additional setbacks requested at the levels above the podium by Hansen will make very little difference in reducing the shadow cast on the eastern side of Rupert Street. However, the footpath will partially receive morning sunlight being the most beneficial for the enjoyment of this space as a result of the land adjacent to the footpath being occupied by an open-air car park. The footpath to the south of this, and to the west of properties opposite is already in shadow and primarily benefits from the northern aspect at midday due to the north-south orientation of Rupert Street.

181. The footpath opposite has also benefited from existing low scale buildings, on the west side (same side as the subject site) of Rupert Street as part of an existing condition. That said, this must also be tempered against policy, context, and the zoning of land that prohibits sensitive land uses from co-locating. Rupert Street is also narrow and shadows cast from taller buildings is unavoidable. With all of these factors in mind, it is considered that the shadows cast can be supported and absorbed by the surrounding context without impacting the usability of the footpath.

182. Rokeby Street and a short section of Byron Street, will only be impacted by additional shadows in the early hours of the morning and based on this outcome, it is not considered that the additional shadowing from the development would affect the usability of the public realm. Hansen's request for 3D modelling of the shadow impact is not warranted in this instance where policy dictates the location of taller buildings and where some shadow impact is to be expected.

Site Coverage

183. Design objectives at Clause 22.10-3.6 aim to ensure that the site coverage of new development complements the desired neighbourhood character of the area and responds to the features of the site. The new building will extend to 100% site coverage. This level of site coverage is consistent with existing built forms within the area and is considered to be an appropriate outcome.

Architectural Quality

184. The proposed design provides a well-considered response that integrates with the surrounding older-style warehouse buildings and emerging contemporary designs. The elevations are expressed in a robust manner that is characteristic of surrounding taller buildings but doesn't attempt to replicate a "typical" tower with fenestration. Rather, the podium will be constructed of glazing at the ground floor recess, and hit-and-miss bricks at the upper levels on the boundary, with the on-boundary side and rear walls modified as a result of the sketch plans to include masonry at the north-east and south east corners. The tower element is to be constructed primarily of glazing with vertical fins for articulation and shading of internal office areas.

185. The fins have adopted a variation in their thickness for added visual interest and articulation and combined with the masonry (also a significant material present on buildings throughout Collingwood) can be adequately absorbed by the surrounding commercial and industrial context. The hard-edged construction of surrounding buildings, when seen in combination with the current building before council, will not appear as being prominent as compared to when these are perceived in their isolated manner on plan.

186. The distribution of finishes is supported and is considered to provide articulation worthy of support. It is also considered that overall, the building is adequately animated to each elevation by the adopted solid-to void ratio and with regard to Rupert Street, the three elements discussed earlier and further with a fine-grained rhythm along the street frontage that will facilitate for a well resolved public environment with good levels of interaction and passive surveillance.

187. The sketch plans have also addressed and improved the sense of the building address to the pedestrian pathway from Rupert Street by extending the stone-look paving across the walkway and within the front setback of the building, whilst levelling this with the footpath (see Figure 20).

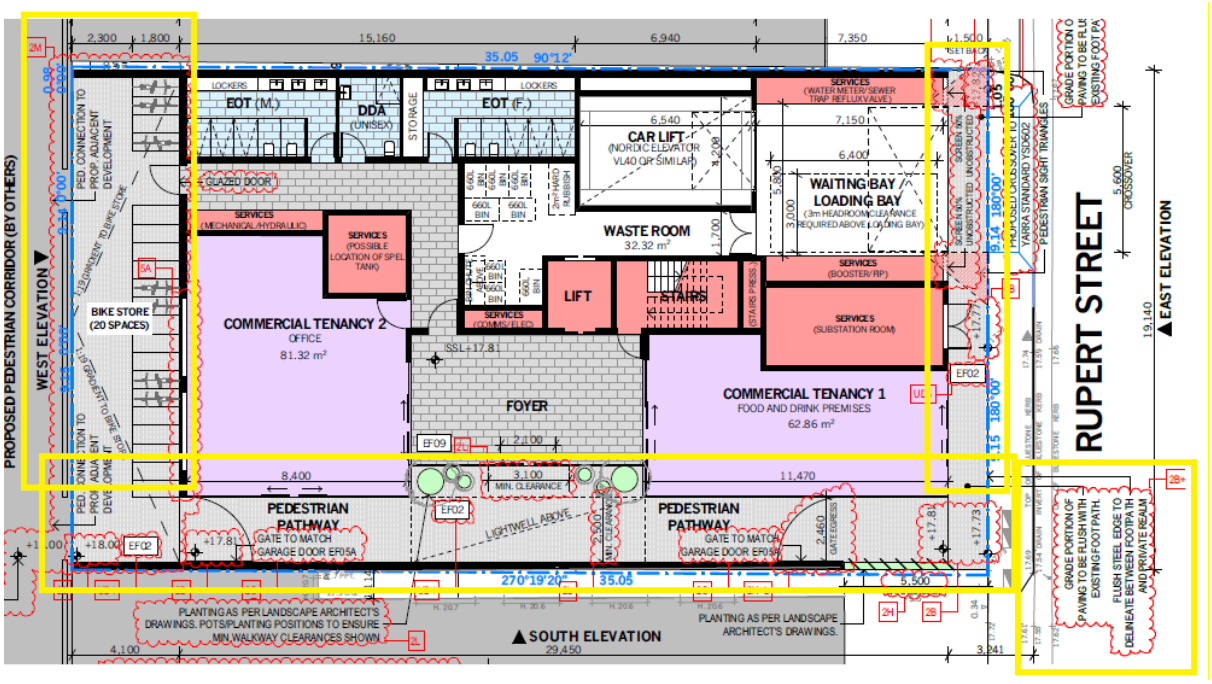


Figure 20: Areas of paving where these are continued from Rupert Street and into the site to improve sense of address

188. The setback at the ground floor would make way for the provision of a wider footpath across the Rupert Street interface whilst providing a prominent entrance to the foyer associated with the office building. The ground floor façade includes expanses to the food and drink premises, and the sketch plans have been amended to include 50% pervious screening elements to the service areas and vehicle entrance (the latter responding to Hansen's advice relating to how services will be concealed), increasing the activation of the building at a human scale.

189. The entrance to the pedestrian walkway will provide a clear line of sight to the rear where it is intended to provide a connection to the adjoining development at property No. 40-50 Rokeby Street and this development's connecting laneway. As such, the development is considered to have responded to the public realm successfully achieving the policy direction under Clause 21.05-4 (Public Environment) of the Scheme which requires developments to provide pedestrian/human scaled designs at street level that enhance street interaction.

190. Overall, it is considered that the proposed development achieves a good level of architectural quality and provides an appealing aesthetic and visually interesting design response. If a planning permit is to issue, a comprehensive façade strategy can be added as a permit condition, along with the requirement for on-going architect involvement with the project to ensure this high level of quality is maintained. Further reasons for policy support are as follows:

    (a) The proposed building is broken down across the Rupert Street elevation with varied elements as outlined in previous paragraphs, and ground floor setback that will provide a positive public environment;

    (b) The development responds to the design objectives at Clause 15.01-2S with a contemporary design that is appropriate and responds well to this emerging part of Collingwood;

    (c) Council's ESD advisor supports the proposal and confirms it largely meets Council's best practise standards for ESD outcomes (deficiencies will be discussed in detail later in this assessment);

(d) The design detail and overall choice of materials are supported, given the solid to void ratio and hence degree of transparency, and is well articulated and modulated (achieving compliance with the requirements of Schedule 11 of the DDO);

(e) Landscaping has been incorporated through the building (where practicable) and within the setbacks, with the ground level that will provide an open entrance and pedestrian pathway for easy access into the site for patrons, customers and staff and connection to the laneway provided by the development at No. 40-50 Rokeby Street; and

(f) The development avoids car parking at street level through the provision of basement car parking (discussed further in a later heading).

On-site amenity (ESD)

Daylight and ventilation

191. The development is considered to provide a good level of amenity and indoor environmental quality. Specifically, this is achieved through good access to daylight for each level through a generous display of fenestration.

192. As is the case with most office buildings, this will also be largely mechanically ventilated as it is not suitable for an operable window design at the upper levels above the podium. The sketch plans have identified the operable windows and these are provided at the podium levels to the north and south where these face into their setback (see sketch plan elevations), and to the east where these sit behind the hit-and-miss masonry, including Level 8 where facing into the balcony. This is considered to adequately respond to this aspect by providing this as an added benefit to the mechanical ventilation, and it is an agreed position, that in office developments of this size, operable windows are not a key contributor to ventilation and to the extent of having these operable at the lower levels, it is accepted.

193. The design incorporates large communal balconies at Levels 3 and 8 and a roof terrace, with the building adequately taking advantage of the northern and eastern interfaces through the provision of fenestration. Each floor level would be provided with service amenities and accessible to staff with a lift and a stairwell. The western side of the building is now made to be recessive as per the sketch plans with an increased setback at level 8 to provide for an equitable development separation distance of 6m between the subject building and the development at No. 40-50 Rokeby Street, as recommended by Hansen. In doing this, the western interface has been articulated to include pockets of glazing with fins, and hence shaded from the harsh western sun.

Circulation Spaces

194. The entrances from Rupert Street, provide primary access to the building and more specifically to the foyer associated with the office component that has a lift, stairs servicing the upper levels, and service amenities associated with the building. The main entrances are provided with adequate sightlines from Rupert Street so people can see both in and out when entering or leaving, with the entire interface of commercial Tenancies 1 and 2 and the foyer, to Rupert Street, pedestrian pathway made up of glazing enhancing the viewing lines. The sketch plans have made further improvement through the provision of glazing to the west wall of Commercial Tenancy 2, where facing the bike store. The circulation spaces in their configuration, afford a good level of amenity to future building occupants.

195. Any risk associated with anti-social behaviour and loitering in the pedestrian pathway is mitigated through the plan notations confirming that the security gates are to be time programmed with sensor lights after hours as per the sketch plans.

Facilities

196. Adequate facilities in terms of service amenities are provided at each level for all occupants of the building. Bicycle parking and end-of-trip facilities are also incorporated into the scheme. Outdoor areas as indicated have also been provided and will further enhance the on-site amenity and staff enjoyment of the building.

Environmentally Sustainable Design (ESD)

197. Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management. Council's ESD Advisor confirmed that the proposal does not meet Council's Best Practice ESD standards, noting that this was provided in response to the original application drawings, but provided recommendation and improvement opportunities that can be addressed with conditions.

198. Council's ESD Advisor identified deficiencies that related to the management of stormwater, building and construction recycling targets and organic waste. Further information was also requested relating to glazing and insulation specifications and calculations and daylight modelling, water heating, external shading treatments at Levels 9 and 10, more detail on the HVAC system, certification of timber products, location of car share, EV charging points energy use of solar PV, strategy around organic waste, and a recycling or reuse target of 80+% for demolition and construction waste materials, with further ESD improvement opportunities specified as follows:

    (a) *Consider methods to reduce embodied carbon such as: recycled materials, reducing steel and sourcing from an ethical steel producer and incorporating more natural materials (such as timber). Best practice requires an LCA to support claims in embodied carbon reduction.*
    (b) *Consider a small pallet of materials and construction techniques that can assist in disassembly.*
    (c) *Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.*
    (d) *Consider providing some charging stations for EV's or wiring for future.*
    (e) *Consider increasing vegetation provision at the front of the site to mitigate UHI impacts from increased building mass.*
    (f) *Consider head contractor to be ISO 14001 accredited.*

199. It is highlighted that the redevelopment of the site located in an existing built-up area already makes efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces reliance on private vehicles. To this extent, the site is well positioned.

200. The permit applicant in their response provided additional material, including an updated ESD response to the items above and NCC JV3 assessment authored by EcoResults that were prepared in discussion with Council's ESD advisor. The sketch plans also provide an in-ground rainwater tank below basement with a 10,000lt capacity connected to the toilets for flushing.

201. This material was not further reviewed by Council's ESD advisor, however the items identified can be addressed with a condition requiring an amended SMP to be submitted concurrent with any amended plans requested that will need to be consistent with the sketch plans considered as part of this assessment.

202. The standard condition which requires an implementation report to confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan will also be included.

Wind impacts

203. An Environmental Wind Assessment was prepared and authored by MEL Consultants Pty. Ltd. dated 6 May 2020 was undertaken as part of the proposal. The report analysed the wind impacts around the proposed development and confirmed that the wind conditions along Rupert Street, the balconies on Levels 3 and 8 and the roof terraces are expected to achieve the walking criterion. The wind conditions outside the main building entrance in the middle of the pedestrian pathway are expected to satisfy the standing criterion.

204. The report was peer reviewed by VIPAC Engineers and Scientists Pty. Ltd. consultants who responded with comments in full support of the findings. While a full and accurate assessment has been carried out in relation to the siting and scale of the subject building, and is supported in principle, a condition will require an amended Wind Assessment Report to further confirm that wind mitigation measures have been appropriately considered in the design of the proposed development. This is unlikely to result in significant changes to the proposal, and normally limited to increased screening or landscaping.

205. Their advice has been attached to this report and as both are highly reputable firms, Council can be comfortable that their findings will result in a positive outcome.

Off-site amenity

206. The policy framework for external amenity considerations is contained within Clauses 22.10-3.8 – (Off-site amenity) and 22.05 (Interface uses policy*)*. Clause 22.10-3.8 (Off-Site Amenity) outlines objectives and decision guidelines for considering whether a development has adequate regard to the site's context and surrounding pattern of development. Following is an assessment of the development against the potential off-site amenity impacts.

207. The subject site is zoned Commercial 2, as are the immediate surrounding properties to the north, south and west, including those on the opposite side of Rupert Street. There are no sensitive interfaces to the subject site and with this in mind, the following assessment is provided:

Visual bulk and overlooking

208. With the north, south, west and the east interfaces with the subject site being to commercial buildings and to the street, which are largely built to boundaries, the development would not be subject to unreasonable visual bulk impacts and would not result in unreasonable overlooking. It is also an accepted principle that overlooking only occurs between habitable rooms (i.e. bedrooms and living rooms) and private open space.

209. Most recently, Council considered an application at property No. 40-50 Rokeby Street that proposed a thirteen-storey mixed use building. At the time of writing, planning application No PLN20/0168 had been issued with a Notice of Decision to Grant a Permit, that included a condition to reduce the height to 11 storeys (plus plant roof).

Overshadowing

210. As discussed earlier in the report, the proposed development would increase the shadow impact into the public domain to the west and east. The biggest impact is evident from 2pm onward when the shadow extends to the opposite side of Rupert Street. Given the context and orientation, this is considered to be acceptable.

Noise

211. In respect to amenity impacts, Clause 22.05 (Interface Uses Policy) of the Scheme seeks to ensure that new non-residential uses do not unreasonably impact dwellings including through noise, light spill, emissions and rubbish. The closest purpose built dwellings are located on Gipps Street with very few that have established existing use rights in the silos facing Northumberland Street, some 120m west of the subject site. These dwellings are well removed from the subject site and therefore not impacted by the development.

212. However, conditions will require compliance of all mechanical equipment prior to and post development of the land to ensure that all criteria of SEPP N-1 and SEPPN-2 are met.

Fumes and air emissions, light spillage

213. All uses will be conducted indoors (with the exception of the outdoor balconies / terraces). The proposal is not considered to result in unreasonable air emissions, and whilst there will be a degree of light spill, the surrounding land is zoned Commercial 2 and non-sensitive.

Equitable Development

214. To ensure the fair, orderly, economic and sustainable development of land, matters of equitable development should be considered in accordance with the objectives of planning in Victoria as set out in Section 4(1) of the *Planning and Environment Act 1987*. The objectives of Clause 21.05-2 of the Scheme include a requirement for development to take into account the opportunities for development on adjoining land (Strategy 20.2).

215. New development should ensure that areas can develop with an equitable access to outlook and sunlight, while the possible future development of adjoining sites should be considered and allow, as best as possible, for an equitable spread of development potential throughout an area.

216. In this respect, the proposed design utilises Rupert Street and the interfaces for primary outlooks and connection points through the development, and has included setbacks to the north and south at the upper levels that will also provide primary outlooks over adjoining sites and beyond.

217. The proposed development accommodates generous setbacks to the north and south from Level 3 onwards, of 3m that will ensure that the adjoining sites, are not constrained in their development potential. Further, the sketch plans have also adopted a 500mm setback to the west from Level 3 onwards, to ensure a minimum separation distance of 6m from the tower intended to be constructed as part of the development at No. 40-50 Rokeby Street that has been approved by Council with a 5.55m setback from the shared boundary. This is an improvement on the equitable development opportunities in terms of facilitating daylight access to this tower, and conditions will address the sketch plans.

218. The development also has on-boundary walls and light-wells, and the adjoining sites, will be able to replicate the condition and construct up against these walls at the lower levels without their development potential being compromised as a consequence.

Traffic, access and car parking

219. The applicant is seeking a statutory parking reduction of 78 car parking spaces, with 18 on-site car parking spaces proposed. To support the reduction in the statutory rate, a Traffic Impact assessment was undertaken by Traffix Group and dated May 2020, with parking availability in the neighbourhood also reviewed.

Parking Availability

220. On-street parking occupancy surveys of the surrounding area were undertaken and suggest a generous amount of on-street car parking in the vicinity that encompassed Rupert Street and Langridge Street to the north. It is evident that the availability of parking in the vicinity is high during business hours. However, this is blanketed by time based parking restrictions that would be a disincentive for employees or staff to drive. The car parking restrictions would also provide regular turnover throughout the day, thereby allowing visitors to park near the site.

221. The surrounding area has ample transport contextually supporting a development of this scale in the inner city. The availability of alternative transport methods will be discussed in turn.

Parking Demand

222. In support of the reduced car parking on-site, examples of existing uses within the City of Yarra with reduced on-site car parking rates (primarily offices) were provided by Councils Traffic Engineers. Details of these development sites (some of which have also been referenced in the report) are provided as follows:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m^2
2-16 Northumberland Street, Collingwood PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2

51 Langridge Street, Collingwood, PLN16/1150 issued 10 April 2018	0.54 spaces per 100 m^2

223. Council's Traffic Engineers provided the following comments in relation to each use with car parking provision and a permit requirement:

Parking Demand Consideration	Response
Parking Demand for Office Use	*The proposed on-site office parking rate of 0.57 spaces per 100 square metres of floor area is fairly consistent with the above rates and is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne.*
Parking Demand for Food and Drink Use	*For the food and drink use, a staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to one space. All parking associated with the food and drink use would be accommodated off-site.*

224. Specifically in relation to the particular benefits of the site location with regard to the reduced rate of on-site car parking, Council's Traffic Engineers have indicated that:

(a) There is ample public transport, with trams located on Smith Street and Victoria Parade, buses on Hoddle Street and the Collingwood and North Richmond railway stations, all within walking distance;

(b) 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 a high turnover of parking on the street and use of alternative modes such as cycling; and

(c) 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.

Traffic

225. Council's Traffic Engineers have confirmed that the traffic generation is reasonable, and that any increase in the volume of traffic generated by the development could be accommodated within the local road network without adversely impacting on the traffic operation of nearby streets.

Access and layout

226. 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.

227. These details, along with the proposed ramp designs as per the original application drawings were reviewed by Council's Traffic Engineers who were satisfied with the layout of the car parking area. It has also been indicated that the car lift is capable of servicing 73.46 vehicles per hour, based on a total service time of 49 seconds estimated by Traffix Group, which is considered reasonable by Council's Engineering Services Unit. Based on this, there will be very limited impact on the use of the loading bay (if any) when in use. Council's Traffic Engineers have requested that the plans be revised (also in reference to the original application drawings) to include the following details / dimensions that will be addressed by way of conditions:

(a) The dimension of the headroom clearance of the development's vehicle entrance and the loading bay;

(b) The length of the tandem spaces dimensioned;

(c) All column depths, setbacks and locations clearly annotated and dimensioned and positioned to ensure that they allow for car doors to be opened to satisfy the relevant standards (i.e. AS/NZS 2890.1:2004);

(d) Car spaces adjacent to a wall provided with a clearance of no less than 300 mm to satisfy AS/NZS 2890.1:2004. If this cannot be achieved, car space Nos. 13, 14, 17, and 18 should all be designated as a small car space.

(e) Swept path diagrams for a B85 design vehicle demonstrating all movements into and out of the tandem car spaces.

(f) Car lift information / data sheet that identifies all relevant specifications relating to this and the plans updated to reflect these details (as relevant).

228. Several engineering conditions in regards to the vehicle crossing, civil works, road asset protection, and construction management, impacts of assets on the proposed development, discharge of water from the development and modification to car parking signage have been recommended.

229. These conditions are considered standard and should also be included on any permit issued.

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

Electric vehicles

231. Council's ESD advisor and Strategic Transport Unit made a recommendation for some EV charging points (or wiring that may facilitate this in the future) that will be addressed with a condition.

Bicycle parking

232. The application was referred to Council's Strategic Transport Unit who made a recommendation for a further 12 bicycle spaces for staff and a minimum 6 spaces designated for visitors. Acknowledging that the total is already in excess of 6 bicycle spaces over the statutory rate, it is unreasonable to impose a further rate of 12 bicycle spaces for staff. This is because the layout has already been designed with bicycle parking in mind, positioning this in the rear setback. The basement car park is also at its fullest capacity in terms providing services and car parking bays. However, the request for 6 visitor bicycle spaces will be addressed as this is a smaller number, and can be accommodated more practically into the layout of the building without significant impacts. The condition will also ensure that the provision is spread across the ground floor in easily accessible and clearly identified location(s) for visitors of the office and cafe.

233. Hansen and Council's Strategic Transport Unit made reference to the safety of the location of the bike store, and the permit applicant has since addressed this aspect with plan notation on the sketch plans confirming that the gates will be time programmed with sensor lights, and with further sensor lights provided in the bike store and across all pathways. It is highlighted that all gates are lockable and have the ability to fully secure staff bicycle parking in the rear setback ensuring that this area does become a lockable compound. It is also highlighted, that the ground floor plans supported by Council for the development of the western site, include plan notations detailing and making reference to the current proposal and include openings at the shared boundary with security gates that will be locked after hours. The plans show a wall with openings in the shared area (see Figure 21). This is considered to further address Council's Strategic Transport Unit's comments relating to the design and safety of the bicycle store.

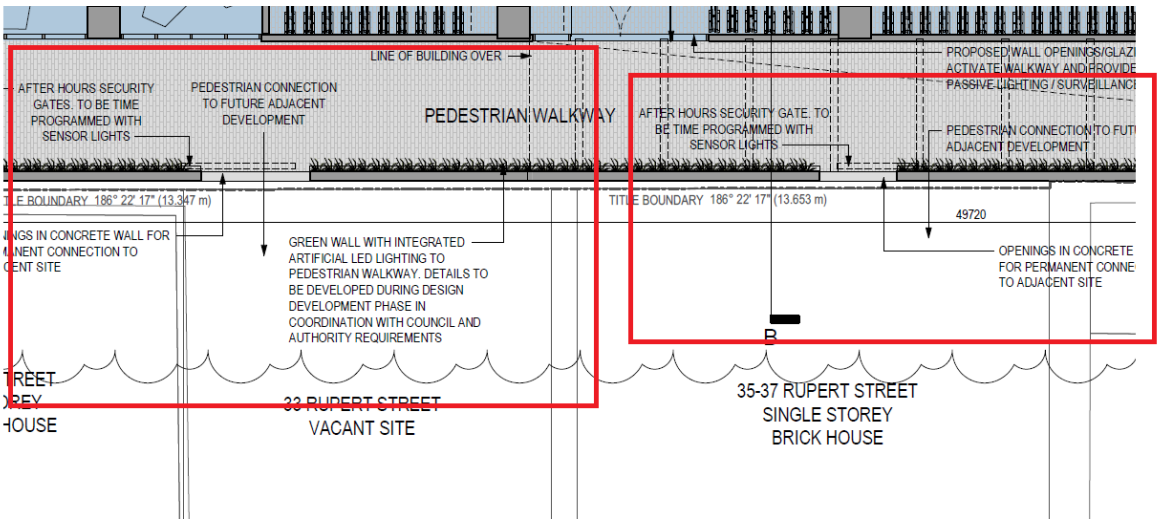


Figure 21: Openings and security gates of development at No 40-50 Rokeby Street (extracted from the ground floor plan forming part of the plans supported by PDC on 18 November 2020)

234. It is also worth highlighting, that the subject site does not rely on the development at No. 40-50 Rokeby Street to ensure the lockable condition of the bike store. The existing condition is also such that the bike store becomes lockable as a result of the on-boundary walls of adjoining buildings as per the existing conditions and in the absence of the development supported to the west.

Green Travel Plan (GTP)

235. Council's Strategic Transport Unit has also requested a Green Travel Plan to be provided containing the following items:

(a) a description of the location in the context of alternative modes of transport;
(b) employee welcome packs (e.g. provision of Myki/transport ticketing);
(c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(d) a designated 'manager' or 'champion' responsible for coordination and implementation;
(e) details of bicycle parking and bicycle routes;
(f) details of GTP funding and management responsibilities;
(g) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
(h) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(i) security arrangements to access the employee bicycle storage spaces; and
(j) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
(k) Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'.
(l) provisions for the Green Travel Plan to be updated not less than every 5 years.

236. A condition can address this.

<u>Waste Management and Loading</u>

237. An initial Waste Management Plan (WMP) was submitted by the Applicant in association with the original application plans advertised. This was reviewed by Council's City Works Branch, who indicated that it was unsatisfactory and was required to be amended to include the following items:

(a) Food waste diversion should be included as a requirement.
(b) Details of net space taken up by the bins on site by M^2
(c) The swept path diagram has not been provided in the WMP.

238. A condition can require the submission of an amended WMP that includes the requested items. The permit applicant, in their response, have also indicated that they would support a condition to this effect.

239. It is highlighted that the development will rely on a private waste contractor with waste collection undertaken from within the building at the ground level via the loading bay. The loading bay is adequately sized with a minimum width of 3m at its narrowest point. Council's Engineer has also confirmed that the loading bay dimensions are adequate.

Objector concerns.

(a) *Built form and design:*

(i) The development is inconsistent with the neighbourhood character.

240. The development's relationship with the neighbourhood in terms of building height, mass and design has been discussed at paragraphs 113 to 190. The design subject to conditions detailed within the body of the assessment will achieve, on balance, an acceptable planning outcome on land zoned Commercial 2. The site is not subject to heritage controls and the building is considered to have adopted adequate setbacks, will provide an appropriate and reasonable built form outcome that is responsive to the neighbourhood context and more broadly, to the Gipps Street Precinct in Collingwood.

(b) Off-site amenity impacts:

(i) Does not provide adequate equitable development opportunities for surrounding sites.

241. Equitable development opportunities have been discussed at paragraphs 214 to 218 and cannot be applied in the same vein as if the site were residentially zoned. The sketch plans have provided a setback to the west, to ensure a minimum separation distance of 6m is achieved with the development recently supported by Council at property No. 40-50 Rokeby Street. The proposed development before Council has adequately provided light-wells and setbacks to the north and south of a minimum 3m, and hard-edged on-boundary walls that can comfortably be replicated into any design associated with the redevelopment of adjoining site.

(c) Traffic, Car and Bicycle parking:

(i) Reduction in the car parking requirement is excessive.

(ii) The on-site car parking provision will cause traffic congestion.

(iii) Reliance on traffic through surrounding streets.

(iv) Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development.

(v) Bicycle parking is inadequate to off-set the reduction in car parking.

242. Traffic and car parking has been addressed at paragraphs 219 to 231 and the provision of bicycle parking has been discussed at paragraphs 232 to 236 and a condition will improve the visitor bicycle parking requirement.

(d) Other:

(i) The development provides an area for smokers i.e. smoke lobbies.

(ii) There is no guarantee that the building will be used as proposed, due to COVID-19.

243. One Objector raised concerns with the floor plans stating that there are indoor areas for smokers i.e. the smoke lobbies. These areas are indicated in the hallways and labelled as such to demonstrate that these areas facilitate a level of protection in the case of a fire emergency.

244. The level of uncertainty presented by the current pandemic is not a planning consideration.

Conclusion

245. The 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.

246. The development, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies and should therefore be supported.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN20/0165 for the construction of a multi-level building (with roof terrace and services) and a reduction in the car parking requirement of the Yarra Planning Scheme at 33 – 37 Rupert Street, Collingwood generally in accordance with the plans advertised by Council and noted previously as the application drawings prepared by Pitch Architecture and Design and dated 18 May 2020 and subject to the following conditions:

Amended Plans

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans prepared by Pitch Architecture and Design and dated 18 May 2020 but modified to show / include:

   Plans

   (a) All plan notations and details as per the architectural plans (i.e. TP0-101 to TP0-103, TP1- 101, TP2-101(Rev A), TP2-102 (Rev B), TP2-103 to TP2-104 (Rev A), TP2-105 to TP2-106 Rev B), TP2-107 to TP2-109, TP3-101 to TP3-103 (Rev B), TP3-104 (Rev A), TP3-105, TP3-106 (Rev A), TP4-101 (Rev A), TP5-101 to TP5- 107 (Rev A) and TP6-116 (Rev A) and as detailed in the Statement of changes prepared by Pitch Architects and Design provided to Council on a without prejudice basis on 24th September 2020 that include the following key changes:

      (i) The building setback from the western boundary increased by 500mm from Level 3 and above, and the western interface articulated further with glazing and vertical fins;
      (ii) The podium walls on the north and south facades modified to a red brick finish;
      (iii) Provision of a 10,000L in-ground rainwater tank to the basement plan.
      (iv) The screen to the garage/loading bay with up to 50% permeability and clear of visual obstructions within the sight triangles;
      (v) Spot levels and notes indicating a seamless transition between public and private pathways with a flush streel edge across the Rupert Street boundary to differentiate between public and private space;
      (vi) The eastern pedestrian gate relocated further to the east;
      (vii) Glazing to the western wall of commercial tenancy 2;
      (viii) Notes indicating when the security gates and sensor lights to the bike store, pedestrian path and footpath will be activated, and provision for signage identifying Rokeby Street as a point of connectivity through the subject site; and
      (ix) A note indicating that signage is to be provided for cyclists to dismount in the pedestrian pathway.

   But further modified to show:

(b) A plan notation confirming that the art installation facing into the pedestrian pathway will be applied to the full length of the southern boundary wall (excluding the fins in the south-east corner).
(c) The dimension of the headroom clearance of the development's vehicle entrance and the loading bay;
(d) The length of the tandem spaces dimensioned;
(e) All column depths, setbacks and locations clearly annotated and dimensioned and positioned to ensure that they allow for car doors to be opened to satisfy the relevant standards (i.e. AS/NZS 2890.1:2004);
(f) Car spaces adjacent to a wall provided with a clearance of no less than 300 mm to satisfy AS/NZS 2890.1:2004 or car space Nos. 13, 14, 17, and 18 designated as a small car space.
(g) Swept path diagrams for a B85 design vehicle demonstrating all movements into and out of the tandem car spaces.
(h) Car lift information / data sheet that identifies all relevant specifications and the plans updated to reflect these details (as relevant).
(i) A minimum of one EV charging point in the basement.
(j) Provision of at least 6 additional visitor bicycle spaces in a secure location and easily accessible on the ground floor.

Reports

(k) Any requirement of the endorsed Landscape Plan (condition 3) (where relevant to show on plans).
(l) Any requirement of the endorsed Sustainable Management Plan (condition 6) (where relevant to show on plans).
(m) Any requirement of the endorsed Wind Assessment Report (condition 9) (where relevant to show on plans).
(n) Any requirement of the endorsed Green Travel Plan (condition 11) (where relevant to show on plans).
(o) Any requirement of the endorsed Waste Management Plan (condition 13) (where relevant to show on plans).
(p) Any requirement of the endorsed Public Lighting Plan (condition 16) (where relevant to show on plans).

Ongoing Architect Involvement

2. As part of the ongoing progress and development of the site, Pitch Architecture and Design or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

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

Landscape Plan

3. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Package of material prepared by Acre landscape architecture (dated 24 February 2020) but modified to include (or show):

(a) Details of soil volumes for all garden beds provided including those at the ground floor.
(b) Consideration to passive irrigation or use of water captured by the subject site.

(c) The planting schedule to include the pot sizes and mature heights of all tree and plant species selected.
(d) A specification of works to be undertaken prior to planting.
(e) Maintenance schedules and notes, including how any plant failure will be managed
(f) Details on the proposed methods for irrigation and drainage.
(g) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.

4. Before the buildings 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.

5. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the permit holder must make a one off contribution of $800 to the Responsible Authority to contribute to the cost of planting one (1) new street tree.

Sustainable Management Plan

6. 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 EcoResults dated 27 February 2020, but modified to include details relating to the:

(a) Reference to the plans as required by Condition 1;
(b) Management of stormwater;
(c) Building and construction recycling targets and organic waste;
(d) All glazing and insulation specifications and calculations and daylight modelling;
(e) Water heating and detail on the HVAC system;
(f) Certification of timber products;
(g) Reference to the location of car share and EV charging point(s);
(h) Energy use of solar PV;
(i) Strategy around organic waste;
(j) A recycling or reuse target of 80+% for demolition and construction waste materials;
(k) A small pallet of materials and construction techniques that can assist in disassembly;
(l) Consideration to not use PVC for pipes, cabling PVC or meeting best practice guidelines for PVC;
(m) Head contractor to be ISO 14001 accredited.

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

8. Before the development is occupied, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan.

Wind Assessment Report

9. Before the development commences, an amended Environmental Wind Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Environmental Wind Assessment will be endorsed and will form part of this permit. The amended Environmental Wind Assessment must be generally in accordance with the Environmental Wind Assessment prepared by MEL Consultants Pty. Ltd. dated 6 May 2020, but modified to include (or show):

    (a) Assess the proposal as amended pursuant to Condition 1 with:
        (i) Wind tunnel testing to verify any predictions; and
        (ii) Mitigation measures to ameliorate any identified non-compliances with the relevant criteria.

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

Green Travel Plan

11. Before the development commences, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel Plan will be endorsed and will form part of this permit. The Green Travel Plan must make reference to the plans as endorsed at Condition 1 and provided the following details:

    (a) a description of the location in the context of alternative modes of transport;
    (b) employee welcome packs (e.g. provision of Myki/transport ticketing);
    (c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
    (d) a designated 'manager' or 'champion' responsible for coordination and implementation;
    (e) details of bicycle parking and bicycle routes;
    (f) details of GTP funding and management responsibilities;
    (g) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
    (h) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
    (i) security arrangements to access the employee bicycle storage spaces; and
    (j) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
    (k) Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'.
    (l) provisions for the Green Travel Plan to be updated not less than every 5 years.

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

Waste Management Plan

13. 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 EcoResults dated 3 March 2020 but modified to make reference to the plans as endorsed at Condition 1 and include the following details:

(a) Food waste diversion;
(b) Details of net space taken up by the bins on site by M^2; and
(c) A swept path diagram of the truck accessing the loading bay.

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

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

Public Lighting Plan

16. Before the development commences, a Public Lighting Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Public Lighting Plan must address lighting along the Rupert Street and in the walkways and entrances to the approved building. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must provide for:

(a) A maintenance regime for the lighting scheme within the curtilage of the property; and
(b) The use of energy efficient luminaries and/or solar lighting technologies to reduce carbon emission if possible.

17. The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

Loading and Unloading

18. 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 loading 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 it can be used in accordance with the endorsed plans;
(c) treated with an all-weather seal or some other durable surface; and
(d) line-marked or provided with some adequate means of showing the loading bay area.

to the satisfaction of the Responsible Authority.

19. The loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

Road Infrastructure

20. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the vehicle crossing at the Rupert Street interface and abutting laneways 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.
(e) The Permit Holder must obtain the consent of the relevant power authority for the relocation of any power poles. All costs associated with the relocation will be at the Permit Holder's cost.
(f) The vehicle crossing shall be constructed in accordance with Department of Infrastructure's and City of Yarra's requirements and specifications.

21. 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 Rupert Street (service road) and laneway frontages must be reconstructed (including kerb and channel):

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

22. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the full width road pavement of the Rupert Street reserve must be profiled and re-sheeted:

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

23. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed:

(a) at the permit holder's cost;
(b) to the satisfaction of any other relevant authority; and
(c) to the satisfaction of the Responsible Authority.

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

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

25. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

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

26. 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.

Lighting

27. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a public lighting design scheme along the development's road frontages demonstrating adequate lighting levels for pedestrians as per Australian Standard requirements must be submitted to and approved by the Responsible Authority. Notations must confirm that the lighting scheme has been approved by CitiPower and all lighting infrastructure and hardware will be funded by the Permit Holder.

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

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

    to the satisfaction of the Responsible Authority.

General

29. 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.

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

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

    to the satisfaction of the Responsible Authority.

31. Except with the prior written consent of the Responsible Authority, delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

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

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

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

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

36. 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.

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

38. 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.

Construction Management Plan

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

(a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
(b) works necessary to protect road and other infrastructure;
(c) remediation of any damage to road and other infrastructure;
(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land,
(e) facilities for vehicle washing, which must be located on the land;
(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
(g) site security;
(h) management of any environmental hazards including, but not limited to,:
    (i) contaminated soil;
    (ii) materials and waste;
    (iii) dust;
    (iv) stormwater contamination from run-off and wash-waters;
    (v) sediment from the land on roads;
    (vi) washing of concrete trucks and other vehicles and machinery; and
    (vii) spillage from refuelling cranes and other vehicles and machinery;
(i) the construction program;
(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
(k) parking facilities for construction workers;
(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.
    In preparing the Noise and Vibration Management Plan, consideration must be given to:
    (i) using lower noise work practice and equipment;
    (ii) the suitability of the land for the use of an electric crane;
    (iii) silencing all mechanical plant by the best practical means using current technology;
    (iv) fitting pneumatic tools with an effective silencer;
    (v) other relevant considerations; and
(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.

40. If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

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

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

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Time expiry

43. This permit will expire if:

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

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

Notes:

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

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

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

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

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

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

The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit.

Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

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. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.

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

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

The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs.

Attachments

1 Original Application drawings - Advertised Plans / Decision Plans

2 Collated referral advice in order listed in report.

3 'Sketch Plans' provided in response to referral advice and referenced.

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans

Pitch

Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

PROJECT
33-37 RUPERT STREET COLLINGWOOD VIC 3066

STAGE
TOWN PLANNING

REV
A

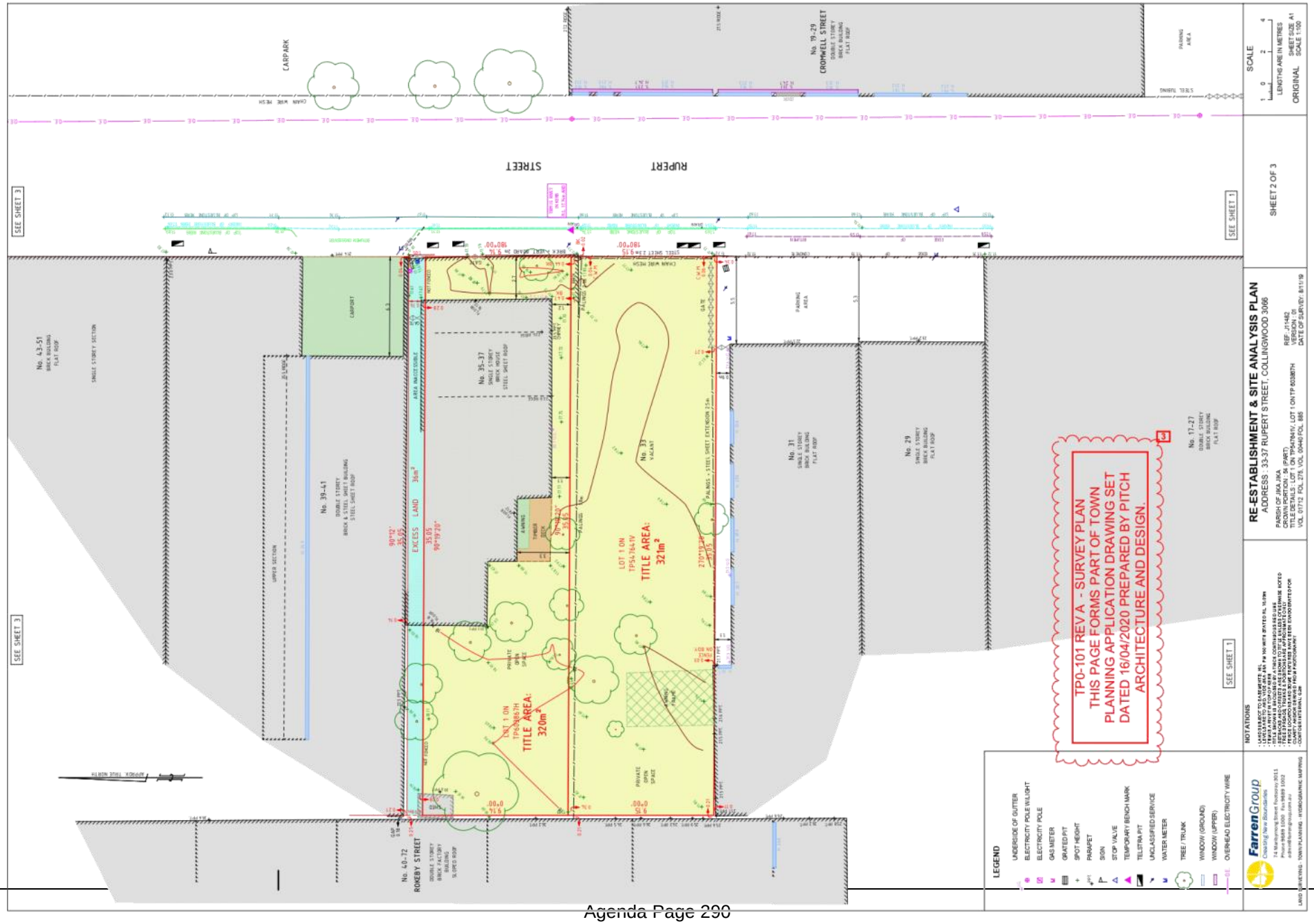
DATE
18/05/20

DRAWING NO.	DRAWINGS TITLE	03/03/2020	17/04/2020
	DRAWINGS SCHEDULE		
TP0-101	SURVEY PLAN	NOT ISSUED	-
TP0-102	EXISTING SITE PLAN	-	-
TP0-103	DEMOLITION SITE PLAN	-	-
TP1-101	NEIGHBOURHOOD CONTEXT PLAN	-	-
TP2-101	BASEMENT PLAN	-	A
TP2-102	GROUND LEVEL FLOOR PLAN	-	A
TP2-103	LEVEL 1 FLOOR PLAN	-	A
TP2-104	LEVEL 2 FLOOR PLAN	-	A
TP2-105	LEVEL 3 FLOOR PLAN	-	A
TP2-106	LEVEL 4 - 7 FLOOR PLAN	-	A
TP2-107	LEVEL 8 FLOOR PLAN	-	A
TP2-108	LEVEL 9 FLOOR PLAN	-	A
TP2-109	ROOFTOP TERRACE FLOOR PLAN	-	A
TP3-101	NORTH ELEVATION	-	A
TP3-102	EAST ELEVATION	-	A
TP3-103	SOUTH ELEVATION	-	A
TP3-104	WEST ELEVATION	NOT ISSUED	-
TP3-105	STREETSCAPE	-	-
TP3-106	PEDESTRIAN PATHWAY ELEVATION	-	-
TP4-101	SECTION	-	A
TP5-101	SHADOW DIAGRAMS 9AM SEPT 22	-	-
TP5-102	SHADOW DIAGRAMS 10AM SEPT 22	-	-
TP5-103	SHADOW DIAGRAMS 11AM SEPT 22	-	-
TP5-104	SHADOW DIAGRAMS 12 NOON SEPT 22	-	-
TP5-105	SHADOW DIAGRAMS 1PM SEPT 22	-	-
TP5-106	SHADOW DIAGRAMS 2PM SEPT 22	-	-
TP5-107	SHADOW DIAGRAMS 3PM SEPT 22	-	-
TP6-116	MATERIALS AND FINISHES	-	-

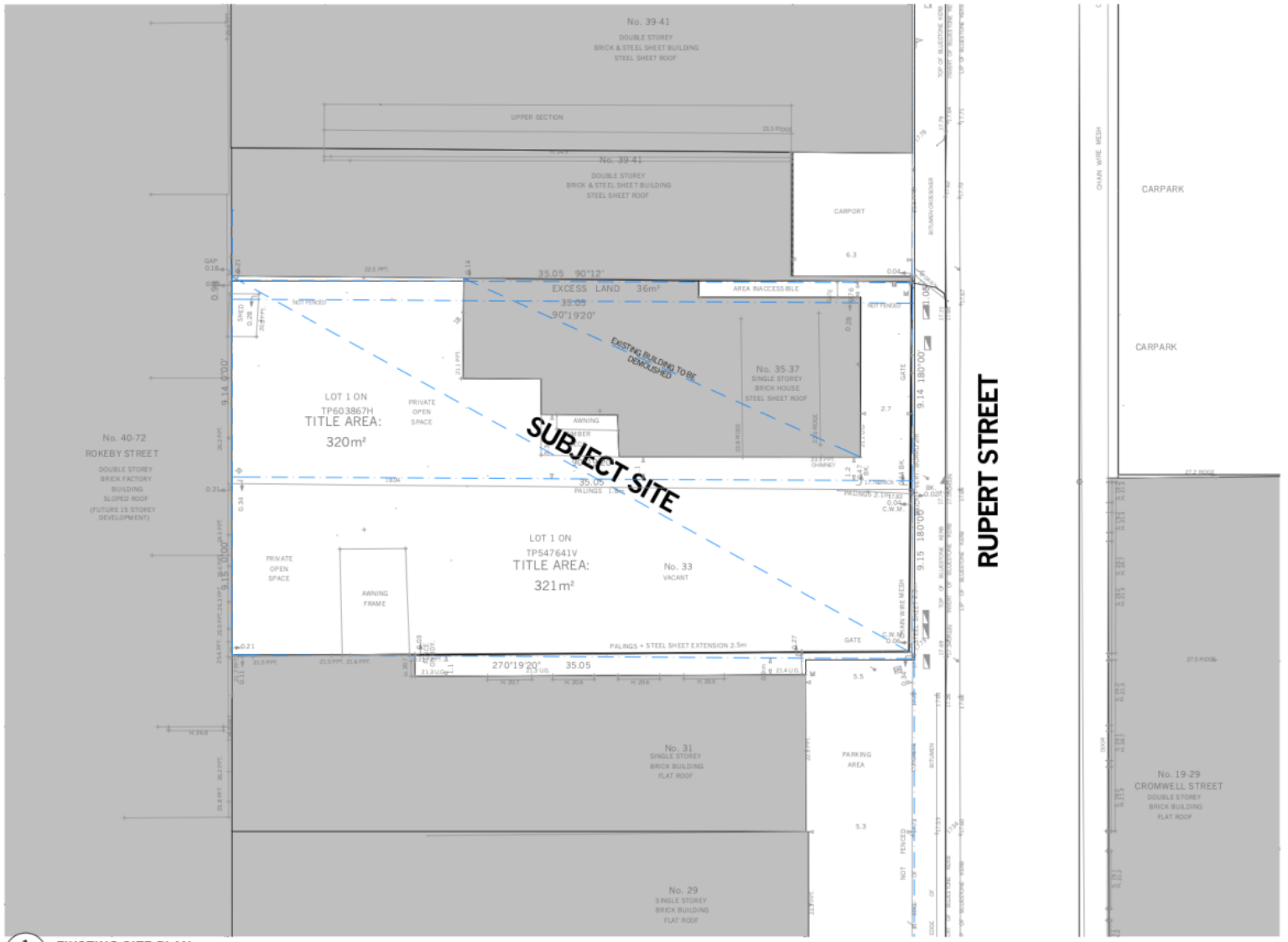
STAGE
TOWN PLANNING
Rev A

PROJECT
P19048_33-37 RUPERT STREET
COLLINGWOOD VIC 3066

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



1 - **EXISTING SITE PLAN**
1:200

FOR REVIEW

Pitch

Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

Drawings to be read in conjunction with specification by pitchAD and all drawings and documents by engineers and sub-consultants referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. Do not scale the drawings. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of pitchAD. All discrepancies to be brough to the attention of the author.

