YARRA CITY COUNCIL

Internal Development Approvals Committee

Agenda – Volume 2

to be held on Wednesday 12 December 2018 at 6.30pm in Meeting Rooms 1 & 2 at the Richmond Town Hall

Rostered Councillor membership

Councillor Stephen Jolly
Councillor Mike McEvoy
Councillor James Searle

I. ATTENDANCE
Mary Osman (Manager Statutory Planning)
Vicky Grillakis (Co-ordinator Statutory Planning)
Ally Huynh (Senior Co-ordinator Statutory Planning)
Cindi Johnston (Governance Officer)

II. DECLARATIONS OF PECUNIARY INTEREST AND CONFLICT OF INTEREST

III. CONFIRMATION OF MINUTES

IV. COMMITTEE BUSINESS REPORTS

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"Welcome to the City of Yarra. 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."

Guidelines for public participation at Internal Development Approval Committee meetings

POLiCY

Council provides the opportunity for members of the public to address the Internal Development Approvals Committee.

The following guidelines have been prepared to assist members of the public in presenting submissions at these meetings:

- public submissions are limited to a maximum of five (5) minutes
- where there is a common group of people wishing to make a submission on the same matter, it is recommended that a representative speaker be nominated to present the views of the group
- all public comment must be made prior to commencement of any discussion by the committee
- any person accepting the chairperson's invitation to address the meeting shall confine himself or herself to the subject under consideration
- people making submissions shall address the meeting as a whole and the meeting debate shall be conducted at the conclusion of submissions
- the provisions of these guidelines shall be made known to all intending speakers and members of the public generally prior to the commencement of each committee meeting.

For further information regarding these guidelines or presenting submissions at Committee meetings generally, please contact the Governance Branch on (03) 9205 5110.

Governance Branch
2008

1. Committee business reports

Item		Page	Rec. Page
1.5	PLN18/0239 - 12 - 20 Victoria Crescent Abbotsford - Use and development of the land for the construction of two office buildings (six and nine storeys in height, hours of operation 8am to 6pm Monday to Friday, 1200 staff) with two ground floor food and drinks premises (maximum 100 patrons and hours of operation 7am to 6pm, seven days per week), a reduction in car parking requirements and part demolition.	5	59
1.6	PLN17/0251 - 1090-1092 Lygon Street, North Carlton - Demolition of the existing building (walk-up-flats) to allow for the construction of eight dwellings.	143	174
1.7	271 Bridge Road, 208, 224,228,230 and 238 Church Street, 42 and 46 Cameron Street and 25 and 37 - 39 Bank Street, Richmond - PLN11/0834.02 - Section 72 Amendment to the endorsed plans and permit conditions including: incorporating the approved development for 42 Cameron Street (PLN14/0314) into the permit, amendments to the plans to including modifications to the internal uses and layouts and exterior changes in height and design and increase in car parking, motorcycle and bike parking provision.	214	301
1.8	PLN17/0535 - 20 - 30 Mollison Street, Abbotsford - Use and development of the land for the construction of a mixed use building (with offices, food and drinks premises (cafe), arts and craft centres and restricted recreation facility) and a reduction in car parking requirements. [CONFIDENTIAL ITEM]	549	555

1.5 PLN18/0239 - 12 - 20 Victoria Crescent Abbotsford - Use and development of the land for the construction of two office buildings (six and nine storeys in height, hours of operation 8am to 6pm Monday to Friday, 1200 staff) with two ground floor food and drinks premises (maximum 100 patrons and hours of operation 7am to 6pm, seven days per week), a reduction in car parking requirements and part demolition.

Executive Summary

Purpose

1. This report provides Council with an assessment of planning application PLN18/0239 which affects land at 12 – 20 Victoria Crescent, Abbotsford and recommends approval, subject to conditions.

Key Planning Considerations

2. Key planning considerations include:

   (a) Land Use (Clause 33.01);
   (b) Interfaces uses policy (Clause 22.05);
   (c) Built form and Heritage (Clauses 15.01, 15.03, 21.05, 22.02, 33.01 and 43.01); 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) Strategic context;
   (b) Land use;
   (c) Built form and Heritage;
   (d) Environmentally Sustainable Development (ESD);
   (e) Off-site amenity impacts;
   (f) Car parking, traffic, access and bicycle provision;
   (g) Waste management; and
   (h) Objector concerns.

Submissions Received

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

   (a) Traffic impact;
   (b) Lack of car parking;
   (c) Neighbourhood character/Heritage;
   (d) Height/Massing/Scale;
   (e) Amenity impacts (access to daylight, overlooking); and
   (f) Overdevelopment (built form, people coming to the area and use).