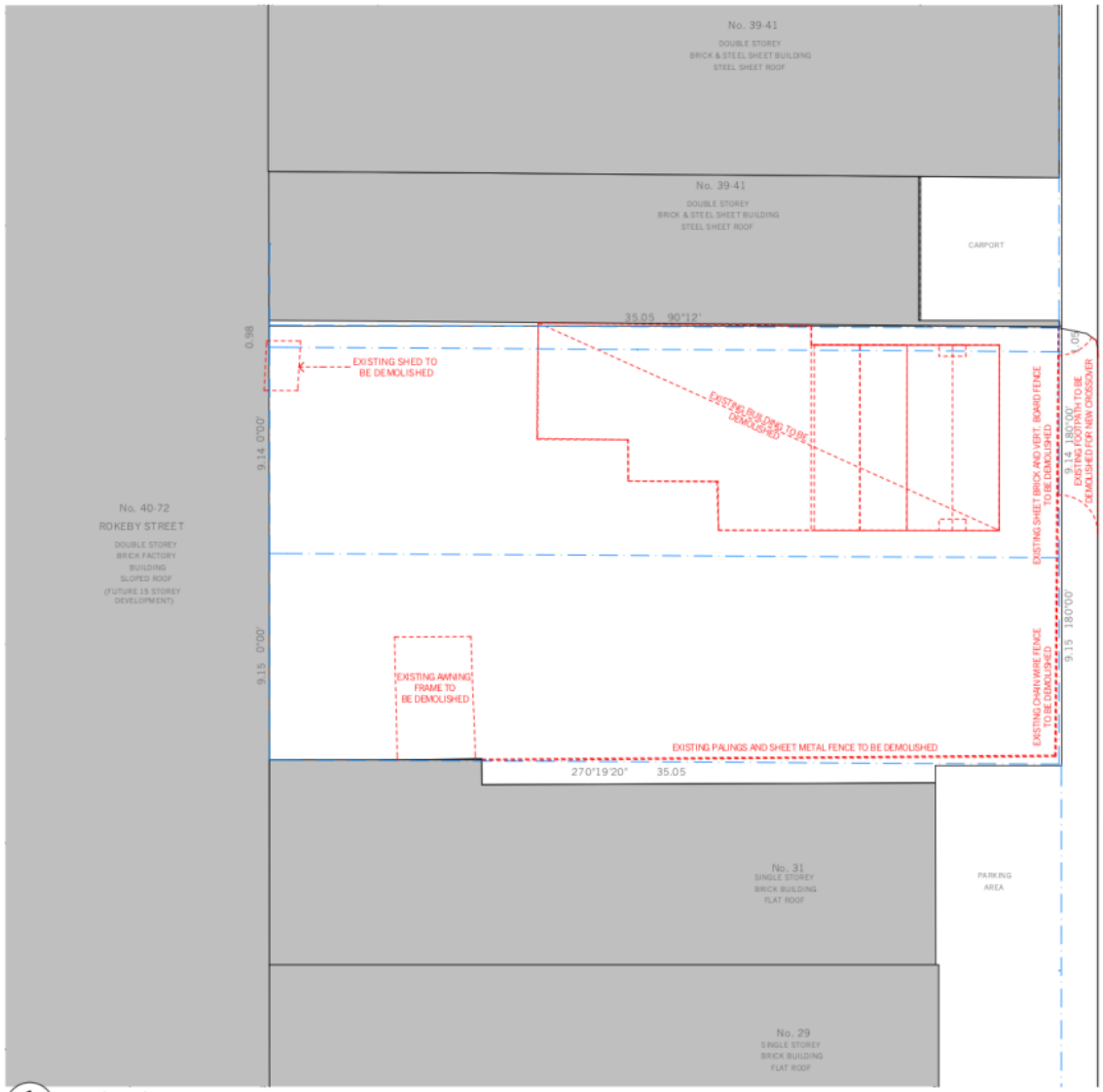
NORTH POINT

ID	DATE	REVISION
A	16.04.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP0-102
REVISION: -
JOB NO.: P19048
DATE: 18/05/20
DRAWING NAME: EXISTING SITE PLAN
STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



1 - **DEMOLITION PLAN**
1:200

FOR REVIEW

Pitch

Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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NORTH POINT

ID	DATE	REVISION
A	16.04.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP0-103
REVISION: -
JOB NO.: P19048
DATE: 18/05/20
DRAWING NAME: DEMOLITION SITE PLAN
STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans

NEIGHBOURHOOD CONTEXT

FOR REVIEW

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Pitch Architecture + Design
47 Cogpin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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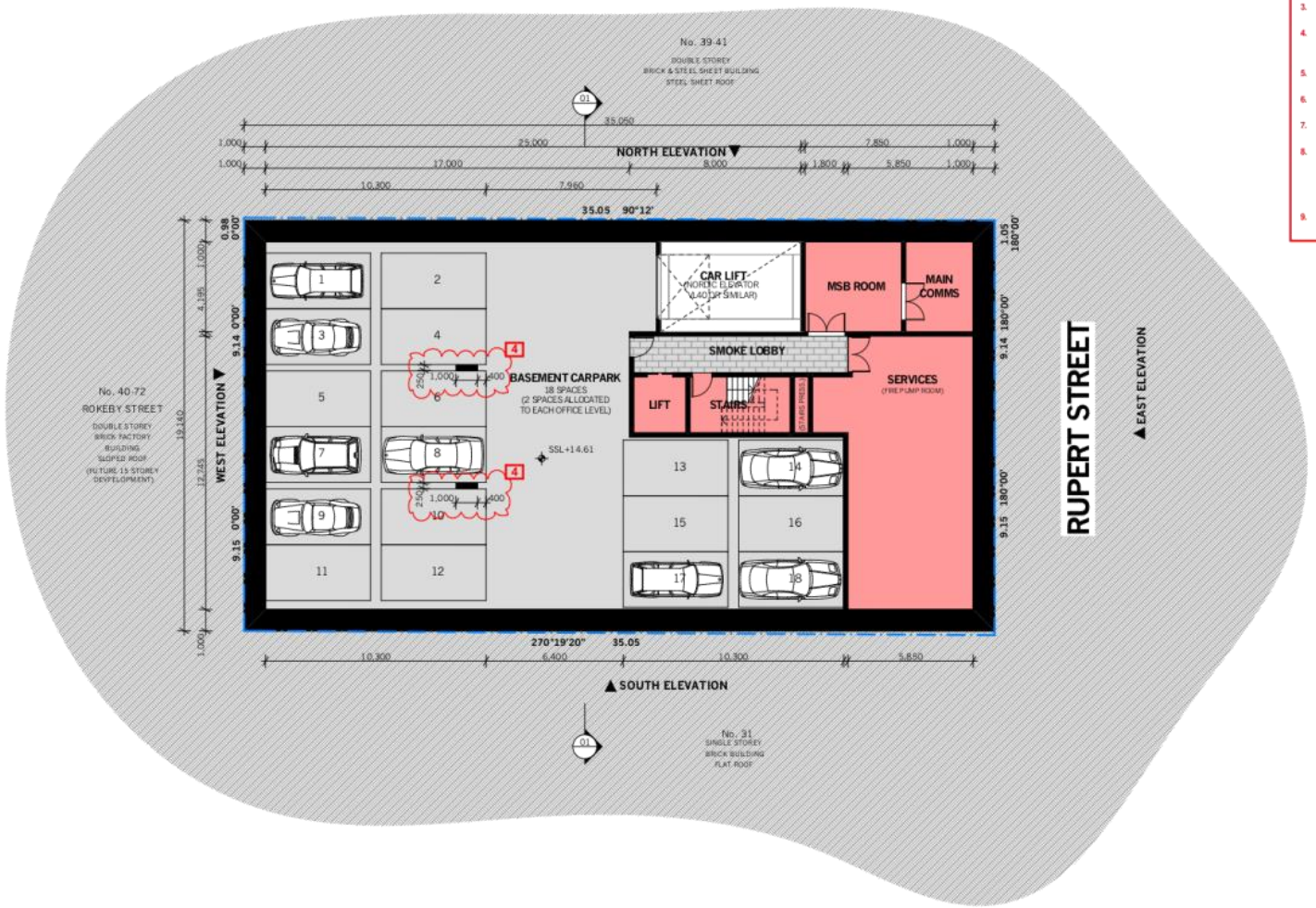
NORTH POINT

ID	DATE	REVISION
A	16.04.2020	COUNCIL RFI

PROJECT	SCALE	DRAWING NO.	REVISION
33-37 RUPERT STREET COLLINGWOOD VIC 3066	NTS	TP1-101	-
JOB NO.	DATE	DRAWING NAME	STAGE
P19048	18/05/20	NEIGHBOURHOOD CONTEXT PLAN	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



1 - BASEMENT PLAN
1:200

RESPONSE TO COUNCIL RFI (8/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m² 2
LSA	3219.38m² 2
RETAIL (FOOD/DRINK)	62.86m² 2
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT

GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²

GROUND FLOOR

GFA	670.86m² 2
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m² 2
OUTDOOR	189.64m²
COMMON	337.04m²

FIRST FLOOR

GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²

SECOND FLOOR

GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²

THIRD FLOOR

GFA	599.16m²
OFFICE	326.76m²
RETAIL	0m²
OUTDOOR	178.02m²
COMMON	94.38m²

FOURTH TO SEVENTH FLOORS (4 STOREYS)

GFA	421.14m² (x4 = 1684.56m²)
OFFICE	326.76m² (x4 = 1307.04m²)
RETAIL	0m² (x4 = 0m²)
OUTDOOR	0m² (x4 = 0m²)
COMMON	94.38m² (x4 = 377.52m²)

EIGHTH FLOOR

GFA	421.14m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	131.64m²
COMMON	65.05m²

NINTH FLOOR

GFA	289.50m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²

ROOF

GFA	289.50m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	124.49m²
COMMON	165.01m²

Pitch

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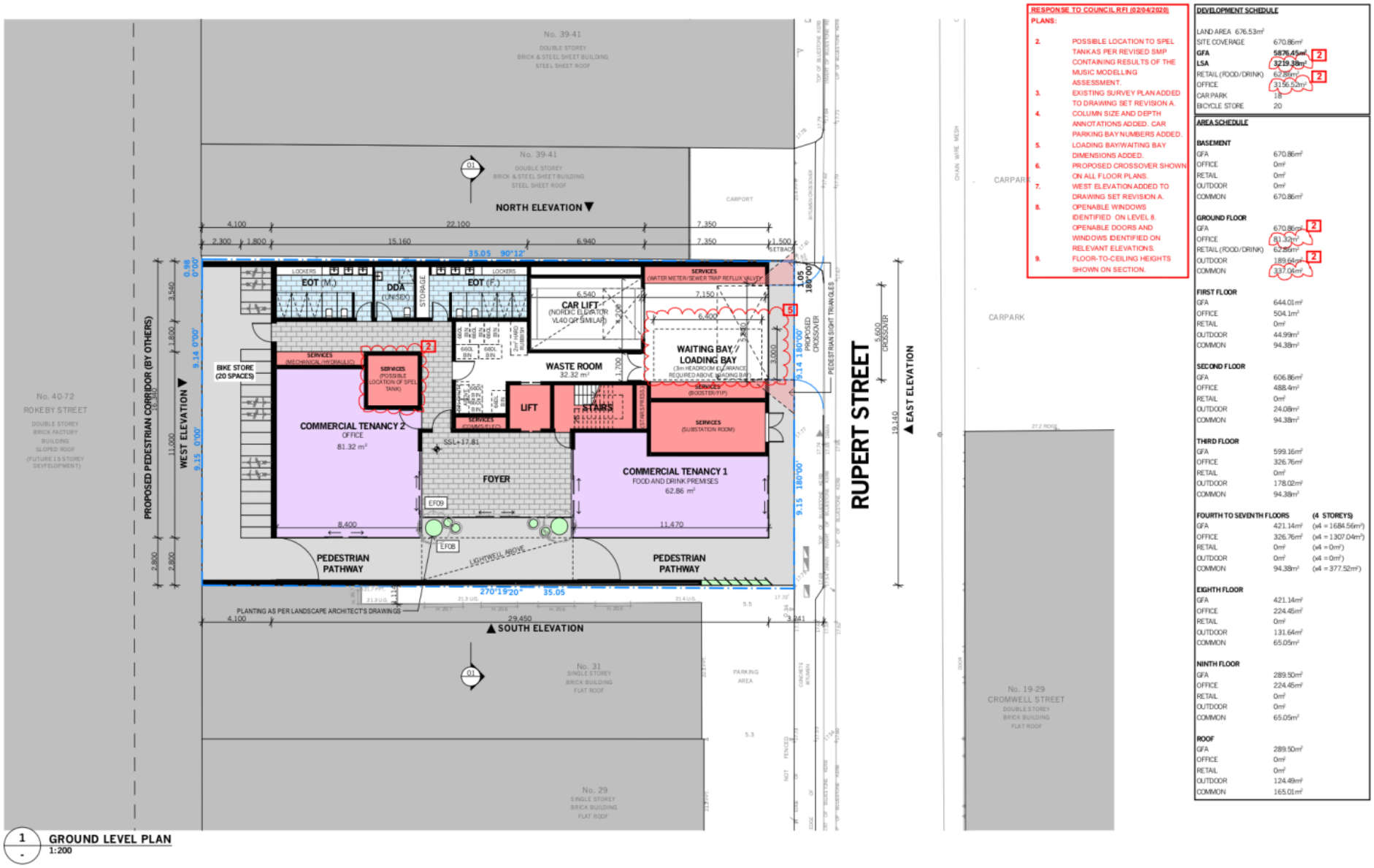
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO.	P19048
SCALE	1:100 @ A1 1:200 @ A3
DATE	18/05/20
DRAWING NO.	TP2-101
DRAWING NAME	BASEMENT PLAN
REVISION	A
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	2
OFFICE	81.32m²	2
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	2
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	
OFFICE	326.76m²	
RETAIL	0m²	
OUTDOOR	178.02m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS		**(4 STOREYS)**
GFA	421.14m²	(x4 = 1684.56m²)
OFFICE	326.76m²	(x4 = 1307.04m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		
GFA	421.14m²	
OFFICE	224.46m²	
RETAIL	0m²	
OUTDOOR	131.64m²	
COMMON	65.05m²	
NINTH FLOOR		
GFA	289.50m²	
OFFICE	224.46m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		
GFA	289.50m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	124.49m²	
COMMON	165.01m²	

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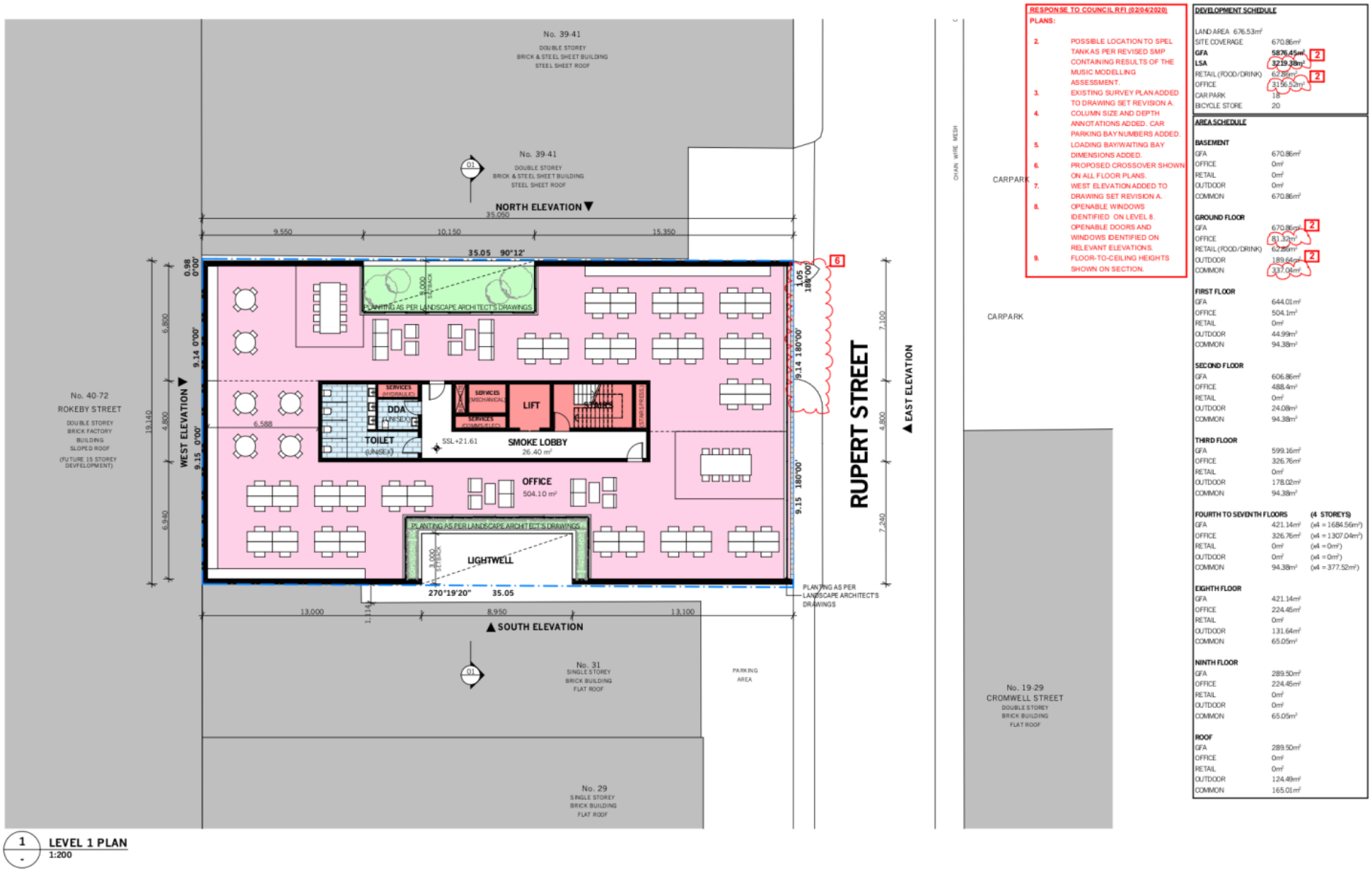
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE	1:100 @ A1 1:200 @ A3
DRAWING NO.	TP2-102
REVISION	A
JOB NO.	P19048
DATE	18/05/20
DRAWING NAME	GROUND LEVEL FLOOR PLAN
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



1 - LEVEL 1 PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	
GFA	5876.45m²	2
LSA	3219.38m²	
RETAIL (FOOD/DRINK)	628m²	2
OFFICE	3156.52m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	2
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	2
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	
OFFICE	326.76m²	
RETAIL	0m²	
OUTDOOR	178.02m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS		**(4 STOREYS)**
GFA	421.14m²	(x4 = 1684.56m²)
OFFICE	326.76m²	(x4 = 1307.04m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		
GFA	421.14m²	
OFFICE	224.46m²	
RETAIL	0m²	
OUTDOOR	131.64m²	
COMMON	65.05m²	
NINTH FLOOR		
GFA	289.50m²	
OFFICE	224.46m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		
GFA	289.50m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	124.49m²	
COMMON	165.01m²	

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Pitch Architecture + Design
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pitchAD.com.au 03 9046 2811
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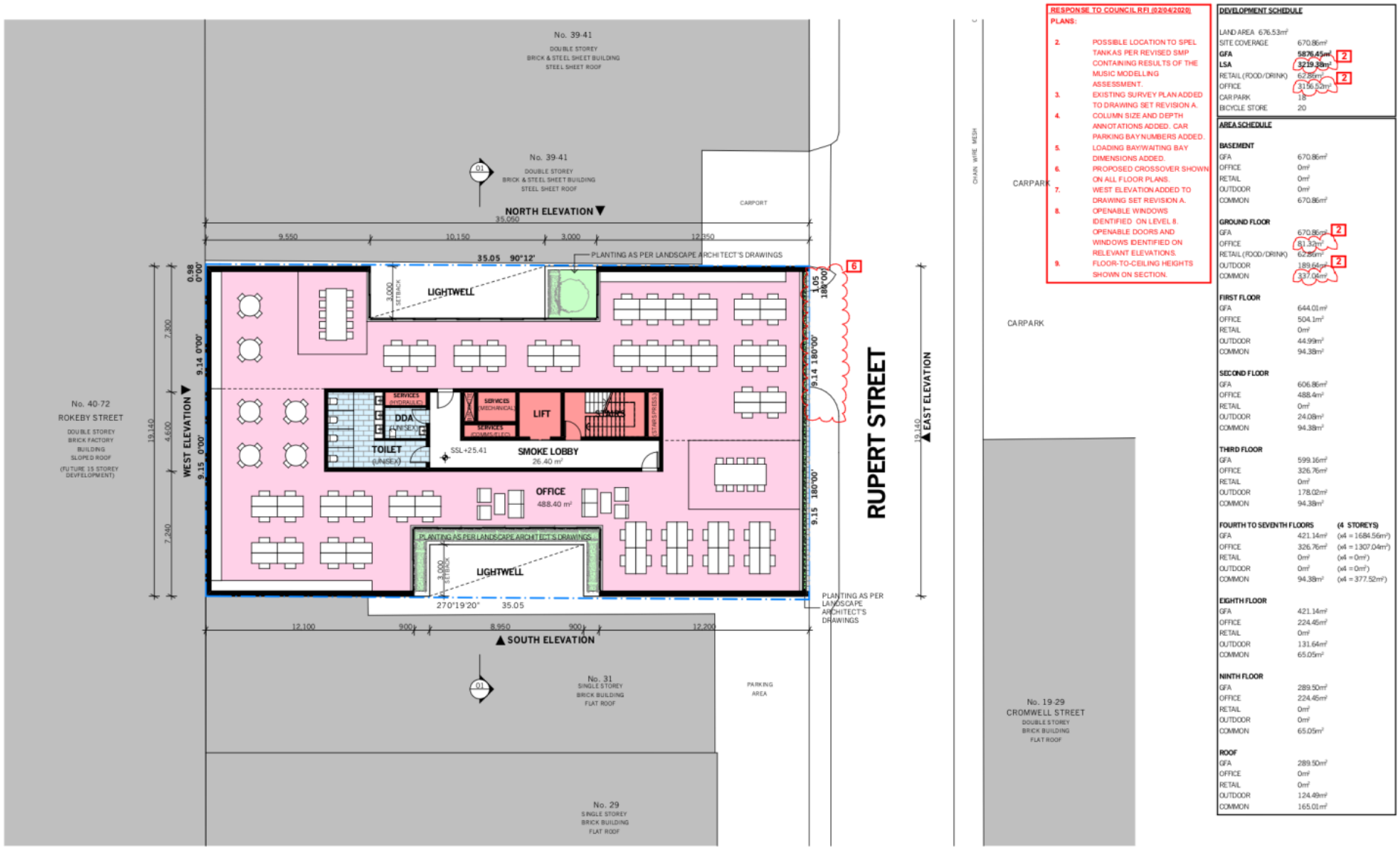
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE	1:100 @ A1 1:200 @ A3
DRAWING NO.	TP2-103
REVISION	A
JOB NO.	P19048
DATE	18/05/20
DRAWING NAME	LEVEL 1 FLOOR PLAN
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT	
GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²
GROUND FLOOR	
GFA	670.86m²
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m²
OUTDOOR	189.64m²
COMMON	337.04m²
FIRST FLOOR	
GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²
SECOND FLOOR	
GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²
THIRD FLOOR	
GFA	599.16m²
OFFICE	326.76m²
RETAIL	0m²
OUTDOOR	178.02m²
COMMON	94.38m²
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**
GFA	421.14m² (x4 = 1684.56m²)
OFFICE	326.76m² (x4 = 1307.04m²)
RETAIL	0m² (x4 = 0m²)
OUTDOOR	0m² (x4 = 0m²)
COMMON	94.38m² (x4 = 377.52m²)
EIGHTH FLOOR	
GFA	421.14m²
OFFICE	224.45m²
RETAIL	0m²
OUTDOOR	131.64m²
COMMON	65.05m²
NINTH FLOOR	
GFA	289.50m²
OFFICE	224.45m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²
ROOF	
GFA	289.50m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	124.49m²
COMMON	165.01m²

1 - LEVEL 2 PLAN
1:200

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pitchAD.com.au 03 9046 2811
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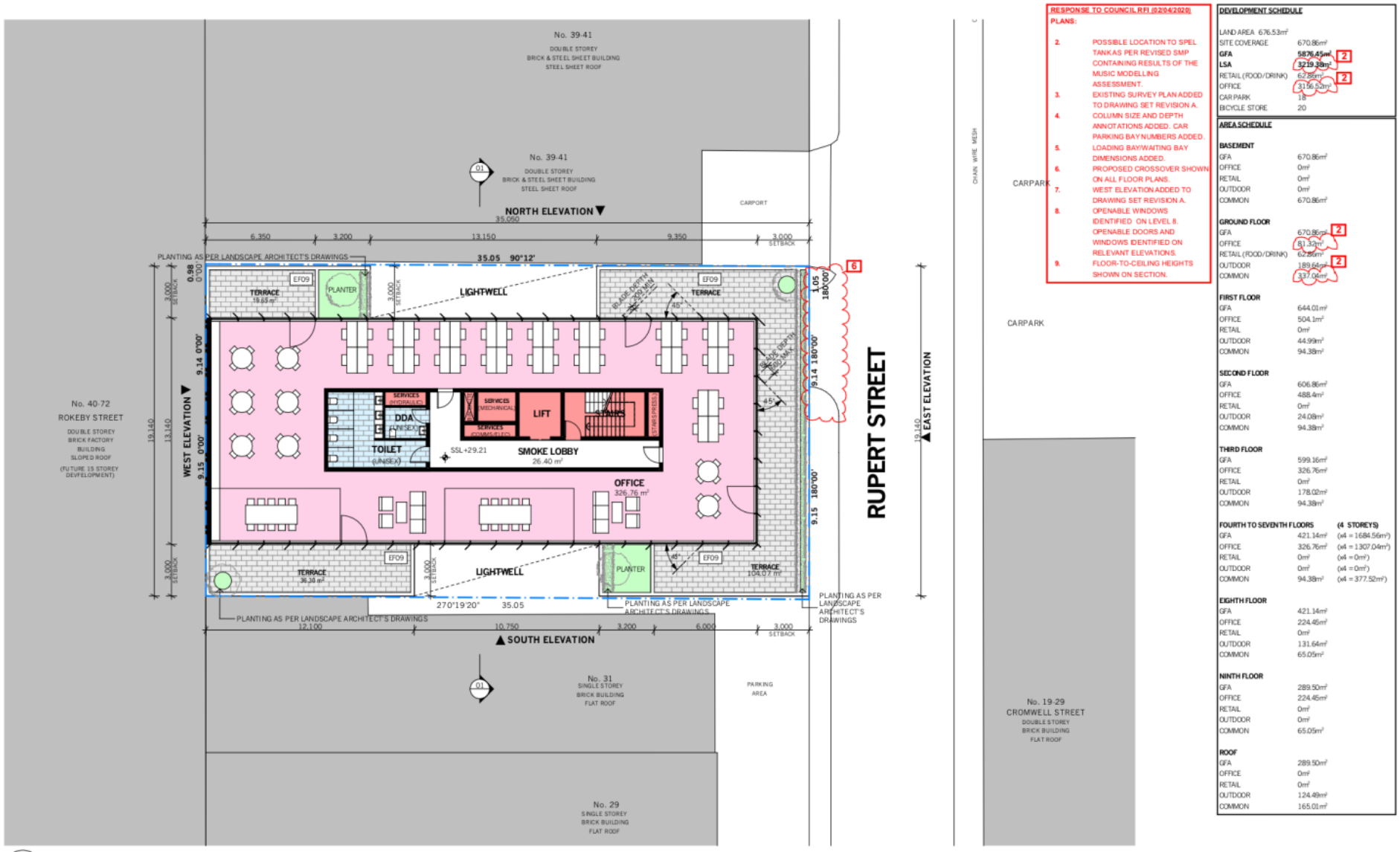
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 18/05/20
DRAWING NO.: TP2-104
DRAWING NAME: LEVEL 2 FLOOR PLAN
REVISION: A
STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



1 - LEVEL 3 PLAN
1:200

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Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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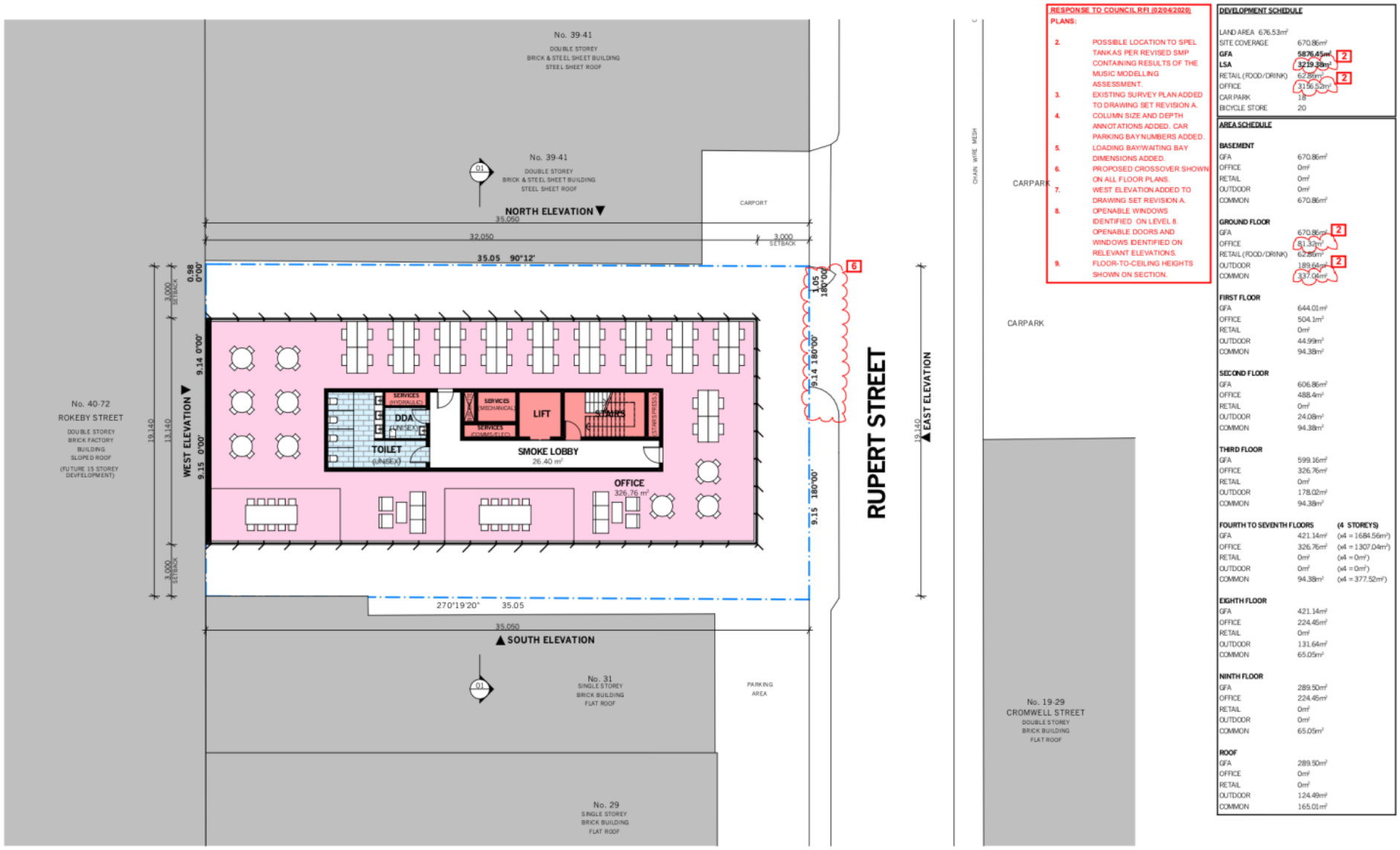
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 18/05/20
DRAWING NO: TP2-105
DRAWING NAME: LEVEL 3 FLOOR PLAN
REVISION: A
STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	628m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	2
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	628m²	2
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	
OFFICE	326.76m²	
RETAIL	0m²	
OUTDOOR	178.02m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS		**(4 STOREYS)**
GFA	421.14m²	(x4 = 1684.56m²)
OFFICE	326.76m²	(x4 = 1307.04m²)
RETAIL	0m²	(x4 = 0m²)
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EIGHTH FLOOR		
GFA	421.14m²	
OFFICE	224.45m²	
RETAIL	0m²	
OUTDOOR	131.64m²	
COMMON	65.05m²	
NINTH FLOOR		
GFA	289.50m²	
OFFICE	224.45m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		
GFA	289.50m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	124.49m²	
COMMON	165.01m²	

1 - **LEVEL 4 - 7 FLOOR PLAN**
1:200

Pitch

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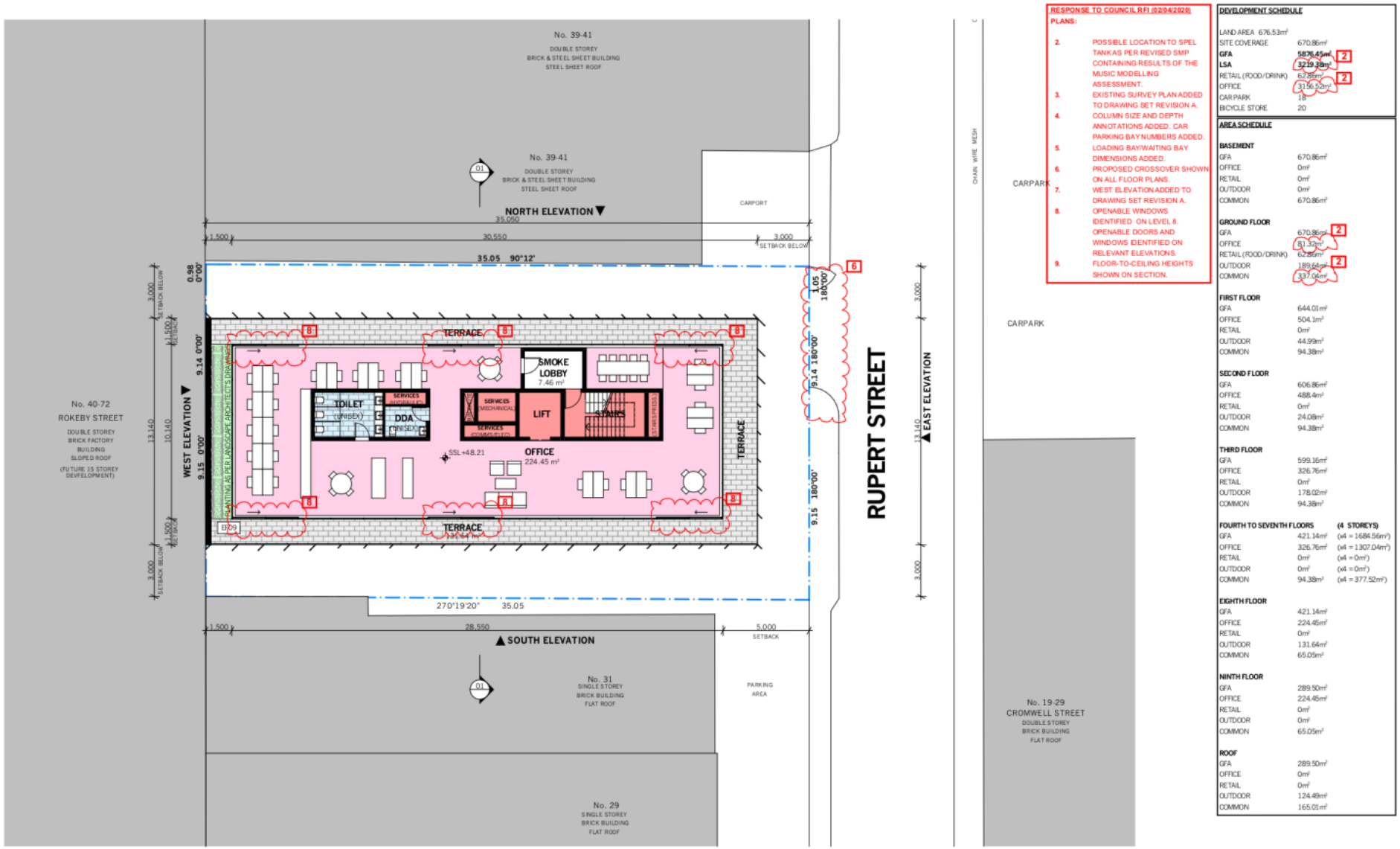
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO.	P19048
SCALE	1:100 @ A1 1:200 @ A3
DATE	18/05/20
DRAWING NO.	TP2-106
DRAWING NAME	LEVEL 4 - 7 FLOOR PLAN
REVISION	A
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT	
GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²
GROUND FLOOR	
GFA	670.86m²
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m²
OUTDOOR	189.64m²
COMMON	337.04m²
FIRST FLOOR	
GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²
SECOND FLOOR	
GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²
THIRD FLOOR	
GFA	599.16m²
OFFICE	326.76m²
RETAIL	0m²
OUTDOOR	178.02m²
COMMON	94.38m²
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**
GFA	421.14m² (x4 = 1684.56m²)
OFFICE	326.76m² (x4 = 1307.04m²)
RETAIL	0m² (x4 = 0m²)
OUTDOOR	0m² (x4 = 0m²)
COMMON	94.38m² (x4 = 377.52m²)
EIGHTH FLOOR	
GFA	421.14m²
OFFICE	224.45m²
RETAIL	0m²
OUTDOOR	131.64m²
COMMON	65.05m²
NINTH FLOOR	
GFA	289.50m²
OFFICE	224.45m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²
ROOF	
GFA	289.50m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	124.49m²
COMMON	165.01m²

1 LEVEL 8 PLAN
1:200

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pitchAD.com.au 03 9046 2811
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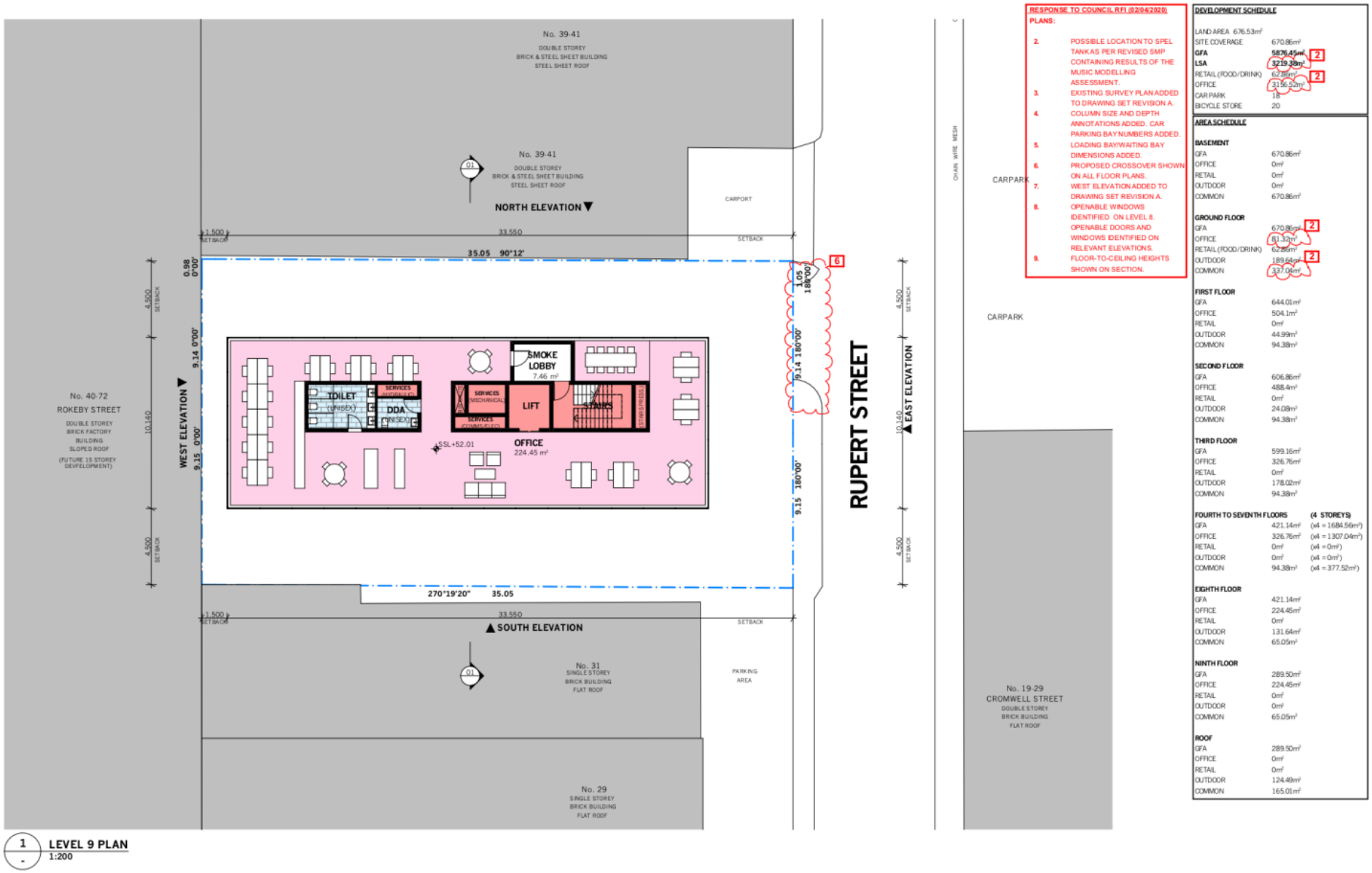
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE	1:100 @ A1 1:200 @ A3
DRAWING NO.	TP2-107
REVISION	A
JOB NO.	P19048
DATE	18/05/20
DRAWING NAME	LEVEL 8 FLOOR PLAN
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



1 LEVEL 9 PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT	
GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²
GROUND FLOOR	
GFA	670.86m²
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m²
OUTDOOR	189.64m²
COMMON	337.04m²
FIRST FLOOR	
GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²
SECOND FLOOR	
GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²
THIRD FLOOR	
GFA	599.16m²
OFFICE	326.76m²
RETAIL	0m²
OUTDOOR	178.02m²
COMMON	94.38m²

FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	
GFA	421.14m²	(x4 = 1684.56m²)
OFFICE	326.76m²	(x4 = 1307.04m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)

EIGHTH FLOOR	
GFA	421.14m²
OFFICE	224.45m²
RETAIL	0m²
OUTDOOR	131.64m²
COMMON	65.05m²
NINTH FLOOR	
GFA	289.50m²
OFFICE	224.45m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²
ROOF	
GFA	289.50m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	124.49m²
COMMON	165.01m²

Pitch

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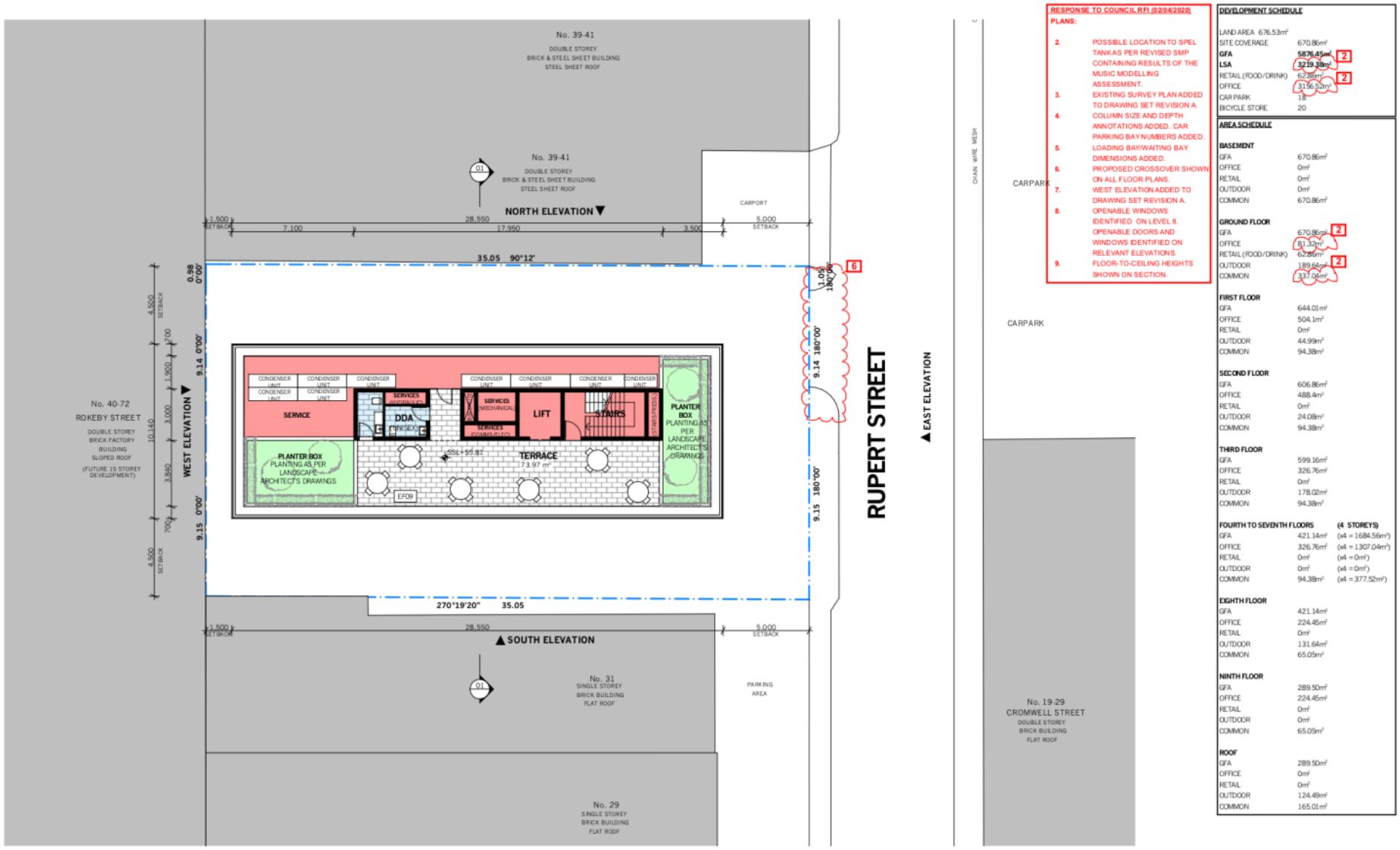
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE	1:100 @ A1 1:200 @ A3
DRAWING NO.	TP2-108
REVISION	A
JOB NO.	P19048
DATE	18/05/20
DRAWING NAME	LEVEL 9 FLOOR PLAN
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	
GFA	5876.45m²	2
LSA	3219.38m²	
RETAIL (FOOD/DRINK)	62.86m²	2
OFFICE	3156.52m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	2
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	2
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	
OFFICE	326.76m²	
RETAIL	0m²	
OUTDOOR	178.02m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS		**(4 STOREYS)**
GFA	421.14m²	(x4 = 1684.56m²)
OFFICE	326.76m²	(x4 = 1307.04m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		
GFA	421.14m²	
OFFICE	224.46m²	
RETAIL	0m²	
OUTDOOR	131.64m²	
COMMON	65.05m²	
NINTH FLOOR		
GFA	289.50m²	
OFFICE	224.45m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		
GFA	289.50m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	124.49m²	
COMMON	165.01m²	

1 ROOFTOP TERRACE PLAN
1:200

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pitchAD.com.au 03 9046 2811
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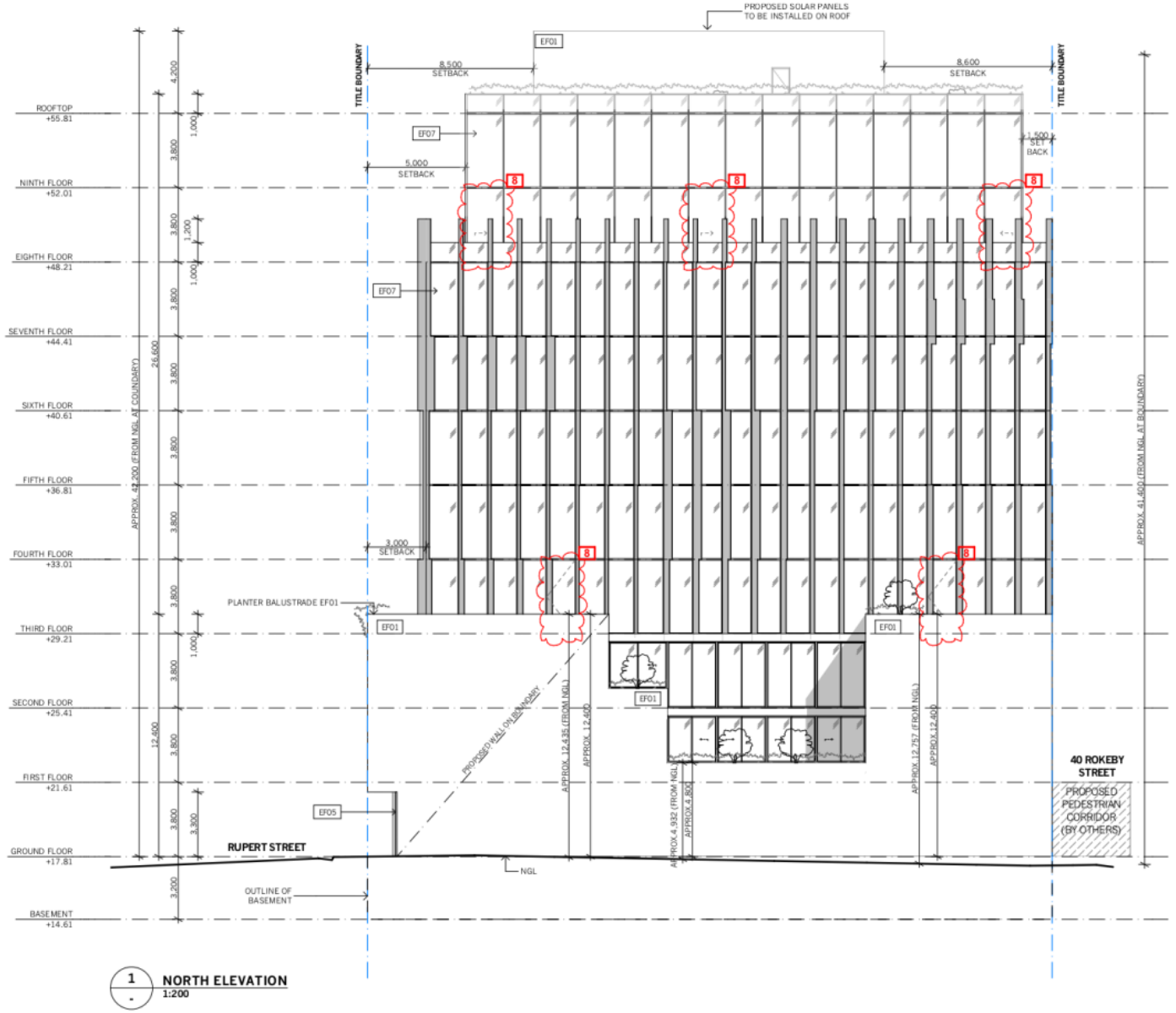
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO.	P19048
SCALE	1:100 @ A1 1:200 @ A3
DATE	18/05/20
DRAWING NO.	TP2-109
DRAWING NAME	ROOFTOP TERRACE FLOOR PLAN
REVISION	A
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



1 - NORTH ELEVATION
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
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7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

EXTERNAL FINISHES LEGEND

EF01	CONCRETE - RAW
EF02	BRICKS - RECYCLED RED
EF03	PERFORATED MASONRY - RED HIT AND MISS BRICK PATTERN
EF05	VERTICAL BATTENS - GALVANIZED METAL FINISH
EF06	VERTICAL METAL FINS - WHITE POWDERCOATED
EF07	GLAZING - CLEAR GLASS - GALVANIZED METAL FINISH FRAMES
EF08	CONCRETE - POLISHED
EF09	STONE LOOK PAVING (OR SIMILAR)

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT	
GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²
GROUND FLOOR	
GFA	670.86m²
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m²
OUTDOOR	189.64m²
COMMON	337.04m²
FIRST FLOOR	
GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²
SECOND FLOOR	
GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²
THIRD FLOOR	
GFA	599.16m²
OFFICE	326.76m²
RETAIL	0m²
OUTDOOR	178.02m²
COMMON	94.38m²
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**
GFA	421.14m² (x4 = 1684.56m²)
OFFICE	326.76m² (x4 = 1307.04m²)
RETAIL	0m² (x4 = 0m²)
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COMMON	94.38m² (x4 = 377.52m²)
EIGHTH FLOOR	
GFA	421.14m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	131.64m²
COMMON	65.05m²
NINTH FLOOR	
GFA	289.50m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²
ROOF	
GFA	289.50m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	124.49m²
COMMON	165.01m²

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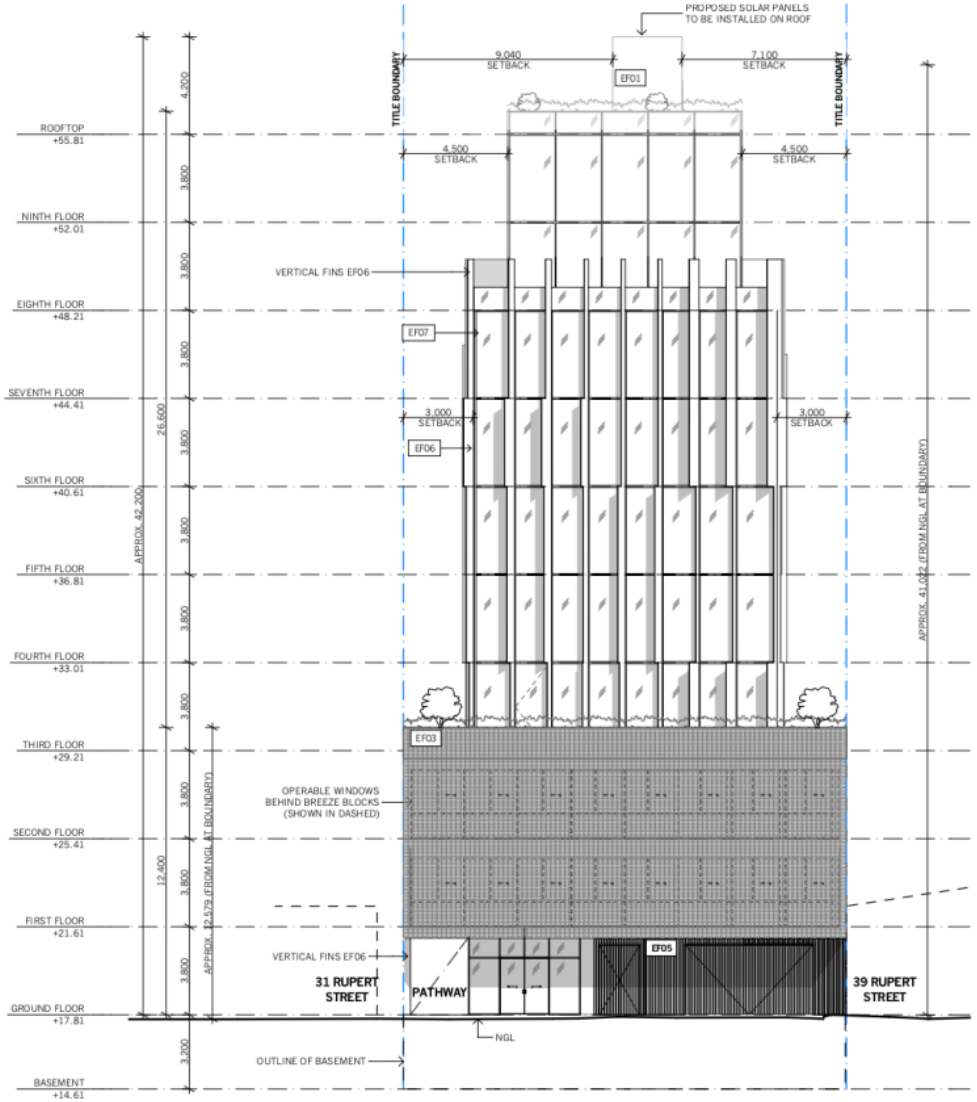
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO.	P19048
SCALE	1:100 @ A1 1:200 @ A3
DATE	18/05/20
DRAWING NO.	TP3-101
DRAWING NAME	NORTH ELEVATION
REVISION	A
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



1 - EAST ELEVATION
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
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7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
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9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

EXTERNAL FINISHES LEGEND

EF01	CONCRETE - RAW
EF02	BRICKS - RECYCLED RED
EF03	PERFORATED MASONRY - RED HIT AND MISS BRICK PATTERN
EF05	VERTICAL BATTENS - GALVANIZED METAL FINISH
EF06	VERTICAL METAL FINS - WHITE POWDERCOATED
EF07	GLAZING - CLEAR GLASS - GALVANIZED METAL FINISH FRAMES
EF08	CONCRETE - POLISHED
EF09	STONE LOOK PAVING (OR SIMILAR)

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m² 2
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m² 2
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT

GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²

GROUND FLOOR

GFA	670.86m² 2
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m²
OUTDOOR	189.64m² 2
COMMON	337.04m²

FIRST FLOOR

GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²

SECOND FLOOR

GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²

THIRD FLOOR

GFA	599.16m²
OFFICE	326.76m²
RETAIL	0m²
OUTDOOR	178.02m²
COMMON	94.38m²

FOURTH TO SEVENTH FLOORS (4 STOREYS)

GFA	421.14m²	(x4 = 1684.56m²)
OFFICE	326.76m²	(x4 = 1307.04m²)
RETAIL	0m²	(x4 = 0m²)
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EIGHTH FLOOR

GFA	421.14m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	131.64m²
COMMON	65.05m²

NINTH FLOOR

GFA	289.50m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²

ROOF

GFA	289.50m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	124.49m²
COMMON	165.01m²

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NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066

SCALE: 1:100 @ A1, 1:200 @ A3

DRAWING NO.: TP3-102

REVISION: A

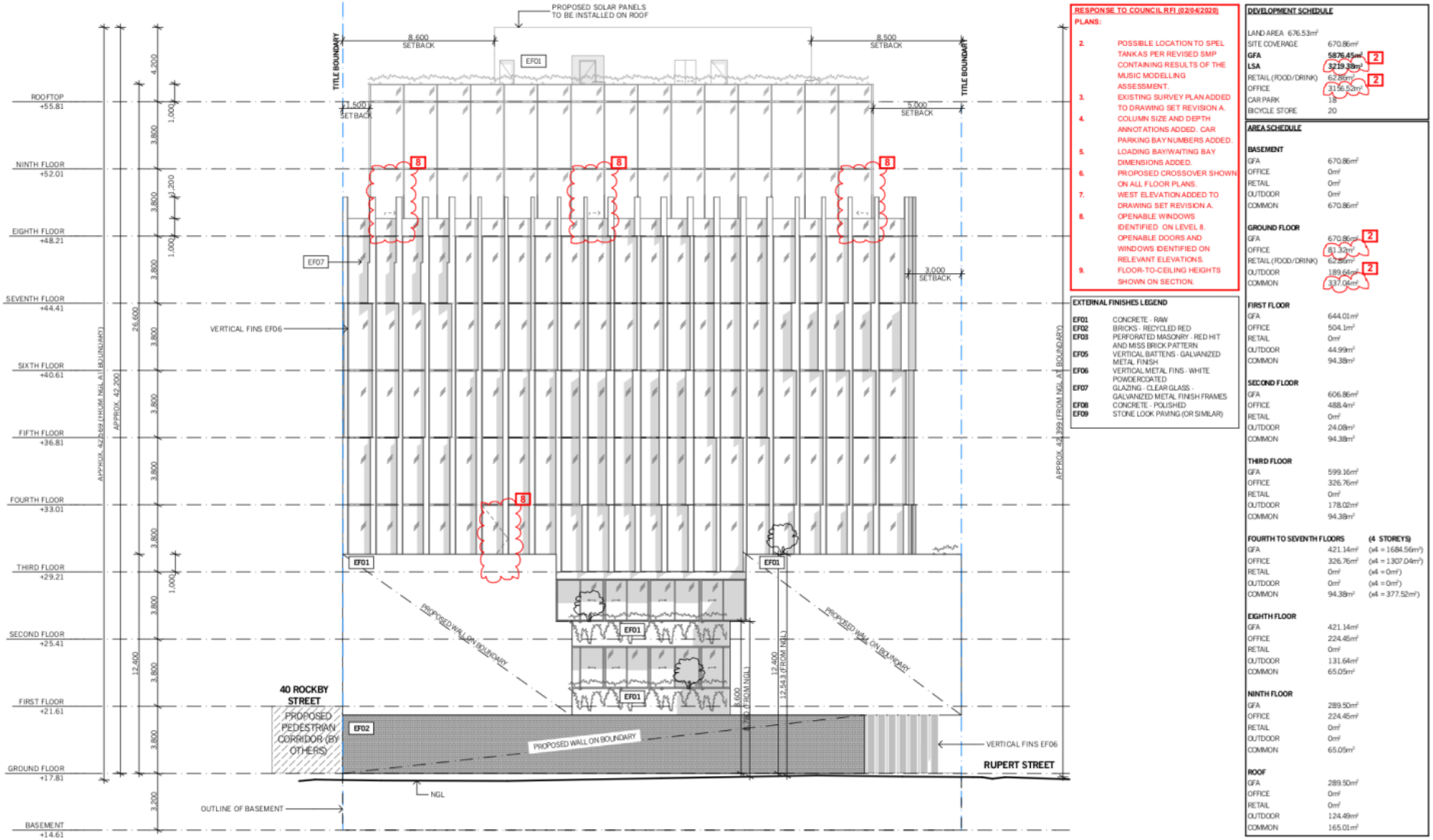
JOB NO.: P19048

DATE: 18/05/20

DRAWING NAME: EAST ELEVATION

STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



2 SOUTH ELEVATION
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
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EXTERNAL FINISHES LEGEND

EF01	CONCRETE - RAW
EF02	BRICKS - RECYCLED RED
EF03	PERFORATED MASONRY - RED HIT AND MISS BRICK PATTERN
EF05	VERTICAL BATTENS - GALVANIZED METAL FINISH
EF06	VERTICAL METAL FINS - WHITE POWDERCOATED
EF07	GLAZING - CLEAR GLASS - GALVANIZED METAL FINISH FRAMES
EF08	CONCRETE - POLISHED
EF09	STONE LOOK PAVING (OR SIMILAR)

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT	
GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²
GROUND FLOOR	
GFA	670.86m²
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m²
OUTDOOR	189.64m²
COMMON	337.04m²
FIRST FLOOR	
GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²
SECOND FLOOR	
GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²
THIRD FLOOR	
GFA	599.16m²
OFFICE	326.76m²
RETAIL	0m²
OUTDOOR	178.02m²
COMMON	94.38m²
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**
GFA	421.14m² (x4 = 1684.56m²)
OFFICE	326.76m² (x4 = 1307.04m²)
RETAIL	0m² (x4 = 0m²)
OUTDOOR	0m² (x4 = 0m²)
COMMON	94.38m² (x4 = 377.52m²)
EIGHTH FLOOR	
GFA	421.14m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	131.64m²
COMMON	65.05m²
NINTH FLOOR	
GFA	289.50m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²
ROOF	
GFA	289.50m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	124.49m²
COMMON	165.01m²

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Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
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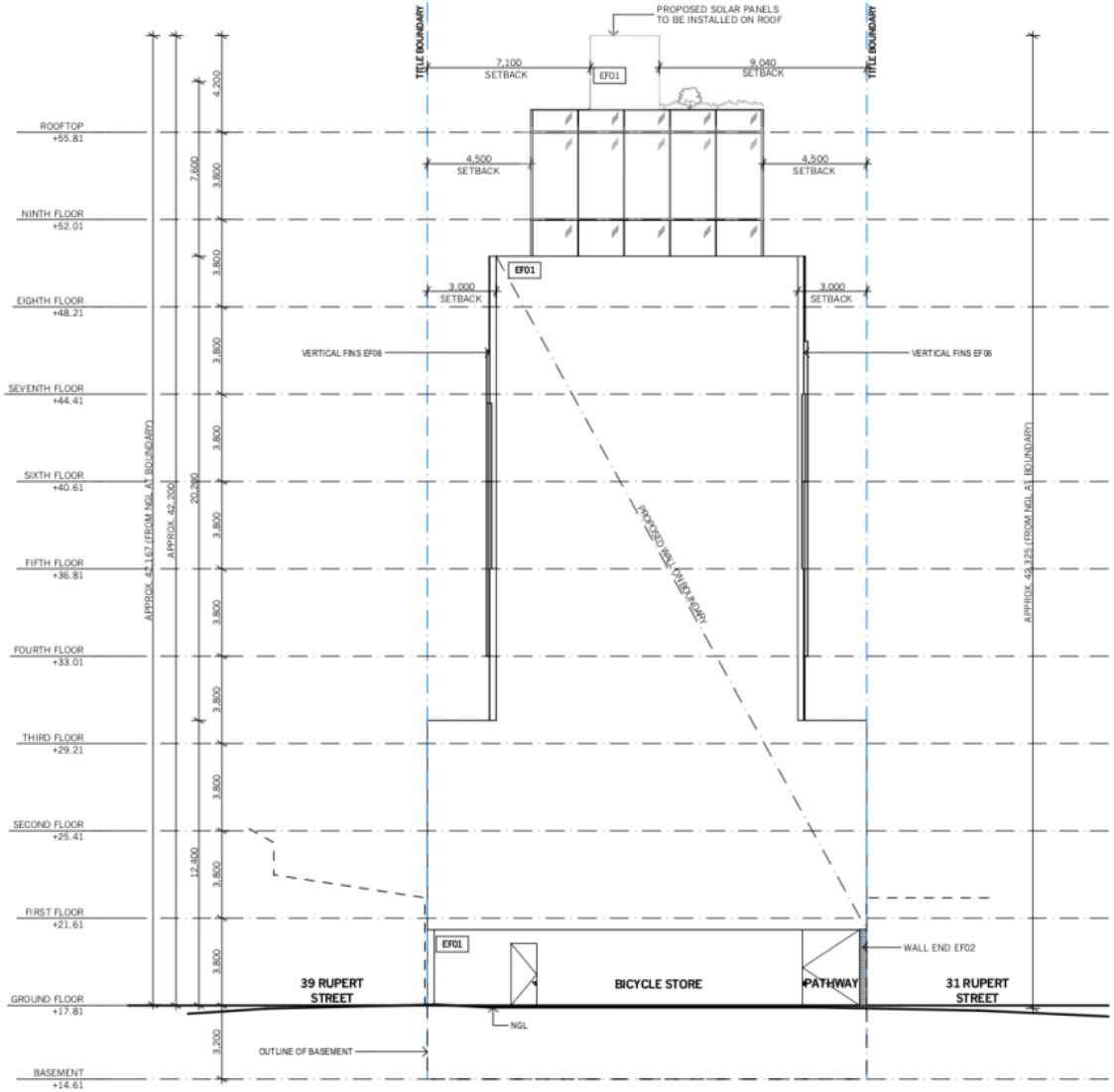
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE	1:100 @ A1 1:200 @ A3
DRAWING NO.	TP3-103
REVISION	A
JOB NO.	P19048
DATE	18/05/20
DRAWING NAME	SOUTH ELEVATION
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



1 WEST ELEVATION
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

EXTERNAL FINISHES LEGEND

EF01	CONCRETE - RAW
EF02	BRICKS - RECYCLED RED
EF03	PERFORATED MASONRY - RED HIT AND MISS BRICK PATTERN
EF05	VERTICAL BATTENS - GALVANIZED METAL FINISH
EF06	VERTICAL METAL FINS - WHITE POWDERCOATED
EF07	GLAZING - CLEAR GLASS - GALVANIZED METAL FINISH FRAMES
EF08	CONCRETE - POLISHED
EF09	STONE LOOK PAVING (OR SIMILAR)

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT	
GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²
GROUND FLOOR	
GFA	670.86m²
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m²
OUTDOOR	189.64m²
COMMON	337.04m²
FIRST FLOOR	
GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²
SECOND FLOOR	
GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²
THIRD FLOOR	
GFA	599.16m²
OFFICE	326.76m²
RETAIL	0m²
OUTDOOR	178.02m²
COMMON	94.38m²
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**
GFA	421.14m² (x4 = 1684.56m²)
OFFICE	326.76m² (x4 = 1307.04m²)
RETAIL	0m² (x4 = 0m²)
OUTDOOR	0m² (x4 = 0m²)
COMMON	94.38m² (x4 = 377.52m²)
EIGHTH FLOOR	
GFA	421.14m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	131.64m²
COMMON	65.05m²
NINTH FLOOR	
GFA	289.50m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²
ROOF	
GFA	289.50m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	124.49m²
COMMON	165.01m²

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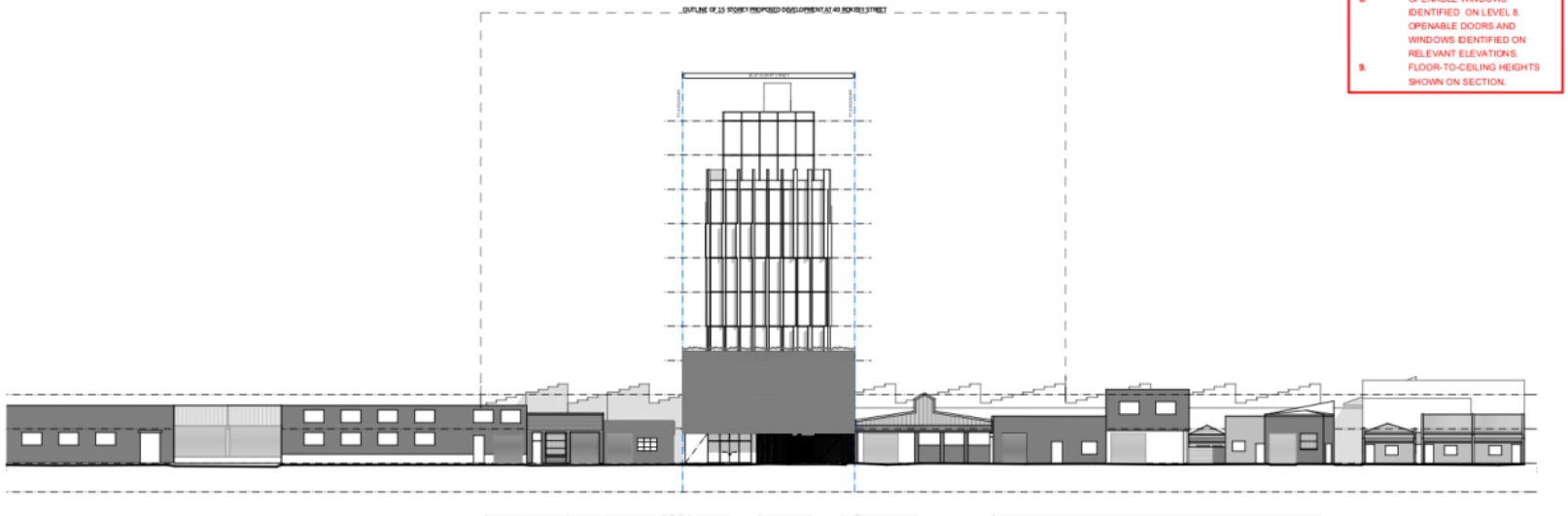
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO.	P19048
SCALE	1:100 @ A1 1:200 @ A3
DATE	18/05/20
DRAWING NO.	TP3-104
DRAWING NAME	WEST ELEVATION
REVISION	-
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



1 - **RUPERT STREETSCAPE**
1:500

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	
OFFICE	326.76m²	
RETAIL	0m²	
OUTDOOR	178.02m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS		**(4 STOREYS)**
GFA	421.14m²	(x4 = 1684.56m²)
OFFICE	326.76m²	(x4 = 1307.04m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		
GFA	421.14m²	
OFFICE	224.46m²	
RETAIL	0m²	
OUTDOOR	131.64m²	
COMMON	65.05m²	
NINTH FLOOR		
GFA	289.50m²	
OFFICE	224.46m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		
GFA	289.50m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	124.49m²	
COMMON	165.01m²	

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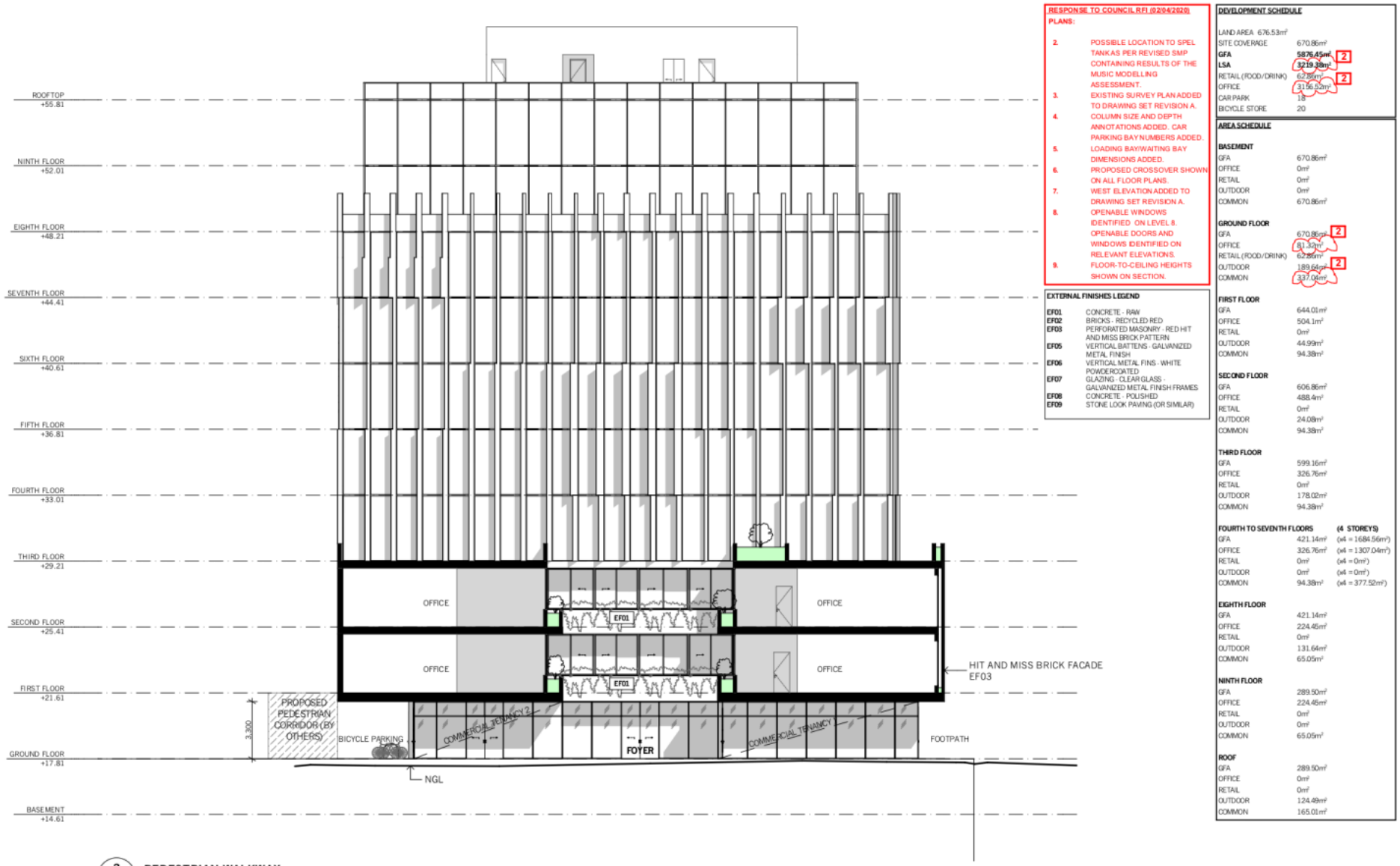
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 18/05/20
DRAWING NO: **TP3-105**
DRAWING NAME: STREETSCAPE
REVISION: -
STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



2 PEDESTRIAN WALKWAY
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

EXTERNAL FINISHES LEGEND

EF01	CONCRETE - RAW
EF02	BRICKS - RECYCLED RED
EF03	PERFORATED MASONRY - RED HIT AND MISS BRICK PATTERN
EF05	VERTICAL BATTENS - GALVANIZED METAL FINISH
EF06	VERTICAL METAL FINS - WHITE POWDERCOATED
EF07	GLAZING - CLEAR GLASS - GALVANIZED METAL FINISH FRAMES
EF08	CONCRETE - POLISHED
EF09	STONE LOOK PAVING (OR SIMILAR)

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT	
GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²
GROUND FLOOR	
GFA	670.86m²
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m²
OUTDOOR	189.64m²
COMMON	337.04m²
FIRST FLOOR	
GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²
SECOND FLOOR	
GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²
THIRD FLOOR	
GFA	599.16m²
OFFICE	326.76m²
RETAIL	0m²
OUTDOOR	178.02m²
COMMON	94.38m²
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**
GFA	421.14m² (x4 = 1684.56m²)
OFFICE	326.76m² (x4 = 1307.04m²)
RETAIL	0m² (x4 = 0m²)
OUTDOOR	0m² (x4 = 0m²)
COMMON	94.38m² (x4 = 377.52m²)
EIGHTH FLOOR	
GFA	421.14m²
OFFICE	224.45m²
RETAIL	0m²
OUTDOOR	131.64m²
COMMON	65.05m²
NINTH FLOOR	
GFA	289.50m²
OFFICE	224.45m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²
ROOF	
GFA	289.50m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	124.49m²
COMMON	165.01m²

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Pitch Architecture + Design
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pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT	SCALE	DRAWING NO.	REVISION
33-37 RUPERT STREET COLLINGWOOD VIC 3066	1:100 @ A1 1:200 @ A3	TP3-106	-
JOB NO. P19048	DATE 18/05/20	DRAWING NAME PEDESTRIAN PATHWAY ELEVATION	STAGE TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans

1 - 01 SECTION 1:200

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5876.45m²
LSA	3219.38m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3156.52m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT

GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²

GROUND FLOOR

GFA	670.86m²
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m²
OUTDOOR	189.64m²
COMMON	337.04m²

FIRST FLOOR

GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²

SECOND FLOOR

GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²

THIRD FLOOR

GFA	599.16m²
OFFICE	326.76m²
RETAIL	0m²
OUTDOOR	178.02m²
COMMON	94.38m²

FOURTH TO SEVENTH FLOORS (4 STOREYS)

GFA	421.14m²	(x4 = 1684.56m²)
OFFICE	326.76m²	(x4 = 1307.04m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)

EIGHTH FLOOR

GFA	421.14m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	131.64m²
COMMON	65.05m²

NINTH FLOOR

GFA	289.50m²
OFFICE	224.46m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²

ROOF

GFA	289.50m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	124.49m²
COMMON	165.01m²

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NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066

JOB NO: P19048

SCALE: 1:100 @ A1, 1:200 @ A3

DATE: 18/05/20

DRAWING NO.: TP4-101

DRAWING NAME: SECTION

REVISION: A

STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans

1 - EXISTING SHADOW DIAGRAM 9AM SEPT 22

2 - SHADOW DIAGRAM 9AM SEPT 22

FOR REVIEW

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Pitch Architecture + Design
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pitchAD.com.au 03 9046 2811
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NORTH POINT

ID	DATE	REVISION
A	15.04.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 18/05/20
DRAWING NO.: TP5-101
DRAWING NAME: SHADOW DIAGRAMS 9AM SEPT 22
REVISION: -
STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans

1 - EXISTING SHADOW DIAGRAM 10AM SEPT 22

2 - SHADOW DIAGRAM 10AM SEPT 22

FOR REVIEW

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NORTH POINT

ID	DATE	REVISION
A	16.04.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066

SCALE: 1:100 @ A1, 1:200 @ A3

DRAWING NO.: TP5-102

REVISION: -

JOB NO.: P19048

DATE: 18/05/20

DRAWING NAME: SHADOW DIAGRAMS 10AM SEPT 22

STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans

1 - EXISTING SHADOW DIAGRAM 11AM SEPT 22

2 - SHADOW DIAGRAM 11AM SEPT 22

FOR REVIEW

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NORTH POINT

ID	DATE	REVISION
A	15.04.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066

SCALE: 1:100 @ A1, 1:200 @ A3

DRAWING NO.: TP5-103

REVISION: -

JOB NO.: P19048

DATE: 18/05/20

DRAWING NAME: SHADOW DIAGRAMS 11AM SEPT 22

STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans

1 - EXISTING SHADOW DIAGRAM 12NOON SEPT 22

2 - SHADOW DIAGRAM 12 NOON SEPT 22

FOR REVIEW

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NORTH POINT

ID	DATE	REVISION
A	15.04.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 18/05/20
DRAWING NO: TP5-104
DRAWING NAME: SHADOW DIAGRAMS 12 NOON SEPT 22
REVISION: -
STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans

1 - EXISTING SHADOW DIAGRAM 1PM SEPT 22

2 - SHADOW DIAGRAM 1PM SEPT 22

LEGEND
EXISTING SHADOW
PROPOSED SHADOW

FOR REVIEW

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NORTH POINT

ID	DATE	REVISION
A	16.04.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP5-105
REVISION: -
JOB NO.: P19048
DATE: 18/05/20
DRAWING NAME: SHADOW DIAGRAMS 1PM SEPT 22
STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans

1 - EXISTING SHADOW DIAGRAM 2PM SEPT 22

2 - SHADOW DIAGRAM 2PM SEPT 22

FOR REVIEW

Pitch

Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

Drawings to be read in conjunction with specification by pitchAD and all drawings and documents by engineers and sub-consultants referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. Do not scale the drawings. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of pitchAD. All discrepancies to be brough to the attention of the author.

NORTH POINT

ID	DATE	REVISION
A	15.04.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE	1:100 @ A1 1:200 @ A3
DRAWING NO.	TP5-106
REVISION	-
JOB NO.	P19048
DATE	18/05/20
DRAWING NAME	SHADOW DIAGRAMS 2PM SEPT 22
STAGE	TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans

1 - EXISTING SHADOW DIAGRAM 3PM SEPT 22

2 - SHADOW DIAGRAM 3PM SEPT 22

FOR REVIEW

Pitch

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NORTH POINT

ID	DATE	REVISION
A	15.04.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066

SCALE: 1:100 @ A1 1:200 @ A3

DRAWING NO.: TP5-107

REVISION: -

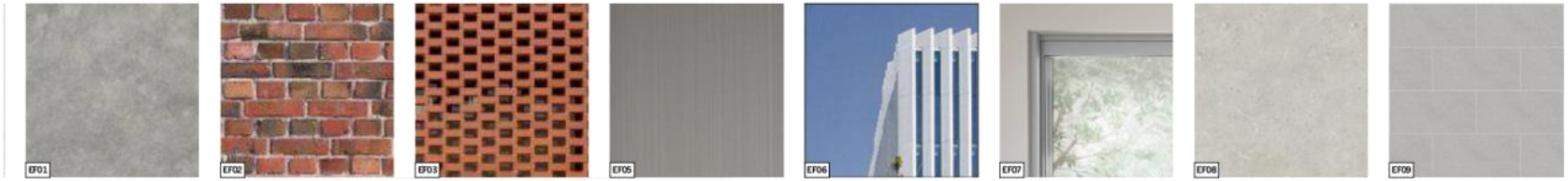
JOB NO.: P19048

DATE: 18/05/20

DRAWING NAME: SHADOW DIAGRAMS 3PM SEPT 22

STAGE: TP

Attachment 1 - Original Application drawings - Advertised Plans / Decision Plans



EXTERNAL FINISHES LEGEND

EF01	CONCRETE - RAW
EF02	BRICKS - RECYCLED RED
EF03	PERFORATED MASONRY - RED HIT AND MISS BRICK PATTERN
EF05	VERTICAL BATTENS - GALVANIZED METAL FINISH
EF06	VERTICAL METAL FINS - WHITE POWDERCOATED
EF07	GLAZING - CLEAR GLASS - GALVANIZED METAL FINISH FRAMES
EF08	CONCRETE - POLISHED
EF09	STONE LOOK PAVING (OR SIMILAR)

FOR REVIEW

Pitch

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47 Cogpin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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NORTH POINT

ID	DATE	REVISION
A	16.04.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066

SCALE: 1:100 @ A1, 1:200 @ A3

DRAWING NO.: TP6-116

REVISION: -

JOB NO.: P19048

DATE: 18/05/20

DRAWING NAME: MATERIALS AND FINISHES

STAGE: TP

Attachment 2 - Collated referral advice in order listed in report.

CITY OF YaRRA

MeMO

TO:	John Theodosakis (Statutory Planning)
FROM	Christian Lundh (Urban Design)
DATE:	14 July 2020
SUBJECT:	33-37 Rupert Street, Collingwood
APPLICATION NO:	PLN20/0165
DESCRIPTION:	Application for construction of a ten (10) storey building (plus roof terrace). Features of the proposal include: use of the land for; food and drink premises (no permit required use i.e. under 100sq.m.); and office (no-permit required use). A reduction in the associated car parking requirement of the Yarra Planning Scheme.

COMMENTS SOUGHT

Urban Design comments have been sought on the development at the above address, in particular on the public realm interface to Rupert Street. Comments are also provided on the proposed pedestrian pathway connection through to Rokeby Street.

Comments are provided below and are based on review of the following documents;

- Landscape Plan – Ground Level (prepared by ACRE, 24 February 2020); and
- Ground Level Floor Plan (prepared by Pitch Architecture + Design, 18 May 2020).

COMMENTS SUMMARY

The overall public realm design intent (widened footpath along Rupert Street and the pedestrian pathway connection via the proposed adjacent development (40-72 Rokeby Street) to Rokeby Street is in principle supported. For Council to make a complete review further details and clarifications are required as listed below and overleaf. We request that the applicant provides a response to each of these items.

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

COMMENTS

Including but not limited to the following details are required on the drawings:

- Further details relating to the proposed pedestrian pathway connection linking Rupert Street to Rokeby Street.
- Levels and grading along the streetscape interface and other publicly accessible ground floor areas.
- Add notes on drawings to all public realm works including but not limited to the installation of vehicle crossover, bluestone kerb/channel and footpath/road surfaces in accordance with relevant CoY standard details and to match existing on site.

Additional details that are required on the drawings are discussed in the relevant sections overleaf.

Attachment 2 - Collated referral advice in order listed in report.

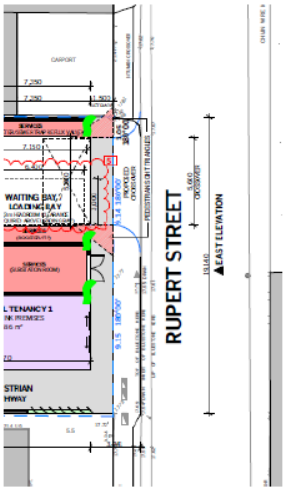
1. Capital works

There are currently (July 2020) no known capital works being led by the Urban Design team directly around the site scheduled for 2020/2021

2. Ground Floor Interface

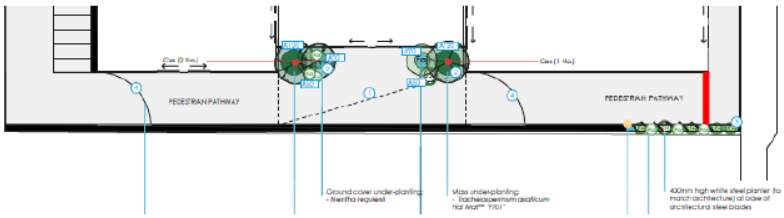
Rupert Street public realm interface

- Confirm that required sight-lines are achieved, the 'pedestrian sight triangles' on the plan appears to be obstructed by adjacent walls.
- Provide spot levels to demonstrate that there will be a seamless levels transition into / along the footpath and all grading will be compliant with relevant Australian Standards.
- Confirm if there may be outdoor dining furniture associated with Tenancy 1. Please show on plans to ensure no obstruction to the paths or circulation are created.
- Investigate potential opportunity to integrate moments of vertical greenery on ground floor façade to improve the public realm experience, noting that sight-lines and openings are not obstructed. Yarra Open Space team to provide final sign-off of potential planting. Refer indicative locations below.



Pedestrian pathway connection to Rokeby Street

- Application documents note restricted after-hours access both to the street and to the rear (40-72 Rokeby Street). Confirm how this will be managed.
- Two gates are shown, will these be locked at the same time?
- Further design details are required relating to the gates, note on drawings not clear.
- Please re-position the east gate closer to Rupert Street (red line in screens hot below). This would assist to reduce the risk of anti-social behaviour and loitering in the after-hours accessible area otherwise created.
- Please confirm the ground floor lighting regime to ensure a safe environment is created for pedestrians traversing along Rupert Street after dark.



Attachment 2 - Collated referral advice in order listed in report.

- Confirm way-finding strategy across this development and into 40-72 Rokeby Street, to ensure a holistic and eligible way-finding strategy is achieved for all occupants of the buildings and also the public that will use this 'short cut' to Rokeby Street.
- With the bicycle parking located at the rear of the property, please confirm how this will be managed to ensure cyclist will dismount at the Rupert Street entrance threshold?
- Confirm minimum clearance of the pedestrian pathway, as pinch points are noted where pots are proposed by the main entrance and the gates hinged to walls.
- Design coordination is requested between the proposal for 40-72 Rokeby Street, to ensure a successful 'public realm connection' is created.
    - Is the rear laneway completely sealed off to the west? Not clear of the extent of any walls or fences along the rear of the property, further details required.
    - Confirm location of gates / openings along the rear of the property and into 40-72 Rokeby Street.

3. Safety and CPTED Principles

- Confirm that CPTED principles have informed the design of the public realm pathway connection; including but not limited to view-lines and passive surveillance.
- Confirm overall lighting regime of the ground floor and public realm interfaces.

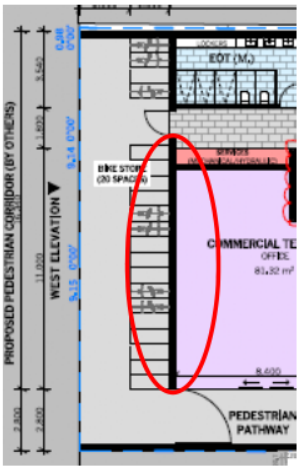
4. Surface materials

- Detail required of delineation between public and private realm, preferred flush steel edge.
- All proposed works within the public realm must be undertaken in accordance with relevant Council standards, details and requirements.
- Update proposed vehicle crossover to be in accordance with Council standard layout.
- Repair of existing bluestone kerb and channel and footpaths as required and as Council standard details and requirements.

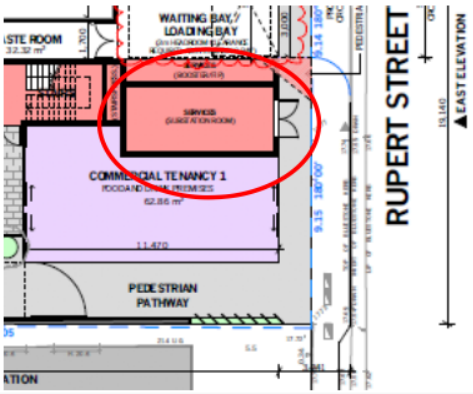
Attachment 2 - Collated referral advice in order listed in report.

5. Suggestions and Considerations

- Rather than having a blank wall, consider to explore providing some glass/ openings along this interface, so there is some level of activation along the rear interface and create a safer environment for anticipated pedestrian movement. Openings could be coordinated with the gate/openings into the Rokeby Street development.



- Is there opportunity to lower the substation to the basement level / reduce footprint and extend the food and drink area into that space and further activate the street frontage?



END

Attachment 2 - Collated referral advice in order listed in report.

CITY OF YARRA

MEMO

To: John Theodosakis

From: Artemis Bacani / Daniel Chila

Date: 28 July 2020

Subject: **Application No:** PLN20/0165
Description: 10-Storey Mixed Use Building
Site Address: 33-37 Rupert Street, Collingwood

I refer to the above Planning Application received on 3 January 2019 in relation to the proposed development at 81-89 Rupert Street, Collingwood. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Pitch Architecture & Design	TP2-101 *Basement Plan* TP2-102 *Ground Level Floor Plan*	A A	18 May 2020 18 May 22020
Traffix Group	*Traffic Engineering Assessment* report	C	22 May 2020
EcoResults	*Waste Management Plan*		3 March 2020

CAR PARKING PROVISION

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	3,157 m²	3 spaces per 100 m² of net floor area	94	18
Food and Drink Premises	63 m²	3.5 spaces per 100 m² of leasable floor area	2	0
		Total	**96**	**18**

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

A reduction of 78 car spaces (consisting of 76 office spaces and two spaces for the food and drink premises) is sought by the applicant.

Attachment 2 - Collated referral advice in order listed in report.

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

- *Parking Demand for Office Use*.
  The proposed office would provide on-site parking at a rate of 0.57 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street, Cremorne PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m^2 (200 on-site spaces; 27,653 m^2)
51 Langridge Street, Collingwood PLN17/0332 (Amended) issued 18 May 2018	0.54 spaces per 100 m^2 (18 on-site spaces; 3,335 m^2)
2-16 Northumberland Street PLN16/0435 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)

  The proposed on-site office parking rate of 0.57 spaces per 100 square metres of floor area is fairly consistent with the above rates and is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne.

- *Parking Demand for Food and Drink Use*.
  For the food and drink use, a staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to one space. All parking associated with the food and drink use would be accommodated off-site.

- *Availability of Public Transport in the Locality of the Land*. The following public transport services can be accessed on foot:
  - Victoria Parade trams – 150 metre walk
  - Hoddle Street buses – 240 metre walk
  - North Richmond railway station – 400 metre walk
  - Smith Street trams – 520 metre walk
  - Collingwood railway station – 560 metre walk

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

- *Availability of Car Parking*.
  Traffix Group has undertaken an on-street car parking occupancy in the surrounding area on Tuesday 26 November 2019 at 1.00pm. The survey area encompassed sections of Rupert Street and Langridge Street. The duration and time of the survey is considered satisfactory. The occupancy survey had identified an inventory of up to 59 spaces in the study area. The results indicate that no fewer than 1 vacant space or 98 % occupancy was recorded. Visitors and clients to the site would be fully aware of the high parking demand in the surrounding streets and choose to commute to the site by more sustainable transportation modes such as catch public transport, ride a bicycle, or walk.

- *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.

Attachment 2 - Collated referral advice in order listed in report.

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

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

TRAFFIC GENERATION
Trip Generation
The traffic generation for the site adopted by Traffix Group is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Office (18 spaces)	- 0.5 trips per space during each peak hour period. - 20% of spaces to generate an additional entry and exit movements.	43	9	9

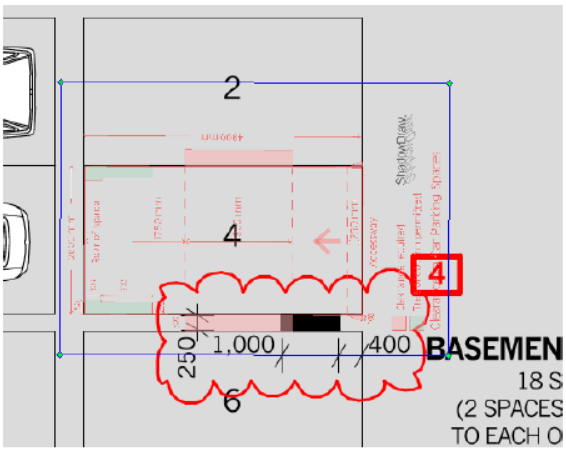
The traffic volumes generated by the site are not unduly high and should not have a detrimental impact on the traffic operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a width of 5.8 metres to satisfy the *AS/NZS 2890.1:2004*.
Visibility	Although visibility splays are provided on both sides of the development's entrance, the wall on both sides of the entrance encroach inside the area of the splays.
Headroom Clearance – Accessway	Not dimensioned on the drawings.
Vehicle Turning Movements – Via Rupert Street	The swept path diagrams for a B99 design vehicle demonstrates satisfactory vehicle movements into and out of the car lift via Rupert Street.
Vehicle Crossing	A 5.6 metre wide vehicle crossing is proposed to provide access to the development's car park.

Attachment 2 - Collated referral advice in order listed in report.

Layout Design Assessment

Item	Assessment
Car Parking Modules	
Tandem Spaces	The width of the tandem spaces are not dimensioned on the drawings. The depth of the tandem space of 10.3 metres satisfies *Design standard 2 – Car parking spaces*.
Aisles	An aisle width of 6.4 metres is provided to *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Column clearances do not satisfy *Diagram 1 Clearances to car parking spaces* – Clause 52.06-9, as depicted in the diagram below. 
Clearances to Walls	Car space Nos. 13, 14, 17, and 18 have not been provided with a 300 mm clearance adjacent to a wall which is a requirement in *AS/NZS 2890.1:2004*. The 300 mm clearance is required to allow car doors to be opened.
Vehicle Turning Movements – Car Spaces	Not provided.
Other Items	
Loading Bay	The clear dimensions of the loading bay is 3.0 metres by 6.4 metres which is adequate to accommodate a small rigid vehicle. The clearance height at the development's entrance and above the loading bay is not dimensioned on the drawings.
Truck Turning Movements – Via Rupert Street	The swept path diagrams for the 6.34 metres waste wise mini truck demonstrate satisfactory truck entry and exit movements into and out of the loading bay via Rupert Street.
Vehicle Passing Movements – Via Rupert Street	The vehicle passing movements for a B99 design vehicle and an oncoming waste wise mini truck are considered satisfactory.
Car Lift	The internal dimension of the car lift of 4.2 metres by 6.54 metres can accommodate a B99 design vehicle. The width of the car lift door is not dimensioned on the drawings.

Attachment 2 - Collated referral advice in order listed in report.

Layout Design Assessment

Item	Assessment
Other	
Queuing Analysis – Car Lift	The proposed car lift is capable of servicing 73.46 vehicles per hour, based on a total service time of 49 seconds estimated by Traffix Group, which is considered reasonable. With an estimated inbound peak our traffic volume of 9 vehicles per AM peak hour wishing to access the car lift, the utilisation ratio for the device's car lift (usage/capacity) would be 0.122 (9 vehicle trips per hour / 73.46 vehicles per hour). To determine the storage queue of the car lift, guidance is sought from the Australian/New Zealand Standard AS/NZS 2890.1:2004. The mechanical device such as this car lift should have sufficient vehicle storage to accommodate the 98th percentile queue (the queue that will be exceeded on 2% of occasions). By knowing the utilisation ratio of the car stacker (in this case, 0.122), the 98th percentile queue length can be calculated. Queue Length, $N = (\text{Log}_n \Pr(n>N) / \text{Log}_n \rho) - 1$ $\Pr(n>N) = \rho^{N+1}$ where ρ = r / s (utilisation factor) ρ = average arrival rate / average service rate = 9 / 73.46 = 0.122 $N = (\text{Log}_n 0.02 / \text{Log}_n 0.122) - 1$ = 0.859 car lengths, say 1 car The 98th percentile queue length for the car lift during the AM peak hour is one car length. This means there will be no car queued in Rupert Street. Based on this calculation, we are satisfied the proposed car lift can adequately operate without adversely impacting the operation of Rupert Street.
Proposed Vehicle Crossing – Ground Clearance Check	A vehicle crossing ground clearance check is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).

Design Items to be Addressed

Item	Details
Visibility	To improve the visibility of pedestrians along the footpath, could the portion of the wall encroaching inside the splays be removed or constructed in a transparent material? Alternatively, the applicant could consider installing a convex mirror on the south side of the development's entrance.
Headroom Clearance – Development's Entrance	The headroom clearance at the development's entrance is to be dimensioned on the drawings.
Tandem Spaces	The width of the tandem spaces is to be dimensioned on the drawings.

Attachment 2 - Collated referral advice in order listed in report.

Design Items to be Addressed

Item	Details
Column Depths and Setbacks	The column depth is to be modified to allow for car doors to be opened and to satisfy *AS/NZS 2890.1:2004*.
Clearances to Walls	Car spaces adjacent to a wall is to be provided with a clearance of no less than 300 mm to satisfy *AS/NZS 2890.1:2004*. If this cannot be achieved, car space Nos. 13, 14, 17, and 18 should all be designated as a small car space.
Vehicle Turning Movements – Car Spaces	The swept path diagrams for a B85 design vehicle demonstrating adequate entry and exit movements into and out of the tandem spaces are to be submitted to Council.
Loading Bay	The applicant is to dimension the clearance height at the development's entrance and above the loading bay.
Car Lift	The car lift information/data sheet is to be submitted to Council. The width of the car lift door is to be dimensioned on the drawings.
Proposed Vehicle Crossing – Ground Clearance Check	A vehicle crossing ground clearance check is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).
Service Pit – Footpath	The applicant is to contact the relevant service authority regarding the service pit in the area of the proposed vehicle crossing.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for assessment.
Waste Collection Arrangements	According to the applicant, waste collection arrangements for the development will be performed within the loading bay area. The Civil Engineering unit has no objection to this proposal.

ENGINEERING CONDITIONS
Civil Works

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

- The kerb and channel along the property's Rupert Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Rupert Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The half-width road pavement of Rupert Street (from the centre line of the road to the west kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.

Attachment 2 - Collated referral advice in order listed in report.

Vehicle Crossings

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

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

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Discharge of Water from Development

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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

Attachment 2 - Collated referral advice in order listed in report.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

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

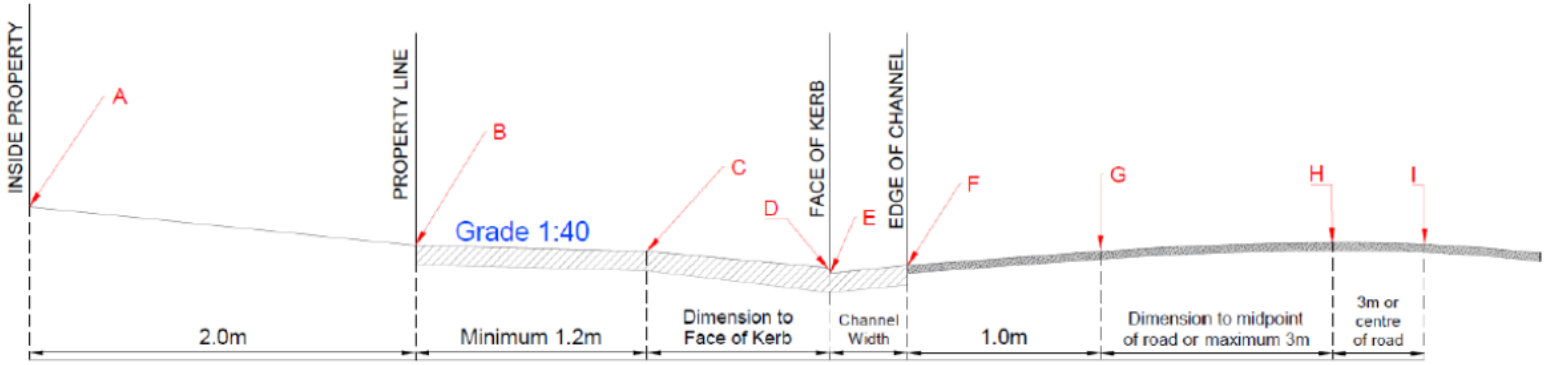
Attachment 2 - Collated referral advice in order listed in report.

Vehicle Crossing – Cross Section

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

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

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



Attachment 2 - Collated referral advice in order listed in report.

Planning Referral

To:	John Theodosakis
From:	Julian Wearne
Date:	22/07/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0165
Description:	Council has received an application for the development of the land for the construction of a ten (10) storey building (plus roof terrace).
Site Address	33 - 37 Rupert Street, Collingwood

I refer to the above Planning Application referred on 24/06/2020, and the accompanying Traffic report prepared by Traffix Group in relation to the proposed development at 33 - 37 Rupert Street, Collingwood. Council's Strategic Transport unit provides the following information:

Access and Safety

There are no significant access or safety concerns identified.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	3157 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	11 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	3 visitor spaces.	
Retail premises (other than specified in this table)	63 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Bicycle Parking Spaces Total			**11 employee spaces**	**20 combined visitor employee spaces**
			3 visitor spaces	
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**2 showers / change rooms**	**6 showers / change rooms**

The development provides a total of 6 additional bicycle spaces above the requirements of the planning scheme, however no provision is made to separate employee and visitor spaces.

Adequacy of visitor spaces

All spaces are suitable as visitor spaces and the number of spaces suitable for visitor uses exceeds Council's best practice rate (6 spaces[1])). Therefore the provision of visitor spaces is acceptable.

Adequacy of employee spaces
Number of spaces
Whilst the proposal includes 20 spaces which appear to be provided for both visitor and employee use, none of the employee spaces meet Council or AS2890.3 requirements for secure employee bicycle parking. The applicant should provide a minimum of 32 bicycle spaces suitable for employee use for the following reasons:

- A reduction of 78 car parking spaces is sought (82% of the statutory requirement);
- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, Council's best-practice rate should be adopted, which recommends 1 space to each 100sqm of office floor space[2] and the statutory rates for other uses. This generates a recommended rate of 32 employee spaces.
- A minimum of 6 visitor spaces should be retained to meet Council's best practice rate for visitor spaces.
- If the total scale of the development is reduced, it is acceptable to reduce the provision of employee and visitor spaces accordingly.

Design and location of employee spaces and facilities
Employee spaces are inadequately located and designed for the following reasons:

- None of the spaces are in a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. A rail behind the building does not constitute secure bike parking.
- Given the scale of the development, all employee bicycle parking should be contained within a maximum of two secure facilities.
- All accessways and bicycle parking envelopes must meet AS2890.3 requirements or otherwise be to Council's satisfaction.

Electric vehicles / share cars / other relevant topics?
Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, to allow for easy future \ provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

Green Travel Plan
It is noted most required information regarding travel options is provided within the Traffic Impact Assessment, however no Green Travel Plan (GTP) has been provided. Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a GTP must be provided and endorsed. The following information should be included:

- a description of the location in the context of alternative modes of transport;

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[1] *Category 6 of the SDAPP advises 1 visitor space to each 500sqm of office floor space is appropriate.*
[2] *Category 6 of the SDAPP offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings"* and the following for employee office rates: *'Non-residential buildings should provide spaces for at least 10% of building occupants.' Assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area*

Attachment 2 - Collated referral advice in order listed in report.

- employee welcome packs (e.g. provision of Myki/transport ticketing);
- sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- a designated 'manager' or 'champion' responsible for coordination and implementation;
- details of bicycle parking and bicycle routes;
- details of GTP funding and management responsibilities;
- the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
- the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
- security arrangements to access the employee bicycle storage spaces; and
- signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
- Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'.
- provisions for the Green Travel Plan to be updated not less than every 5 years.

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum of 6 bicycle spaces designated for visitor use in a location suitable for visitor use.
2. A minimum of 32 bicycle spaces designated for employee use in a maximum of two secure facilities which meets the requirements of AS2890.3 or is otherwise to Council's satisfaction.
3. A minimum 40A single phase electrical sub circuit to allow for the easy future provision of electric vehicle charging facilities within the basement.

A Green Travel Plan should be provided with the information outlined previously.

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit

Attachment 2 - Collated referral advice in order listed in report.