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) an additional setback along the western boundary which widens Little Nicholson Street to a minimum width of 6.5m and provides a minimum ground clearance height of 4.7m;

(b) a minimum 4.5m setback from the centreline of Little Nicholson Street and the southern laneway from the fifth floor and above of Building 2 with a commensurate area of net office floor area relocated to the first floor of Building 1 facing Victoria Crescent in lieu of car parking spaces and any changes in floor to ceiling heights to be adjusted internally;
(c) a more visually permeable material used for the front façade of the first floor of Building 1;
(d) deletion of the vehicle access from Victoria Crescent (including the ramp) and replaced with an enlarged shared forecourt area (to include, but not limited to, tree planting/landscaping, additional bike space provision and expansion of sitting zones) in the south-eastern corner of the site;
(e) deletion of all mezzanine level car parking spaces (with the mezzanine car parking area to either be deleted or replaced with non-net floor area uses);
(f) reduction in the car parking provision rate to be no more than 1 space per 100sqm of net office floor area;

CONTACT OFFICER: **Vicky Grillakis**
TITLE: **Coordinator Statutory Planning**
TEL: **92055124**

PLN18/0239 - 12 - 20 Victoria Crescent Abbotsford - Use and development of the land for the construction of two office buildings (six and nine storeys in height, hours of operation 8am to 6pm Monday to Friday, 1200 staff) with two ground floor food and drinks premises (maximum 100 patrons and hours of operation 7am to 6pm, seven days per week), a reduction in car parking requirements and part demolition.

Trim Record Number: D18/200886
Responsible Officer: Manager Statutory Planning

Help

Proposal:	Use and development of the land for the construction of two office buildings (six and nine storeys in height, hours of operation 8am to 6pm Monday to Friday, 1200 staff) with two ground floor food and drinks premises (maximum 100 patrons and hours of operation 7am to 6pm, seven days per week), a reduction in car parking requirements and part demolition.
Existing use:	Vacant laundry
Applicant:	CPG Office 1 Pty Ltd c/o ProUrban
Zoning / Overlays:	Industrial 1 Zone/Heritage Overlay (Schedule 51 – Former Hatchers Laundry)
Date of Application:	10 April 2018
Application Number:	PLN18/0239
Ward:	Langridge

Planning History

1. No relevant planning applications.

Background

2. The application was lodged on 10 April 2018 and further information subsequently requested in May 2018. The information was received in July 2018 and the application was then advertised with 15 objections being received. A consultation meeting was held on 25 September 2018. The Permit Applicant, Planning Officers and objectors were present however none of the Ward Councillors attended the meeting.

3. Whilst this process was occurring, Council had sought and received advice from Transport for Victoria, external urban design and traffic consultants as well as Council internal units including Urban Design, Heritage, Waste Management, Engineering, Open Space, Streetscape and Natural Values Unit, Strategic Transport and Environmental Sustainable Development (ESD). Referral advice is an attachment to this report.

Planning Scheme Amendments

Amendment VC148

4. On 31 July 2018, Planning Scheme Amendment VC148 was gazetted by the Minister for Planning. Amongst other changes the amendment has deleted the State Planning Policy Framework (SPPF) and has replaced it with a new integrated Planning Policy Framework (PPF) in Clauses 10 to 19 of the Scheme.

5. The introduction of VC148 amended Clause 52.06 (Car parking) so that the car parking rates of Column B applies if any part of the subject site is identified as being within the Principal Public Transport Network Area (PPTN).

6. The subject site is located within the PPTN Area and, therefore, the Column B car parking rates apply to this planning permit application which means that instead of the office car parking being provided at 3.5 spaces per 100sqm, the requirement is 3 spaces per 100sqm and the food and drinks premises is 3.5 spaces per 100sqm, instead of 4.

Aboriginal Cultural Heritage Significance

7. The subject site is located within 200m of the Yarra River as defined in Division 3 of the *Aboriginal Heritage Regulations 2007* and therefore triggers the need for a Cultural Heritage Management Plan (CHMP) under the *Aboriginal Heritage Act* 2006.

8. The Permit Applicant engaged Ecology and Heritage Partners to prepare a CHMP with the applicant applying for Certification of a Preliminary Aboriginal Heritage Test for the purposes of the *Aboriginal Heritage Act* 2006. This was provided to and approved by the Department of Premier and Cabinet on 19 July 2018, and therefore the requirements of this clause have been met.