Hi John,

The waste management plan for 33 – 37 Rupert Street, Collingwood authored by ecoresults and dated 3/3/20 is not satisfactory from a City Works Branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. Food waste diversion should be included as a requirement.
2. Please provide details of net space taken up by the bins on site by M^2
3. The swept path diagram has not been provided in the WMP.

Regards,

Atha Athanasi
Contract Management Officer

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

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

ESD in the Planning Permit Application Process

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

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

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m^2 or greater*.

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

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

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

Assessment Process:

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

Attachment 2 - Collated referral advice in order listed in report.

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

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Attachment 2 - Collated referral advice in order listed in report.

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

Assessment Summary:

Responsible Planner:	John Theodosakis
ESD Advisor:	Gavin Ashley
Date:	20.08.2020
Subject Site:	PLN20/0165 33-37 Rupert Street, Collingwood VIC
Site Area:	Approx. 676.53 m²
Project Description:	Development with a ten storey building used for food and drinks premises and office, including a reduction in the associated car parking requirement.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	• Sustainability Management Plan [18.05.20], Eco Results • Architectural plans [18.05.20], Pitch Architecture • Waste Management Plan [03.03.20], Eco Results • Landscape Plan [24.02.20], Acre Landscape Design

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

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

(1) Applicant ESD Commitments:

- The project achieves a 61% BESS score, representing best practice.
- Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption.
- A site-specific construction Waste Management Plan to be developed.
- Heating and cooling systems to be within one Star of the best available, or Coefficient of Performance (COP) & Energy Efficiency Ratios (EER) 85% or better than the most efficient equivalent capacity unit.
- All water heating systems must be within one Star, or 85% or better than the most efficient equivalent capacity unit available.
- A minimum10% improvement on BCA minimum requirements for energy efficiency.
- The development will feature vertical shading devices (blades) to all elevations except where there is a precast wall on the boundary.
- 20 bicycle spaces are to be provided at ground level, with EOT facilities provided.
- Water efficient fixtures and taps.

(2) Application ESD Deficiencies:

- The reliance on proprietary devices for stormwater quality management is not acceptable. Provide a strategy which includes rainwater collection etc to reduce reliance on these devices.
- Increase the construction recycling target to 80%, in line with the City of Yarra's standards.
- Organic waste makes up approximately 40% of general waste – calculate generation from building uses and provide adequate management strategy (storage and collection) for organics.

(3) Outstanding Information:

- Clarify provision of outdoor air to all office levels, and consider incorporating operable windows throughout to facilitate natural ventilation.
- Clarify internal materials schedule will include non, or low VOC content in line with best practice standards.

Attachment 2 - Collated referral advice in order listed in report.

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

- Provide a Section J assessment that includes comparison of reference building against proposed building fabric, and services.
- Clarify what type of water heating and consider using a heat pump.
- Clarify external shading treatment for levels 9 & 10.
- Provide more detail on HVAC system and consider 3 pipe VRF.
- Clarify reduction in illumination power density compared to NCC 2019.
- Clarify size and provision of solar PV, include within Section J, and locate on plans. Consider significantly increasing the scale to better match energy demand.
- Confirm the use of a range of building materials containing recycled content (such as bulk insulation) and bricks (EF02).
- Clarify the use of certified timber products (FSC etc.).
- Clarify the location of car-share bays within proximity to the development.
- Update the Green Travel Plan to include performance targets and monitoring and reporting components included – in addition to comments regarding car-share locations and installation of EV charging to future-proof the development.
- Ensure plan contains strategies to manage construction waste and recycle or reuse 80% of demolition and construction waste.

(4) ESD Improvement Opportunities

- Consider methods to reduce embodied carbon such as: recycled materials, reducing steel and sourcing from an ethical steel producer and incorporating more natural materials (such as timber). Best practice requires an LCA to support claims in embodied carbon reduction.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.
- Consider providing some charging stations for EV's or wiring for future.
- Consider increasing vegetation provision at the front of the site to mitigate UHI impacts from increased building mass.
- Consider head contractor to be ISO 14001 accredited.

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

Attachment 2 - Collated referral advice in order listed in report.

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Operable windows are provided on ground floor, and podium levels 3 & 8.	Clarify provision of outdoor air to all office levels, and consider incorporating operable windows throughout to facilitate natural ventilation.	3
Daylight & Solar Access	Good. 40% of commercial tenancy (GF), 43% of office (L2) and over 90% of office (L3 & 7) achieves DF>2.0 with a VLT of 0.68.	Satisfactory.	1
External Views	Most of the offices feature external views into the lightwell and terraces which host potted vegetation providing a pleasant outlook for the occupiers.	Satisfactory.	1
Hazardous Materials and VOC	No commitment has been made to provide non-hazardous materials and Low VOC products at this stage.	Clarify internal materials schedule will include non, or low VOC content in line with best practice standards.	3
Thermal Comfort	Achieved through a variety of ventilation (mixed-mode and mechanical), glazing and insulation.	See comments above regarding clarification of operable windows to facilitate natural ventilation.	3

*** Council Assessment Ratings:**

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

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

Attachment 2 - Collated referral advice in order listed in report.

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	The BESS report indicates a 10% improvement (min) on NCC 2019 insulation, and walls and glazing meeting the required façade tolerance allowed (or better). (SMP, p. 39)	Provide a Section J assessment that indicates wall and glazing insulation levels to support credit.	3
Thermal Performance	The BESS report indicates 13% reduction against NCC 2019 reference case.	Provide a Section J assessment that indicates wall and glazing insulation levels to support credit.	3
Greenhouse Gas Emissions	The BESS report indicates a 97% reduction in GHG emissions compared to BCA reference case. (SMP, p. 40)	Provide a Section J assessment that includes comparison of reference building against proposed building fabric, and services.	3
Hot Water System	All water heating systems must be within one Star, or 85% or better than the most efficient equivalent capacity unit available.	Clarify what type of water heating and consider using a heat pump.	3
Peak Energy Demand	The BESS report indicates a 10% reduction in peak cooling load compared to reference building.	Satisfactory.	1
Effective Shading	External shading (fins) are proposed from level 3 to 8.	Clarify external shading treatment for levels 9 & 10.	3
Efficient HVAC system	Heating and cooling systems within one Star available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) 85% or better than the most efficient equivalent capacity unit.	Provide more detail on HVAC system and consider 3 pipe VRF.	3
Car Park Ventilation	Carbon Monoxide monitoring to control the operation and speed of the ventilation fans.	Satisfactory.	1
Efficient Lighting	A commitment to a maximum illumination power density (W/m2) in at least 90% of the relevant building class at least 20% lower than required by Table J6.2a of the NCC 2016 BCA.	Clarify reduction in illumination power density compared to NCC 2019.	3
Electricity Generation	A 4.2 kW solar PV system is indicated in the implementation schedule; however, no details are provided in the SMP, BESS report or located on plans (besides elevations).	Clarify size and provision of solar PV, include within Section J, and locate on plans. Consider significantly increasing the scale to better match energy demand.	3
Other	-	-	

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au

Attachment 2 - Collated referral advice in order listed in report.

Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

Attachment 2 - Collated referral advice in order listed in report.

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: • Taps: 5 star • Toilets: 4 star • Showers: 3 star	Satisfactory.	1
Water for Toilet Flushing	No rainwater tank proposed.	Unsatisfactory. Incorporate a rainwater tank to use for toilet flushing.	2
Water Meter	Each tenancy will feature their own water meter which incentivises water efficiency for owners.	Satisfactory.	1
Landscape Irrigation	Water sensitive landscape design to reduce potable water used for irrigation.	Satisfactory, however clarify rainwater tank and use of recycled water for irrigation.	3
Other	-	-	

*** Council Assessment Ratings:**

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

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

Attachment 2 - Collated referral advice in order listed in report.

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 MUSIC assessment has been provided that relies on a SPEL storm sack, and SPEL Hydro system prior to discharge. (SMP, p. 19)	The reliance on proprietary devices for stormwater quality management is not acceptable. Provide a strategy which includes rainwater collection etc to reduce reliance on these devices.	2
Discharge to Sewer	The MUSIC assessment indicates a 0% reduction in stormwater flow.	Unsatisfactory.	2
Stormwater Diversion	Extensive landscape areas incorporated into the building design (approx. 96 m²).	Satisfactory.	-
Stormwater Detention	No on-site rainwater storage proposed.	See above comments regarding incorporating a rainwater tank.	2
Stormwater Treatment	A SPEL storm sack and SPEL Hydro system is incorporated into the stormwater system prior to discharge.	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 2 - Collated referral advice in order listed in report.

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.	Confirm the use of a range of building materials containing recycled content (such as bulk insulation) and bricks (EF02).	3
Embodied Energy of Concrete and Steel	No information has been provided.	Consider methods to reduce embodied carbon such as: recycled materials, reducing steel and sourcing from an ethical steel producer and incorporating more natural materials (such as timber). Best practice requires an LCA to support claims in embodied carbon reduction.	4
Sustainable Timber	No information has been provided.	Clarify the use of certified timber products (FSC etc.).	3
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	No information has been provided.	Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.	4

*** Council Assessment Ratings:**

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

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

Attachment 2 - Collated referral advice in order listed in report.

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking for 18 cars proposed in basement.	Satisfactory.	1
Bike Parking Spaces	20 bike parking spaces are provided at ground level.	Satisfactory.	1
End of Trip Facilities	End of trip facilities have been provided in the form of 3x male, 3x female, and 1x DDA shower/s at ground level.	Satisfactory.	1
Car Share Facilities	Car-pooling has been identified, however the proximity of various car-share schemes is not included.	Clarify the location of car-share bays within proximity to the development.	3
Electric vehicle charging	No information has been provided.	Consider providing some charging stations for EV's or wiring for future.	4
Green Travel Plan	A Green Travel plan has been incorporated into the 'transport' section of the SMP.	Update the Green Travel Plan to include performance targets and monitoring and reporting components included – in addition to comments regarding car-share locations and installation of EV charging to future-proof the development.	3

*** Council Assessment Ratings:**

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

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

Attachment 2 - Collated referral advice in order listed in report.

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	Site specific WMP. A target recycling rate of 70% of construction and demolition waste has been adopted for the construction phase of the development to minimise the volume of waste to landfill.	Increase the construction recycling target to 80%, in line with the City of Yarra's standards.	2
Operational Waste Management	An operational Waste Management Plan has been provided, and a 32 m² Waste Room is located at ground level.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	While recycling is covered in the WMP, there is no provision of organic waste in the WMP or Waste Room.	Organic waste makes up approximately 40% of general waste – calculate generation from building uses and provide adequate management strategy (storage and collection) for organics.	2
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 2 - Collated referral advice in order listed in report.

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	The site currently supports an existing building (to be demolished) and an area of open space (used as storage) – however has been identified as having minimal ecological value.	Satisfactory.	N/A
Maintaining / Enhancing Ecological Value	Vegetation a planter boxes have been integrated into the proposed design – approximately 96 m^2 (10% of site area).	Satisfactory.	1
Heat Island Effect	No information has been provided.	Consider increasing vegetation provision at the front of the site to mitigate UHI impacts from increased building mass.	4
Other			
Green wall, roofs, facades	While rooftop vegetation is incorporated in the design, no details of additional vertical greening is indicated.	Consider a green wall or façade (i.e. at front of site) to improve the ecological value and UHI mitigation 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 - Collated referral advice in order listed in report.

9. Innovation

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	No innovation credits have been claimed.	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 2 - Collated referral advice in order listed in report.

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	Commission and tune all equipment in accordance with performance standards and targets.	Satisfactory.	1
Building Users Guide	A Building User's Guide will be prepared and given to owners prior to occupation which will include instructions on maximizing sustainability.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider head contractor to be ISO 14001 accredited.	4
Construction Management Plan	The SMP indicates the development of a Construction Waste Minimisation Plan. (SMP, p. 10)	Ensure plan contains strategies to manage construction waste and recycle or reuse 80% of demolition and construction waste.	3
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 2 - Collated referral advice in order listed in report.

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 - Collated referral advice in order listed in report.

hansen

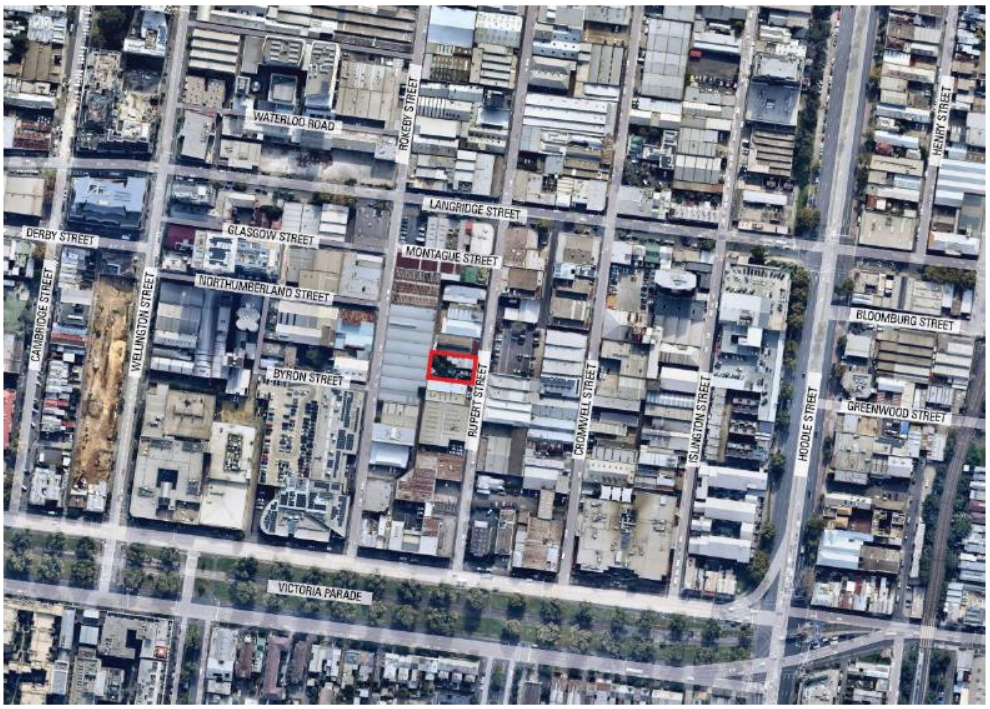
Urban Design Memo

To:	John Theodosakis	Date:	28/07/2020
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	33-37 Rupert Street, Collingwood		

Thank you for the opportunity to review the application package for the proposed 10 storey office development at 33-37 Rupert Street, Collingwood. Our assessment is based on the preliminary planning application plans prepared by Pitch Architecture, dated 18/05/2020 as well as site investigations and a comprehensive review of relevant Planning Policies.

Our assessment in relation to urban design matters, including a number of recommendations, is set down below.

Site & Context



Site identification

Attachment 2 - Collated referral advice in order listed in report.

The subject site is a rectangular allotment located on the western side of Rupert Street in Collingwood. The site has a frontage of 18.29m to Rupert Street, depth of 35.05m and a total site area of 641m^2. The site currently contains a single storey dwelling with a relatively large backyard.

The subject site is located within the traditional industrial pocket of Collingwood between Wellington Street (to the west) and Hoddle Street (to the east). This area comprises a broad urban grid (with blocks of some 200m in length) with a diverse mix of traditional warehouse forms of 1 and 2 storeys, more recent commercial buildings from the 90s and 2000s of up to 3 storeys and scattered pockets of single storey heritage cottages (primarily to the north). It is acknowledged that this area of Collingwood serves an important role as an employment and industry hub within the municipality. The site has the following interfaces:

- To the **north**, the site abuts a 1-2 storey commercial building at 39 Rupert Street, occupied by the 'Mint Food Group'. Beyond is a variety of 1-3 storey commercial buildings. There is a series of laneways that are present to the north, one being a north-south laneway terminating at 39 Rupert Street. Further north is a range of recent developments such as Yorkshire Brewery (17, 14 storeys) and 71-93 Gipps Street (11 storeys).
- To the **east**, the site has a direct frontage with Rupert Street, a 10m wide road reserve extending between Gipps Street to the north and Victoria Parade to the south. Rupert Street is a one-way street with vehicular movement heading towards the south. Directly opposite is a 2 storey brick warehouse and a large at-grade carparking area. Further east is a mix of 1 to 4 storey commercial buildings of varied lot dimensions built to site boundary, with pockets of at-grade parking facilities. Hoddle Street, a major arterial road (45m wide) is located within 260m from the subject site.
- To the **south**, the site has an interface with a single storey commercial building at 31 Rupert Street. This is currently occupied by "Studio Studio". Further to the south is a variety of 1-2 storey commercial/industrial buildings. Further south is Victoria Parade (approximately 70m wide), a key east-west arterial road comprising of 6 vehicular lanes, bus lanes and marked on-street parking to one side. A central tramway bound by trees within wide landscaped verges buffers the tracks from the vehicular lanes.
- To the **west**, is a large site at 40-50 Rokeby Street, comprising a set of single storey brick warehouses to the site boundaries with a unique 'serrated sawtooth' parapet and roof form. Currently occupied as an automotive repair shop and offices. Opposite are 2 and 3 storey buildings of commercial or warehouse typologies with varying roof profiles. Further west are 2 and 3 storey office buildings and an at-grade car park located along Byron Street (turning into Northumberland Street). A cluster of red brick buildings associated with the former silos at 21 Northumberland Street (11 storeys) and distillery at 26 Wellington Street are located further west with a mix of building heights of 2 and 6 storeys. Beyond this development is Wellington Street, a 20m wide road reserve with vehicular traffic in both directions. A sizeable development at 1-57 Wellington Street is currently under construction and is to accommodate a series of buildings ranging up to 11 storeys.

Attachment 2 - Collated referral advice in order listed in report.

Planning and Design Framework

The site is located within the **Commercial 2 Zone (C2Z)**. The purpose of the zone is:

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

The site is subject to **Schedule 11 of the Design and Development Overlay (DDO11- Gipps Precinct)**.
Relevant design objectives include:

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

The following Planning Policies are considered relevant to this urban design assessment:

- Clause 15 – Built Environment and Heritage;
    - Clause 15.01-1S – Urban Design;
    - Clause 15.01-1R – Urban design – Metropolitan Melbourne;
    - Clause 15.01-2S – Building design;
- Clause 21.03 – Vision;
- Clause 21.05 – Built Form;
- Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay; and
- Clause 22.10 – Built form and design policy.

Other relevant documents include;

- Urban Design Guidelines for Victoria (2017).
- Victorian Urban Design Charter (2010).

Zone and DDO11 Maps

Attachment 2 - Collated referral advice in order listed in report.

The Proposal

The proposal includes the demolition of all structures on site for the subsequent construction of a 10 storey commercial building comprising predominantly offices. Specifically, the proposal includes;

- A podium and tower arrangement rising to approximately 39m, comprising of a 3 storey podium to a height of approximately 12.4m to the street.
- Ground level is setback by 1.5m to Rupert Street comprising of a commercial tenancy (food and drink premises), pedestrian pathway to a foyer, a commercial tenancy (office) and 20 bike storage spaces.
- Access to the basement and loading bay area within the ground level is gained via Rupert Street. The basement level comprises 18 car parking spaces.
- 2x light wells are located to the north and south of the site, each with a minimum dimension of 3m.
- A total office floor area of 3156.52m^2. Above the podium, the upper levels to the 8th floor have a setback of 3m from the boundaries to the street, north and south. The setbacks from these boundaries increase to 5m from the street and 4.5m to the north and south at the 8th floor. The building is located on the boundary to the west, and increased to a 1.5m setback at the 8th floor.
- The design language of the proposed building seeks to reference the traditional industrial warehouse character of this part of Collingwood and define an enhanced relationship to the street with the use of a range of materials in a minimalist expression of form. The podium is constructed of a perforated masonry (hit and miss) brick pattern and the upper levels adopting full height glazing and vertical fins.

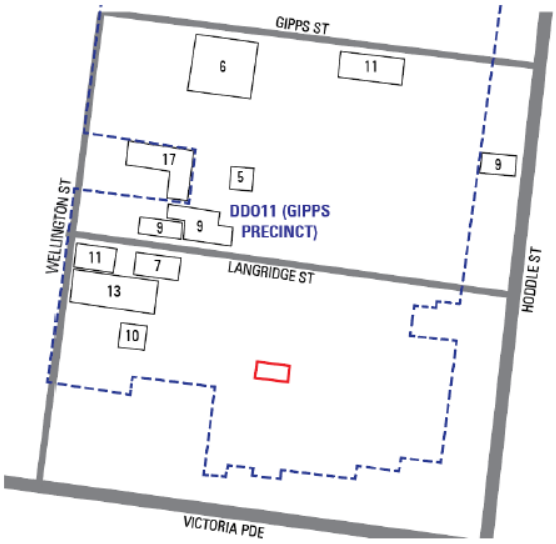
Artistic impression of proposed development by Pitch Architecture and Design

Attachment 2 - Collated referral advice in order listed in report.

URBAN DESIGN ASSESSMENT

Strategic context and urban form

- 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 the subject site is not located within an Activity Centres or a designated Strategic Redevelopment Site, there is a clear ambition that the site is located where 'more' can potentially be achieved as demonstrated by a number of approvals and recently constructed developments in its surrounds – thereby transforming this historically low-rise context into one of the pockets of higher development.
- A design response to the existing or preferred neighbourhood character and a contextual urban design response having regard to ambitions for the area is contemplated through the provisions in the Planning Scheme (Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form), Clause 22.10 (Design and Built Form) and Schedule 11 of the Design and Development Overlay. Importantly, the objectives in Clause 22.10-3.3 seeks 'to ensure that the height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character'. The overall height of new development may exceed the prevailing building height of the area if the site does not cause off-site impacts and is either located on a corner site of a main road, or of substantial land area.
- Observation of the site's physical context reveals an established character with little evolution characterised by factory and warehouse buildings of 2-3 storeys. A transformation of this character is emerging with a number of multi-storey developments punctuating the skyline. Notable developments (or approvals) within proximity to the site are shown to the right. The Yorkshire Brewery – a designated Strategic Development Site development in the Yarra Planning Scheme (at 17 storeys), and a number of recent multi-level developments (constructed and approved) ranging between 7 and 13 storeys, particularly within the Gipps Street Precinct, reflect the emerging 'height datum' for the area.



Notable development or approvals ranging between 7 and 13 storeys, particularly within the Gipps Precinct

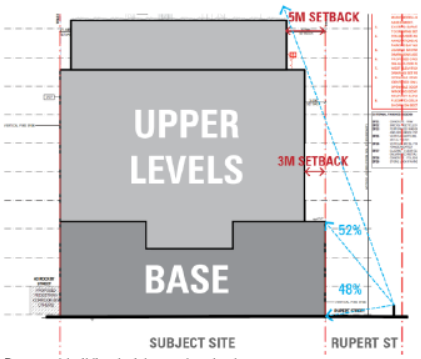
- We recognise that the site is not a designated strategic development site and does not benefit from corner of a main road to demarcate a junction, or of substantial land area which can absorb and sensitively conceal an increase in development scale – as is invited in Clause 22.10 (Design and Built Form).

Attachment 2 - Collated referral advice in order listed in report.

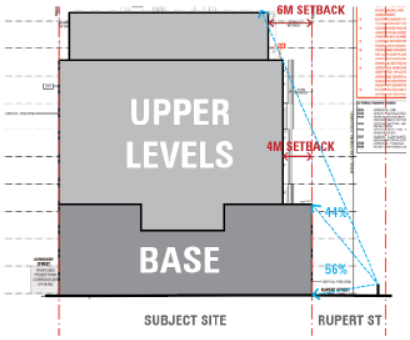
- While we accept that the proposed development at 10 storeys will sit within emerging 'height datum', the assessment of taller development in this part of Collingwood will need to be assessed against a series of urban design tests to determine an acceptable maximum height. Clause 22.10 suggest the use of massing or articulation, or changes of surface treatment, or a combination of these to relate taller buildings to the scale of their surrounds and to diminish visual bulk, and any off-site amenity impacts. More specific guidance is provided in DDO11, which states that development over 4 storeys should demonstrate a high standard of architectural design and minimise overshadowing of adjoining streets, public spaces or private properties.
- A response to these matters will be discussed below (Streetwall and Massing, Overshadowing and Architectural Expression).

Streetwall and Massing

- The proposal has adopted a massing strategy has been 'broken' up into 3 components comprising a 3 storey 'base' to ground the development, a 5 storey tower (setback 3m behind the street wall) and a 2 storey recessive 'cap' (setback 2m behind the levels below from the street).
- DDO11 seeks to ensure that there is *'a consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys'*. Clause 22.10-3.3 further reiterates that new development to conform to existing development scale of adjoining sites. Our review of the existing streetscape identifies building heights (and streetwall heights) of 1-3 storeys. What can be gleaned from these policy and physical contexts is a 3 storey streetwall response that would be appropriate to the narrower street profile (10m wide) and represents a better fit within its existing and emerging streetscape. **We therefore support the proposed 3 storey streetwall as an appropriate urban design response.**
- Ensuring comfortable pedestrian environment that is not resulting in a 'canyon' effect and maintaining view to the sky is one of key urban design tests to achieve DDO11 objective *'to provide a pedestrian friendly environment along all street frontages'*.
- DDO11 does not seek to visually conceal upper levels behind the street walls. However, the cumulative impact of a narrow street profile and a 10-storey tower development that proportionally and visually dominate the street wall does not contribute to a pedestrian friendly environment along Rupert Street. This effect will be further exacerbated when replicated on adjoining sites, or across the road.
- Street wall continuity and its visual prominence when viewed in the oblique along narrow local streets, as well as from across the street represents inherent built form character of this precinct (DDO11). Noting the narrow profile of Rupert Street (10m), we recommend a greater upper level setback of 4m above the street wall to 8 storeys and a 6m setback to levels 9 and 10 to achieve a more visually prominent street wall presentation when viewed from within the street. This is demonstrated in the cross section below where the upper levels are clearly subservient to the street walls.



Proposed building heights and setbacks arrangement represent a proportionately more dominant upper levels when viewed from across Rupert Street.

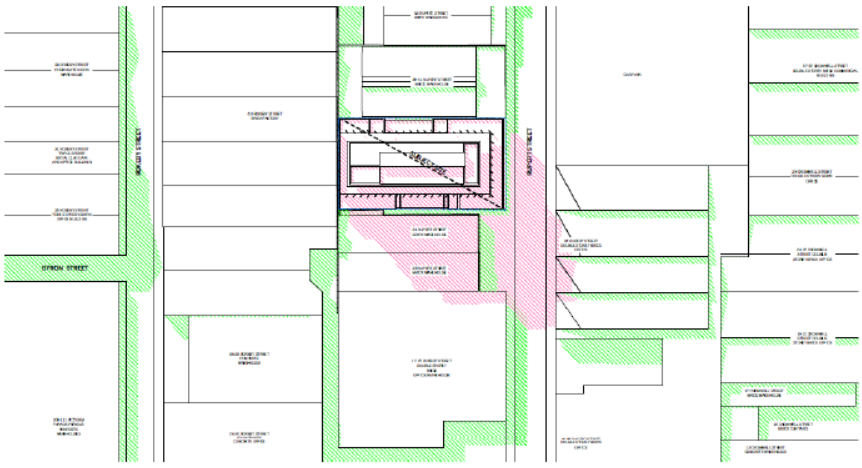


Recommended additional upper level setback to achieve a proportionately more dominant street wall when viewed from across Rupert Street.

Attachment 2 - Collated referral advice in order listed in report.

Overshadowing

- Shadow diagrams provided in the architectural drawing package demonstrate additional overshadowing impact onto public and private realms on the equinox (22 September) between 9am to 3pm, including on Rupert Street eastern footpath and part of western periphery of No. 24 Rupert Street (2pm onwards).
- DDO11 does not prescribe time of the year and the day when solar access to existing footpath, public spaces or private properties must be retained. The Urban Design Guidelines for Victoria Objective 1.5.4 suggests *'future building height and setback distances so as to allow daylight and winter sun access to key public spaces within streets (objective 5.1.3).* We acknowledge that Rupert Street is not identified as a key public space and we accept that the winter solstice solar test, which represents a more onerous measurement is not warranted in this context. In this instance, we accept that solar tests taken on 22 September (equinox) is appropriate and consistent with other solar tests undertaken in the City of Yarra's context (refer to DDO15 as an example for acceptable solar tests in an Activity Centre context in the City of Yarra).
- Overshadowing of the western footpath along Rupert Street is to be expected noting existing buildings are mostly built to the street edges for 1-3 storeys and will cast afternoon shadow onto the western footpath. Further west, the 10-storey form will also cast shadow onto Byron Street footpaths at 9am. We note however that the shadow cast by the proposal is fully contained within the shadow extent cast by existing buildings. In this instance, there is no additional overshadowing cast to the public realm by a 10-storey form on the subject site.
- An important consideration with regards to the overshadowing impact is along Rupert Street eastern footpath and the amount of overshadowing of No. 24 Rupert Street, where commensurate development can potentially be accommodated in the future. DDO11 is clear in supporting development scale above 4-storey where overshadowing to public and private realms can be minimised. A complete overshadowing of footpath and parts of No. 24 Rupert Street at 2pm does not represent a supportable urban design outcome, particularly where increased pedestrian footfall can be expected as the precinct regenerates to support more working population. In this instance, we would request the applicant provide **additional 3D information to demonstrate how a 10-storey form on the subject site can minimise overshadowing of eastern footpath and future development opposite at No. 24 Rupert Street at 2pm on 22 September.**

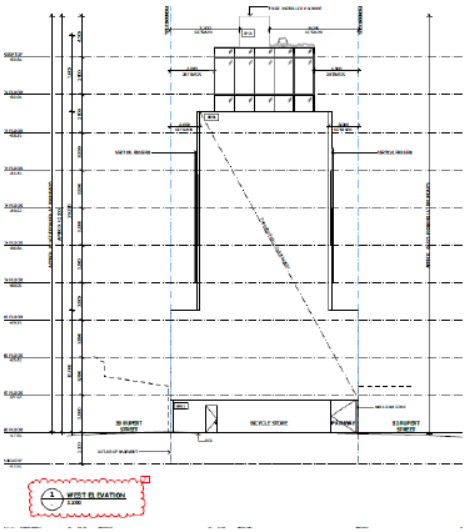


A more balance response will be assessed against how solar access to footpath along Rupert Street (east side) and on No.24 Rupert Street (up the elevation) at 2pm on 22 September.

Attachment 2 - Collated referral advice in order listed in report.

Site Planning and Functionality

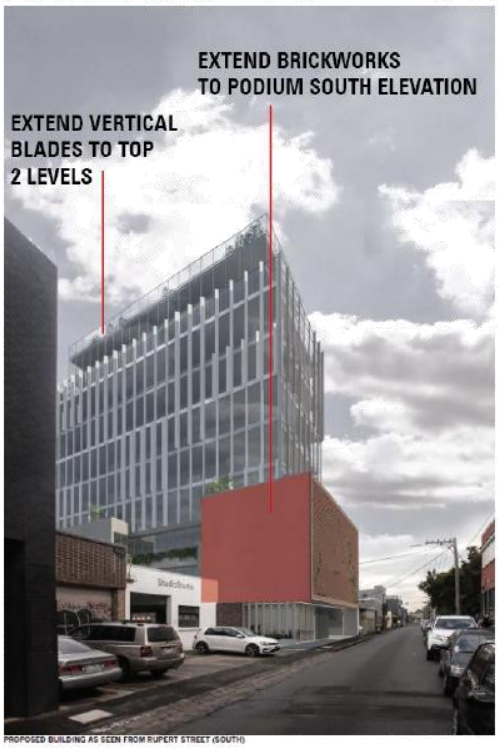
- We are generally supportive of the site planning strategy, including active uses to the street, a pedestrian pathway and an underground basement to allow greater activation and surveillance to the street. While it is generally accepted that a portion of the ground level will be occupied with vehicle access and services, we feel further improvement to improve the street level presentation is required, where more than half of the street frontage is inactive.
- We appreciate that the frontage width makes it difficult to have a clearly visible 'foyer' to the offices, however the pedestrian pathway should have a strong sense of address from Rupert Street. **As a suggestion, there is opportunity to extend the brick paving on the pedestrian pathway as a wayfinding element between Rupert Street and the Foyer. More information is also required to demonstrate how services are concealed and proposed material treatment to manage the Rupert Street interface at ground level.**
- Along the northern and southern boundaries, we are supportive of party- wall arrangement to boundaries at the lower levels (podium) where these will likely be concealed by subsequent future development on neighbouring sites. In terms of a numerical standard, we are supportive of the tower form being setback 3-4.5m resulting in a reciprocal setback condition on abutting sites up to 6-9m building separation.
- We are generally supportive of the provision of ground level bike storage to the rear (western periphery), however more information is required to demonstrate appropriate ground level interface response that contributes to the sense of safety and legibility in response to potential pedestrian corridor (part of redevelopment outcome at No. 50 Rokeby Street to the west). Additional information for access arrangement (location, time, hours) will be useful to determine a suitable urban design response. Further, the architecture drawing package is also unclear if the ground level western interface is intended to be open (to future pedestrian corridor) as indicated on the Ground Level Plan (TP2-102) and West Elevation (TP3-104). Additional passive surveillance and lighting will assist in improving the perception of safety of the bike storage, consistent with CPTED principles.
- We note the party wall arrangement comprising an 8-storey blank wall built on the western boundary and the top 2 storeys setback from the western boundary by 1.5m. While we accept that party wall arrangement minimises overlooking issue to the west, we do not consider the 8-storey unarticulated blank wall to be an appropriate response to potential pedestrian corridor at the ground level. In response to commercial proposal at No. 50 Rokeby Street, a more appropriate response on the subject site will be:
  - We accept a party wall arrangement for up to 3 storeys, built along the western boundary.
  - Provide a minimum 6m building separation between rising forms (above the podium) on the subject site and future development outcome at 50 Rokeby Street. If a 6m setback is provided on No. 50 Rokeby Street as part of its redevelopment, then we accept no upper level setback above the podium is required for up to 8-storey.
  - In minimising the visual bulk effect of an 8-storey blank wall presentation from within the pedestrian corridor and when viewed from future commercial development at No. 50 Rokeby Street, a significant improvement to the western elevation comprising the same level of façade design resolution is required. The protection of these laneways is further reinforced by local policy at Cl22.07 – Development Abutting Laneways.



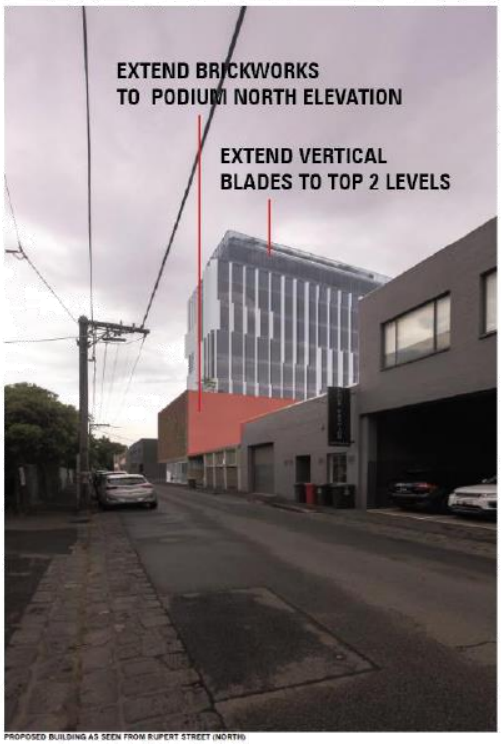
Attachment 2 - Collated referral advice in order listed in report.

Architectural Expression

- We are generally satisfied that the presentation of the proposed architectural treatment in achieving unambiguous visual distinction between the 'base' and 'top'. Compositionally, we commend the utilisation of 'bricks' as in response to predominant material palette within the context of Rupert Street streetscape. The application of a 'hit and miss' brick works that enables visual permeability is successful in achieving a restrained façade design without discounting on the human-scaled articulation and sense of depth to the building. Currently, existing buildings to the north and south of the subject site are setback from their Rupert Street frontage, revealing the proposed 3-storey northern and southern elevation. **Further refinement to improve the three-dimensional quality of the street wall will be to extend the brick application along the northern and southern party wall to manage its visual presentation in the short to medium terms.**
- Within the 'middle' section, we are broadly supportive of the unified glazed box with an additional façade skin comprising vertical blades for visual interest, shading features and to minimise visual bulk. When viewed from further afield, we are satisfied that the angles and arrangement of the façade system are legible when viewed from further afield, ensuring the necessary level of articulation is achieved without resulting in visual clutter.
- We are however not convinced that a 3-parts massing arrangement, achieved through setbacks and material variation is warranted for a 10-storey form. While additional setbacks may be warranted to minimise overshadowing and to ensure a pedestrian- scaled streetscape presentation, we would suggest the applicant to minimise the effect of this additional step by extending the vertical blades to the top 2 levels. In effect, the 'middle' and 'cap' would be perceived as one unified element despite their setback arrangements.



PROPOSED BUILDING AS SEEN FROM RUPERT STREET (SOUTH)



PROPOSED BUILDING AS SEEN FROM RUPERT STREET (NORTH)

Attachment 2 - Collated referral advice in order listed in report.

Conclusion

In summary, we consider that the subject site lends itself to a taller development (above 5-6 storeys) due to its policy and contextual attributes. However, a number of refinements and additional testing are required to achieve a supportable urban design outcome. these are:

- Increase upper level setback to at least 4m for level 3 to level 7.
- Increase upper level setback to at least 6m for level 8 and level 9.
- Provide additional shadow tests, preferably in 3D format to demonstrate the extent of overshadowing of footpath across Rupert Street and up the western elevation of No. 24 Rupert Street at 2pm on 22 September.
- Demonstrate minimisation of overshadowing of footpath and western elevation of future development opposite of Rupert Street at 2pm on 22 September.
- Provide clarification for ground level western interface treatment to demonstrate passive surveillance and perception of safety.
- Provide a minimum 6m separation between buildings above the podium between the subject site and future development at No. 50 Rokeby Street.
- Encourage passive surveillance onto future pedestrian corridor to the west from within the podium levels.
- Avoid blank wall presentation (8- storey tall) along the western elevation. Consider the extension of glazing and vertical blades façade treatment along the western elevation.
- Consider extension of the glazing and vertical blades façade treatment to the top 2-levels to minimise a 3-parts massing arrangement.
- 'Wrap' the brick material used in the streetwall to the side elevations of the lower levels.
- Improve sense of address to the pedestrian pathway from Rupert Street by extending the brick paving on the pedestrian pathway.
- More information is also required to demonstrate how services are concealed and proposed material treatment to manage the Rupert Street interface at ground level.

We trust the above urban design review will assist in the planning assessment of the proposal. For any queries, please contact the urban design team on 9654 8844.

Yours faithfully,

Hansen Partnership Pty Ltd

Hansen Urban Design Team

28/07/2020

Attachment 2 - Collated referral advice in order listed in report.

Vipac Engineers and Scientists Limited

279 Normanby Rd, Port Melbourne, VIC 3207, Australia

Private Bag 16, Port Melbourne, VIC 3207, Australia

t. +61 3 9647 9700 | **f.** +61 3 9646 4370 | **e.** melbourne@vipac.com.au

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

City of Yarra

333 Bridge Road,

Richmon, Australia 3121

15/09/2020

Ref: 30N-20-0137-GCO-6790096-0

Attention: John Theodosakis

Dear John,

33 - 37 Rupert Street, Collingwood - Peer review

This peer review of MEL Consultants "Environmental Wind Assessment" (Report: 72-20-DE-EWA-01) is based on Vipac's experience as a wind engineering consultancy. No wind tunnel studies have been undertaken to support this review.

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

i. The MEL Consultants Environmental Wind Assessment has been prepared based on consultancy experience and no wind tunnel testing has been carried out to support their assessment. We have no issues with this method for a desktop study as this is a common approach to provide architects, developers and responsible authorities advice on the wind impact of the proposed design.
ii. We have no issues with the analysis approach, wind environment and exposure estimate. MEL Consultants have clearly identified the process for the desktop assessment and this is consistent with the approach that Vipac would take.
iii. The repot has used the assessment criteria for Melbourne areas developed by MEL Consultants. Vipac has no issues with this, and believe that the criteria is in line and comparable with the council and DELWP guidelines.
iv. The report analysed the wind effects on the streetscapes along Rupert Street. It concluded that while the proposed development will increase the existing wind conditions, the wind levels are not expected to exceed the recommended walking comfort criterion. Vipac agrees with this conclusion.
v. The Pedestrian Laneway to the south of the proposed development was also assessed in the report, and was also concluded to experience wind speeds within walking comfort criterion. Vipac agrees with this conclusion.
vi. High level terraces on level 3, level 8 and the roof terrace were also analysed in the report. It was concluded and these areas are expected to experience wind conditions within the recommended walking comfort criterion. Vipac agrees with this conclusion..

In conclusion, the MEL Consultants Environmental Wind Assessment report used the proper analysis and methodology to analyse the wind effects on the pedestrian level surrounding the proposed development and on the open terraces in detail. The report found that the proposed design would be expected to have

Attachment 2 - Collated referral advice in order listed in report.

an acceptable wind environment within the recommended wind comfort criteria. In general, Vipac has no issues with the report and agrees with the assessment completed by MEL Consultants.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Eric Yuen

Wind Engineer

Attachment 2 - Collated referral advice in order listed in report.

ATTACHMENTS:

33-37 Rupert Street, Collingwood - Environmental Wind Assessment, (72-20-DE-EWA-01), M.Eaddy

Drawing List:

TP2-102	Ground Level Floor Plan
TP2-103	Level 1 Floor Plan
TP2-104	Level 2 Floor Plan
TP2-105	Level 3 Floor Plan
TP2-106	Level 4-7 Floor Plan
TP2-107	Level 8 Floor Plan
TP2-108	Level 9 Floor Plan
TP2-109	Rooftop Terrace Floor Plan
TP3-101	North Elevation
TP3-102	East Elevation
TP3-103	South Elevation
TP3-104	West Elevation

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

Pitch Architecture
+ Design

Pitch

P19048_33-37 RUPERT STREET, COLLINGWOOD
21/09/2020

SUMMARY OF CHANGES

DRAWING SET CHANGES OVERVIEW
The previous scheme for the subject site captured in drawings TP0-101 to TP0-103, TP1-101, TP2-101 to TP2-109, TP3-101 to TP3-106, TP4-101, TP5-101 to TP5- 107 and TP6-116 all marked Town Planning dated 18th May 2020. The amended set reflect the following changes as shown in current drawings TP0-101 to TP0-103, TP1- 101, TP2-101(Rev A), TP2-102 (Rev B), TP2-103 to TP2-104 (Rev A), TP2-105 to TP2-106 Rev B), TP2-107 to TP2-109, TP3-101 to TP3-103 (Rev B), TP3-104 (Rev A), TP3-105, TP3-106 (Rev A), TP4-101 (Rev A), TP5-101 to TP5- 107 (Rev A) and TP6-116 (Rev A) all dated 8th September 2020.

DEVELOPMENT CHANGES OVERVIEW – ORIGINAL SUBMISSION

- In the original submission, the development comprised of a ten storey predominantly office building with an additional underground storey for carparking and services.
- A podium and tower arrangement rising to approximately 39m, comprising of a 3 storey podium to a height of approximately 12.4m to the street.
- Ground level is setback by 1.5m to Rupert Street comprising of a commercial tenancy (food and drink premises), pedestrian pathway to a foyer, a commercial tenancy (office) and 20 bike storage spaces.
- Access to the basement and loading bay area within the ground level is gained via Rupert Street. The basement level comprises 18 car parking spaces.
- Pedestrian access is provided via Rupert Street with a proposed pedestrian link to a future development at 40-72 Rokeby (western neighbour).
- 2x light wells are located to the north and south of the site, each with a minimum dimension of 3m.
- A total office floor area of 3156.52m2. Above the podium, the upper levels to the 8th floor have a setback of 3m from the boundaries to the street, north and south. The setbacks from these boundaries increase to 5m from the street and 4.5m to the north and south at the 8th floor. The building is located on the boundary to the west, and increased to a 1.5m setback at the 8th floor.
- The design language of the proposed building seeks to reference the traditional industrial warehouse character of this part of Collingwood and define an enhanced relationship to the street with the use of a range of materials in a minimalist expression of form. The podium is constructed of a perforated masonry (hit and miss) brick pattern and the upper levels adopting full height glazing and vertical fins.

47 Coppin Street
Richmond VIC 3121
pitchAD.com.au
03 9046 2811
ABN 53 606 269 694

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

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DEVELOPMENT CHANGES OVERVIEW – REVISION B SUBMISSION

- Plans were updated to show the proposed screen to the garage/loading bay to be minimum 50% clear of visual obstructions within the nominated sight triangles.
- Spot levels and notes were added to plans at the proposed widened footpath to indicate seamless transition between public and private foot paths pathways.
- Further design details were noted to the gates in the pedestrian pathway. The notes indicate that the gates are to match the screen and garage door to the waiting/loading bay and car lift area.
- The eastern pedestrian gate was relocated further to the east to prevent/deter antisocial behaviour in the pathway after business hours.
- Minimum clearances are indicated along the line of travel into the building foyer and notes were added to the plans to ensure that any pots or planting do not encroach on the clearances indicated.
- The design to the bike store and pedestrian pathway at ground level was adjusted to coordinate with the future development proposed at 40-72 Rokeby Street. Pedestrian connections are indicated on plans and the bike store and pedestrian pathway have a slight gradient of approximately 1:19 in order to meet the proposed floor level of the development at 40-72 Rokeby Street.
- The door from the end of trip corridor was changed to be a glazed door. This will add to the passive surveillance of the bike store and add to the perceived safety of building users.
- A flush steel edge has been noted on the plans to differentiate and define the threshold between public and private realm along the Rupert Street boundary.
- A note was added to the plans to ensure that any works conducted within the public realm must be undertaken in accordance with relevant council standards, details and requirements.
- The crossover was updated to reflect Yarra Council Standard YSD602.
- A note was added to the plans to ensure that the existing bluestone kerb and channel and footpath will be repaired as required and as per council standard detail and requirements.
- Windows were added to the western wall of commercial tenancy 2 to provide further natural light to the space.
- The building setback to the western boundary has been increased on storeys four to eight from 0m to 0.5m to ensure 6m separation from the proposed future development at 40-72 Rokeby Street. Additional plans for storeys four to eight are now included in the Town Planning Drawing Set (TP2-107 to TP2-109) to show the different glazing arrangements to the western façade for these storeys.
- The building setback to the western boundary has been increased on storeys nine and ten from 1.5m to 2m to provide additional separation from the proposed future development at 40-72 Rokeby Street.
- Glazing and vertical fins were added to the western façade of storeys four to eight to avoid the previous blank wall presentation to the boundary and the proposed future development at 40-72 Rokeby Street.
- The eastern portions of the podium walls on boundary on the north and south facades have been changed to a red brick finish to improve the three-dimensional quality of the street wall.
- The pedestrian pathway floor finish has been changed to red brick paving in order to improve the sense of address to the pathway.
- A note was added to the plans to indicate when the security gates and sensor lights to the bike store, pedestrian path and footpath will be activated.
- A note was added to the plans to ensure that signage is to be provided to indicate the connection to Rokeby Street through the subject site.
- A note was added to the plans to ensure that signage is to be provided to indicate that cyclists are to dismount in the pedestrian pathway.
- The location of a 10,000L in-ground rainwater tank was added to the basement plan.

47 Coppin Street
Richmond VIC 3121
pitchAD.com.au
03 9046 2811
ABN 53 606 269 694

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DEVELOPMENT SUMMARY – ORIGINAL SUMBISSION

Land Area:	676.53m^2
Site Coverage:	670.86m^2
GFA:	5,876.45m^2
LSA:	3,219.38m^2
Retail (Food and Drink):	62.86m^2
Office:	3,156.52m^2
Car Parks:	18
Bicycle Store:	20

DEVELOPMENT SUMMARY – REVISION B SUBMISSION

Land Area:	676.53m^2
Site Coverage:	670.86m^2
GFA:	5,835.01m^2 (-41.44m^2)
LSA:	3,176.39m^2 (-42.99m^2)
Retail (Food and Drink):	62.86m^2
Office:	3,113.53m^2 (-42.99m^2)
Car Parks:	18
Bicycle Store:	20

47 Coppin Street
Richmond VIC 3121
pitchAD.com.au
03 9046 2811
ABN 53 606 269 694

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Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

PROJECT
33-37 RUPERT STREET COLLINGWOOD VIC 3066

STAGE
TOWN PLANNING

REV
B

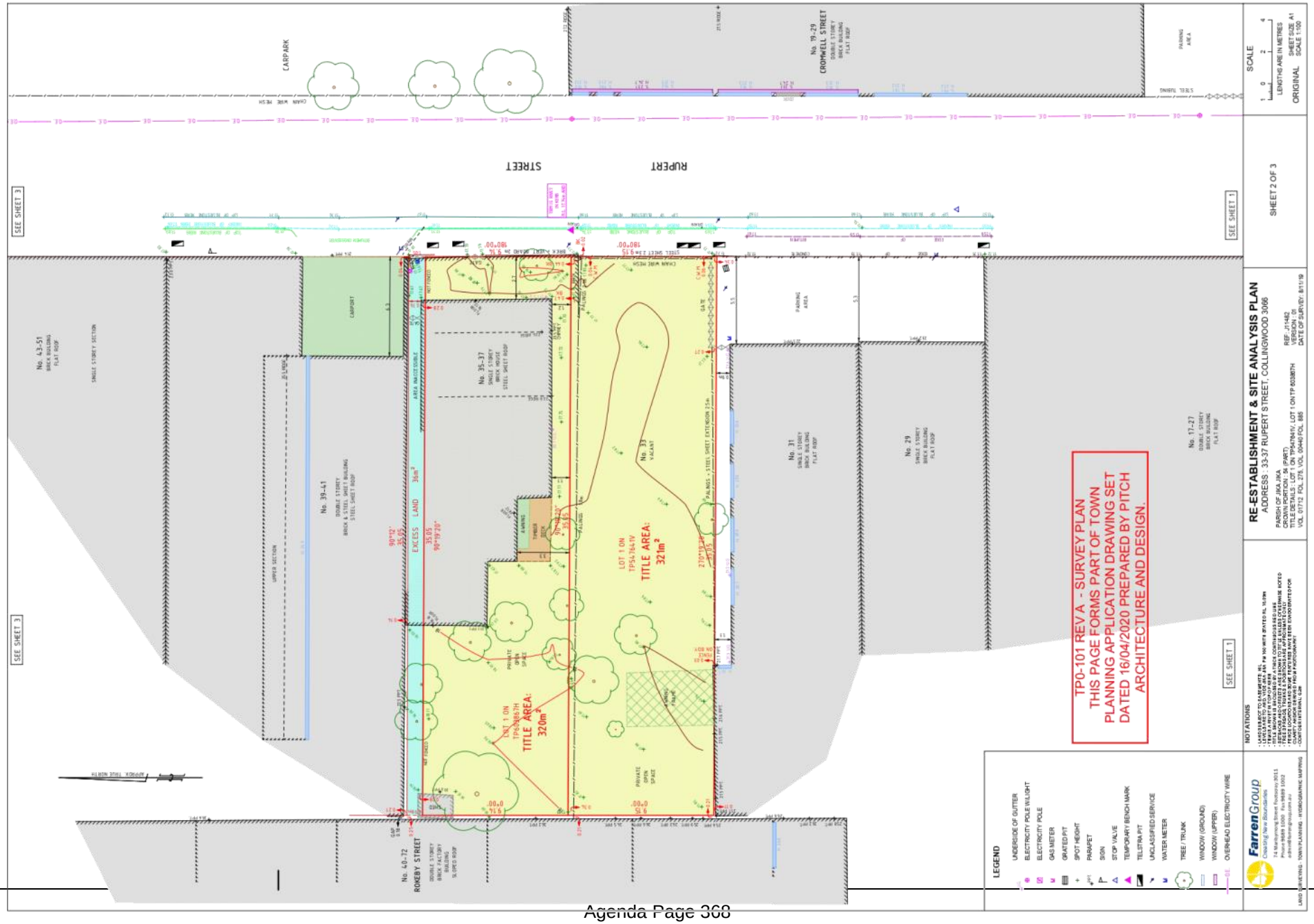
DATE
21/09/20

DRAWING NO.	DRAWINGS TITLE	03/03/2020	17/04/2020	21/09/2020
	DRAWINGS SCHEDULE			
TP0-101	SURVEY PLAN	NOT ISSUED	-	-
TP0-102	EXISTING SITE PLAN	-	-	-
TP0-103	DEMOLITION SITE PLAN	-	-	-
TP1-101	NEIGHBOURHOOD CONTEXT PLAN	-	-	-
TP2-101	BASEMENT PLAN	-	A	B
TP2-102	GROUND LEVEL FLOOR PLAN	-	A	B
TP2-103	LEVEL 1 FLOOR PLAN	-	A	A
TP2-104	LEVEL 2 FLOOR PLAN	-	A	A
TP2-105	LEVEL 3 FLOOR PLAN	-	A	B
TP2-106	LEVEL 4 FLOOR PLAN	-	A	B
TP2-107	LEVEL 5 FLOOR PLAN	NOT ISSUED	NOT ISSUED	-
TP2-108	LEVEL 6 FLOOR PLAN	NOT ISSUED	NOT ISSUED	-
TP2-109	LEVEL 7 FLOOR PLAN	NOT ISSUED	NOT ISSUED	-
TP2-110	LEVEL 8 FLOOR PLAN	-	A	B
TP2-111	LEVEL 9 FLOOR PLAN	-	A	B
TP2-112	ROOFTOP TERRACE FLOOR PLAN	-	A	B
TP3-101	NORTH ELEVATION	-	A	B
TP3-102	EAST ELEVATION	-	A	B
TP3-103	SOUTH ELEVATION	-	A	B
TP3-104	WEST ELEVATION	NOT ISSUED	-	A
TP3-105	STREETSCAPE	-	-	-
TP3-106	PEDESTRIAN PATHWAY ELEVATION	-	-	A
TP4-101	SECTION	-	A	A
TP5-101	SHADOW DIAGRAMS 9AM SEPT 22	-	-	A
TP5-102	SHADOW DIAGRAMS 10AM SEPT 22	-	-	A
TP5-103	SHADOW DIAGRAMS 11AM SEPT 22	-	-	A
TP5-104	SHADOW DIAGRAMS 12 NOON SEPT 22	-	-	A
TP5-105	SHADOW DIAGRAMS 1PM SEPT 22	-	-	A
TP5-106	SHADOW DIAGRAMS 2PM SEPT 22	-	-	A
TP5-107	SHADOW DIAGRAMS 3PM SEPT 22	-	-	A
TP6-116	MATERIALS AND FINISHES	-	-	A

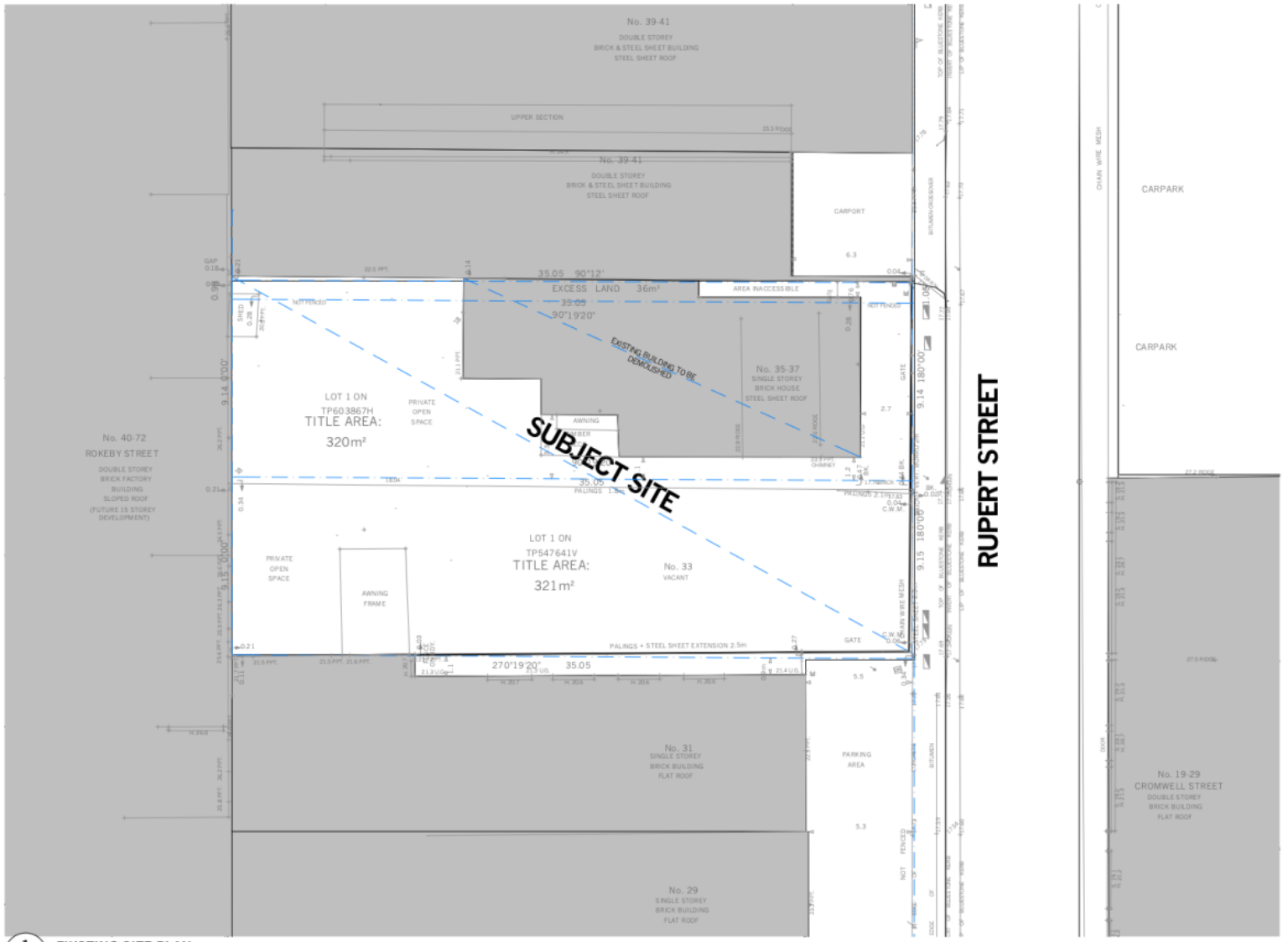
STAGE
TOWN PLANNING
Rev B

PROJECT
P19048_33-37 RUPERT STREET
COLLINGWOOD VIC 3066

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 - **EXISTING SITE PLAN**
1:200

FOR REVIEW

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Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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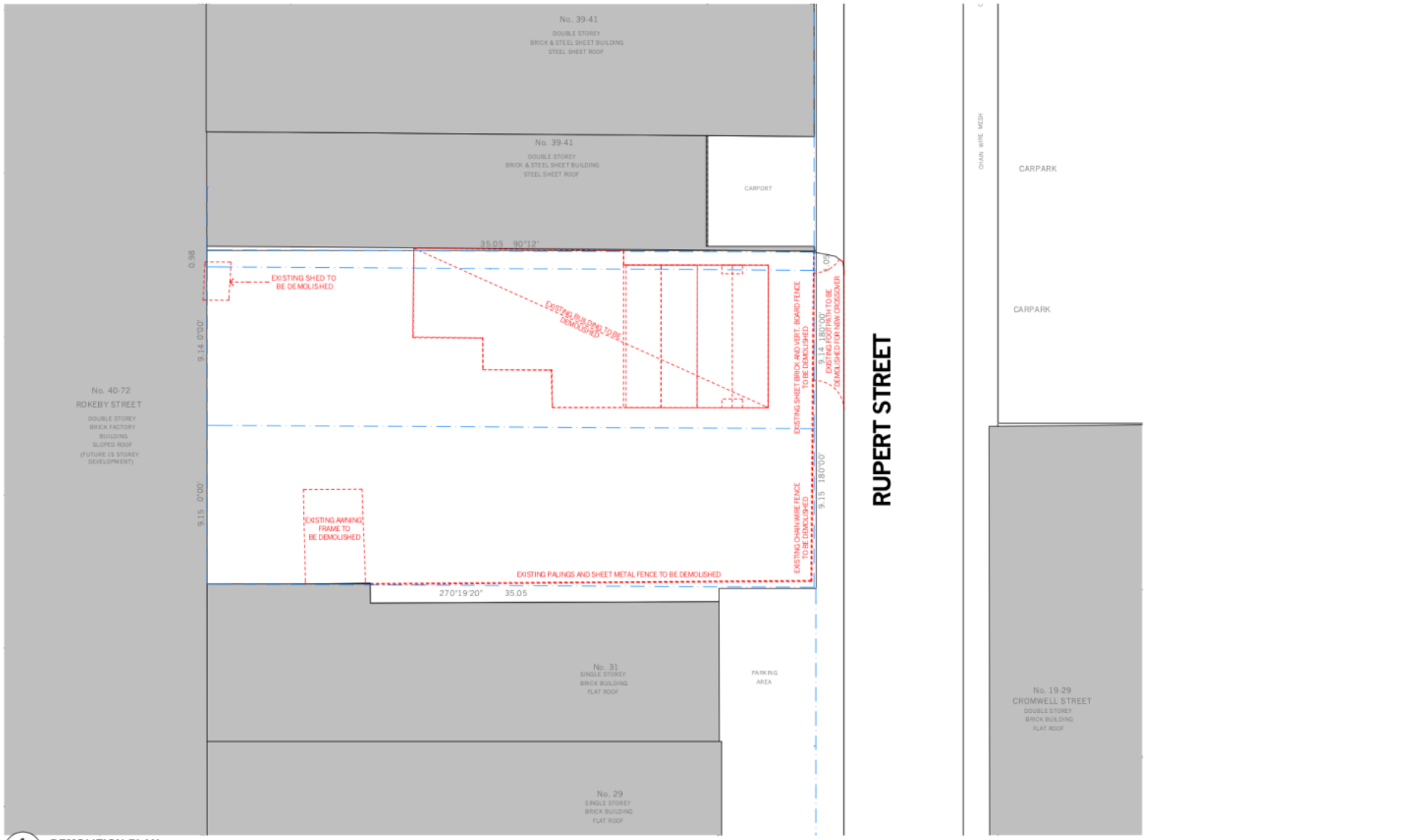
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066	SCALE: 1:100 @ A1 1:200 @ A3	DRAWING NO.: TP0-102	REVISION: -
JOB NO.: P19048	DATE: 21/09/20	DRAWING NAME: EXISTING SITE PLAN	STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 - **DEMOLITION PLAN**
1:200

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Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT	SCALE	DRAWING NO.	REVISION
33-37 RUPERT STREET COLLINGWOOD VIC 3066	1:100 @ A1 1:200 @ A3	TP0-103	-
JOB NO.	DATE	DRAWING NAME	STAGE
P19048	21/09/20	DEMOLITION SITE PLAN	TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

NEIGHBOURHOOD CONTEXT

LEGEND
SUBJECT SITE
DEVELOPMENT SITES

FOR REVIEW

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Pitch Architecture + Design
47 Cogpin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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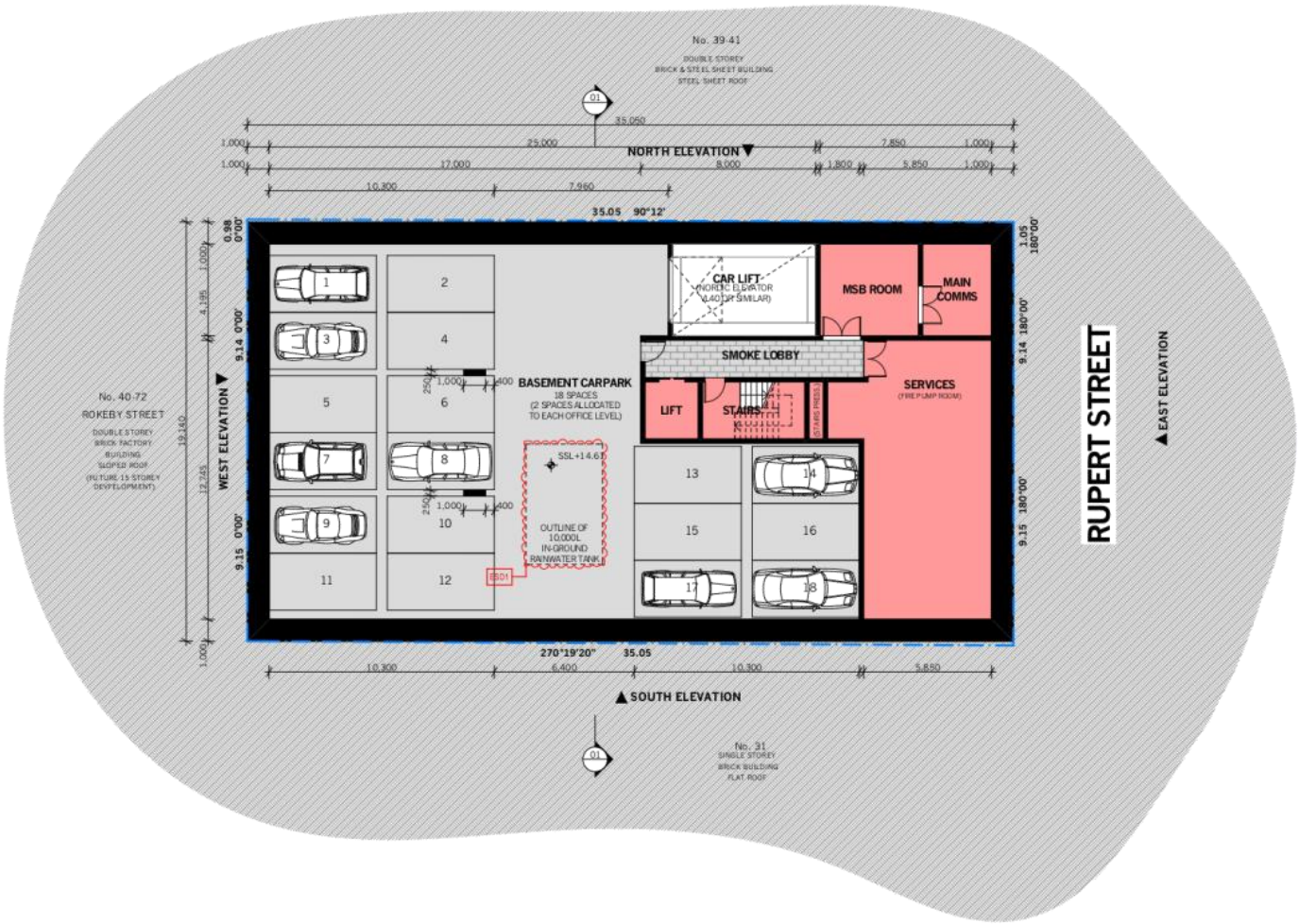
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT	SCALE	DRAWING NO.		REVISION
33-37 RUPERT STREET COLLINGWOOD VIC 3066	NTS	TP1-101		-
JOB NO.	DATE	DRAWING NAME		STAGE
P19048	21/09/20	NEIGHBOURHOOD CONTEXT PLAN		TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 BASEMENT PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)

PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2I. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)

PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	**5835.01m²**	
LSA	**3176.39m²**	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	
RETAIL	0m²	UD1
OUTDOOR	184.59m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	UD1
GFA	414.86m²	(x4 = 1659.04m²)
OFFICE	320.19m²	(x4 = 1280.76m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	163.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)

ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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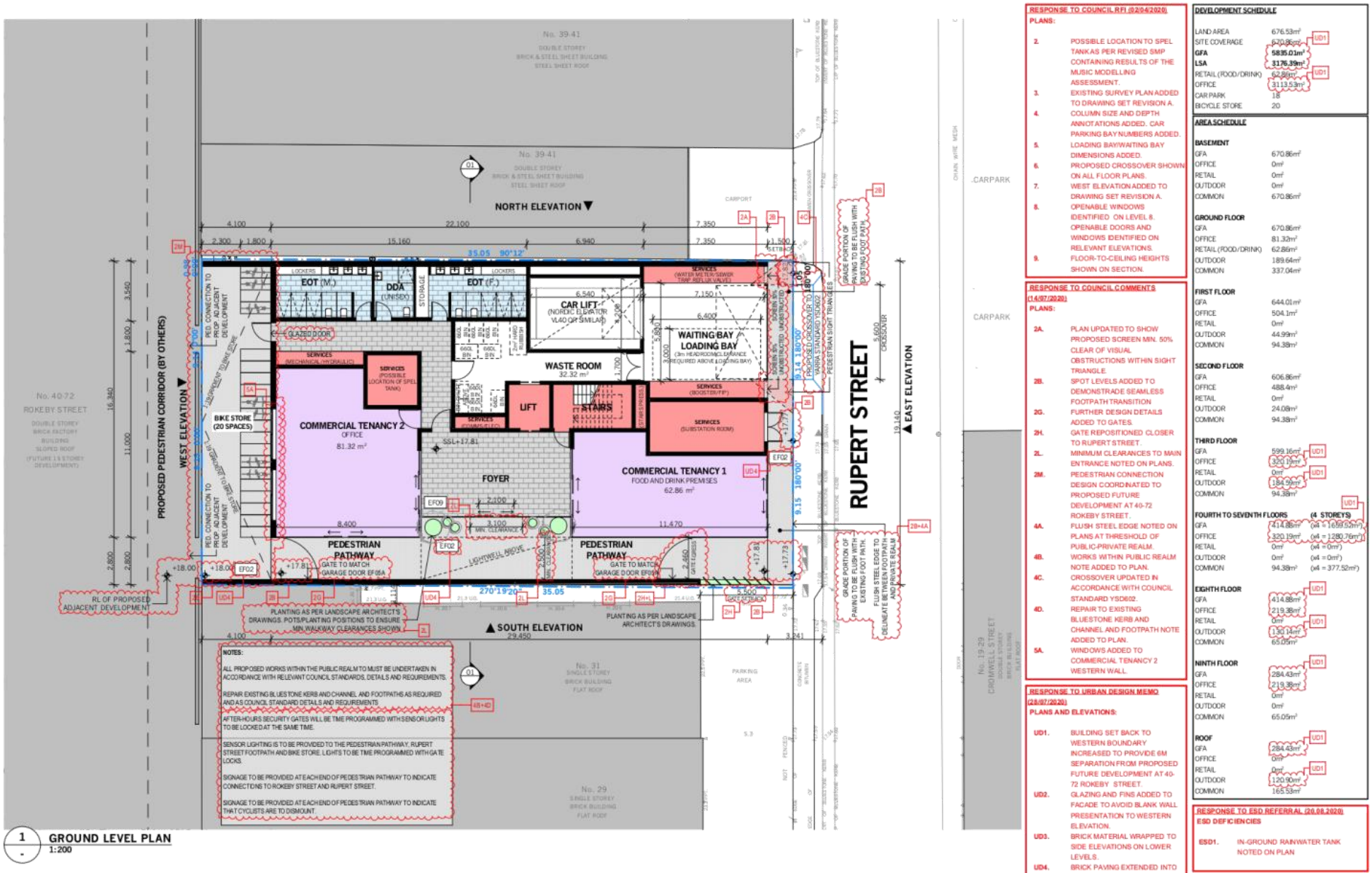
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL ESD REFERRAL RESPONSE

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 21/09/20
DRAWING NO: TP2-101
DRAWING NAME: BASEMENT PLAN
REVISION: A
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 GROUND LEVEL PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	5835.01m²	
LSA	3176.39m²	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	UD1
RETAIL	0m²	
OUTDOOR	184.59m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	UD1
GFA	414.86m²	(x4 = 1659.5m²)
OFFICE	320.19m²	(x4 = 1280.76m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)
ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

Pitch
Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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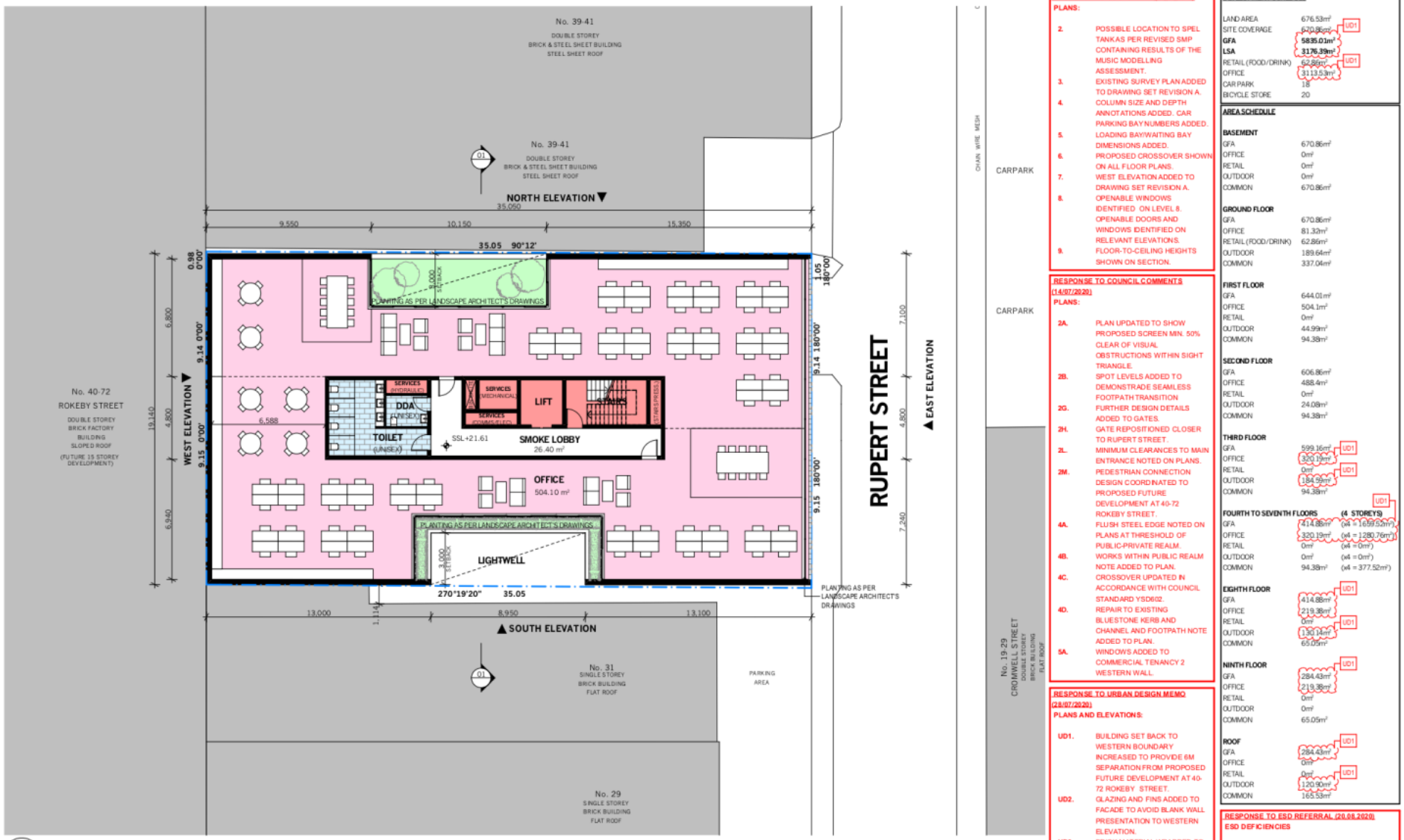
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE	1:100 @ A1 1:200 @ A3
DRAWING NO.	TP2-102
REVISION	B
JOB NO.	P19048
DATE	21/09/20
DRAWING NAME	GROUND LEVEL FLOOR PLAN
STAGE	TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 / - LEVEL 1 FLOOR PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	5835.01m²	
LSA	3176.39m²	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	UD1
RETAIL	0m²	
OUTDOOR	184.59m²	UD1
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	UD1
GFA	414.86m²	(x4 = 1659.5m²)
OFFICE	320.19m²	(x4 = 1280.76m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)
ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

Pitch

Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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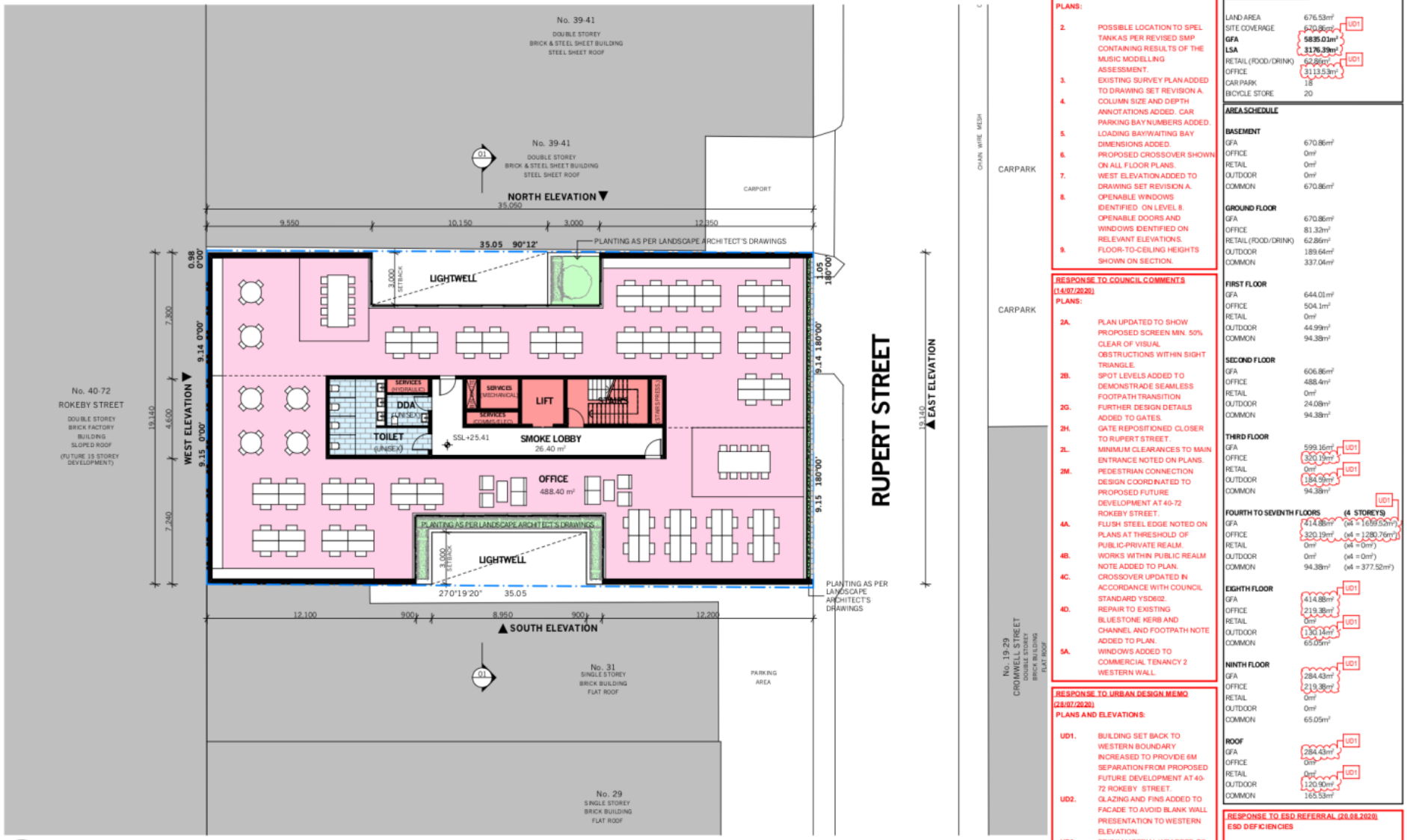
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 21/09/20
DRAWING NO: TP2-103
DRAWING NAME: LEVEL 1 FLOOR PLAN
REVISION: A
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 / . LEVEL 2 FLOOR PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANK AS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	5835.01m²	
LSA	3176.39m²	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	UD1
RETAIL	0m²	
OUTDOOR	184.59m²	UD1
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	UD1
GFA	414.86m²	(x4 = 1659.44m²)
OFFICE	320.19m²	(x4 = 1280.76m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)
ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
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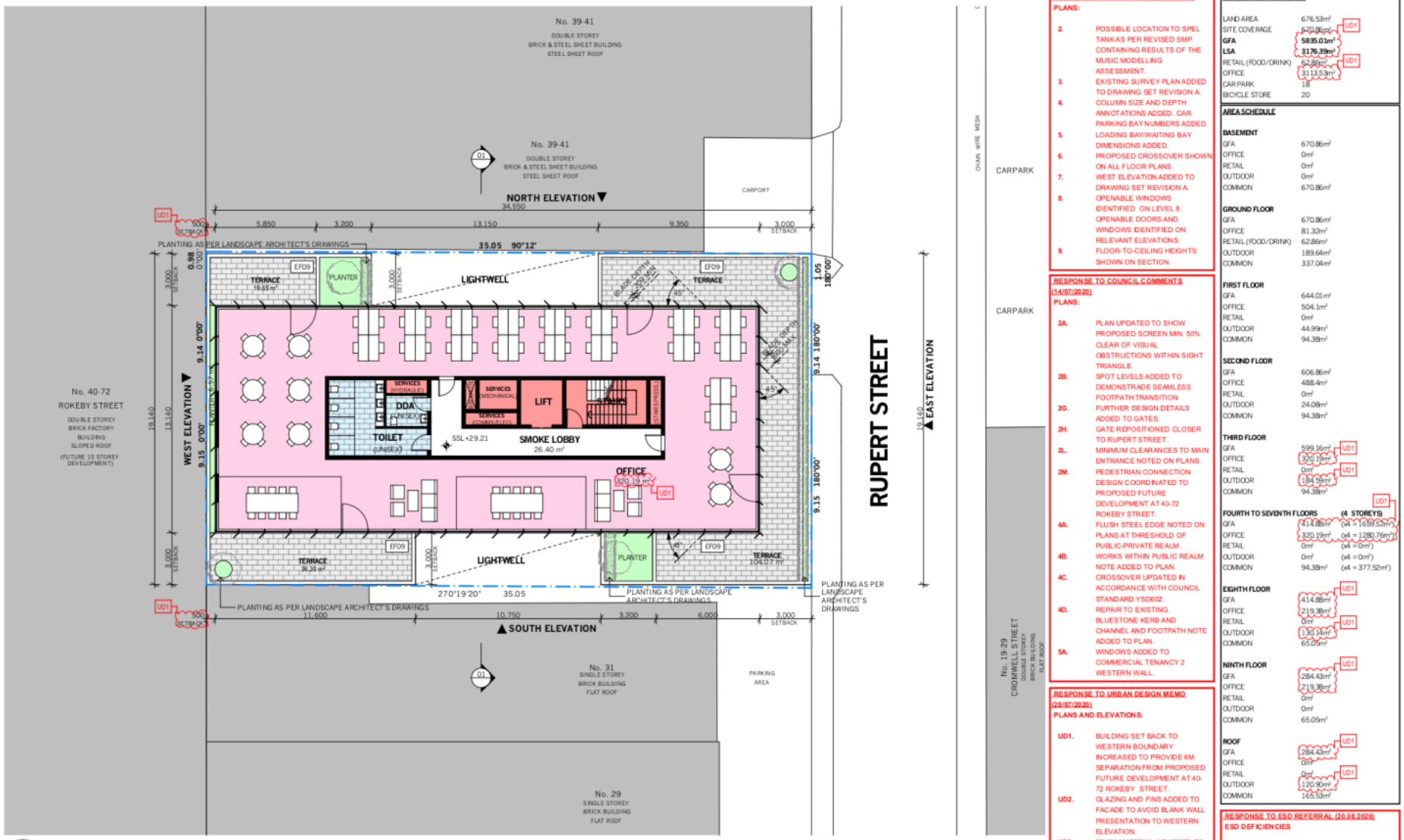
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 21/09/20
DRAWING NO: TP2-104
DRAWING NAME: LEVEL 2 FLOOR PLAN
REVISION: A
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)

PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)

PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	5835.01m²	
LSA	3176.39m²	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
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FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
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GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	UD1
RETAIL	0m²	
OUTDOOR	184.59m²	UD1
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	UD1
GFA	414.86m²	(x4 = 1659.5m²)
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RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)

ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066

SCALE: 1:100 @ A1 1:200 @ A3

DRAWING NO.: TP2-105

REVISION: B

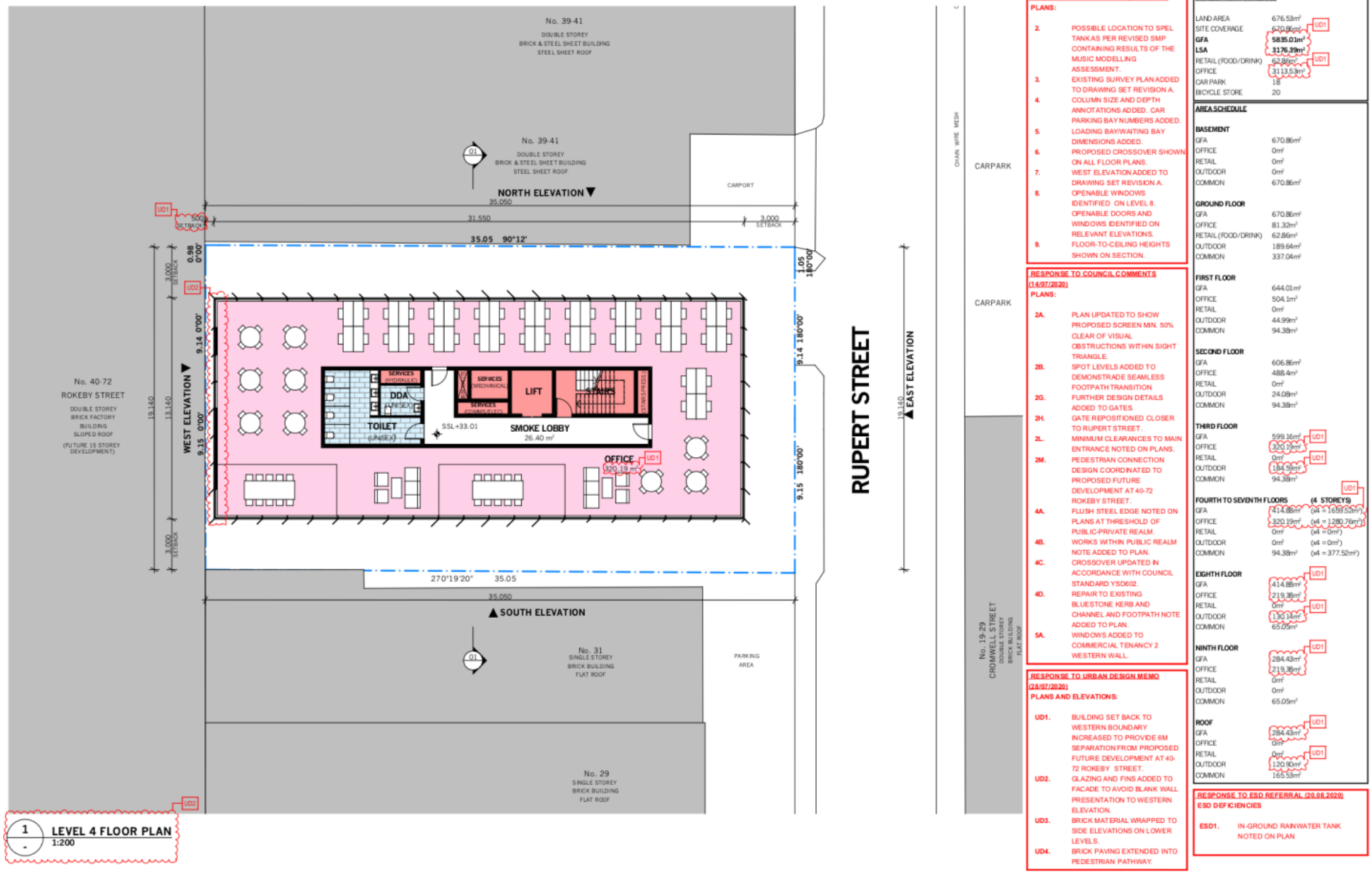
JOB NO.: P19048

DATE: 21/09/20

DRAWING NAME: LEVEL 3 FLOOR PLAN

STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
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8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)

PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
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2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)

PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
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DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
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CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
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SECOND FLOOR		
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COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	UD1
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RETAIL	0m²	UD1
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GFA	284.43m²	
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COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
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RESPONSE TO ESD REFERRAL (20.08.2020)

ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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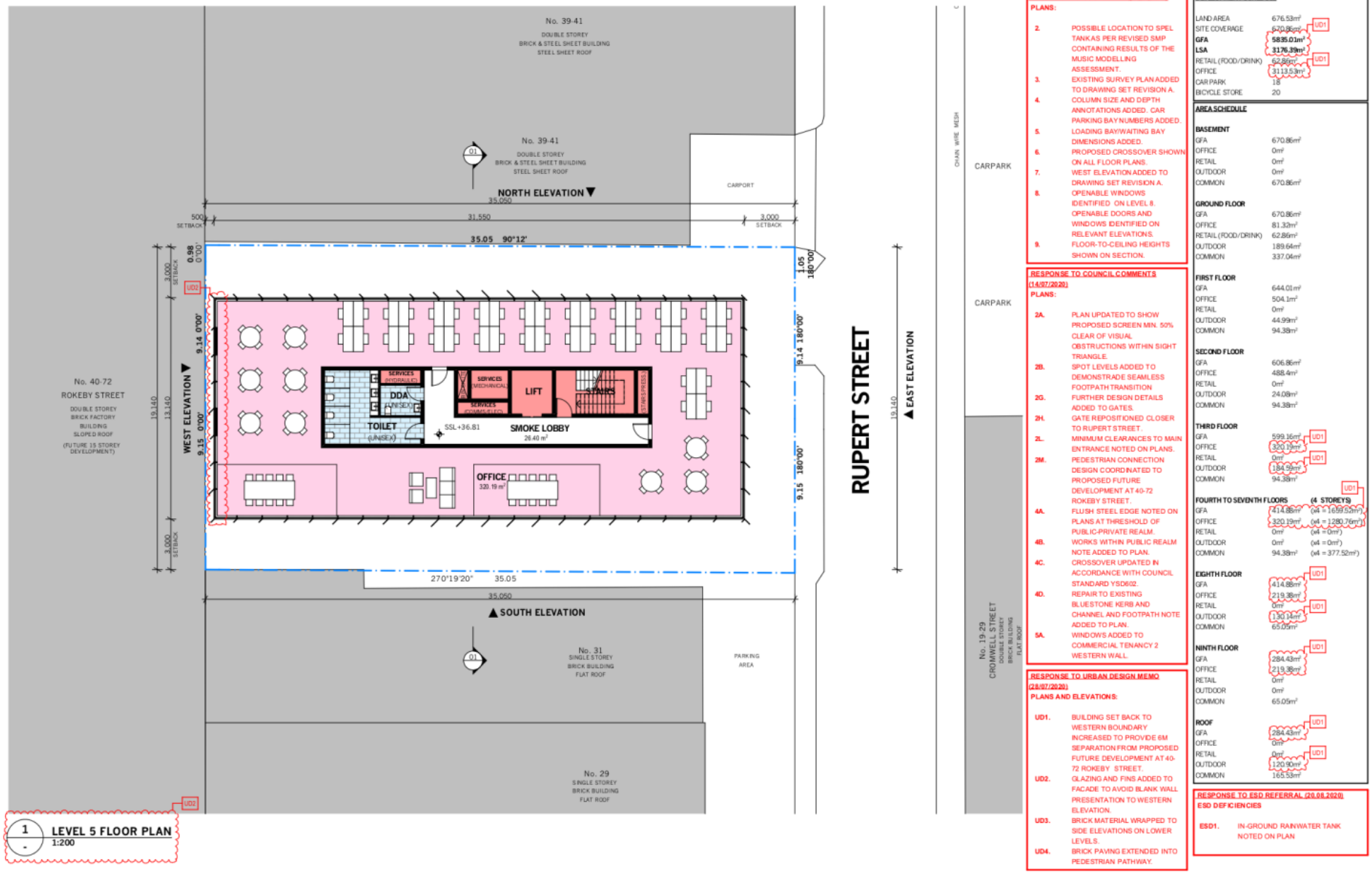
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT	33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE	1:100 @ A1 1:200 @ A3
DRAWING NO.	TP2-106
REVISION	B
JOB NO.	P19048
DATE	21/09/20
DRAWING NAME	LEVEL 4 FLOOR PLAN
STAGE	TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 LEVEL 5 FLOOR PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)

PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)

PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	5835.01m²	
LSA	3176.39m²	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	
RETAIL	0m²	UD1
OUTDOOR	184.59m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	UD1
GFA	414.86m²	(x4 = 1659.5m²)
OFFICE	320.19m²	(x4 = 1280.76m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)

ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

Pitch

Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
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NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066

SCALE: 1:100 @ A1, 1:200 @ A3

DRAWING NO.: TP2-107

REVISION: -

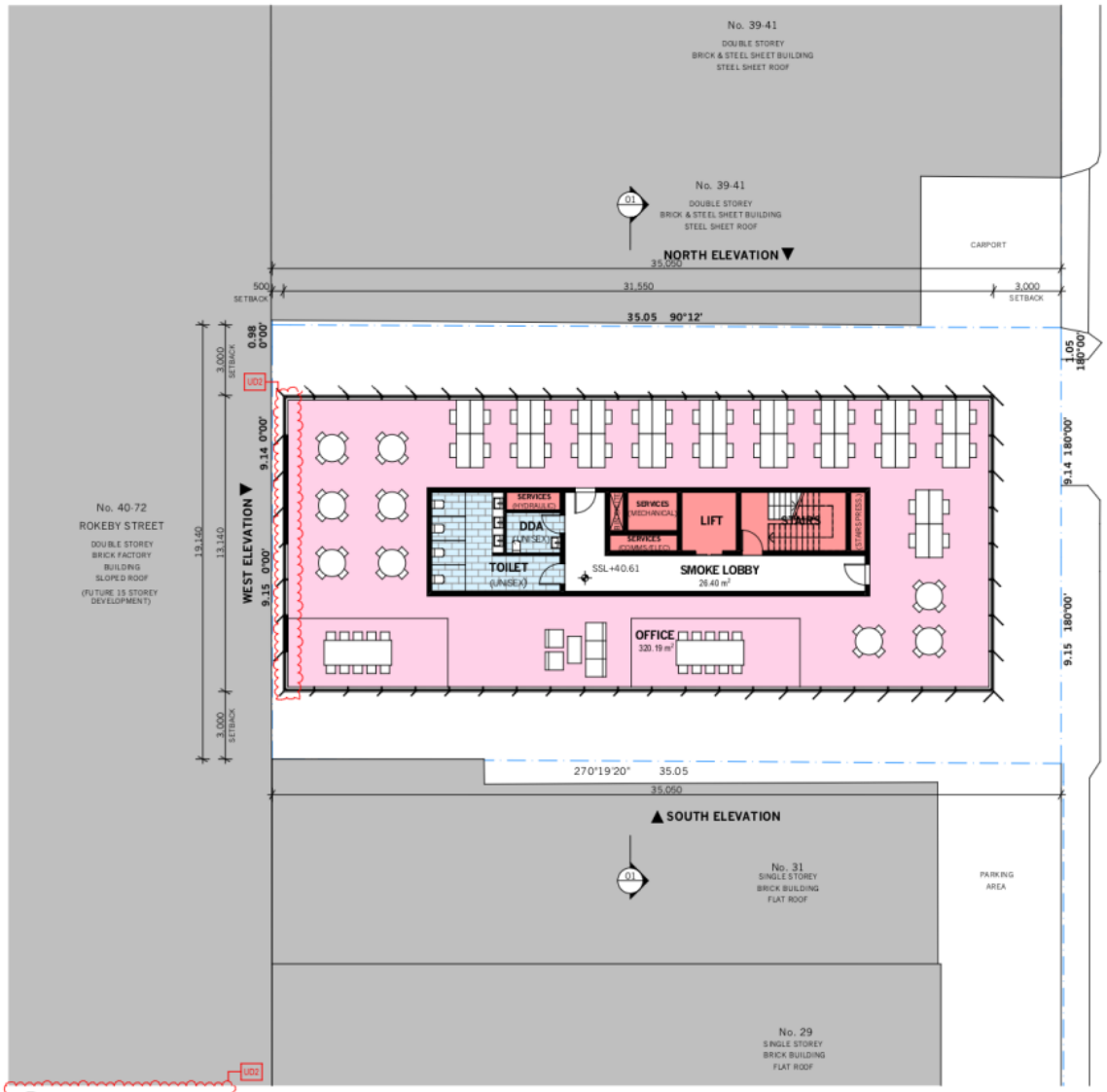
JOB NO.: P19048

DATE: 21/09/20

DRAWING NAME: LEVEL 5 FLOOR PLAN

STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 LEVEL 6 FLOOR PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	**5835.01m²**	
LSA	**3176.39m²**	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
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GFA	670.86m²	
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OFFICE	320.19m²	
RETAIL	0m²	UD1
OUTDOOR	184.59m²	
COMMON	94.38m²	
		UD1
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GFA	284.43m²	
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OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
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RESPONSE TO ESD REFERRAL (20.08.2020)
ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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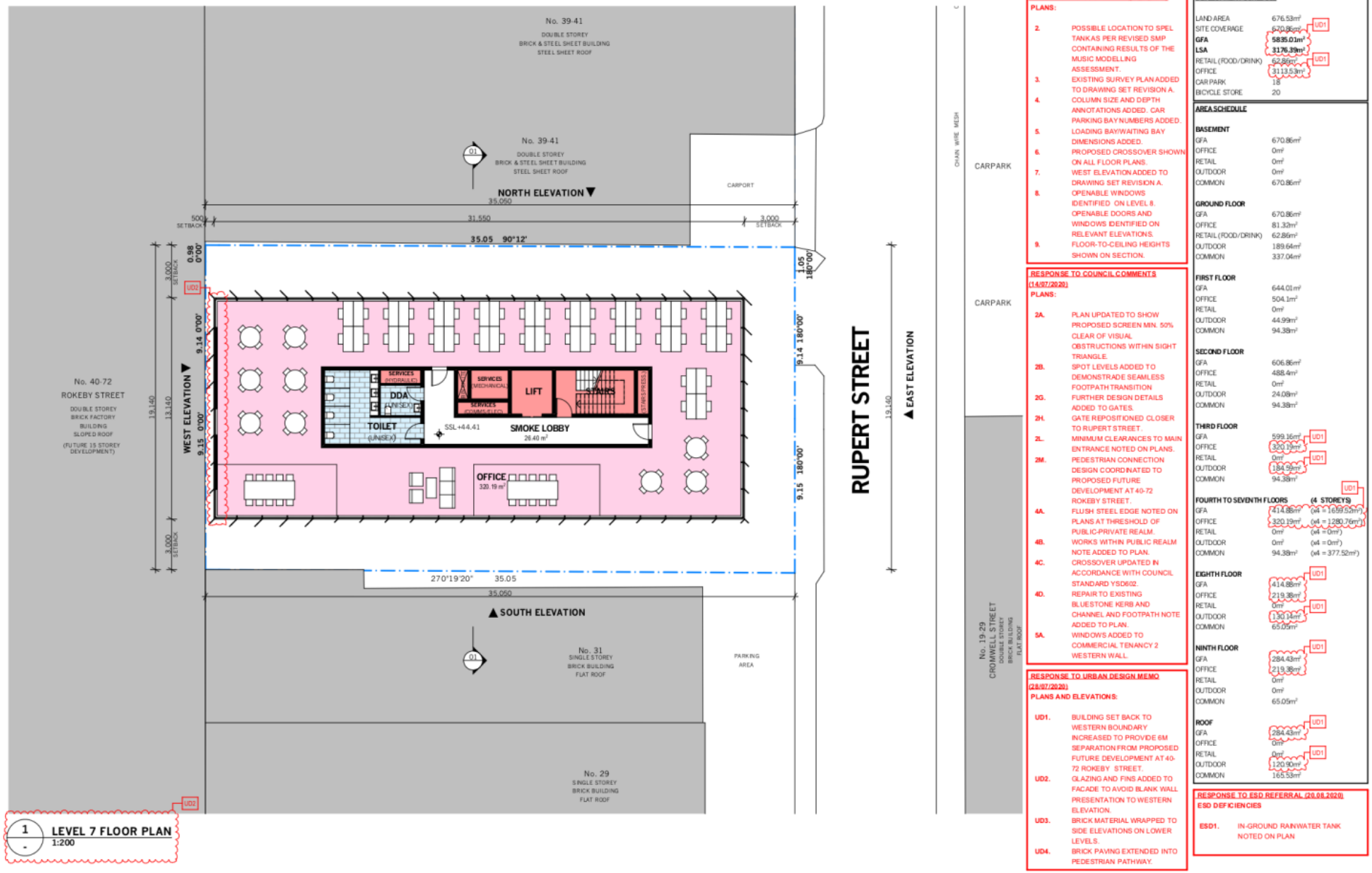
ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP2-108
REVISION: -
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: LEVEL 6 FLOOR PLAN
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

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RESPONSE TO COUNCIL COMMENTS (14/07/2020)

PLANS:

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5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)

PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
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UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5835.01m²
LSA	3176.39m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3113.53m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT	
GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²
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GFA	670.86m²
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RETAIL	0m² (x4 = 0m²)
OUTDOOR	0m² (x4 = 0m²)
COMMON	94.38m² (x4 = 377.52m²)
EIGHTH FLOOR	UD1
GFA	414.86m²
OFFICE	219.38m²
RETAIL	0m² UD1
OUTDOOR	130.14m²
COMMON	65.05m²
NINTH FLOOR	UD1
GFA	284.43m²
OFFICE	219.38m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²
ROOF	UD1
GFA	284.43m²
OFFICE	0m²
RETAIL	0m² UD1
OUTDOOR	120.90m²
COMMON	165.53m²

RESPONSE TO ESD REFERRAL (20.08.2020)

ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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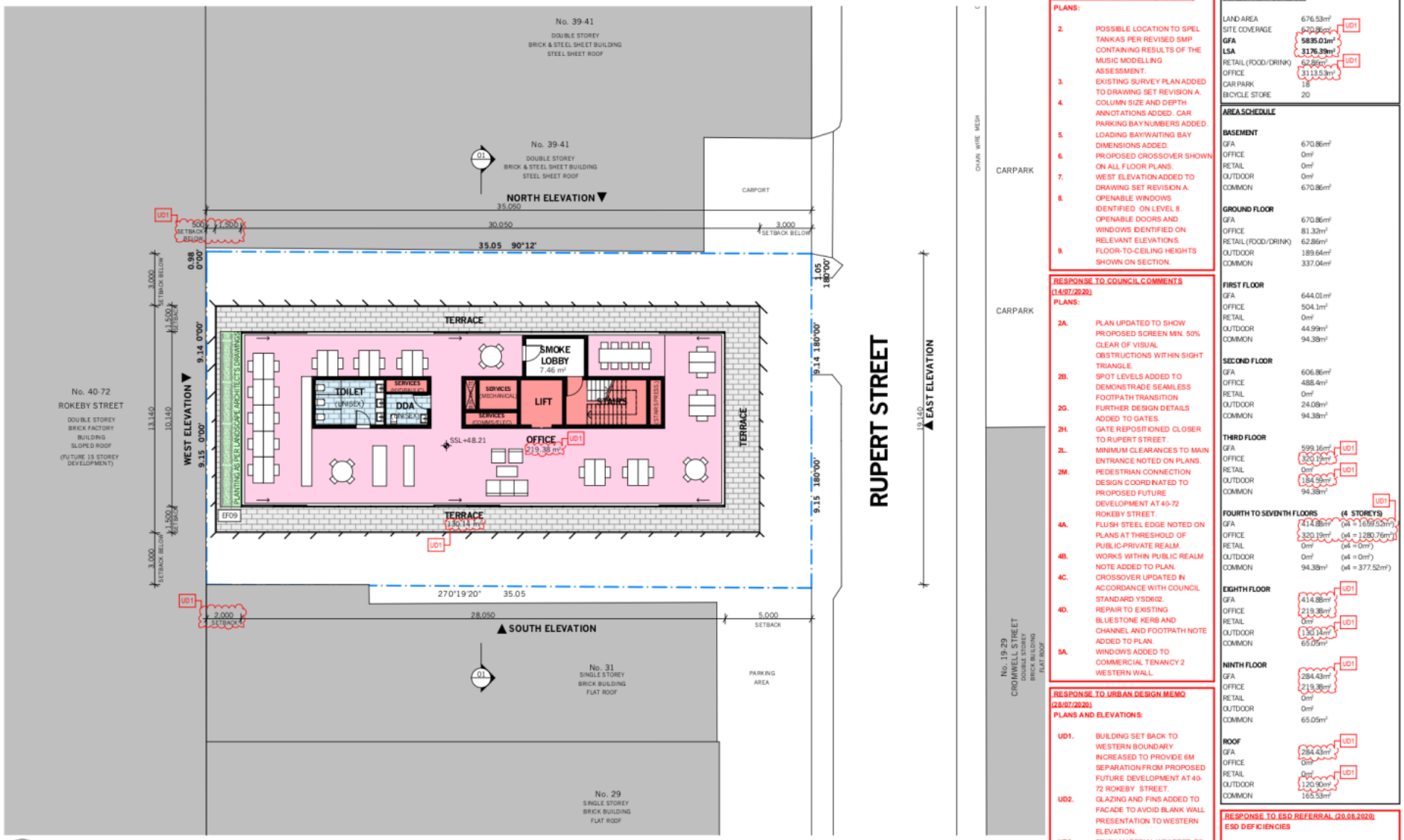
ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP2-109
REVISION: -
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: LEVEL 7 FLOOR PLAN
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 - LEVEL 8 FLOOR PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

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RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
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RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

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RESPONSE TO ESD REFERRAL (20.08.2020)
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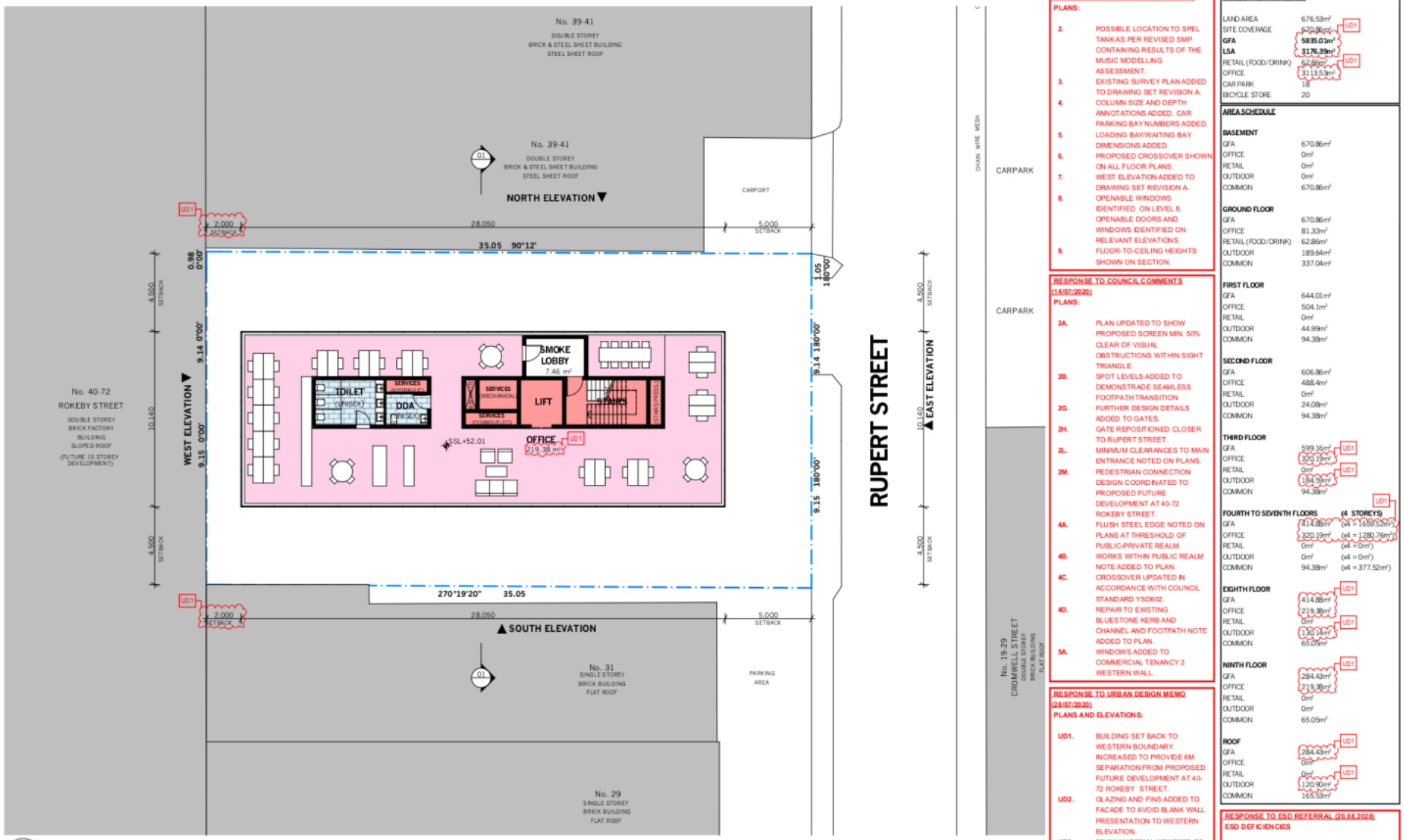
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP2-110
REVISION: B
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: LEVEL 8 FLOOR PLAN
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 - LEVEL 9 FLOOR PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	5835.01m²	
LSA	3176.39m²	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	
RETAIL	0m²	UD1
OUTDOOR	184.59m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	UD1
GFA	414.86m²	(x4 = 1659.5m²)
OFFICE	320.19m²	(x4 = 1280.76m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)
ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

Pitch
Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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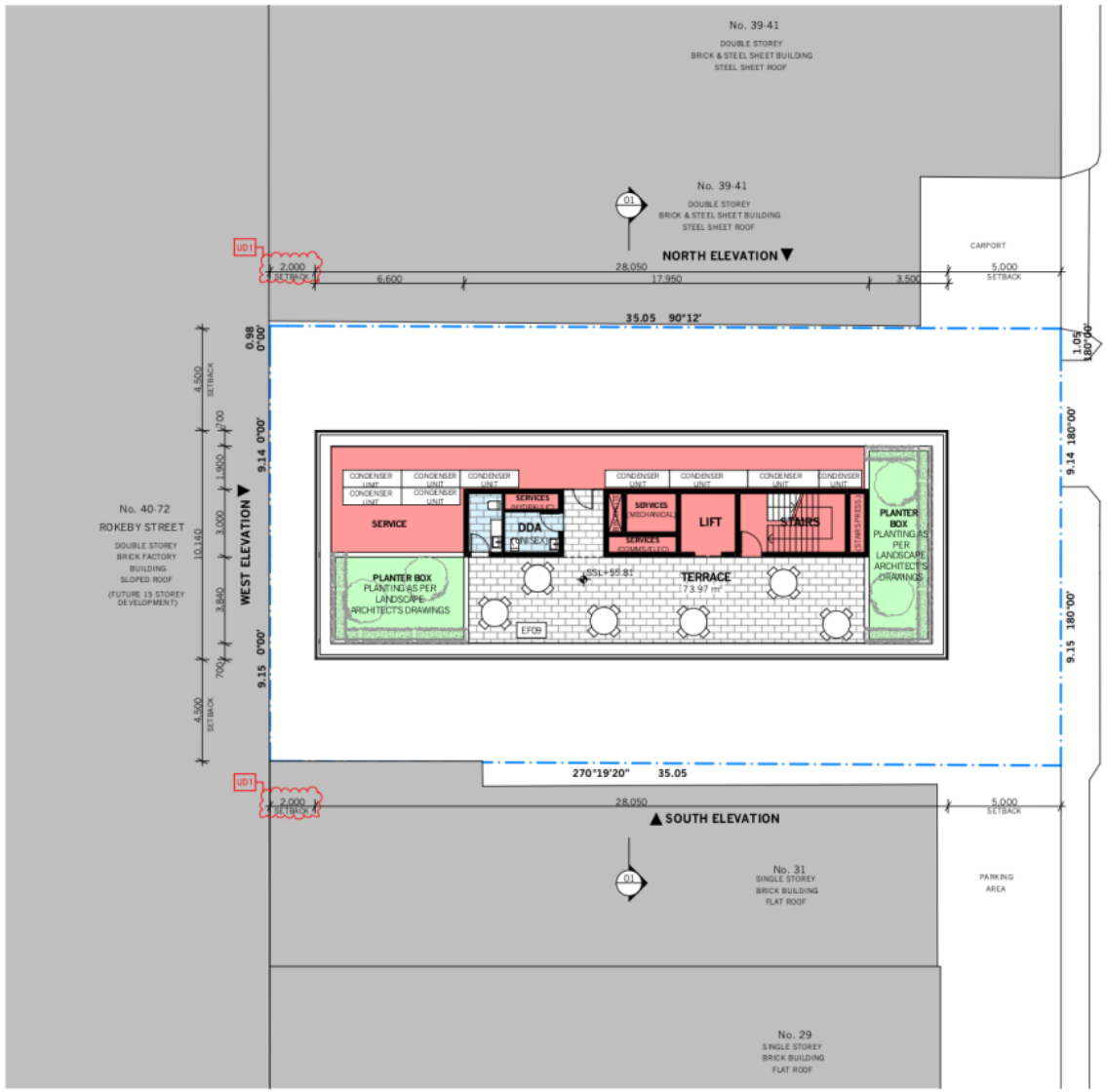
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP2-111
REVISION: B
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: LEVEL 9 FLOOR PLAN
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 ROOFTOP TERRACE PLAN
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

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UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

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OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
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OFFICE	0m²	
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OUTDOOR	0m²	
COMMON	670.86m²	
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GFA	284.43m²	
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RESPONSE TO ESD REFERRAL (20.08.2020)
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ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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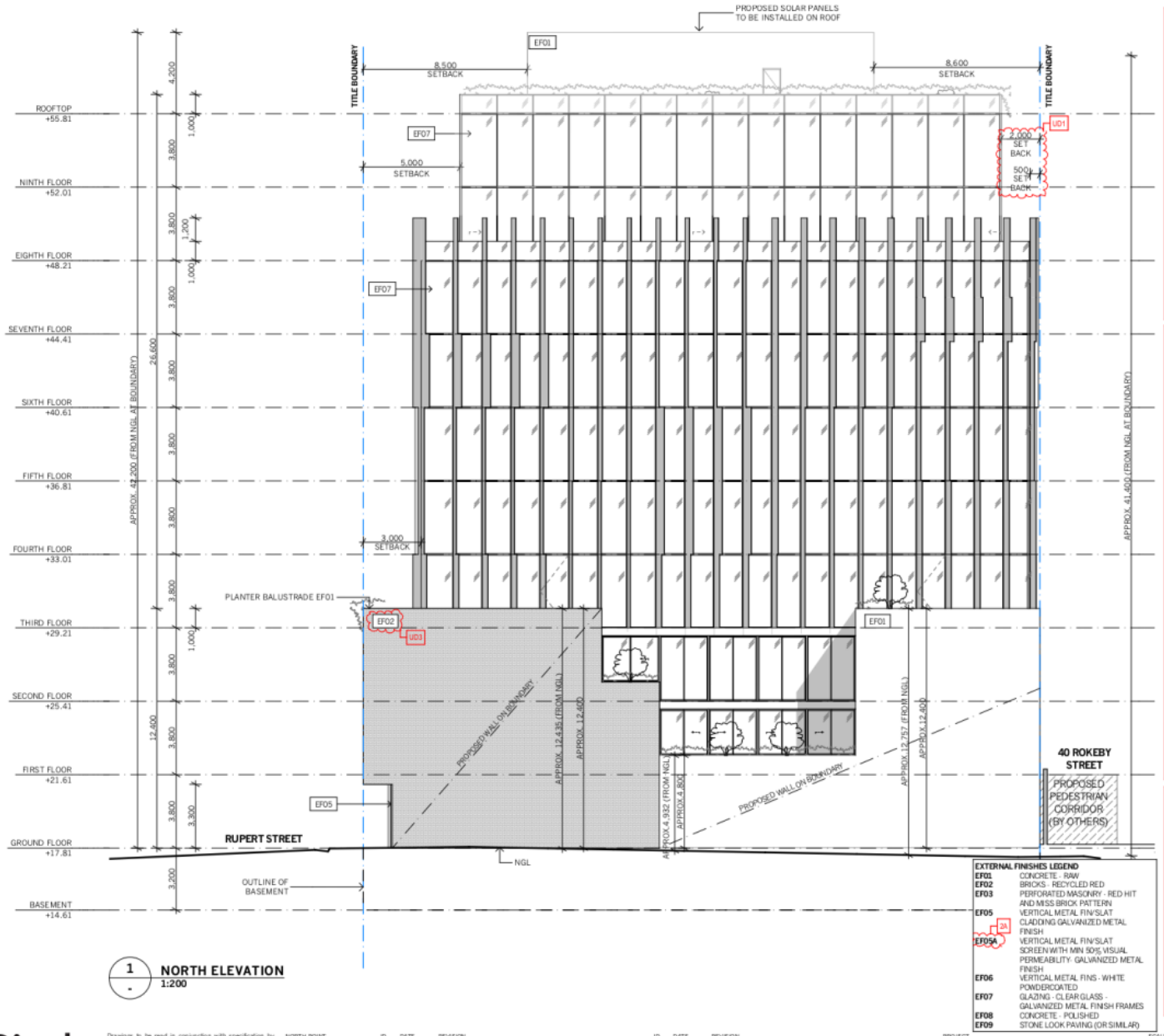
ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP2-112
REVISION: B
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: ROOFTOP TERRACE FLOOR PLAN
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



EXTERNAL FINISHES LEGEND

EF01	CONCRETE - RAW
EF02	BRICKS - RECYCLED RED
EF03	PERFORATED MASONRY - RED HIT AND MISS BRICK PATTERN
EF05	VERTICAL METAL FIN/SLAT CLADDING GALVANIZED METAL FINISH
EF05A	VERTICAL METAL FIN/SLAT SCREEN WITH MIN 50% VISUAL PERMEABILITY. GALVANIZED METAL FINISH
EF06	VERTICAL METAL FINS - WHITE POWDERCOATED
EF07	GLAZING - CLEAR GLASS - GALVANIZED METAL FINISH FRAMES
EF08	CONCRETE - POLISHED
EF09	STONE LOOK PAVING (OR SIMILAR)

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

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RESPONSE TO COUNCIL COMMENTS (14/07/2020)

PLANS:

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RESPONSE TO URBAN DESIGN MEMO (28/07/2020)

PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
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DEVELOPMENT SCHEDULE

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RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

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OFFICE	0m²	
RETAIL	0m²	
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NINTH FLOOR		UD1
GFA	284.43m²	
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RESPONSE TO ESD REFERRAL (20.08.2020)

ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066

SCALE: 1:100 @ A1, 1:200 @ A3

DRAWING NO.: TP3-101

REVISION: B

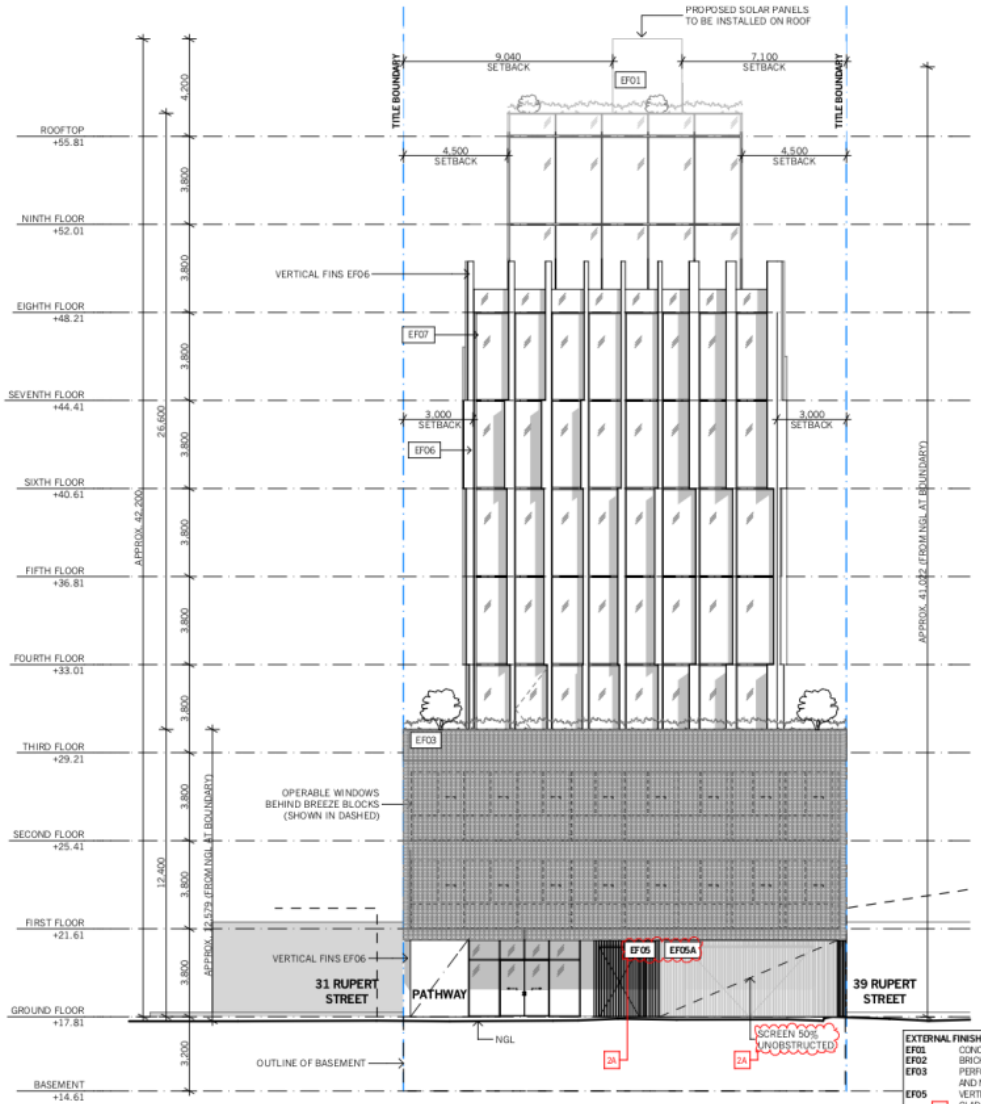
JOB NO.: P19048

DATE: 21/09/20

DRAWING NAME: NORTH ELEVATION

STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 - EAST ELEVATION
1:200

EXTERNAL FINISHES LEGEND

EF01	CONCRETE - RAW
EF02	BRICKS - RECYCLED RED
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RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

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3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
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RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

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RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

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OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)
ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

Pitch

Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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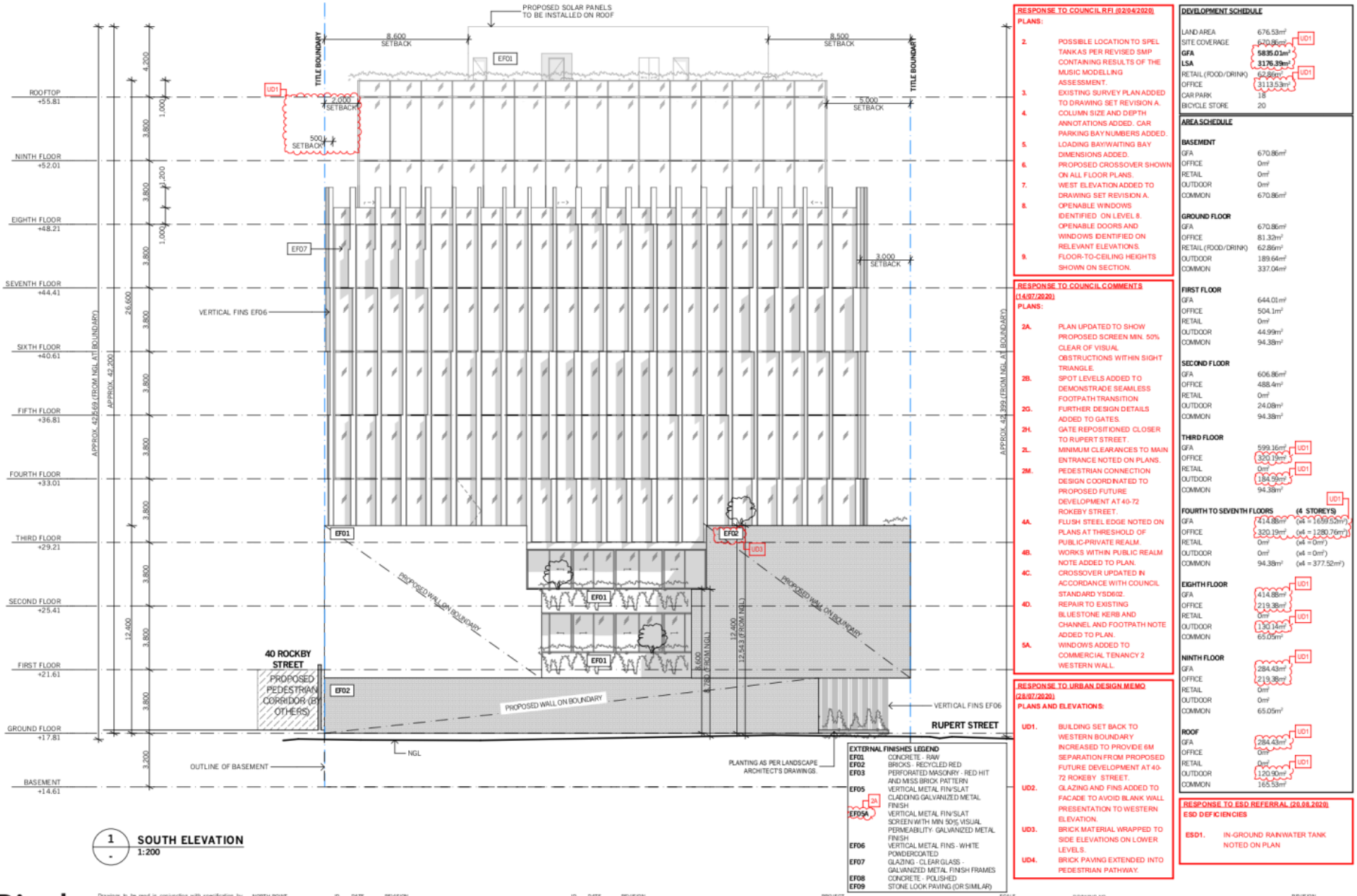
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP3-102
REVISION: B
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: EAST ELEVATION
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 SOUTH ELEVATION
1:200

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

EXTERNAL FINISHES LEGEND

EF01	CONCRETE - RAW
EF02	BRICKS - RECYCLED RED
EF03	PERFORATED MASONRY - RED HIT AND MISS BRICK PATTERN
EF05	VERTICAL METAL FIN/SLAT CLADDING GALVANIZED METAL FINISH
EF05A	VERTICAL METAL FIN/SLAT SCREEN WITH MIN 50% VISUAL PERMEABILITY. GALVANIZED METAL FINISH
EF06	VERTICAL METAL FINS - WHITE POWDERCOATED
EF07	GLAZING - CLEAR GLASS - GALVANIZED METAL FINISH FRAMES
EF08	CONCRETE - POLISHED
EF09	STONE LOOK PAVING (OR SIMILAR)

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²
SITE COVERAGE	670.86m²
GFA	5835.01m²
LSA	3176.39m²
RETAIL (FOOD/DRINK)	62.86m²
OFFICE	3113.53m²
CAR PARK	18
BICYCLE STORE	20

AREA SCHEDULE

BASEMENT	
GFA	670.86m²
OFFICE	0m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	670.86m²
GROUND FLOOR	
GFA	670.86m²
OFFICE	81.32m²
RETAIL (FOOD/DRINK)	62.86m²
OUTDOOR	189.64m²
COMMON	337.04m²
FIRST FLOOR	
GFA	644.01m²
OFFICE	504.1m²
RETAIL	0m²
OUTDOOR	44.99m²
COMMON	94.38m²
SECOND FLOOR	
GFA	606.86m²
OFFICE	488.4m²
RETAIL	0m²
OUTDOOR	24.08m²
COMMON	94.38m²
THIRD FLOOR	
GFA	599.16m² UD1
OFFICE	320.19m²
RETAIL	0m² UD1
OUTDOOR	184.59m²
COMMON	94.38m²
FOURTH TO SEVENTH FLOORS (4 STOREYS)	UD1
GFA	414.86m² (x4 = 1659.5m²)
OFFICE	320.19m² (x4 = 1280.76m²)
RETAIL	0m² (x4 = 0m²)
OUTDOOR	0m² (x4 = 0m²)
COMMON	94.38m² (x4 = 377.52m²)
EIGHTH FLOOR	UD1
GFA	414.86m²
OFFICE	219.38m²
RETAIL	0m² UD1
OUTDOOR	130.14m²
COMMON	65.05m²
NINTH FLOOR	UD1
GFA	284.43m²
OFFICE	219.38m²
RETAIL	0m²
OUTDOOR	0m²
COMMON	65.05m²
ROOF	UD1
GFA	284.43m²
OFFICE	0m²
RETAIL	0m² UD1
OUTDOOR	120.90m²
COMMON	165.53m²

RESPONSE TO ESD REFERRAL (20.08.2020)
ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

Pitch

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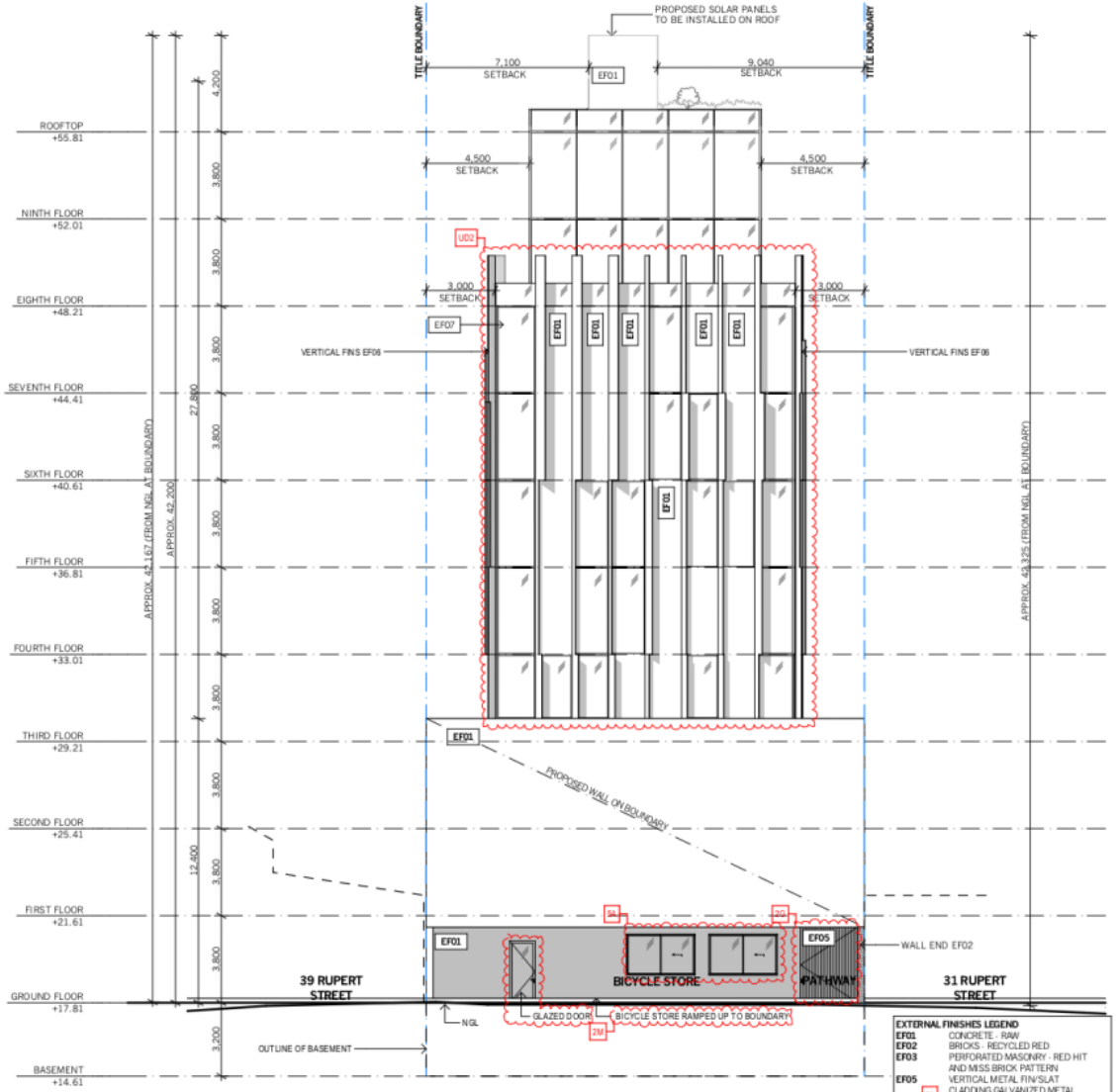
NORTH POINT

ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI
B	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 21/09/20
DRAWING NO: TP3-103
DRAWING NAME: SOUTH ELEVATION
REVISION: B
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



2 WEST ELEVATION
1:200

EXTERNAL FINISHES LEGEND

EF01	CONCRETE - RAW
EF02	BRICKS - RECYCLED RED
EF03	PERFORATED MASONRY - RED HIT AND MISS BRICK PATTERN
EF05	VERTICAL METAL FIN/SLAT CLADDING GALVANIZED METAL FINISH
EF05A	VERTICAL METAL FIN/SLAT SCREEN WITH MIN 50% VISUAL PERMEABILITY. GALVANIZED METAL FINISH
EF06	VERTICAL METAL FINS - WHITE POWDERCOATED
EF07	GLAZING - CLEAR GLASS - GALVANIZED METAL FINISH FRAMES
EF08	CONCRETE - POLISHED
EF09	STONE LOOK PAVING (OR SIMILAR)

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	5835.01m²	
LSA	3176.39m²	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	
RETAIL	0m²	UD1
OUTDOOR	184.59m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	UD1
GFA	414.86m²	(x4 = 1659.5m²)
OFFICE	320.19m²	(x4 = 1280.76m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)
ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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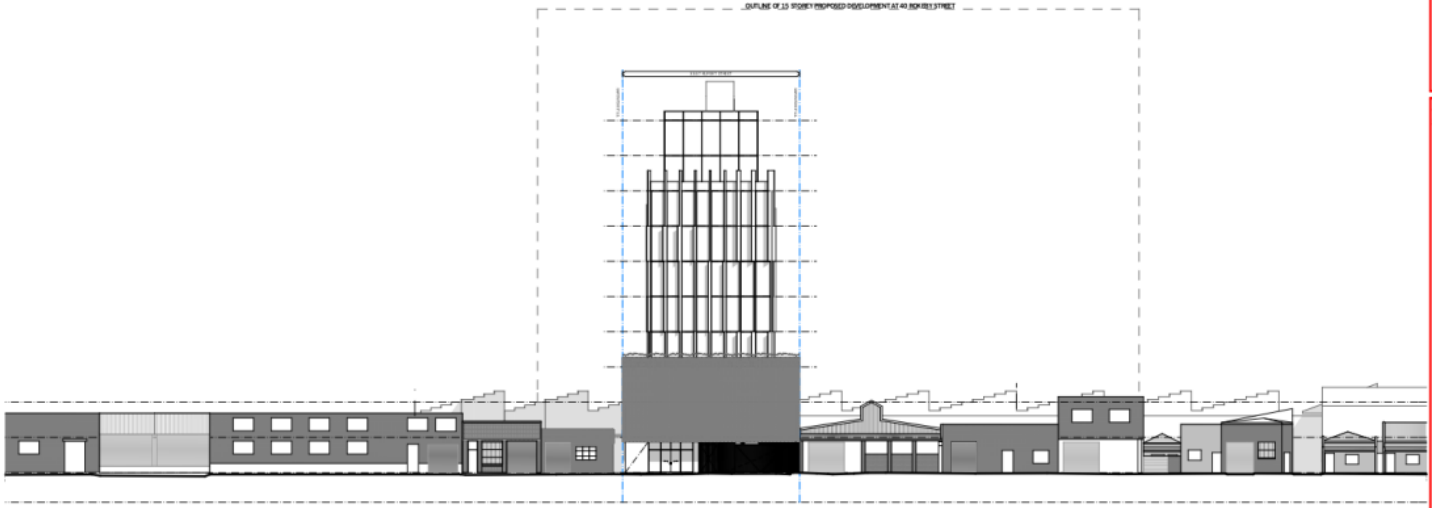
NORTH POINT

ID	DATE	REVISION
	18.05.2020	COUNCIL RFI
A	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP3-104
REVISION: A
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: WEST ELEVATION
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



1 / - **RUPERT STREETSCAPE**
1:500

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	**5835.01m²**	
LSA	**3176.39m²**	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	
RETAIL	0m²	UD1
OUTDOOR	184.59m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS		(4 STOREYS) UD1
GFA	414.86m²	(x4 = 1659.5m²)
OFFICE	320.19m²	(x4 = 1280.76m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)
ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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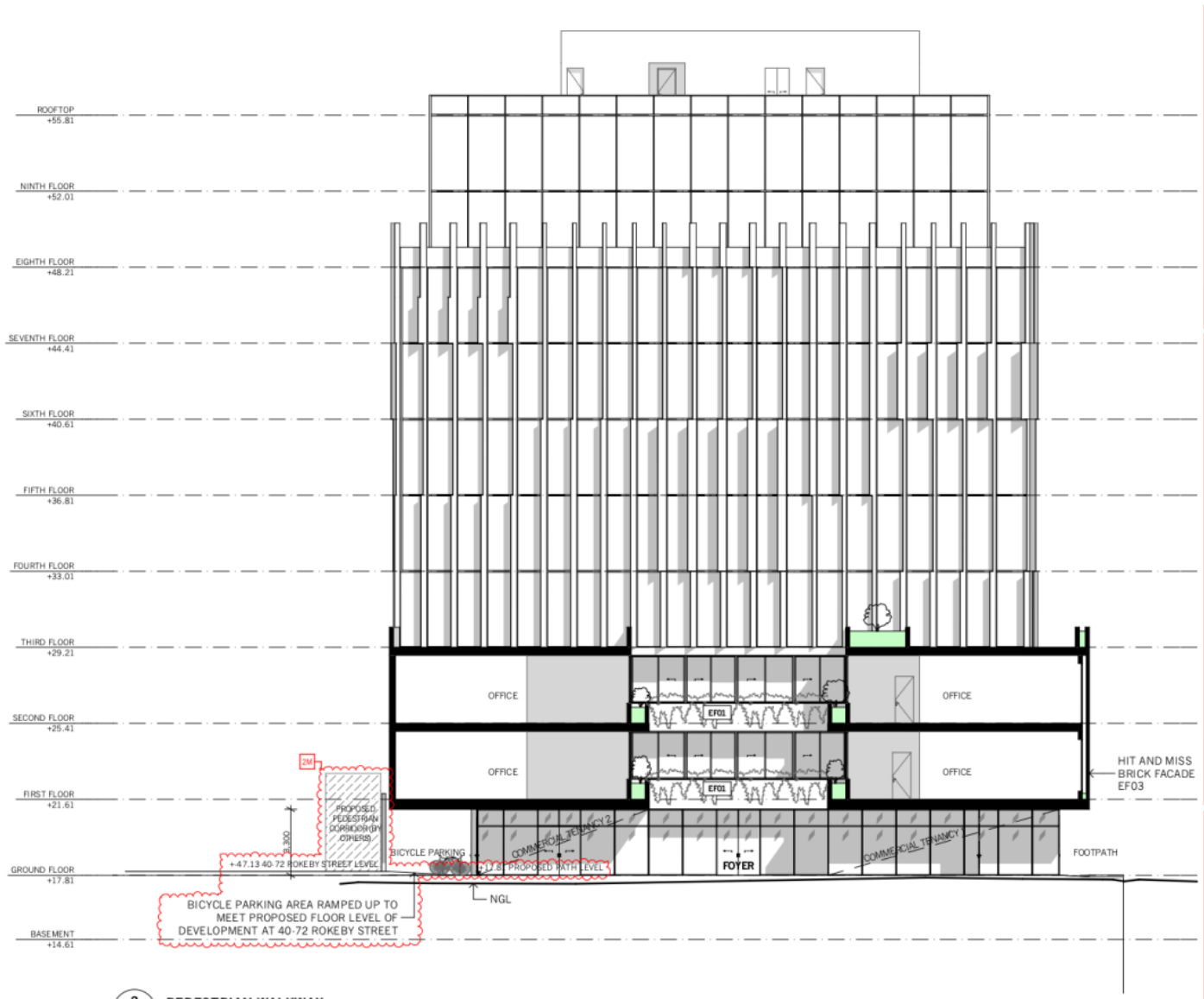
NORTH POINT

ID	DATE	REVISION

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 21/09/20
DRAWING NO: TP3-105
DRAWING NAME: STREETSCAPE
REVISION: -
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



2 - **PEDESTRIAN WALKWAY** 1:200

RESPONSE TO COUNCIL RFI (02/04/2020)
PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)
PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
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4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)
PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	5835.01m²	
LSA	3176.39m²	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
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GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	UD1
RETAIL	0m²	
OUTDOOR	184.59m²	UD1
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	UD1
GFA	414.86m²	(x4 = 1659.5m²)
OFFICE	320.19m²	(x4 = 1280.76m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)
ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

Pitch

Pitch Architecture + Design
47 Coppin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
info@pitchAD.com.au

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NORTH POINT

ID	DATE	REVISION
	18.05.2020	COUNCIL RFI
A	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 21/09/20
DRAWING NO: TP3-106
DRAWING NAME: PEDESTRIAN PATHWAY ELEVATION
REVISION: A
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

RESPONSE TO COUNCIL RFI (02/04/2020)

PLANS:

2. POSSIBLE LOCATION TO SPEL TANKAS PER REVISED SMP CONTAINING RESULTS OF THE MUSIC MODELLING ASSESSMENT.
3. EXISTING SURVEY PLAN ADDED TO DRAWING SET REVISION A.
4. COLUMN SIZE AND DEPTH ANNOTATIONS ADDED. CAR PARKING BAY NUMBERS ADDED.
5. LOADING BAY/WAITING BAY DIMENSIONS ADDED.
6. PROPOSED CROSSOVER SHOWN ON ALL FLOOR PLANS.
7. WEST ELEVATION ADDED TO DRAWING SET REVISION A.
8. OPENABLE WINDOWS IDENTIFIED ON LEVEL 8. OPENABLE DOORS AND WINDOWS IDENTIFIED ON RELEVANT ELEVATIONS.
9. FLOOR-TO-CEILING HEIGHTS SHOWN ON SECTION.

RESPONSE TO COUNCIL COMMENTS (14/07/2020)

PLANS:

2A. PLAN UPDATED TO SHOW PROPOSED SCREEN MIN. 50% CLEAR OF VISUAL OBSTRUCTIONS WITHIN SIGHT TRIANGLE.
2B. SPOT LEVELS ADDED TO DEMONSTRADE SEAMLESS FOOTPATH TRANSITION
2G. FURTHER DESIGN DETAILS ADDED TO GATES.
2H. GATE REPOSITIONED CLOSER TO RUPERT STREET.
2L. MINIMUM CLEARANCES TO MAIN ENTRANCE NOTED ON PLANS.
2M. PEDESTRIAN CONNECTION DESIGN COORDINATED TO PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
4A. FLUSH STEEL EDGE NOTED ON PLANS AT THRESHOLD OF PUBLIC-PRIVATE REALM.
4B. WORKS WITHIN PUBLIC REALM NOTE ADDED TO PLAN.
4C. CROSSOVER UPDATED IN ACCORDANCE WITH COUNCIL STANDARD YSD602.
4D. REPAIR TO EXISTING BLUESTONE KERB AND CHANNEL AND FOOTPATH NOTE ADDED TO PLAN.
5A. WINDOWS ADDED TO COMMERCIAL TENANCY 2 WESTERN WALL.

RESPONSE TO URBAN DESIGN MEMO (28/07/2020)

PLANS AND ELEVATIONS:

UD1. BUILDING SET BACK TO WESTERN BOUNDARY INCREASED TO PROVIDE 6M SEPARATION FROM PROPOSED FUTURE DEVELOPMENT AT 40-72 ROKEBY STREET.
UD2. GLAZING AND FINS ADDED TO FACADE TO AVOID BLANK WALL PRESENTATION TO WESTERN ELEVATION.
UD3. BRICK MATERIAL WRAPPED TO SIDE ELEVATIONS ON LOWER LEVELS.
UD4. BRICK PAVING EXTENDED INTO PEDESTRIAN PATHWAY.

DEVELOPMENT SCHEDULE

LAND AREA	676.53m²	
SITE COVERAGE	670.86m²	UD1
GFA	5835.01m²	
LSA	3176.39m²	
RETAIL (FOOD/DRINK)	62.86m²	UD1
OFFICE	3113.53m²	
CAR PARK	18	
BICYCLE STORE	20	

AREA SCHEDULE

BASEMENT		
GFA	670.86m²	
OFFICE	0m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	670.86m²	
GROUND FLOOR		
GFA	670.86m²	
OFFICE	81.32m²	
RETAIL (FOOD/DRINK)	62.86m²	
OUTDOOR	189.64m²	
COMMON	337.04m²	
FIRST FLOOR		
GFA	644.01m²	
OFFICE	504.1m²	
RETAIL	0m²	
OUTDOOR	44.99m²	
COMMON	94.38m²	
SECOND FLOOR		
GFA	606.86m²	
OFFICE	488.4m²	
RETAIL	0m²	
OUTDOOR	24.08m²	
COMMON	94.38m²	
THIRD FLOOR		
GFA	599.16m²	UD1
OFFICE	320.19m²	
RETAIL	0m²	UD1
OUTDOOR	184.59m²	
COMMON	94.38m²	
FOURTH TO SEVENTH FLOORS	**(4 STOREYS)**	UD1
GFA	414.86m²	(x4 = 1659.5m²)
OFFICE	320.19m²	(x4 = 1280.76m²)
RETAIL	0m²	(x4 = 0m²)
OUTDOOR	0m²	(x4 = 0m²)
COMMON	94.38m²	(x4 = 377.52m²)
EIGHTH FLOOR		UD1
GFA	414.86m²	
OFFICE	219.38m²	
RETAIL	0m²	UD1
OUTDOOR	130.14m²	
COMMON	65.05m²	
NINTH FLOOR		UD1
GFA	284.43m²	
OFFICE	219.38m²	
RETAIL	0m²	
OUTDOOR	0m²	
COMMON	65.05m²	
ROOF		UD1
GFA	284.43m²	
OFFICE	0m²	
RETAIL	0m²	UD1
OUTDOOR	120.90m²	
COMMON	165.53m²	

RESPONSE TO ESD REFERRAL (20.08.2020)

ESD DEFICIENCIES

ESD1. IN-GROUND RAINWATER TANK NOTED ON PLAN

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ID	DATE	REVISION
A	18.05.2020	COUNCIL RFI

ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 21/09/20
DRAWING NO: TP4-101
DRAWING NAME: SECTION
REVISION: A
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

1 EXISTING SHADOW DIAGRAM 9AM SEPT 22

2 SHADOW DIAGRAM 9AM SEPT 22

LEGEND
EXISTING SHADOW
PROPOSED SHADOW

FOR REVIEW

Pitch

Pitch Architecture + Design
47 Cogpin St Richmond VIC 3121
pitchAD.com.au 03 9046 2811
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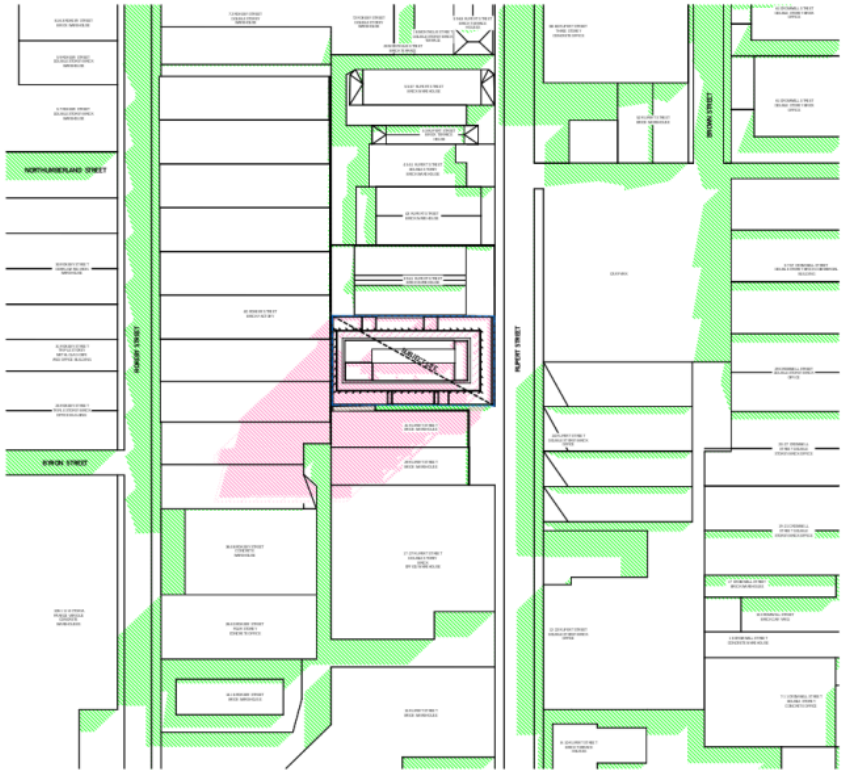
ID	DATE	REVISION

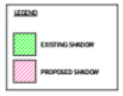
PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP5-101
REVISION: A
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: SHADOW DIAGRAMS 9AM SEPT 22
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

1 EXISTING SHADOW DIAGRAM 10AM SEPT 22



2 SHADOW DIAGRAM 10AM SEPT 22



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Pitch Architecture + Design
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ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 21/09/20
DRAWING NO.: TP5-102
REVISION: A
DRAWING NAME: SHADOW DIAGRAMS 10AM SEPT 22
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

1 EXISTING SHADOW DIAGRAM 11AM SEPT 22

2 SHADOW DIAGRAM 11AM SEPT 22

LEGEND
EXISTING SHADOW
PROPOSED SHADOW

FOR REVIEW

Pitch

Pitch Architecture + Design
47 Cogpin St Richmond VIC 3121
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ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP5-103
REVISION: A
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: SHADOW DIAGRAMS 11AM SEPT 22
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

1 - EXISTING SHADOW DIAGRAM 12NOON SEPT 22

2 - SHADOW DIAGRAM 12 NOON SEPT 22

LEGEND
EXISTING SHADOW
PROPOSED SHADOW

FOR REVIEW

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Pitch Architecture + Design
47 Cogpin St Richmond VIC 3121
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	18.05.2020	COUNCIL RFI
A	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

ID	DATE	REVISION

PROJECT	SCALE	DRAWING NO.	REVISION
33-37 RUPERT STREET COLLINGWOOD VIC 3066	1:100 @ A1 1:200 @ A3	TP5-104	A
JOB NO.	DATE	DRAWING NAME	STAGE
P19048	21/09/20	SHADOW DIAGRAMS 12 NOON SEPT 22	TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

1 EXISTING SHADOW DIAGRAM 1PM SEPT 22

2 SHADOW DIAGRAM 1PM SEPT 22

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Pitch Architecture + Design
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ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
JOB NO: P19048
SCALE: 1:100 @ A1, 1:200 @ A3
DATE: 21/09/20
DRAWING NO.: TP5-105
REVISION: A
DRAWING NAME: SHADOW DIAGRAMS 1PM SEPT 22
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

1 EXISTING SHADOW DIAGRAM 2PM SEPT 22

2 SHADOW DIAGRAM 2PM SEPT 22

FOR REVIEW

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Pitch Architecture + Design
47 Cogpin St Richmond VIC 3121
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ID	DATE	REVISION

PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP5-106
REVISION: A
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: SHADOW DIAGRAMS 2PM SEPT 22
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

1 EXISTING SHADOW DIAGRAM 3PM SEPT 22

2 SHADOW DIAGRAM 3PM SEPT 22

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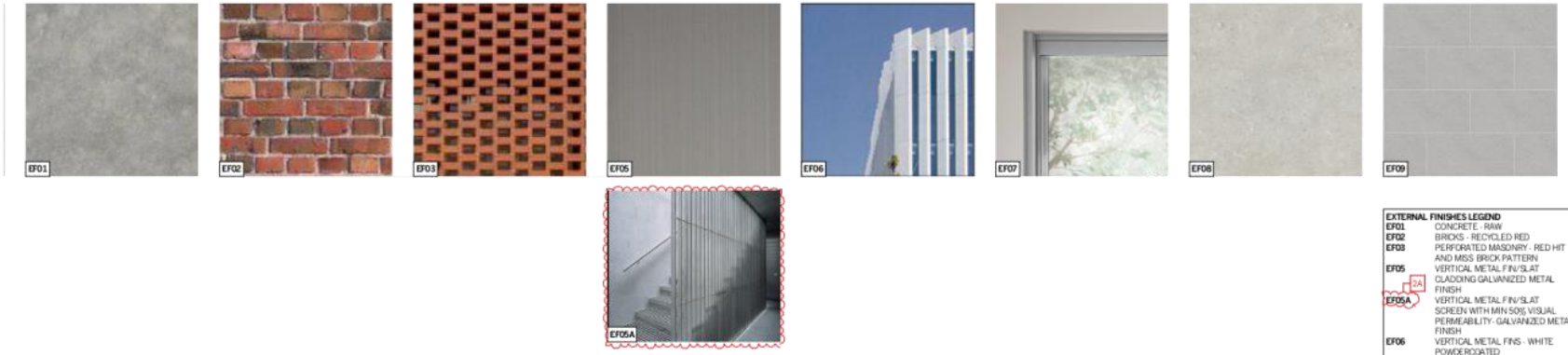
PROJECT: 33-37 RUPERT STREET COLLINGWOOD VIC 3066
SCALE: 1:100 @ A1, 1:200 @ A3
DRAWING NO.: TP5-107
REVISION: A
JOB NO.: P19048
DATE: 21/09/20
DRAWING NAME: SHADOW DIAGRAMS 3PM SEPT 22
STAGE: TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.



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	18.05.2020	COUNCIL RFI
A	21.09.2020	COUNCIL COMMENTS AND URBAN DESIGN REVIEW RESPONSES

ID	DATE	REVISION

PROJECT
33-37 RUPERT STREET
COLLINGWOOD VIC 3066

SCALE
1:100 @ A1
1:200 @ A3

DRAWING NO.
TP6-116

REVISION
A

JOB NO.
P19048

DATE
21/09/20

DRAWING NAME
MATERIALS AND FINISHES

STAGE
TP

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

URBIS

LEVEL 10
477 COLLINS STREET
MELBOURNE VIC 3000

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

24 September 2020

John Theodosakis
Principal Planner
City of Yarra
PO Box 168
Richmond VIC 3121

Dear John,

RESPONSE TO REFERRAL COMMENTS
PLN20/0165 – 33-37 RUPERT STREET, COLLINGWOOD

Urbis continue to act on behalf of Rupert St Holding Pty Ltd ("the applicant") in relation to the above planning application. As you are aware, our client has considered Council's feedback, referral comments and also the submissions received during Notice. Further to our recent discussions, we submit "without prejudice" plans and an ESD referral response for Council's consideration in relation to the abovementioned application.

We do not seek to formally amend the application but rather ask that Council accept this "without prejudice" package for discussion purposes only.

We enclose the following documentation to support the application:

- Updated Architectural Plans and Statement of Changes, prepared by Pitch Architects
- ESD referral comment response and NCC JV3 Assessment, prepared by Eco Results

The following letter provides a brief response to address concerns raised by Council.

1. DISCUSSION PLANS

In response to Council's comments, we are pleased to provide the enclosed plans prepared by Pitch Architects. These plans are provided on a "without prejudice" basis for discussion. The plans are clearly clouded to highlight the amendments and a detailed list of the changes is provided within the Statement of Changes.

The amended plans incorporate the following key changes (amongst others):

- Increased setback from the western boundary, above the podium of an additional 0.5m. This will result in the previous on-boundary wall, now being setback 0.5m, with the glazing and vertical fin treatment continued along this elevation. Glazed windows have also been added in each instance where a " is shown
- The two-storey upper level cap, setback further from the western boundary by an additional 0.5m, from 1.5m to 2m

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

URBIS

- The side profile of the street wall improved through the continuation of the brick treatment along the northern and southern sides
- Improvements to the ground floor frontage and rear Bike Store setback area in terms of additional details, lighting and increased activation
- Further improvements to the proposed pedestrian pathway including signage and lighting. We also have provided significant additional detail, in-line with referral comments from Council external and internal Urban Designers
- 'Future proofing' of the proposed pedestrian pathway to ensure the connection with the adjoining development's pedestrian laneway can provide the connectivity between Rupert and Rokeby Streets
- Inclusion of a 10,000L rainwater tank in the basement, used for toilet flushing

We trust these changes result in a more refined built form outcome that is worthy of Council's support.

We have provided an ESD referral comment response and NCC JV3 Assessment, however we note that a number of other existing submitted consultant reports will not be required to be revised or superseded at this time in order to progress the application. We submit that any further revisions can be required by way of condition, on any permit to be issued.

2. RESPONSE TO REFERRAL COMMENTS

A number of referral comments have been provided on the application from various Council departments and external referrals. We seek to provide a direct response to, as follows:

2.1. EXTERNAL URBAN DESIGN

In response to the comments received from Council's external Urban Designer we have proposed the following amendments to the plans (with these shown on the "without prejudice" plans):

- Built form above the podium set back an additional 0.5m from the western boundary. This results in a total separation of 6m between the proposed development on the subject site, and the proposed building associated with Planning Permit Application PLN20/0168 – 40 & 50 Rokeby Street, Collingwood. Whilst not required, the western setback of the upper two levels is proposed to be increased from 1.5m to 2m, to continue the stepped variation between the 'cap' and the levels below
- As part of the additional rear setback provided from Level 3 and above, the proposed architectural fin treatment is wrapped around to the western elevation with a mixture of glazing and raw concrete panels. This ensures the building has been designed 'in the round' and avoids a blank wall presentation when viewed from the west. The provision of glazing along the western elevation allows for increased daylight access into the office levels, whilst excessive solar heat gain (which is typically associated with west-facing glazing) is largely avoided by the inclusion of the concrete panels and also to the proposed building associated with Planning Permit Application PLN20/0168 – 40 & 50 Rokeby Street, Collingwood
- The front façade, podium brick treatment is to be wrapped around the northern and southern sides of the street wall, ensuring that until such time as the adjoining sites are developed, the side profile of the podium will be treated with a high quality material and appear to be fully resolved in the round

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

URBIS

- The paving/surface material within title boundaries and along the pedestrian pathway has been nominated as brick which improves the sense of address by creating a more consistent paving treatment throughout the ground floor
- Windows added to the rear wall of Commercial Tenancy 2 and the rear door amended to 'glazed' where they interface with the Bike Store to provide for increased activation. The pedestrian pathway gates have been confirmed to be constructed with metal fins/slat screens with a minimum 50 percent permeability. This will increase passive surveillance and the perception of safety for users of the pedestrian pathway and also the Bike Store. This adds to the passive surveillance already provided by the two commercial tenancies and entry foyer which face onto the pedestrian pathway
- Passive surveillance onto the future pedestrian corridor to the west from within the podium levels is assured through the provision of the east, south and west-facing windows facing the lightwell (please refer to Figure 2 where this is clearly visible)
- We can confirm that services will be integrated into the façade of the ground floor through the incorporation of vertical metal fin/slats, with a mixture of solid and a minimum 50 percent permeability provided. As is shown on the eastern elevation, the metal slat treatment is floor to ceiling and covers the walls adjoining the services, which ensures that they are well integrated into the design of the ground floor façade

With respect to the referral comments regarding the proposed overshadowing to the opposite footpath, this proposal only results in shading from approximately 1.30pm onwards. Before this, the opposite side of the Rupert Street footpath will be completely clear of shadow. We respectfully submit that this is acceptable, particularly considering the Commercial 2 Zone context.

Council's external Urban Designer has recommended the following:

- *Increase upper level setback to at least 4m for level 3 to level 7.*
- *Increase upper level setback to at least 6m for level 8 and level 9.*

We respectfully submit that these additional setbacks are not warranted. The above has been suggested on the basis that the proposed height will dominate the narrow street profile and not contribute to pedestrian friendly environment. Council's external Urban Designer proposed the additional setbacks to achieve a more visually prominent street wall presentation when viewed from within the street.

We submit that the additional setbacks are not necessary as the proposed setbacks of 3m and 5m are sufficient to ensure the street (and pedestrians) has sufficient visual breathing room and that the development will not dominate the streetscape. The proposed setbacks, combined with the brick podium, will ensure that the podium is the more prominent element when viewed along Rupert Street. This is enhanced through the high degree of detailing and articulation provided by the design of the podium which incorporates red brick breeze blocks with operable glazing behind.

This prominence is clearly seen in the renders provided below, where the darker and heavier base, grounds the development into the streetscape, whilst the glazing and white fined upper levels provide a more recessive and lighter backdrop. The prominence of the podium will be further improved through the proposed "without prejudice" changes that include a continuation of the brick along the northern and southern sides of the street wall. This will further accentuate the prominence of the street wall.

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

URBIS

Figure 1 – Artist's perspectives looking from the north and south (as per the advertised plans)

Source: Pitch Architects

The proposed development incorporates appropriate setbacks above the street wall to ensure the amenity of the public realm is not diminished through visual bulk and instead, provides substantial improvements through the provision of a widened footpath and the creation of new through-links and connectivity between streets and laneways. We respectfully submit that the additional setbacks to Rupert Street are not warranted.

Council's external Urban Designer has suggested that the top two levels be amended to incorporate an extension of the glazing and vertical blades façade treatment to minimise the 3-part massing arrangement. However, we respectfully submit that this is not appropriate and suggest that this will create a heavier, more dominating effect to the upper levels, whilst our intent is to have a lightweight, simple double storey, glazed cap that appears recessive in the streetscape when seen from distance views.

2.2. INTERNAL URBAN DESIGN

In response to the comments received from Council's internal Urban Designer (relating to the public realm) we have proposed the following amendments to the plans (with these shown on the "without prejudice" plans):

- Spot levels have been added on the ground floor plan along the streetscape interface and other publicly accessible ground floor areas such as the pedestrian pathway
- A notation confirms that "grade portion of paving to be flush with the existing footpath"
- The paving/surface material within title boundaries and along the pedestrian pathway has been nominated as brick. The use of brick also ensures there is a design consistency with the adjoining development's proposed pedestrian laneway as part of Planning Permit Application PLN20/0168 - 40& 50 Rokeby Street, Collingwood

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

URBIS

- Annotations included on the ground floor confirming that a" flush steel edge is incorporated to delineate between footpath and private realm"
- Additional details added regarding the pedestrian pathway gate (confirmation that it is the same material as the garage door, EFO5A), including moving it closer to Rupert Street with a setback of 5.5m from the eastern boundary. Whilst Council's internal Urban Designer recommended that the pedestrian pathway gate be moved to the street frontage, we have not incorporated this as when the gate would be hinged open, this would cover the angled fin feature panel and plantings at the entrance. We submit that this would not result in an acceptable urban design outcome. The feature panel can be clearly seen in Figure 2
- Annotations have been included on the plans which confirm that the after-hours pedestrian pathway gates will be time programmed with sensor lights to be locked at the same time
- Ground floor services wall adjacent to vehicle access amended to include "50 percent unobstructed walls" within the sightline triangle. This ensures that there would be visibility of any passing pedestrians from the vehicle access and hence increase safety
- Minimum width clearances along the pedestrian pathway and the entry foyer are annotated. These distances are annotated as being between 2.46m and 2.5m, with a 3.1m clearance at the foyer entrance between the landscape pots. This ensures that there are sufficient widths at pedestrian pinch points to allow an ease of movement
- Annotations have been included on the ground floor plan which confirms that all proposed works in the public realm will be undertaken in accordance with relevant Council standards, details and requirements and the existing bluestone kerb and channel and footpaths will be repaired as required and as per Council standards details and requirements
- 'Future proofing' of the proposed pedestrian pathway by showing the openings to the adjoining development's pedestrian laneway. This ensures the connection with the adjoining development's pedestrian laneway can provide the link between Rupert and Rokeby Streets. These have been aligned with the recently provided formally amended plans as part of PLN20/0168 - 40& 50 Rokeby Street, Collingwood
- Plans confirm that a way-finding sign will be included at each end of the pedestrian pathway which outlines that there is a direct connection to Rokeby Street
- Plans confirm that signage will be provided at each end of the pedestrian pathway, to indicate that cyclists need to dismount
- Sensor lighting has been proposed along the Rupert Street frontage, the pedestrian pathway and along the rear setback associated with the Bike Store. This ensures that all accessible ground floor interfaces will be well-lit and provides a safe environment for all pedestrians. The additional light will increase the perception of safety for users of the pedestrian pathway and also the Bike Store, after dark
- Windows added to the rear wall of Commercial Tenancy 2 where it interfaces with the Bike Store to provide for increased activation. Additionally, the rear entry door is proposed to be glazed, which ensures there is a high degree of visibility of the Bike Store from within the development, and visa versa. These openings are aligned with the openings to the adjacent Rokeby Street development, the rear access door and the pedestrian pathway. This ensures there will be visibility throughout, significantly increasing the perception of safety for pedestrians and cyclists
- The proposed crossover has been annotated as complying with Council Standards

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

URBIS

It is not possible to provide vertical greening in the locations suggested by Council's internal Urban Designer as these will obstruct sightlines either associated with the vehicle entrance or the glazed frontage of Tenancy 1.

Whilst we note Council's internal Urban Designers' comments with regards to the substation, however, CitiPower do not support substations provided in the basement where there is only one basement level. This is due to potential flooding reasons. As can be seen, we have provided as many services as possible within the basement, to ensure ground plane activation is maximised.

At this early stage we do not have information regarding outdoor furniture associated with Tenancy 1. However, it would be difficult for a future tenant to provide outdoor furniture outside of Tenancy 1 given its perimeter includes glazing doors to the street frontage and an interface to the pedestrian pathway.

We provide the following renders, which show the high-quality street frontage and pedestrian pathway proposed as part of this development. These images show the exceptional degree of activation and visual interest provided, both from within the pedestrian pathway and also as seen from Rupert Street:

Figure 2 – Artist's perspectives of the pedestrian pathway, looking from the east and west (as per the advertised plans)

Source: Pitch Architects

2.3. ENGINEERING

We consent to the Design Items to be included as conditions on any permit to be issued.

Ground floor services wall adjacent to vehicle access has been amended to include 50 percent unobstructed walls within the sightline triangle, in-line with Council's Engineering Services Units' comments.

2.4. ESD

In response to Council's Environmentally Sustainable Development Officer's referral comments and further discussions to date, we have provided ESD referral comments response and NCC JV3 Assessment.

Attachment 3 - 'Sketch Plans' provided in response to referral advice and referenced.

URBIS

Of note, and in direct response to referral comments, the "without prejudice" plans include a 10,000L rainwater tank on the basement plan. As outlined within the ESD referral comments response, the rainwater collected within this tank will be used for toilet flushing.

Council's ESD Advisor requested that we clarify external shading treatment for the top two levels. We are not proposing any external shading to these upper levels, given their lightweight, glazed appearance. To include external shading to these levels will result in a more dominant cap, which may adversely impact the streetscape character. We submit that the developments BESS Score of 61 percent clearly shows it is of high ESD standards and this additional shading is not necessary.

2.5. WASTE

We consent to conditions on any permit to be issued by Council to address Council's waste referral comments.

2.6. WIND

We note that Council's external wind engineer has confirmed the findings of the wind report submitted as part of the RFI response, prepared by MEL Consultants.

3. CONCLUSION

We trust that the above and submitted information presents an acceptable response and will allow Council to make a favourable assessment of the proposal.

Should you have any further queries, please do not hesitate to contact the undersigned on 9617 6617 or via email at vgrillakis@urbis.com.au.

Yours sincerely,

Vicky Grillakis
Associate Director
9617 6617
vgrillakis@urbis.com.au

6.4 PLN17/0705 - 388-390 Queens Parade, Fitzroy North - Extension of Time Request

Executive Summary

Purpose

1. This report provides the Planning Decisions Committee with an assessment of a request for an extension of time to commence Planning Permit PLN17/0705 associated with the land at No. 388-390 Queens Parade, Fitzroy North.
2. This report recommends that Council grant an extension of time to the commencement date to enable the Planning Permit for the:
   (a) *Development of the land with a five storey building comprising of a ground floor restaurant and first floor offices and three dwellings above, including car parking for four vehicles located in a stack at the rear of the existing building, including demolition works within a heritage overlay and a reduction in car parking requirements and construction of a sign in a heritage overlay in accordance with the endorsed plans*

Key Planning Considerations

3. Key planning considerations in considering whether to grant an extension of time for commencement include:
   (a) Whether there has been a material change in planning policy or the Planning Scheme;
   (b) Any information which suggests that the owner of the land is seeking to "warehouse" the permit;
   (c) Intervening circumstances as bearing upon grant or refusal;
   (d) The total elapse of time since the granting of the permit;
   (e) Whether the limit originally imposed was adequate;
   (f) The economic costs on the landowner; and
   (g) The probability of a permit issuing should a fresh application be made.

Key Issues

4. The key issue for Council to consider is whether an extension of time to commence Planning Permit PLN17/0705 should be granted given that the existing approval would now exceed the mandatory height control under Schedule 16 to the Design and Development Overlay.

Submissions Received

5. There is no notification/third party involvement for an Extension of Time request, however 14 submissions have been received. Submitters raise concern that the expired planning permit is contrary to Schedule 16 to the Design and Development Overlay, specifically the mandatory 11m building height limit for the site, which was introduced into the Yarra Planning Scheme on 1 October 2020 via Planning Scheme Amendment C231.

Conclusion

6. Based on the following report, the proposal is considered on balance to meet with the relevant tests for granting an extension of time and should therefore be supported

CONTACT OFFICER: **Amy Hodgen**
TITLE: **Senior Coordinator Statutory Planning**
TEL: **9205 5330**

6.4 PLN17/0705 - 388-390 Queens Parade, Fitzroy North - Extension of Time Request

Reference	D20/161451
Author	Amy Hodgen - Coordinator Statutory Planning
Authoriser	Manager Statutory Planning

Ward:	Nicholls
Purpose	To consider an application to extent the timeframe for commencement of a planning permit
Permit Allows	Development of the land with a five storey building comprising of a ground floor restaurant and first floor offices and three dwellings above, including car parking for four vehicles located in a stack at the rear of the existing building, including demolition works within a heritage overlay and a reduction in car parking requirements and construction of a sign in a heritage overlay in accordance with the endorsed plans
Existing use:	Restaurant (ground level)
Applicant:	Tim Hutchens – DCA Design
Zoning / Overlays:	Commercial 1 Zone Heritage Overlay (HO330) Design and Development Overlay (DDO16)
Date of Application:	13 June 2020
Application Number:	PLN17/0705

Planning History

1. The original application was lodged with Council on 30 August 2017.
2. Planning Permit PLN17/0705 was issued 19 September 2018 at No.388-390 Queens Parade, Fitzroy North for:
   (a) *Development of the land with a five storey building comprising of a ground floor restaurant and first floor offices and three dwellings above, including car parking for four vehicles located in a stack at the rear of the existing building, including demolition works within a heritage overlay and a reduction in car parking requirements and construction of a sign in a heritage overlay in accordance with the endorsed plans.*
3. The original permit was granted by 'consent' between parties at a Compulsory Conference at the Victorian Civil and Administrative Tribunal (VCAT). The application was subject to a review against Council's failure to determine the application (Section 79 of the *Planning and Environment Act* 1987).
4. Planning Permit PLN17/0705 was issued subject to the following salient condition:
   (a) *The permit will expire if:*
      (i) *The development is not commenced within two years of the date of this permit*
      (ii) *The development is not completed within four years of the date of this permit; or* (sic.)
   (b) *In accordance with Section 69 of the Planning and Environment Act 1986, an application may be submitted to the responsible authority for an extension of the period referred to in this section.*

5. Plans and reports were submitted on 19 January 2019 for endorsement under the Planning Permit. These were endorsed on 26 July 2019.

6. In April 2019, the applicant applied to VCAT to amend the Planning Permit to add an additional level i.e. increasing the building to 6 storeys. This was later withdrawn on 18 July 2020.

7. On 23 September 2019, the application lodged a request to make minor amendments to plans under 'secondary consent' provisions. These plans were approved 17 April 2020.

8. A request to extend the commencement date was lodged with Council on 13 July 2020 and is the subject of this report.

The Proposal

9. A summary of the approved development under Planning Permit PLN17/0705 is provided below.

Demolition

10. Demolition of the ground floor glazing to Queens Parade

11. Demolition to the rear including:

    (a) Rear (north-west) wall at ground and first floor levels

    (b) Rear external stairs

    (c) Rear western corner and door along the south-west ground floor wall

    (d) North-east first floor wall

    (e) Internal walls (no permit required)

    (f) Boundary fencing (no permit required)

    (g) Roof beyond the front room

Development

General

12. The proposed development is focused to the rear and above the existing double storey building facing Queens Parade.

13. The development will be a maximum of 5 storeys, and 17.51m in height to the building parapet, with a centrally located roof services deck area concealed by a 1.2m high screen.

14. The upper levels are to be set back 10.2m from Queens Parade, with balconies set back a minimum of 8.2m above the existing parapet.

15. The existing restaurant and offices are to be retained within the ground and first floors with the development to the rear incorporating car parking, a lobby area, office space and three dwellings to the levels above.

Material and Design

16. The new development is to have a simple rectilinear design, composed of red/brown face brick work to the upper two levels, articulated with multi-paned glazing.

17. Other finishes to include white brick within the lightcourt to the north-eastern laneway and light coloured rendered finishes to the lower three levels of the addition.

18. The roof top service deck is centrally located within the roof space, set back 18m from Queens Parade, 3,2m from the north-east laneway, and 3.05m from the south-western boundary, with the exception for the lift core, which is to abut the south-western boundary.

Figure 1 – Queens Parade elevation

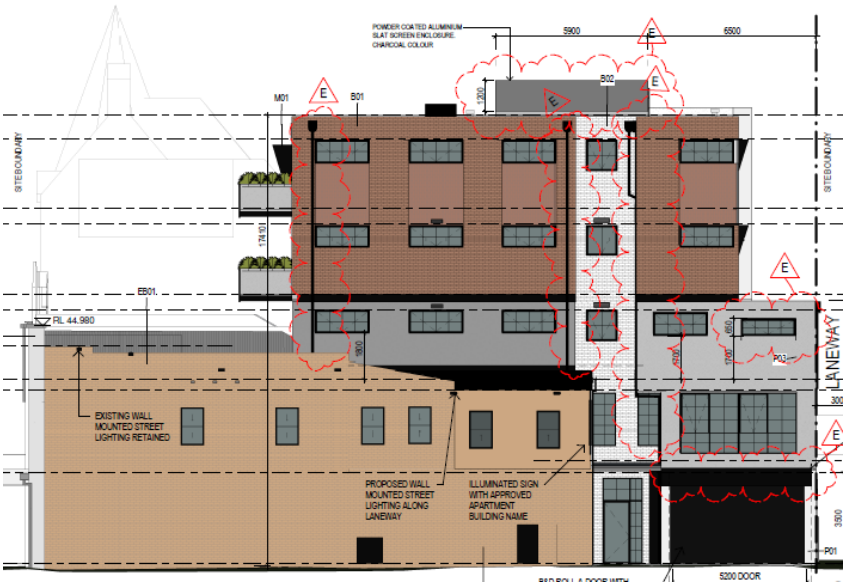

Figure 2 – North-eastern laneway elevation (Former ANZ bank ghosted)

Signage

19. A vertical illuminated sign will be attached perpendicular to the north-eastern wall, identifying the apartment building.

Ground floor

20. At ground level, the existing restaurant is to be retained with updated bathroom facilities. A 1.6m wide, 1.5m high fire booster cabinet is proposed facing Queens Parade.

21. Toward the rear of the existing restaurant, an enclosed lobby is to be constructed, accommodating lift and stair access to upper levels and bicycle storage. The lobby entrance is to be set back 2.08m from the laneway to the north-east.

22. A car stacker system is proposed to the rear northern corner, accommodating four vehicles, extending within a basement pit below. The car starker system is enclosed, with a roll a door set back 0.99m from the north-eastern laneway.

23. An enclosed bin area is proposed within the rear western corner. This is to be accessible via a door to the lane to the north-west of the site. A 5kL rainwater tank is depicted below ground under the bin storage area.

First Floor

24. The two existing offices are to be retained, with a third office proposed to the rear of the site.

25. The new first floor addition is to abut the north-eastern, north-western and south-western boundary, with the exception for a 2m x 2.7m light well adjacent to the north-western laneway.

Second Floor

26. A three bedroom dwelling is proposed at Level 2. This is to be set back 10.2m from Queens Parade, with a 34sqm terrace set back 5.9m, obscured by the existing roof.

27. The second floor is to extend to the rear (north-western boundary) for the full length, providing a 0.41m (not dimensioned) setback along the north-eastern laneway, in addition to the 2m x 2.7m light well. The dwelling will partially abut the south-west boundary for a length of 9.8m, with the remaining section set back between 0.92m and 1m from the boundary.

Third & Fourth Floor

28. The Third and Fourth floors have identical floor plates, each comprising a two bedroom dwelling, with a small study nook.

29. The dwellings are to be set back a minimum 10.2m from Queens Parade, with 16sqm balconies set back a minimum of 8.2m from the street.

30. A 2.6m-3m setback (not dimensioned) from the rear (north-western) boundary is proposed, with the setbacks from the north-eastern laneway to match Level 2 below.

Figure 3 - Fourth Floor level

Existing Conditions

Subject Site

31. There have not been any notable changes to the subject site since the original report for the application. The description is reproduced below:

32. The *subject site forms part of the Queens Parade Neighbourhood Activity Centre (NAC), located on the north-western side of Queens Parade, opposite the Y-junction between Queens Parade and Heidelberg Road, in Fitzroy North.*

33. *The site is made up of two lots (Lot 1 on PS614586S, Vol. 11093, Fol. 794 & Lot 2 on PS614586S, Vol. 11093, Fol. 795) and comprises of a combined 9.26m frontage to Queens Parade, a 30.48m depth and a site area of 282.24m^2.*

34. *The site comprises a pair of double storey shopfronts circa 1900-1915, being the first two double storey Victorian era shopfronts in a matching row of three. The building is constructed to the Queens Parade frontage and side boundaries at ground and first level and comprises of a south-easterly orientation toward Queens Parade. At the Queens Parade frontage the building comprises two shopfront windows and central pedestrian entry at ground level, a canopy over the Queens Parade footpath, two pairs of vertical double hung windows at first level and two curved parapets with piers. Beyond the front parapet to the north-west are dual zincalume hipped roof forms and lean-to roof forms. An open courtyard is provided to the rear providing for two (2) open car spaces to the restaurant, and on-site bin storage.*

35. *At ground level it appears that the common wall between the two shopfronts has been removed to create a larger tenancy used as a restaurant. At first level the building consists of two side-by-side office tenancies with a frontage to Queens Parade but accessed via a common external stairwell and separate entries to the rear.*

Figure 4 – Subject site viewed from Queens Parade (Google Streetview Oct 2016)

36. *The title submitted with the application does not show any covenants. A narrow party wall easement affects the south-western boundary, in part, and common property is provided in the location of the external stairwell. This has no effect on the proposed development.*

Surrounding Land

37. There have not been any discernible physical changes to the surrounding area since the original report. However a planning application was received and has since been refused for the land to the rear of the site at No. 390A Queens Parade. This proposed 13, four-storey townhouses. This application will be discussed within the assessment as relevant. The description of the surrounding area from the original report is reproduced below:

38. *The subject site forms part of the Queens Parade NAC which is an intact heritage streetscape with attached Victorian and Edwardian era double storey shopfronts with sheer double storey facades, shopfront windows at ground level, vertical double-hung windows at first level, projecting canopies over the footpath, and facade parapets with pitched roofs behind. Single storey Victorian and Edwardian era shopfronts are also interspersed. The former London Bank of Australasia building (or currently known as the ANZ Bank Building) is found further south-west of the site at No. 370 Queens Parade. This building is iconic in the commercial strip and is the tallest building in the strip with a 3-4 storey scale, is located at the corner bend of Queens Parade; and is recognised for its architectural significance as one of the best examples of English Queen Anne Revival style commercial architecture in Melbourne.*

39. *Immediately south-west of the site at No. 386 Queens Parade is a single fronted, double storey shopfront building with frontage to Queens Parade, being the third double storey Victorian era shopfront in the matching row of three associated with the subject site. This building is used as a shop at ground level. The applicant indicates that the first level is used as an office. However the objector has advised Council that the rear of this building is used as a residence. From on-site investigations, this appears to be the case, with the rear yard being used as the SPOS to the dwelling.*

40. *To the north-east of the site is a 5m wide bluestone ROW. Beyond the ROW to the north-east is a single fronted, single storey shopfront with frontage to Queens Parade. This building is used as a takeaway restaurant.*

41. *To the rear (north-west) of the site is a 3m wide bluestone ROW. Beyond this ROW to the north-west is a large single storey warehouse building. The rear (north-western abutting) ROW comprises a cluster of former single storey industrial buildings, rear yards and a recently constructed triple storey apartment building located further north-east of the site at the rear of No. 404 Queens Parade.*

42. *Along the north-western side of the Queens Parade is angle time restricted car parking, predominantly 1P, 7am – 7pm. Based on the survey advice provided in the submitted Traffic Impact Assessment by O'Brien Traffic Consultants, dated 30/11/2017, the broader area within 250m of the* site includes restricted parking of 1P or longer.

43. *The site has convenient access to public transport including:*

    (a) *Immediate access to tram and bus services along Queens Parade;*

    (b) *The Hoddle Street bus services, 300m from the site; and*

    (c) *The Clifton Hill Railway Station, 300m from the site.*

44. *The site is in close proximity to on-road bike lanes along Queens Parade, Heidelberg Road, Michael Street, McKean Street and Gold Street. Off-road shared paths are provided nearby in the area.*

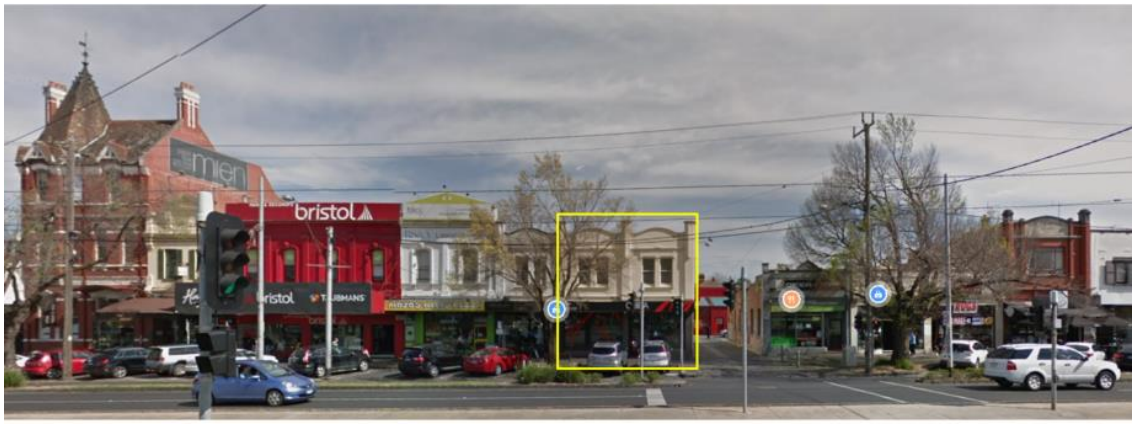

Figure 5 – Queens Parade Streetscape, subject site outlined in yellow (source: Google Streetview Oct 2016*)*

Figure 6: Aerial view of subject site – subject site highlighted (source: NearMap 8 November 2020)

Planning Scheme Provisions

Zoning

Clause 34.01 – Commercial 1 Zone

45. Pursuant to Clause 34.01-1, a planning permit is not required for an office or accommodation (including dwelling) as the dwellings do not have a frontage at ground floor level exceeding 2m.

46. Pursuant to Clause 34.01-4 a permit is required to construct a building or carry out works.

47. Pursuant to Clause 34.01-4 an apartment development must meet the requirements of Clause 58.

48. The applicable zone and application triggers have not changed since the original permit was issued.

Overlays

Clause 43.01 - Heritage Overlay (HO330)

49. Pursuant to Clause 43.01-1 a permit is required to demolish or remove a building and to construct a building or construct or carry out works.

50. Pursuant to the Schedule to the Heritage Overlay, External paint controls apply to HO330.

51. This Heritage Overlay and the relevant application triggers have not changed since the original permit was issued.

Clause 43.02 – Design and Development Overlay – Schedule 16

52. Pursuant to Clause 43.02-1, a permit is required to construct or carry out works.

53. Schedule 16 relates to Queens Parade. This Overlay was introduced on 1 October 2020, replacing interim DDO Schedule 20. At the time that the permit was issued, the interim DDO16 was applicable. This will be discussed in greater detail within the assessment.

Particular Provisions

54. The following particular provisions are relevant to the planning permit:

    (a) Clause 52.06 – Car Parking

    (b) Clause 52.34 – Bicycle Parking

    (c) Clause 53.18 – Stormwater in Urban development

    (d) Clause 59 – Apartment Developments

55. Clause 53.18 has been introduced since the original permit was issued. This will be discussed within the assessed

General Provisions

56. Clause 65 – Decision guidelines

Planning Policy Framework (PPF)

57. The following State policies continue to apply, there have not been any significant changes to these policies that affect the subject site:

    (a) Clause 11.01-1R – Settlement – Metropolitan Melbourne

    (b) Clause 11.03-1R – Activity Centres – Metropolitan Melbourne

    (c) Clause 15.01 – Built Environment

    (d) Clause 15.02 – Sustainable development

    (e) Clause 15.03 – Heritage

    (f) Clause 16.01 – Residential development

    (g) Clause 17.01 – Employment

    (h) Clause 18.01 – Integrated Transport

    (i) Clause 18.02-2R – Principal Public Transport Network

Local Planning Policy Framework (LPPF)

Municipal *Strategic Statement (MSS)*

58. The following relevant policies of the municipal strategic statement continue to apply. There have not been any changes to these policies since the permit was issued:

    (a) Clause 21.04-1 – Accommodation and housing

    (b) Clause 21.04-2 – Activity centres

    (c) Clause 21.05-1 – Heritage

    (d) Clause 21.05-2 – Urban design

    (e) Clause 21.05-3 - Built form character

    (f) Clause 21.07-1 – Environmentally sustainable development

    (g) Clause 21.08-8 – Fitzroy North

59. Under Figure 19 Neighbourhood Map: North Fitzroy the site is located within the Queens Parade NAC. Under the Figure 20 Built Form Character Map: North Fitzroy the site is located within the Heritage Overlay Area. The strategy is to ensure that development does adversely affect the significance of the heritage place.

Relevant Local Policies

60. The following relevant Local policies continue to apply. There have not been any changes to these policies since the permit was issued:

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

    (b) Clause 22.03 – Landmarks and tall structures

    (c) Clause 22.05 – Interface Uses Policy

    (d) Clause 22.07 – Development Abutting Laneways

    (e) Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

    (f) Clause 22.17 – Environmentally Sustainable Development

Legislation

61. Section 69 of the *Planning and Environment Act (1987)* provides that:

> *(1) Before the permit expires or within 6 months afterwards, the owner or the occupier of the land to which it applies may ask the responsible authority for an extension of time.*
> *(1A) The owner or occupier of land to which a permit for a development applies may ask the responsible authority for an extension of time to complete the development or a stage of the development if—*
>
> *(a) the request for an extension of time is made within 12 months after the permit expires; and*
> *(b) the development or stage started lawfully before the permit expired.*

62. The permit expired on 19 September 2020 for commencement. The request for an extension of time was received on 13 July 2020, therefore the request was made in time.

Advertising

63. There is no notification/third party involvement for an Extension of Time request, however 14 submissions have been received. Submitters raised concern that the expired planning permit is contrary to Schedule 16 to the Design and Development Overlay, specifically the mandatory 11m building height limit for the site, which was introduced into the Yarra Planning Scheme on 1 October 2020 via Planning Scheme Amendment C231. This matter is discussed in detail within the officer assessment below.

Referrals

64. The application did not require referral to any external authorities or internal departments.

OFFICER ASSESSMENT

65. The 'tests' for assessing request for an extension of time to act upon a planning permit were established in the Supreme Court decision of *Kantor v Murrindindi Shire Council,* 18 AATR 285,. It was held that the Responsible Authority should treat the applicant as being obliged to advance some reason or material in support of the grant of an extension of time to a permit.

66. It was further held that where a request to extend time is made, a Responsible Authority may rightly consider the following:

    (a) Whether there has been a material change in planning policy;

    (b) Whether the Applicant is seeking to "warehouse" the permit;

    (c) Intervening circumstances as bearing upon grant or refusal;

    (d) The total elapse of time since the granting of the permit;

    (e) Whether the limit originally imposed was adequate;

    (f) The economic burden imposed on the Applicant by the Permit

    (g) The probability of a permit issuing should a fresh application be made

67. These tests have been assessed in turn below.

68. As will be discussed, these tests are to support a balanced assessment to determine whether an extension of time should be supported.

Whether there has been a material change in planning policy

69. Since the permit was issued on 19 September 2018, there have been a number of changes to planning policy with the Yarra Planning Scheme. Those that are relevant to subject site are listed in chronologically below:

(a) Amendment VC149 (Gazetted 4 October 2018)

(b) Amendment VC154 (Gazetted 26 October 2018)

(c) Amendment C231 (Gazetted 1 October 2020)

Amendment VC149

70. This amendment, introduced into the Scheme on 04 October 2018, established new requirements under *Clause 34.01-8 (Decision Guidelines – Buildings and Works*) to consider overshadowing to existing rooftop solar energy systems on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.

71. Amendment VC149 would not impact the subject site as there are no adjoining lots within the aforementioned zones, nor are there any solar panels proximate to the subject site that would be affected by the proposed development. The nearest solar panels are located approximately 30m to the south-east (No. 370 Queens Pde) within the Commercial 1 Zone and approximately 35m to the east (No. 224 McKean St) in the Neighbourhood Residential Zone. As illustrated below in the 9am shadow diagram for the September Equinox, neither of these properties would be overshadowed by the development, with shadows limited to a maximum length of 21m, across the service yards of No. 384-386 Queens Pde and small portions of the roofs at No. 380 Queens Parade and 390A Queens Pde.

Figure 7 – nearby solar panels (circled in yellow)

Figure 8 - Shadow diagram based on Secondary Consent application approved - April 2020

Amendment VC154

72. This amendment, gazetted on 26 October 2018, introduced the *Stormwater Management for Urban Development* provision at clause 53.18 within all Victorian Planning Schemes. However, the Yarra Planning Scheme already has a local policy dedicated to Stormwater Management at clause 22.16 of the Scheme, which was introduced via Amendment C117 on 13 March 2014 and was in place when the original application was assessed.

73. The approved development incorporates a 5kL rainwater tank to collect stormwater from the roof and for reuse in toilet flushing. This achieved a STORM rating of 100%. This complies with Clause 22.16 and would also satisfied clause 53.18.

Amendment C231

74. This amendment, gazetted 1 October 2020, introduced permanent built form controls through Schedule 16 to the Design and Development Overlay (DDO16) for Queens Parade. This replaced the interim DDO20 that existed at the time that the original permit was issued.

75. It is important to note, that at the time the application was determined, the application was compliant with the building height requirements within the interim DDO20.

76. The overlay specifies several relevant design requirements for developments within specific precincts; the proposal is situated within Precinct 4. The following table is an assessment of those design requirements.

Built Form	Mandatory requirement	Complies
Maximum building height	**11m (mandatory)**	**No** **Building height 17.51m, plus a 1.2m high roof top services areas**
Maximum and minimum street wall height on Queens Parade	Retain height of the existing heritage façade. (mandatory)	Yes Existing heritage street wall height on

		Queens Parade retained
Maximum and minimum street wall height in side street	No higher than the existing heritage façade. (discretionary)	Not applicable Site does not abut a side street
Minimum upper level setback on Queens Parade	8 metres (mandatory)	Yes 8.2m setback to balcony at levels 03 and 04. Set back of terrace at level 02 (5.954m) is not included in this setback as the terrace is located behind the street wall. The upper level is defined as, "*development above the height of the street wall*".
Minimum upper level setback in side street	6 metres (discretionary)	Not applicable Site does not abut a side street
Maximum and minimum street wall setback	Retain existing setback (discretionary)	Yes No change to existing street wall at ground floor
Side and rear setbacks (NRZ interface)	Where there is a laneway, height and setbacks as shown in Figure 1 Where there is no laneway, height and setbacks as shown in Figure 2 (discretionary)	Not applicable (no NRZ interface)
Minimum rear setback to a C1Z interface	**3 metres above 11 metres (discretionary)**	**No (2.49m to 3m setback above 11m)**

77. As illustrated in the above table, there are two built form requirements that the approved development would not meet; the overall height and the minimum rear setback. These will be addressed in turn.

Building Height

78. When the original permit was granted, it was subject to the interim DDO20 for Queens Parade. This control supported building height up to 21.5m, or rather 6 storeys, with a minimum setback of 6m from the frontage. The approved development at 17.51m with an 8.2m-10.2m setback, was a conservative response to these controls, acknowledging the sensitivities of the Queens Parade heritage streetscape and the proximity to the former ANZ bank building.

79. While the approved development exceeds the mandatory high limit introduced by DDO16 by the equivalent of two storeys, this does not prevent an extension of time to the permit being granted. This was clearly outlined in the decision of *AMV Homes Pty Ltd v Moreland CC (Includes Summary) (Red Dot) [2015] VCAT 1699,* whereby the Tribunal stated the following at paragraph 7 (Emphasis added):

    (a) *It is important to appreciate some additional relevant principles:*

        (i) *An applicant should advance good reasons as to why an extension should be granted; a request should not be approved simply because it has been asked for.*

        (ii) *The Kantor "tests" are not mandatory nor exhaustive.*

        (iii) *There may be other relevant considerations to those articulated in Kantor, including matters of natural justice and equity.*

        (iv) *That the approved development is now prohibited does not mandate a decision refusing to extend the time to commence a development. However, it is something that would usually be expected to be one factor weighing against an extension of time.*

        (v) *Each case needs to be decided on its own facts and circumstances including whether and how the development in question would undermine or offend the changed policy or planning control regime.*

80. Having regard to the decision of *AMV Homes Pty Ltd,* it is important to consider whether the scale of the approved development would now undermine Schedule 16 of the Design and Development Overlay for Queens Parade. This requires an assessment to be undertaken of the objectives of Schedule 16. These are discussed in the table below.

Objective	**How the development responds**
To ensure development responds to the heritage character and streetscapes and varying development opportunities and supports: • *The existing low rise character to Precincts 1, 3B, 4 and 5A;* • *A new mid-rise character behind a consistent street wall in Precincts 2, 3A and 5B;* • *Higher rise development in Precinct 5C.*	The heritage streetscape was also a relevant consideration at the time that the original permit was issued given the Heritage Overlay that affects the site. The approved development has responded to the heritage and low-rise streetscape character of Precinct 4 by setting back the upper levels from the original heritage façade by a minimum of 8.2m to the balconies and 10.2m to the façade. This is over and above the minimum 8m setback required under DDO16 and assists in lessening the visual impact of the addition from Queens Parade. These setbacks, combined with a subtle and unobtrusive design, ensures that the building will not unreasonably impact the otherwise low rise character of the Precinct.
To protect the integrity of historical streetscapes and clusters of heritage buildings of a similar scale and materiality.	As outlined above, the upper floor setbacks from Queens Parade sufficiently protect the historical streetscape and maintain the predominant double storey street wall to the street. The upper levels of the approved development also incorporate a mix of red brick and render and incorporates fenestration which when combined respects and responds to the materiality of the heritage streetscape.

To ensure development respects the architectural form and qualities of heritage buildings and streetscapes and maintains the visual prominence of the St John the Baptist church belfry and spire, the former ANZ Bank building, the former United Kingdom Hotel and the former Clifton Motors Garage.	This objective is unchanged from the interim DDO20 and therefore was a relevant consideration when the original permit was granted. In the original application, it was determined that the generous upper level setbacks from Queens Parade would ensure that views to the former ANZ building are maintained along Queens Parade. In addition to being well-recessed from Queens Parade, the maximum height of the proposal would sit below the chimneys and spire associated with the former ANZ bank building, thereby ensuring that the visual prominence of the former ANZ bank building is retained.
To promote design excellence that ensures new development respects the wide, open boulevard character of Queens Parade including where existing historic trees are key elements in the streetscape, they remain the dominant visual feature.	The proposed addition is a well-considered and complementary design to the heritage streetscape, with the materiality and setbacks responding appropriately to the heritage character of Queens Parade. No street trees would be impacted as a result of the approved development.
To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new buildings 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.	This objective is unchanged from the interim DDO20 and was deemed to be met when the original permit was granted. The subject site does not have any direct abuttals with residential zones, thereby reducing the potential amenity impacts associated with the additional building height.

81. As discussed in the table above, the objectives of Schedule 16 were already largely considered in the assessment of the original application, either through the interim DDO20 or under the Heritage Overlay. Based upon the assessment provided in the table above, the proposed development would continue to meet these objectives and would therefore not undermine DDO16.

Rear setback

82. Under DDO16, the only other non-compliance relates to the rear setback requirement, which states that built form above 11m should be 3m where interfacing with a Commercial 1 Zone. This is not a mandatory control.

83. This same discretionary control applied at the time the permit was granted under the interim DDO20. This was considered acceptable at the time of the original application, therefore, it follows that the variation would continue to be acceptable if assessed today.

84. Furthermore, it is noted that the area of non-compliance relates only to a small projection associated with the stair (highlighted below). Noting also that the adjacent land is separated by a 3m wide laneway, which would provide an additional buffer, the variation is considered to be acceptable.

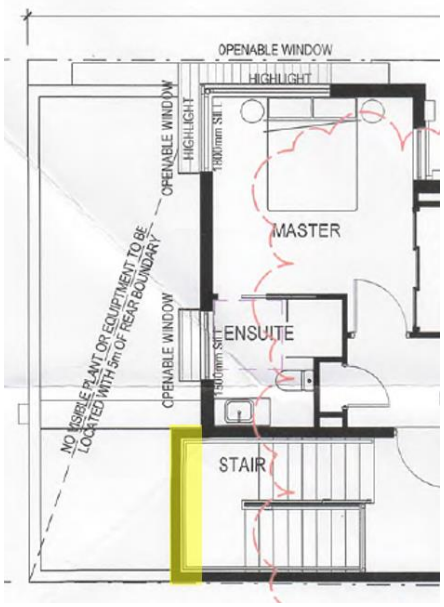

Figure 9 – Projecting sections

Whether the Applicant is seeking to "warehouse" the permit

85. There is no evidence to suggest that the applicant is seeking to "warehouse" the permit as this is the first extension of time requested to the planning permit.

86. Furthermore, as outlined in the background section, the applicant has been activity working towards commencing the development.

Intervening circumstances as bearing upon grant or refusal;

87. The applicant has identified a number of intervening circumstances that have result in the delay to commencing construction. Most recently being the construction restrictions imposed as a result of the Covid-19 pandemic.

88. The Planning History outlined earlier in the report demonstrates lengthy delays associated with obtaining and amending endorsed plans, with final plans endorsed 17 April 2020. The only outstanding matter is the Construction Management Plan pursuant to Condition 18 of the Planning Permit. This would generally be prepared by the builder and submitted immediately prior to commencement of the development.

89. In preparing to act upon the permit, the applicant lodged a building permit on 10 December 2019 and also made arrangements to relocate the first floor office tenant in January 2020.

90. The applicant has demonstrated a clear intention to commence works, with reasonable intervening circumstances preventing this from occurring within the timeframes of the permit. The applicant has also advised that a Certificate of Compliance for proposed Building Work was issued on 22 October 2020.

91. It is to be acknowledged that the gazettal of Amendment C231 on 10 October 2020, which introduced a mandatory 11m high limit on the site, is a factor weighing against the grant of the extension. However, as outlined in the *AMV Homes Pty Ltd* design, this must be considered alongside matters of natural justice and equity. As have been outlined above, there have been understandable and unavoidable intervening circumstances preventing the applicant from acting upon their permit in time. The impact of refusing the request would be significant, given that a planning permit for the approved development could no longer be obtained pursuant to DDO16.

The total elapse of time since the granting of the permit

92. As this is the first request for an extension of time, the lapse of time is not an unreasonable factor that would lead to the refusal of the request.

93. Since Planning Permit PLN17/0705 was granted, an application was received for the land to the rear of the site at 390A Queens Parade. This application proposed the construction of 13, 4-storey townhouses. The application was appealed to VCAT for Council's failure to determine the application in time. On 8 October 2020, the Tribunal determined not to grant a planning permit. At the time the decision was made, interim DDO20 was still applicable to 390A Queens Parade (i.e. 6 storey height control), with this site having been separated from the balance of Amendment C231. Nevertheless, Amendment C231, as it applied to the subject site, had been adopted by Council and was considered a 'seriously entertained' amendment.

94. In its decision (Plenty & Dundas Pty Ltd v Yarra CC [2020] VCAT 1131), the Tribunal outlined two fundamental reasons for not supporting the application:

    (a) Poor internal amenity i.e. excessive screening and insufficient open space for two of the 13 townhouses; and

    (b) Unreasonable amenity impacts upon the Neighbourhood Residential Interface of McKean Street to the rear.

95. The current permit had no apparent influence on the decision.

96. There have been no other notable changes that have occurred within the surrounding area that would be prejudiced by an extension of time to commence the permit, or would otherwise influence the assessment if considered today.

Whether the time limit originally imposed was adequate

97. The time limit imposed for commencement of the development under the Planning Permit was two years, consistent with the default timeframe under section 68(1)(b) of the Act.

98. While it is considered that the development could have been undertaken within the timeframe allowed, there have been a number of unexpected disruptions preventing the permit from being acted upon.

99. While plans were initial endorsed on 25 July 2019, a further amendment to refine plan details was lodged on 23 September 2019, which was only finalised on 17 April 2020. This coincided with the tightening of restrictions associated with the Covid-19 pandemic.

100. The delays experienced by the permit applicant are reasonable and considered largely unavoidable.

101. While the applicant has sought an extension of two years to commence work due to the uncertainty imposed by the Covid-19 pandemic, however given that the applicant has demonstrated clear readiness to commence, a 12 month extension would be considered adequate.

The economic burden imposed on the applicant by the permit

102. There would be costs associated with the preparation of plans for endorsement in addition with the documentation package for tender and construction.

103. If the request were to be refused, the economic burden would be significant. There would be costs associated with the preparation of a new planning application. Furthermore, the mandatory controls that now apply under DDO16 would prohibit the approved development and reduce the site's yield from three dwellings to one.

The probability of a permit issuing should a fresh application be made

104. As discussed earlier in the report, whilst the approved development meets most of the requirements of the proposed DDO16, the approved development exceeds the mandatory maximum height requirement of DDO16. Therefore, if an application was lodged today, it would be prohibited. Nevertheless, it is found that this variation is acceptable as the development will continue to achieve the design objectives of the DDO16.

105. With the exception for the mandatory heights pertaining to DDO16, the application remains generally consistent with the policy introduced into the Yarra Planning Scheme since its approval. Furthermore, there have been no changes to the surrounds that would warrant refusal of this extension of time request.

Conclusion

106. Taking into account the above, an extension of time is considered appropriate having regard to:

(a) The request for the extension was made within the prescribed time.

(b) It is the first request for an extension of time and the supporting reasons for the delay in commencing the approved development are reasonable and unavoidable.

(c) The applicant has demonstrated a clear intention to act upon the planning permit.

(d) There have been no changes in the site context that would influence the outcome if the application was assessed today.

(e) There have been changes to the planning policy which would prohibit the proposed development if assessed under the current controls, however, for the reasons already outline in this report, it is considered that the overall development will continue to satisfactorily respond to the design objectives of the DDO16.

RECOMMENDATION

That the Planning Development Committee resolve to grant an extension of time to Planning Permit PLN17/0705 associated with 388-390 Queens Parade, Fitzroy North so that the works must now commence no later than 19 September 2021 and be completed no later than 19 September 2023.

Attachments

1 Planning Permit

2 Endorsed Plans

3 Request for an Extension of Time

4 Additional information on EOT

5 Applicant's Legal advice on EOT

Attachment 1 - Planning Permit

Helping you understand your planning needs

PLANNING PERMIT

Permit No: PLN17/0705

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

ADDRESS OF THE LAND:

388-390 Queens Pde Fitzroy North VIC 3068

THE PERMIT ALLOWS:

Development of the land with a five storey building comprising of a ground floor restaurant and first floor offices and three dwellings above, including car parking for four vehicles located in a stack at the rear of the existing building, including demolition works within a heritage overlay and a reduction in car parking requirements and construction of a sign in a heritage overlay in accordance with the endorsed plans.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Amended Plans

1 Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the plans TP01 to TP10 (inclusive), prepared by dca design, Revision B, dated AUG 2018, but modified to show:

(a) The paint finishes marked PO1, PO3 and PO4 be changed to a light colour within a white to grey palette.

(b) A high quality finish to the commercial roller door to the garage.

(c) Delete northern planter box on level 02

(d) The sill heights of windows to the ensuites and bedrooms on the rear boundary of levels 03 and 04 be annotated at 1.5m and 1.8m respectively.

(e) The plans be annotated to show no plant or equipment within 5.0m of the rear property boundary.

(f) All habitable room windows as operable.

Date: 19 September 2018

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Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

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(g) Updated schedule of materials, colours and finishes and colour elevations.

(h) Provision of storage in accordance with Table D6 of Clause 58 of the Yarra Planning Scheme.

(i) The model and type of car stacker specified on the drawings and must utilise a model with a minimum user platform width of 4.8 metres (2.4 metres in width for each platform).

(j) Car spaces have clearance heights of no less than 1.8 metres for at least 25 % of the mechanical car parking spaces and satisfy Design standard 4: Mechanical parking of Clause 52.06-9 of the Yarra Planning Scheme.

(k) The garage doorway width and headroom clearance dimensioned on the plans.

(l) All plant and equipment to be concealed from the public realm.

(m) Any amendments consequent to the amended sustainable management plan pursuant to Condition 4 of this Permit.

(n) All south-facing habitable room windows along the elevation to have a minimum transparency of 25%.

(o) Provision of adaptable bathrooms in accordance with Table D4 of Clause 58 of the Yarra Planning Scheme.

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

Amended Sustainable Management Plan

3 Before the development commences, an amended Sustainable Design Assessment (SDA) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the SDA will be endorsed and will form part of this permit. The SDA must:

(a) Reference the plans endorsed plans under condition 1 of this permit.

(b) Require all habitable room windows be operable.

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

Amended Waste Management Plan

5 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 Sustainable Development Consultants dated 04/12/17, but modified to include:

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(a) Dimensions of the bin store room demonstrating that the receptacles can fit and are adequately manoeuvrable.

(b) A kerbside collection point for Council service or a new location to the satisfaction of the Responsible Authority for private collection.

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.

Infrastructure Works

7 Within three months of commencement of the development, detailed engineering documentation to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The detailed engineering documentation must show:

(a) Design for the vehicle crossing in accordance with the ground clearance requirements for the B99 design vehicle.

8 Before the building is occupied, all works required by condition 7 must be fully constructed and completed to the satisfaction of the Responsible Authority and at no cost to Council.

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

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

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

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

to the satisfaction of the Responsible Authority.

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

12 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.

13 Before the building is occupied, 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.

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Attachment 1 - Planning Permit

Signage

14 The location and details of the sign, including the supporting structure, 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.

15 The sign must not include any flashing or intermittent light.

16 The sign must be constructed and maintained to the satisfaction of the Responsible Authority.

Construction hours

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

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

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management Plan

18 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 (as appropriate):

(a) A pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure.

(b) Works necessary to protect road and other infrastructure.

(c) Remediation of any damage to road and other infrastructure.

(d) Containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land.

(e) Facilities for vehicle washing, which must be located on the land.

(f) The location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street.

(g) Site security.

(h) Management of any environmental hazards including, but not limited to:

(i) contaminated soil;

(ii) materials and waste;

(iii) dust;

(iv) stormwater contamination from run-off and wash-waters;

(v) sediment from the land on roads;

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Attachment 1 - Planning Permit

(vi) washing of concrete trucks and other vehicles and machinery; and

(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) The construction program.

(j) Preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency.

(k) Parking facilities for construction workers.

(l) Measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan.

(m) An outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services.

(n) An emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced.

(o) The provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.

(p) A Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(vi) any site-specific requirements.

During the construction:

(q) Any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines.

(r) Stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system.

(s) Vehicle borne material must not accumulate on the roads abutting the land.

(t) The cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads.

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(u) All litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

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

Permit Expiry

20 This permit will expire if:

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

(b) The development is not completed within four years of the date of this permit; or

In accordance with section 69 of the Planning and Environment Act 1987, an application may be submitted to the responsible authority for an extension of the period referred to in this condition.

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. asset protection permit, road occupation permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

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

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

THIS PERMIT WAS ISSUED AT THE DIRECTION OF VCAT AS FOLLOWS:

Date of Order	
14 September 2018	Planning Permit PLN17/0705 was issued in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P1074/2018.

Date: 19 September 2018

Danielle Connell
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

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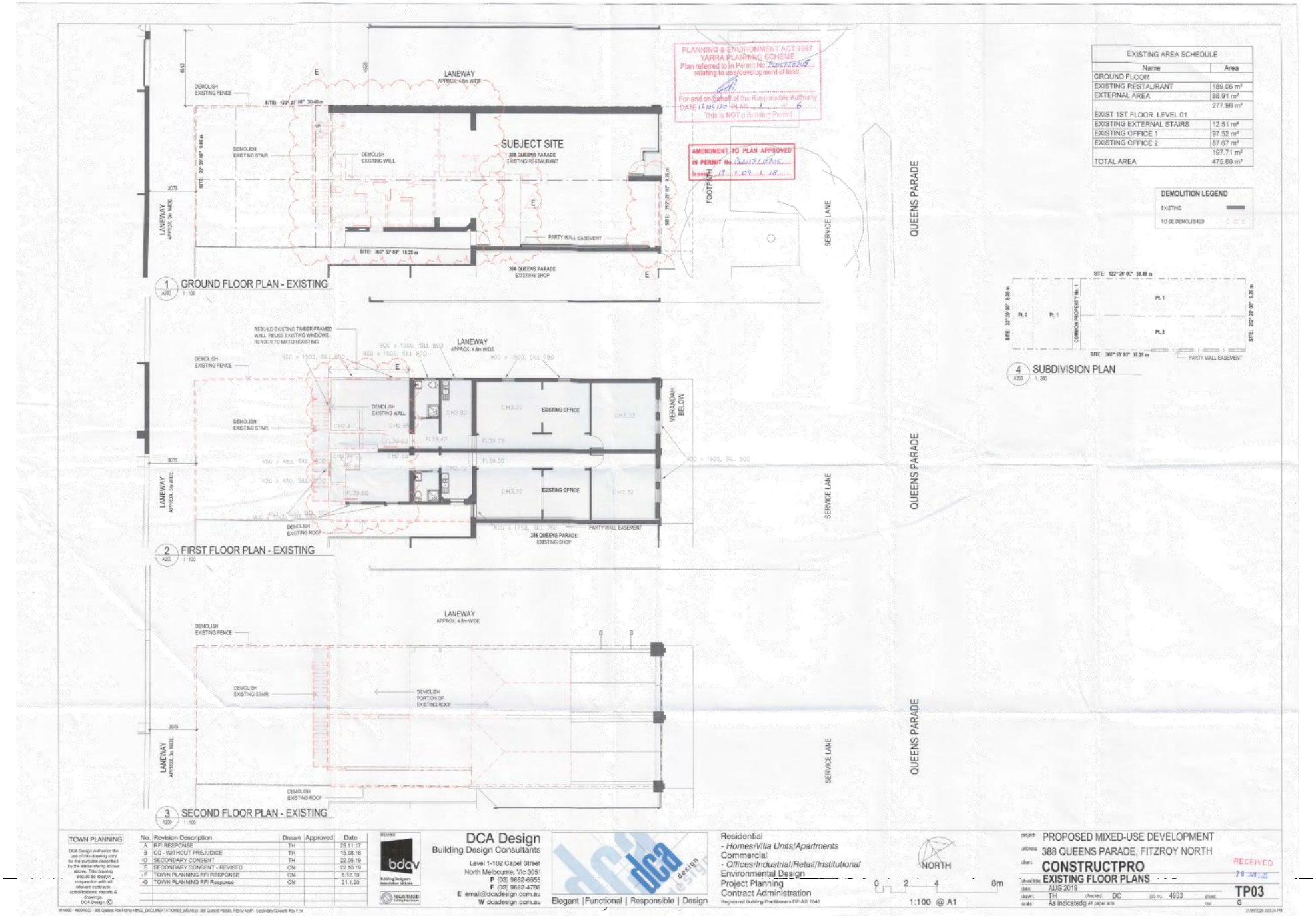
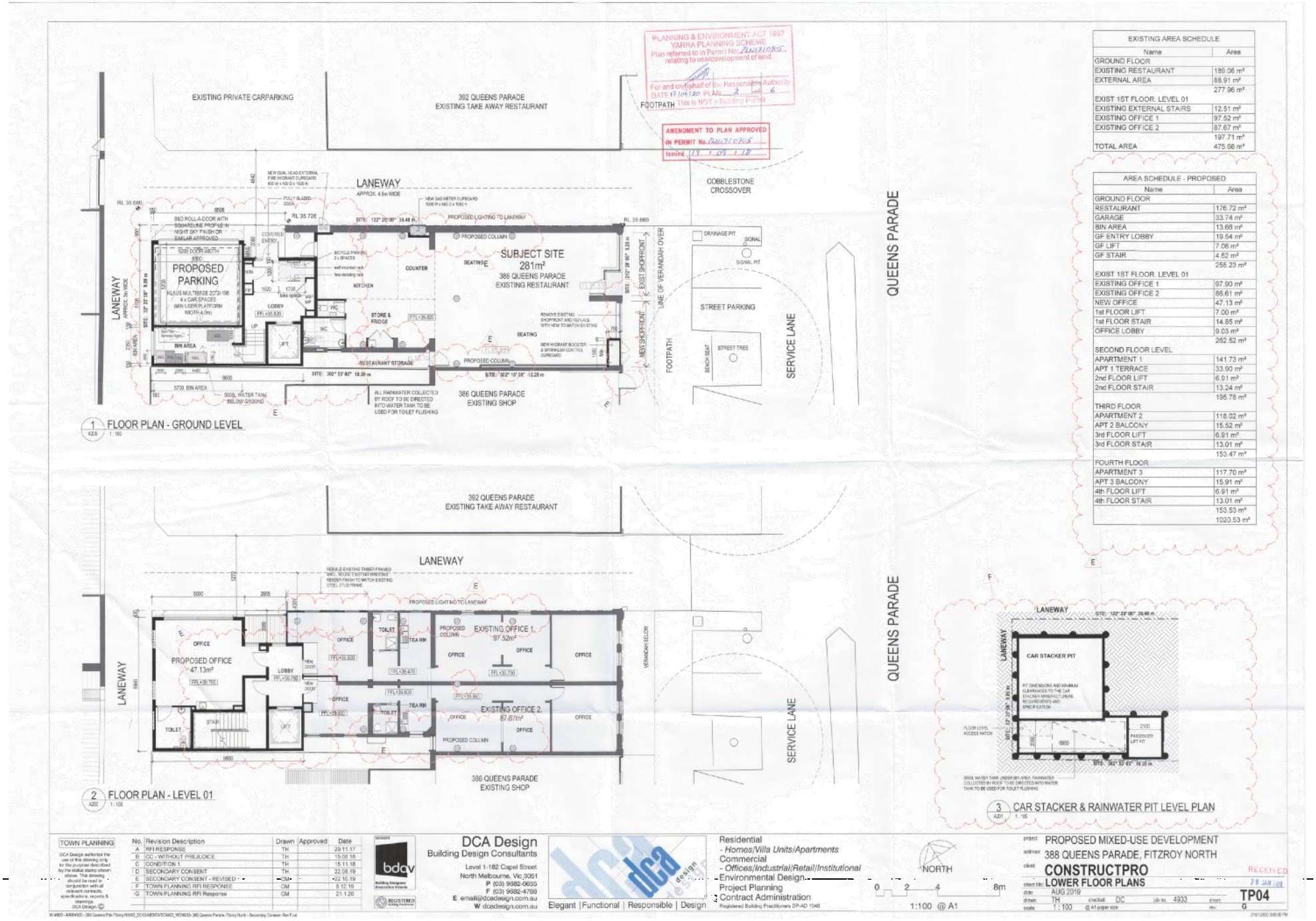
Attachment 2 - Endorsed Plans



Attachment 2 - Endorsed Plans



EXISTING AREA SCHEDULE	
Name	Area
GROUND FLOOR	
EXISTING RESTAURANT	189.06 m²
EXTERNAL AREA	88.91 m²
	277.96 m²
EXIST 1ST FLOOR: LEVEL 01	
EXISTING EXTERNAL STAIRS	12.51 m²
EXISTING OFFICE 1	97.52 m²
EXISTING OFFICE 2	87.67 m²
	197.71 m²
TOTAL AREA	475.66 m²

AREA SCHEDULE - PROPOSED	
Name	Area
GROUND FLOOR	
RESTAURANT	176.72 m²
GARAGE	33.74 m²
BIN AREA	13.66 m²
GF ENTRY LOBBY	19.54 m²
GF LIFT	7.06 m²
GF STAIR	4.52 m²
	255.23 m²
EXIST 1ST FLOOR: LEVEL 01	
EXISTING OFFICE 1	97.90 m²
EXISTING OFFICE 2	85.61 m²
NEW OFFICE	47.13 m²
1st FLOOR LIFT	7.00 m²
1st FLOOR STAIR	14.85 m²
OFFICE LOBBY	9.03 m²
	262.52 m²
SECOND FLOOR LEVEL	
APARTMENT 1	141.73 m²
APT 1 TERRACE	33.90 m²
2nd FLOOR LIFT	6.91 m²
2nd FLOOR STAIR	13.24 m²
	195.76 m²
THIRD FLOOR	
APARTMENT 2	116.02 m²
APT 2 BALCONY	15.52 m²
3rd FLOOR LIFT	6.91 m²
3rd FLOOR STAIR	13.01 m²
	153.47 m²
FOURTH FLOOR	
APARTMENT 3	117.70 m²
APT 3 BALCONY	15.91 m²
4th FLOOR LIFT	6.91 m²
4th FLOOR STAIR	13.01 m²
	153.53 m²
	1020.53 m²

TOWN PLANNING

DCA Design authorize the use of this drawing only for the purpose described by the status stamp shown above. This drawing should be read in conjunction with all relevant contracts, specifications, reports & drawings.
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No.	Revision Description	Drawn	Approved	Date
A	RFI RESPONSE	TH		29.11.17
B	CC - WITHOUT PREJUDICE	TH		15.08.18
C	CONDITION 1	TH		15.11.18
D	SECONDARY CONSENT	TH		22.08.19
E	SECONDARY CONSENT - REVISED	OM		22.10.19
F	TOWN PLANNING RFI RESPONSE	OM		5.12.19
G	TOWN PLANNING RFI Response	OM		21.1.20

DCA Design
Building Design Consultants
Level 1-182 Capel Street
North Melbourne, Vic 3051
P (03) 9682-9655
F (03) 9682-4788
E email@dcadesign.com.au
W dcadesign.com.au

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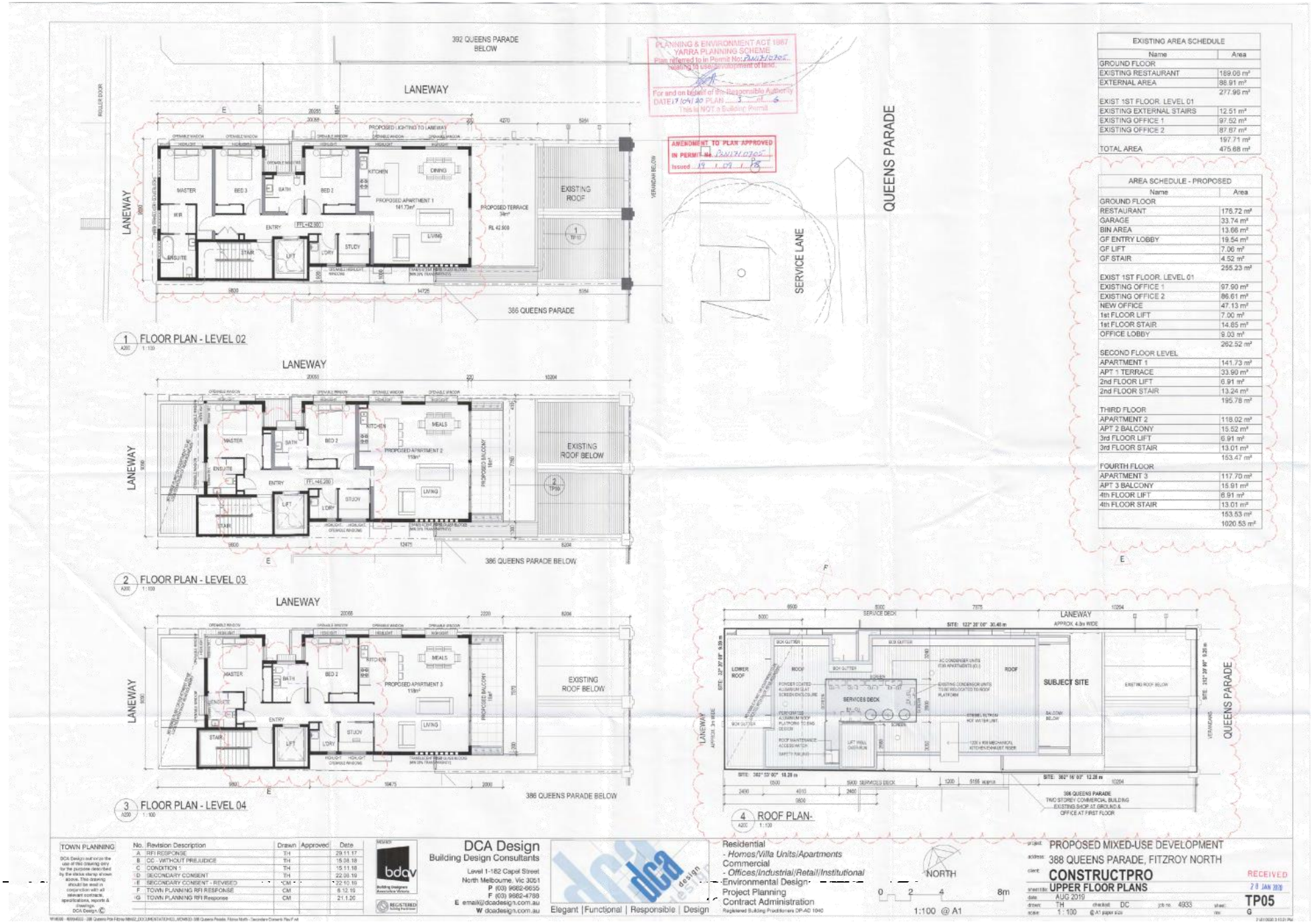
NORTH
0 2 4 8m
1:100 @ A1

project: PROPOSED MIXED-USE DEVELOPMENT
address: 388 QUEENS PARADE, FITZROY NORTH
client: CONSTRUCTPRO
RECEIVED 28 JAN 2020
sheet title: LOWER FLOOR PLANS
date: AUG 2019
drawn: TH
checked: DC
job no. 4933
scale: 1:100 @ A1 paper size
sheet no. TP04
rev. G

Attachment 2 - Endorsed Plans



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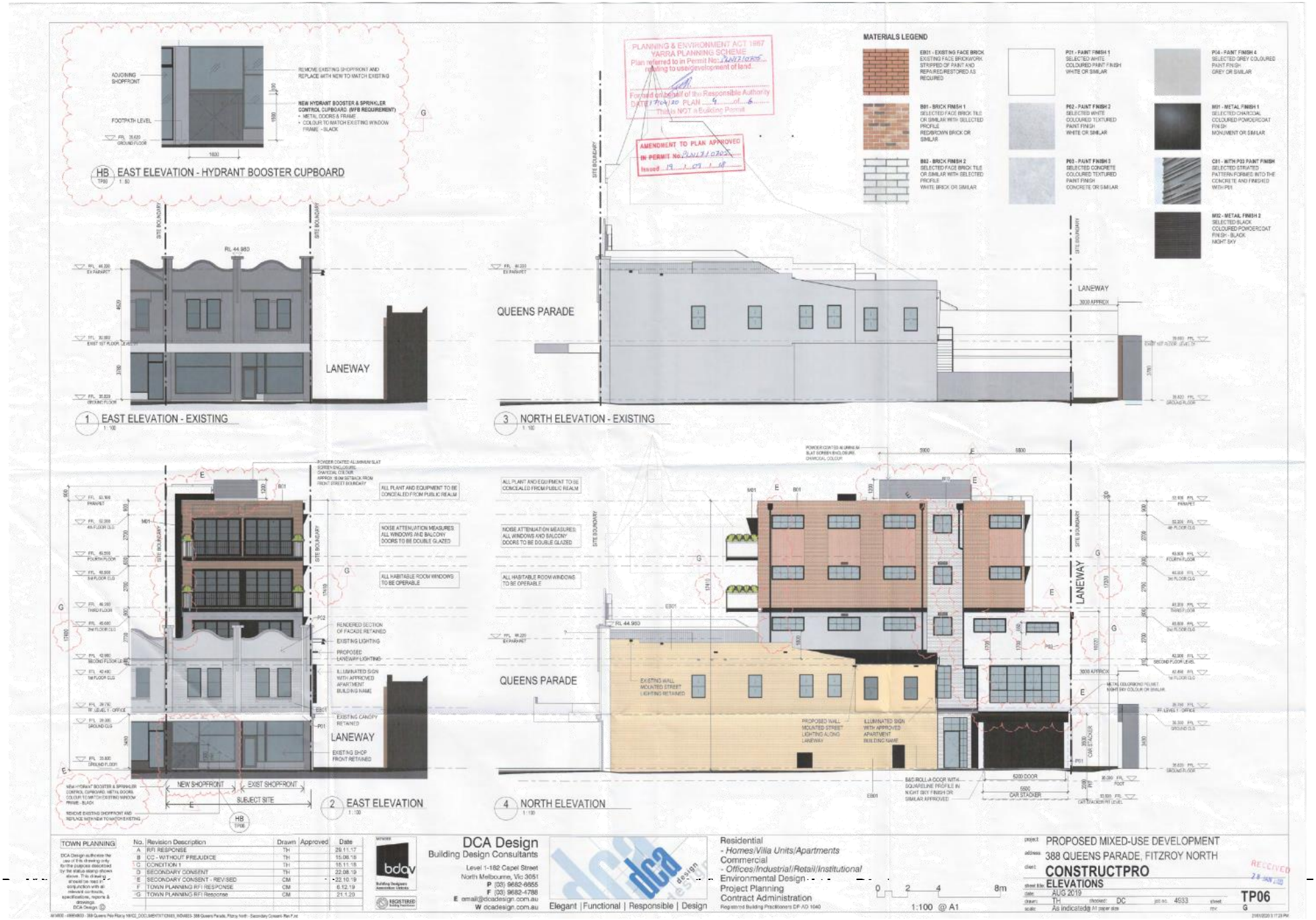

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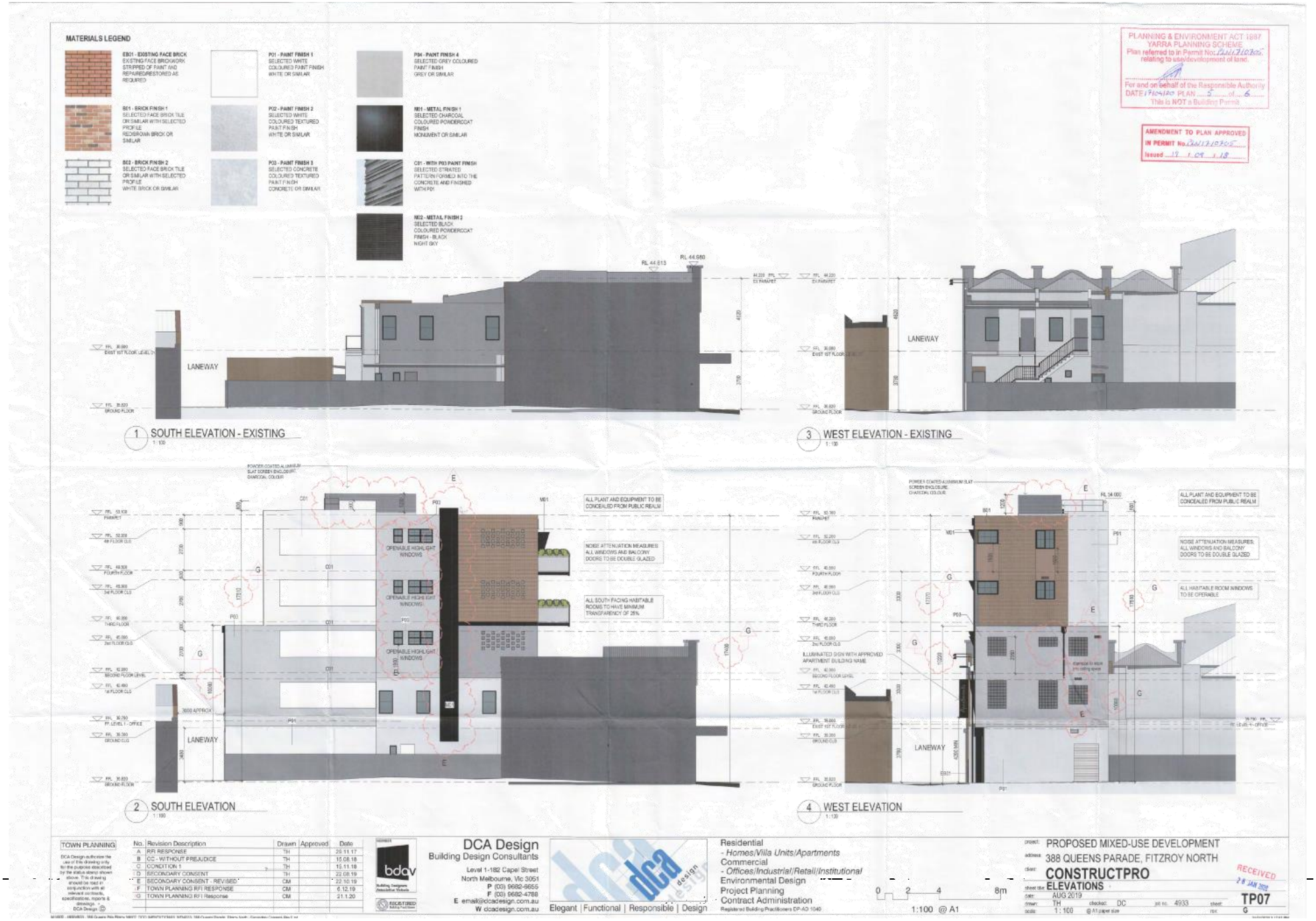

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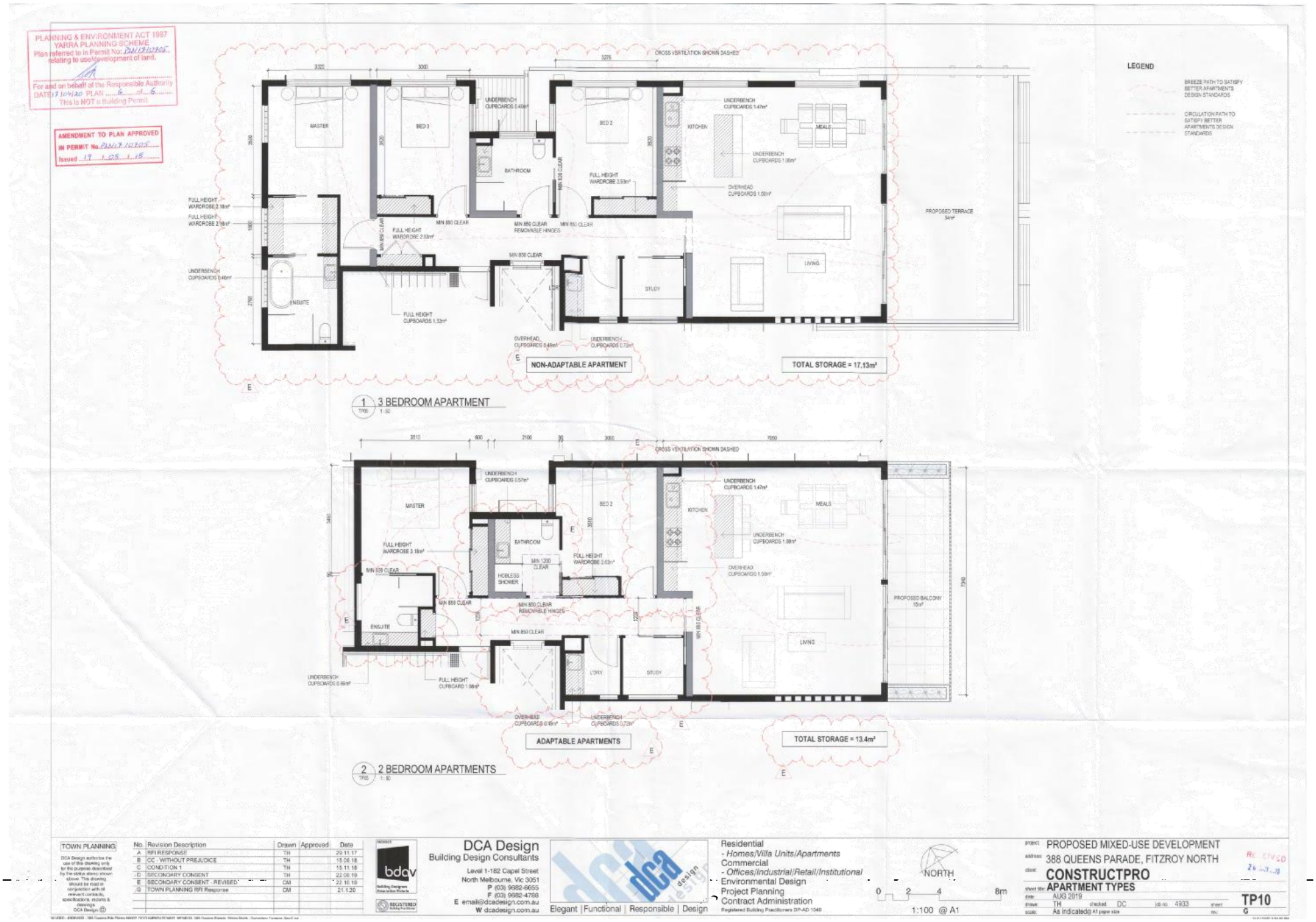

Attachment 3 - Request for an Extension of Time

13 July 2020

Gary O'Reilly
Statutory Planning Branch
City of Yarra
PO Box 168, Richmond VIC 3121

Ref : PLN17/0705
Re : Extension of Time Request
At : 388 Queens Parade, Fitzroy North VIC 3068

Dear Gary,

I am writing to request an extension of time for the permit PLN17/0705 which is currently due to expire on **19 September 2020**. Our office has been working with a number of engineers and consultants to produce the documentation package for tender and construction. This has recently been completed but due to complications arising from the Covid-19 pandemic, construction has not yet been able to commence. The owners are committed to commencement and completion of the construction but there is still a lot of uncertainty ahead and we would like to request an extension of 2 additional years for both the commencement and completion dates (**commence by 19 September 2022 and complete by 19 September 2024**).

I hope that you will agree that this will allow the owners the chance to construct the permitted building and result in the best outcome for all involved.

Kind regards,

Tim Hutchens
Design Manager
DCA Design
Building Design Consultants
Elegant | Functional | Responsible | Design

DCA Design ABN 73 632 199 056
Building Design Consultants
Level 1/182 Capel Street
North Melbourne, Victoria 3051

P 03 9682 6655
E tim@dcadesign.com.au
W www.dcadesign.com.au

Attachment 4 - Additional information on EOT

10 November 2020

Garry O'Reilly
Statutory Planning
City of Yarra
PO Box 168
RICHMOND VIC 3121

Via email: Gary.OReilly@yarracity.vic.gov.au

Dear Mr. O'Reilly,

Re: Planning Permit No. PLN17/0705
Address: 388 Queens Parade, Fitzroy North

Glossop Town Planning acts on behalf of the permit holder in this matter.

We refer to the letter submitted by DCA Design (dated 13 July 2020) requesting an extension of time for planning permit PLN17/0705.

Condition 20 of the permit states that the permit will expire if the development has not started within two (2) years of the date of the permit and completed within four (4) years of the date of the permit.

The permit holder has requested an extension of two years to the commencement and completion dates (commence by 19 September 2022 and complete by 19 September 2024).

Since the extension of time request was lodged on 13 July 2020, we have passed the original commencement date of 19 September 2020.

The relevant working drawings have been completed and an application for Building Permit has been made. The permit holder is now ready to commence development immediately.

The State of Victoria has just exited a second period of lockdown due to the current public health emergency. As this Council knows, the speed and extent of the lockdown meant that many building projects were affected. While projects already underway were slowed, projects like this one could not commence at all.

Clearly, the permit holder could not have foreseen the extent and severity of these measures. The permit holder sought an extension early but was then prevented from commencing development when it became clear that the Council time frames to approve the extension were delayed.

These arguments notwithstanding, we understand that the Kantor principles as established in *Kantor v Murrindindi Shire Council* *18 AATR* 285 are relevant in considering a request of this nature. An assessment against the Kantor Principles is provided below.

Attachment 4 - Additional information on EOT

Whether there has been a change of planning control or planning policy since the permit was granted and The probability of a permit issuing should a fresh application be made

On the 10 October 2020, Amendment C231 to the Yarra Planning Scheme was gazetted. Amendment C231 introduced a new Design and Development Overlay – Schedule 16 which replaced the existing Design and Development Overlay – Schedule 20.

Pursuant to the amended DDO16, the subject site is located within Precinct 4 'Activity Centre Precinct' (DDO16-4). The maximum building height for the subject site is 11 metres. This is a mandatory height that cannot be varied.

The building permitted under planning permit PLN17/0705 is 17.28 metres. This height would not be permitted under the amended DDO16-4.

As discussed in *AMV Homes Pty Ltd v Moreland CC VCAT 1699,* a change in policy in and of itself does not mean an extension of time must be refused. Rather, an application must be weighed against the principles of *Kantor v Murrindindi Shire Council 18 AATR* 285.

Whether the landowner is seeking to warehouse the permit

There is no evidence to suggest that the landowner is seeking to warehouse the permit.

The relevant work to obtain a building permit has been completed and the permit holder is ready to commence development immediately.

In addition, engineering plans were completed in 2019; approvals are in place from City West Water and the Council with respect to stormwater detention, drainage, sewerage and water and a builder has been appointed with a contract.

Intervening circumstances which bear upon the grant or refusal of the extension request

There have been several important intervening circumstances resulting in a delay to the commencement of construction. The following provides a history of the application since the permit was issued, including entirely unexpected and unavoidable intervening circumstances such as the Stage 4 lockdown of Metropolitan Melbourne and its consequential impact on building construction:

- **19 September 2018** - The planning permit was issued at the direction of VCAT.
- **1 April 2019** – An application for review under section 87A of the Planning and Environment Act was made to the VCAT to amend the planning permit.
- **12 April 2019** – A second application was made to VCAT for the matter to be heard in the Tribunal's Major Cases (MCL) list. The first application withdrawn on 1 May 2019 as a fresh application for review had been lodged in the MCL.
- **18 July 2019** – The second application for review was withdrawn at the instruction of the permit holder.
- **25 July 2019 -** Plans were endorsed.
- **10 December 2019** - An application for a building permit was lodged.

Attachment 4 - Additional information on EOT

- **January 2020** – arrangements were made to relocate the first floor office tenant at the subject site to allow construction to commence on site.
- **17 April 2020** - Secondary consent application approved by Council.
- **13 July 2020** – An extension of time request was lodged with the Council.
- **2 August 2020** – Metropolitan Melbourne entered Stage 4 lockdown in response to the COVID-19 pandemic. At this time, the construction and development industry was ordered to dramatically reduce the number of workers on-site for the period of the stage 4 lockdown. The restrictions put in place at this time included:
    - Maximum of 25% of normal employees on site compared to normal operations.
    - Must have a High Risk COVID Safe Plan.
    - Must demonstrate not blending shifts and workers can only work at one site during Stage 4.
- **19 September 2020** – The approved commencement date passed as construction could not lawfully commence.
- **10 October 2020** – Amendment C231 was gazetted into the Yarra Planning Scheme.
- **22 October 2020** - Received Certificate of Compliance for Proposed Building Work issued.

The total elapse of time since the permit was granted

The permit was granted on 19 September 2018, a total of two years and two months has now elapsed. The original extension of time request was made on 13 July 2020, prior to the expiration of the permit.

Had the extension of time request been processed within the statutory time frame of 60 days, Amendment C231 would not yet have been gazetted and the permit would not have lapsed.

An application for review to VCAT was not made regarding Council's failure to decide on the application at this time as reassurances were given from Council that the extension of time would be approved.

Whether the time limit originally imposed was adequate

The time limit originally imposed accorded with Section 68 of the Planning and Environment Act 1987, however, unexpected and entirely unpredictable circumstances associated with the current public health emergency meant that the time period was inadequate.

Attachment 4 - Additional information on EOT

The economic burden imposed on the landowner by the permit

Any decision to not approve the extension of time to the permit will have serious, unreasonable and unfair economic consequences on the landowner.

For the reasons outlined above, it is respectfully requested that Council extend the commencement and completion expiry date within Planning Permit No. PLN17/0705 by two (2) years.

If you have any queries, please do not hesitate to contact our office on 9329 2288.

Yours sincerely,

Charlotte Glossop
Senior Planner
Glossop Town Planning
Cc. Permit Holder, DCA Design, Best Hooper.
Encl. as stated.

Attachment 5 - Applicant's Legal advice on EOT

Contact: Emily Marson
Direct line: (03) 9691 0234
Email: emarson@besthooper.com.au
Principal: Dominic Scally
Our Ref: DHS:EM:201315

BEST HOOPER
LAWYERS

10 November 2020

Copious Investments Pty Ltd
2/766 Elizabeth Street
MELBOURNE VIC 3000

By email only: paulp@grimsey.com.au

Dear Sir,

388 Queens Parade, Fitzroy North VIC 3068 ("subject site")
Planning Permit No. PLN17/0705

We refer to your request for our advice in respect to Planning Permit No. PLN17/0705 ("Planning Permit"). More specifically, you seek our advice in the context of a request to Yarra City Council ("Council") to extend the expiry of the Planning Permit.

Summary

In our opinion, there are several strong factors that, on balance, support the grant of the extension of time to commence development under the Planning Permit, namely:

- The impact that the restrictions on the construction industry introduced by the Victorian Government due to the COVID-19 pandemic;
- The short amount of time that has elapsed since the permit issued;
- The request being made expeditiously in July 2020;
- The request being the first request to extend the permit;
- the endorsement of plans and other documents under the permit;
- the engagement of a building surveyor and steps taken to obtain a building permit (which we are instructed will be issued on receipt of the extension of time); and
- the engagement of a builder to construct the development.

Best Hooper Pty Ltd
Level 9/451 Little Bourke Street
Melbourne VIC 3000, Australia
DX 215 Melbourne
PO Box 13312
Law Courts 8010
T (03) 9670 8951
F (03) 9670 2954
www.besthooper.com.au
ACN 137 307 692

Attachment 5 - Applicant's Legal advice on EOT

Background

The Planning Permit was issued on 19 September 2018 authorising:

> *Development of the land with a five storey building comprising of a ground floor restaurant and first floor offices and three dwellings above, including car parking for four vehicles located in a stack at the rear of the existing building, including demolition works within a heritage overlay and a reduction in car parking requirements and construction of a sign in a heritage overlay*

Condition 20 required development to commence within two years of the date of the permit (i.e. by 18 September 2020).

Plans were endorsed under the Planning Permit by Council as follows:

- Existing floor plans, proposed floor plans, elevations and apartment types comprised in Drawing Nos. TP03 - TP07 and TP10 were endorsed by Council on 19 September 2018;
- Existing floor plans, elevations and apartment types comprised in Drawing Nos. TP03 - TP07 and TP10 were endorsed by Council on 25 July 2019; and
- On 17 April 2020 amendments were endorsed to the existing floor plans, proposed floor plans, elevations and apartment types comprised in Drawing Nos. TP03 - TP07 and TP10 that were originally endorsed by Council on 19 September 2018.

The maximum overall building height on the endorsed plans is 17.51m.

A Sustainable Management Plan and Waste Management Plan were submitted to Council for endorsement in January 2019 and were endorsed by Council on 25 July 2019.

Engineering documents have also been endorsed by the Council pursuant to Condition 7 of the permit.

Further, we are instructed that:

- A building surveyor – Metro Building Surveying - has been appointed, an application for a building permit has been lodged and the issue of a building permit pending the outcome of the request for the extension of time;
- Structural engineering, fire engineering and stormwater approvals have also been obtained;
- A tender process with a number of construction companies has been undertaken and Constructpro has been engaged as the builder for the development; and

Attachment 5 - Applicant's Legal advice on EOT

- on receipt of the extension of time to commence development, building works will be able to commence in a short timeframe (60-90 days); and
- you have arranged for the existing office tenants to relocate from the existing building during construction.

An application to extend the planning permit was lodged with Council on or about 13 July 2020. The required fee was paid on or about 21 July 2020.

Extension of time - Planning & Environment Act 1987

Section 69 of the *Planning and Environment Act 1987* (Vic) (the Act) deals with extensions of time and states:

> ***(1) Before the permit expires or within 6 months afterwards, the owner or the occupier of the land which it applies may ask the responsible authority for an extension of time.***
>
> *(1A) The owner or occupier of the land to which a permit for a development applied may ask the responsible authority for an extension of time to complete the development or a stage of the development if –*
>
> *(a) The request for an extension of time is made within 12 months after the permit expires; and*
>
> *(b) The development or stage started lawfully before the permit expired.*
>
> *(2) The responsible authority may extend the time within which the use or development or any stage of it is to be started or the development or any stage of it is to be completed or within which a plan under the Subdivision Act 1988 is to be certified.*
>
> *(3) If the time is extended after the permit has expired the extension operates from the day the permit expired.*
>
> **(Emphasis added)**

In summary, Section 69(1) requires an extension to be made before the Planning Permit expires or within 6 months thereafter (or 12 months in respect to a development which has commenced within time).

In this instance, the request for extension of time was lodged prior to the expiry of the permit and was therefore made within time.

Attachment 5 - Applicant's Legal advice on EOT

No evidence has been provided to us to suggest that the development as approved by the Planning Permit has commenced.

Extension of time considerations – *Kantor* principles

The decision of Ashley J in *Kantor v Murrindindi Shire Council* (1997) AATR 285 is generally accepted as the starting point for a consideration of an application for an extension of time request.

Senior Member Hewet of the Tribunal in *Salfi v Whittlesea CC* [2020] VCAT 1096, summarised the *Kantor* principles as follows:

> *As a general observation the Council's application of the Kantor principles is too narrow. The Kantor decision identified a range of factors that could be applied to the consideration of an application to extend the time for a development to commence. Changes to planning policy is just one of those factors. In summary the principles most cited are:*
>
> - *whether there has been a change of planning policy;*
> - *whether the Applicant is seeking to warehouse the permit;*
> - *whether there are intervening circumstances bearing upon the grant or refusal of the request;*
> - *the total elapse of time;*
> - *whether the time limit originally imposed was adequate;*
> - *the economic burden imposed on the Applicant by the permit; and*
> - *the probability of a permit issuing should a fresh application be made.*

It is noted that the decision of *Kantor* related to an application to extend a planning permit for the sixth time.

The following further principles were articulated in the decision of *AMV Homes Pty Ltd v Moreland City Council* (Includes Summary) (Red Dot) [2015] VCAT 1699:

> - *An applicant should advance good reasons as to why an extension should be granted; a request should not be approved simply because it has been asked for.*
> - *The Kantor "tests" are not mandatory nor exhaustive.*

Attachment 5 - Applicant's Legal advice on EOT

- ***There may be other relevant considerations to those articulated in Kantor, including matters of natural justice and equity.***

- ***That the approved development is now prohibited does not mandate a decision refusing to extend the time to commence a development. However, it is something that would usually be expected to be one factor weighing against an extension of time.***

- ***Each case needs to be decided on its own facts and circumstances*** *including whether and how the development in question would undermine or offend the changed policy or planning control regime.*[1]

(Emphasis added)

Application of *Kantor* principles

Change in policy

In our opinion, there has been no significant substantive change in policy since the Planning Permit issued.

Amendment VC169 was introduced into the Victorian Planning Provisions ("VPP") on 9 October 2020 which, according to the Explanatory Report, seeks to modernise the VPPs and rules to make planning '*more efficient, accessible and transparent*'. The Amendment also '*clarifies and strengthens housing policy*'.

Revised Clause 15.05S (Neighbourhood character), Clause 16.01-1S (Housing supply) and Clause 16.01-1R (Housing supply – Metropolitan Melbourne) are relevant.

In respect to Clause 15.01-5S, the Amendment introduces changes to the strategies to achieve the objective of recognising, supporting and protecting neighbourhood character, cultural identity, and sense of place. A new strategy to '*ensure the preferred neighbourhood character is consistent with medium and high density housing outcomes in areas identified for increased housing*' has been inserted into Clause 15.01-5S.

Clause 16.01-1S and Clause 16.01-1R, have been simplified but still emphasise the need for the supply of new, well located and diverse housing to meet community needs and population growth.

While specific provisions may be been altered, both the Planning Policy Framework and the Local Planning Policy Framework continue to support consolidation of existing urban areas, diversity of housing in proximity to transport and services, whilst also ensuring places of heritage significance are protected and enhanced.

[1] *AMV Homes* at [7].

Attachment 5 - Applicant's Legal advice on EOT

The introduction of Design and Development Overlay – Schedule 16 to the Yarra Planning Scheme is considered below.

Warehousing the Permit

You do not appear to be seeking to warehouse the Permit given that this is the first extension of time requested.

This weighs in favour of granting the extension of time to commence the development.

Intervening circumstances

In our opinion, restrictions on construction arising from the COVID-19 pandemic have made it more difficult for you to commence development within the timeframe of the Planning Permit and support the grant of the extension of time.

As noted by the Tribunal in the recent decision of *Nejad v Monash CC* [2020] VCAT 937 (**copy attached**), at [20], was a factor that weighed in support of granting an extension of time, commenting:

> "*restrictions that have been put in place during the current Covid-19 pandemic making it more difficult to commence and complete development projects within the same timeframes that apply when such restrictions do not apply …*"

These intervening circumstances weigh in favour of granting the extension of time to commence the development.

Total elapse of time

The Permit is only two years old. It is clear from the plans and documentation submitted for endorsement with Council as early as January 2019 that you have not "sat on your hands" and intended at all times to act on the permit and commence development.

The request to extend the permit was made promptly in July 2020 before the expiration of the Permit.

You have instructed us that the extension of time application was lodged when it became apparent that restrictions on the construction industry introduced by the Victorian Government would prevent you from commencing construction.

This factor weighs in favour of granting the extension of time to commence the development.

Attachment 5 - Applicant's Legal advice on EOT

Was the time limit adequate?

The original timeframe to comment development is a standard timeframe for permits of this nature. However, as noted in *Nejad v Monash CC* [2020] VCAT 937 at [20], it is not unusual for the making and granting of a first extension of time to be granted.

Economic burden imposed

There is nothing to suggest that the economic burden imposed on the Applicant by the Permit was excessive or unusual for a development of this nature.

However, as set out above, significant costs have been borne by the permit holder in endorsing documents under the permit, seeking to obtain a building permit and other necessary approvals, appointing a builder and negotiating with prospective tenants.

These significant costs would be thrown away if the Planning Permit were not extended.

Probability of a new permit issuing

On 1 October 2020, Amendment C231 to the Yarra Planning Scheme was gazetted which introduced Design and Development Overlay – Schedule 16 ("DDO16") into the Scheme. This was Part 3 of Amendment C231 that was considered at a Panel hearing in June 2019 and was originally exhibited in October 2018.

DDO16 introduces mandatory height and setback requirements to Queens Parade including the subject site on a permanent basis. The subject site is located in Precinct 4 where a mandatory maximum building height of 11m is specified. Accordingly, the proposed height of the approved development is prohibited in the current scheme.

While relevant to the exercise of discretion by Council, this is just one factor to be considered in the extension of time request and does not necessitate refusal of the request.

An example of a scenario in which the Tribunal granted an extension of time to a permit that would not comply with a mandatory requirement introduced following the issue of that permit is *Dolas v Moreland CC* [2017] VCAT 1785 where the Tribunal commented at paragraph 12 regarding the the garden area requirement:

> *I prefer the submissions made by the applicants in respect of these proceedings for the reasons set out below:*
>
> 1. *The review site remains an ideal site for medium density development given its location to transport and services and there is still strong policy support at a State and local level for diversity and affordability in housing types.*

Attachment 5 - Applicant's Legal advice on EOT

2. *The site context is one where there is a prevalence of medium density development in the area and the permit permitted a development which is not inconsistent with neighbourhood character. I accept this will continue to evolve.*

3. *There are no external amenity impacts in dispute and the proposal is highly compliant with ResCode.*

4. *There has been no significant change in local policy to warrant a refusal. The review site remains in the General Residential Zone and in the Incremental Change Area.*

5. *The mandatory garden area requirements are a State wide provision which are applied across the State and I accept that but for the introduction of this provision, the extension would in all likelihood have been granted.*

6. *This is not an area that displays a prevailing character of open rear yards. Council does not dispute this, and conceded at the hearing that it is not seeking a single storey rear unit outcome.*

7. *There is no suggestion that the permit is being warehoused, in fact, there is an affidavit by Mr Guneser documenting the extent of work which has been done to try and activate the permit, including the sale of the units off the plan.*

8. *I accept that there have been intervening circumstances which have contributed to the delay which are problems related to obtaining finance for the construction of the units before the permit expired, pending the sale of the units off the plans.*

9. *There would be an economic burden on not only Mr Dolas but Mr Guneser if the permit was not extended.*

10. *Importantly, there are a number of third party purchasers who could also suffer detriment if the permit was not extended as contracts of sale have been entered into. This has weighed heavily in my decision to extend the permit.*

11. *This is the first extension of time request. The permit was issued two and a half years ago and the extension request was made in accordance with the requirements of the PE Act.*

An example of the Tribunal granting an extension of time to a development permit that exceeded the new mandatory building height (as a result of Amendment VC110 to the Residential Zone) is *52 Bay Road Pty Ltd v Moonee Valley CC* [2018] VCAT 39 where Tribunal commented from paragraph [9]:

Attachment 5 - Applicant's Legal advice on EOT

9 *The single factor to stand against the extension of the permit is the effect of Amendment VC110 which would mean that a permit could not be granted were a fresh application for the same proposal be made today. This is because the total building height is 13.6 metres (as compared with the maximum permitted height of 11 metres) and a garden area of 30% is not provided.*

10 ***However, this is not a fresh application for permit but an application to extend a permit already granted. As noted in AMV Homes, each case needs to be decided on its own facts and circumstances including whether and how the development in question would undermine or offend the changed policy or planning control regime.***

11 *In this regard I consider that the approved development is an appropriate development for this site and will complement the area and the planning control regime surrounding it. I note Council's submission that there are no external amenity impacts in dispute and the proposal is highly compliant with ResCode. I accept the contents of the written submissions of the applicant at paragraphs 15 to 21, summarised as follows:*

- *The site is located within the edge of the GRZ with the Moonee Ponds Activity Centre to its north and east, which is undergoing significant development and has allowable height limits of 26 metres as opposed to the 13 metres proposed here.*
- *It is a corner site facing a main road with two street frontages, a laneway frontage and non-residential interfaces to its south and west.*
- *The development will be a mixed use development with café and retail/commercial space at ground floor and apartments on levels one to three. This will provide street level activation on this corner site sitting between the activity centre, the Telstra exchange and the Church.*
- *The maximum building height of 13.6 metres is similar to the height of the adjacent Church steeple. In addition, the top level is set back and will appear recessive from street level.*

12 *In conclusion, I consider that there are a number of factors which support the grant of an extension and do not consider that the amendments to the GRZ outweigh the supporting factors in this instance. I find that an extension of time should be granted to commence and complete development and to commence use of the land pursuant to the permit.*

Attachment 5 - Applicant's Legal advice on EOT

(Emphasis added)

A permit would not issue for the development under DDO16. This weighs against the grant of the extension of time.

However, the likelihood of a new planning permit issuing for the development is just one factor to be taken into account in considering a request to extend time under a permit.

Other factors – natural justice and procedural fairness

In our opinion, it is a matter of natural justice and procedural fairness that the impact of the COVID-19 Pandemic and consequential restrictions introduced on the construction industry be taken into account in considering the extension of time request.

Further, the application with Council has been on foot for a significant period of time and no decision has been made by Council despite verbal advice being provided to you that the extension of time would be granted.

These factors weigh in support of the extension of time being granted.

Summary

In our opinion, on balance, significant weight should be afforded to the steps taken to commence development under the Planning Permit and the delay that has been caused by COVID-19 restrictions.

Accordingly, in our opinion, there are strong factors in support of granting the extension of time to extend the permit, namely:

- The impact that the restrictions on the construction industry introduced by the Victorian Government due to the COVID-19 pandemic;
- The short amount of time that has elapsed since the permit issued;
- The request being made expeditiously in July 2020;
- The request being the first request to extend the permit;
- the endorsement of plans and other documents under the permit;
- the engagement of a building surveyor and steps taken to obtain a building permit (which we are instructed will be issued on receipt of the extension of time); and
- the engagement of a builder to construct the development.

Attachment 5 - Applicant's Legal advice on EOT

Please contact the writer with any queries.

Yours faithfully
BEST HOOPER

Dominic Scally
Principal

Emily Marson
Senior Associate

Enc.