The Proposal

9. The development will retain the front façade of the existing building with the two lower levels (with two mezzanines) constructed over the majority of the site (with the exception of the southern and south-eastern corners). From the second floor and above, two buildings are evident, with the front building being lower, at a total of six storeys, and the rear building being taller, at nine storeys. The proposal has a rectilinear and angular form, with metal and glazing the primary materials behind the red brick front façade. The renders below show the proposal (the top image is from along Victoria Crescent – looking from the south-east towards the proposal, the image below is an elevated view from directly above the proposal):





10. The image below is a birds eye view of the proposal:



11. The proposal is for the demolition of all buildings on site, save for the front façade and its northern and southern returns.

Ground floor plan

(a) The ground floor will be built behind the retained façade, as well as to the northern and western boundaries, and part of the southern boundary. The western end of the southern elevation will include a setback of 2.5m from the southern boundary to allow for vehicular access from the southern laneway. The proposal is setback from the south-eastern corner of the site to allow for vehicle access from Victoria Crescent.
(b) The ground floor will be occupied by car parking spaces in the western end (all accessed via the southern laneway onto Little Nicholson Street), centrally located services (including two lifts cores and their associated lobbies), end-of-trip facilities along the southern portion of the site and office/cafés and lobby areas facing Victoria Crescent.
(c) The south-eastern corner setback allows for vehicular access, bike access and a small landscaped area.
(d) A smaller office is located facing Victoria Crescent, immediately behind the retained heritage wall, and two small cafes flank the front lobby area.
(e) Restoration works to the front façade include:

(i) Removal of later additions and reverse visible alterations like for like;
(ii) Removal of paint to all masonry and render surfaces;
(iii) Repair and restore brickwork and render detailing;
(iv) Tuck-point arches over windows;
(v) Retain and repair windows; and
(vi) Reconstruction of altered windows/doors.

Mezzanine level

(f) Two mezzanine levels are proposed, one is located in the north-western portion of the site for car park spaces (accessed from the southern laneway) and the other is in the eastern end for end-of-trip facilities.
(g) The former is located beneath the peak of the vehicle access ramp as shown on Section 5 on TP320 however it would be accessed internally from the ground floor bike storage area.

First floor

(h) This floor is built along the northern and western boundaries, is setback from the southern boundary between 2.6m and 7.8m, and between 6.6m and 16.55m from Victoria Crescent.
(i) The floor is occupied by car parking spaces with access from both the southern laneway entrance, and via the Victoria Crescent access. Landscaping is proposed behind the retained heritage wall.

Second to fifth floors

(j) From the second floor and above, the proposal is separated into two buildings, the front building being Building 1, and the rear building being Building 2. Both are occupied solely by offices.
(k) Each of these floors are setback 10.6m from the northern boundary.
(l) Building 1 is setback between 6.76m and 12.7m from Victoria Crescent and is setback between 5.1m and 5.4m from the southern boundary. Building 1 is six storeys in height (including the mezzanine level).
(m) Building 2 is built to its western and southern boundaries. Building 2 is nine storeys in height (including the mezzanine level).
(n) These buildings are centrally separated by a distance of at least 7.6m, with this widening in the northern extent to 19.47m.
(o) At the second floor there is an outdoor terrace along the northern boundary and between the two buildings.
(p) The fifth floor shows the plant and equipment on the roof of Building 1.

Sixth to seventh floors

(q) Building 2 is constructed similarly to the levels below, with the exception of a reduction in its northern setback, to 4.9m.
(r) The roof plan shows the plant and equipment

General

(s) The overall height of Building 1 is between 21.4m and 21.95m plus a lift core/services structure of an additional 3.4m in height.
(t) The overall height of Building 2 is 34.4m plus a lift core/services structure of an additional 3.4m in height.
(u) The proposed materials are primarily metal and glazing. Specifically they include metal mesh in dark and light grey, glazing, metal cladding in dark and light grey, concrete, red brick and metal shading devices in light grey.

Existing Conditions

Subject Site

12. The subject site is located on the western side of Victoria Crescent, Abbotsford, to the north of its intersection with Mollison Street and to the south of its intersection with Gipps Street.

13. The site is irregularly shaped due to the curve associated with Victoria Crescent. The site has a frontage to Victoria Crescent of approximately 64m and a northern boundary length of 77.1m. The rear boundary length is approximately 49m, with a splayed south-western corner of the site. The southern boundary is 108.85m in length with a 'kink' where the site widens half way. The overall site area is 4861.8sqm.

14. The site is occupied by a vacant building, the site formally used by Spotless Laundry which was an industrial laundry. The building is single storey, with a large car park area accessed from Victoria Crescent.

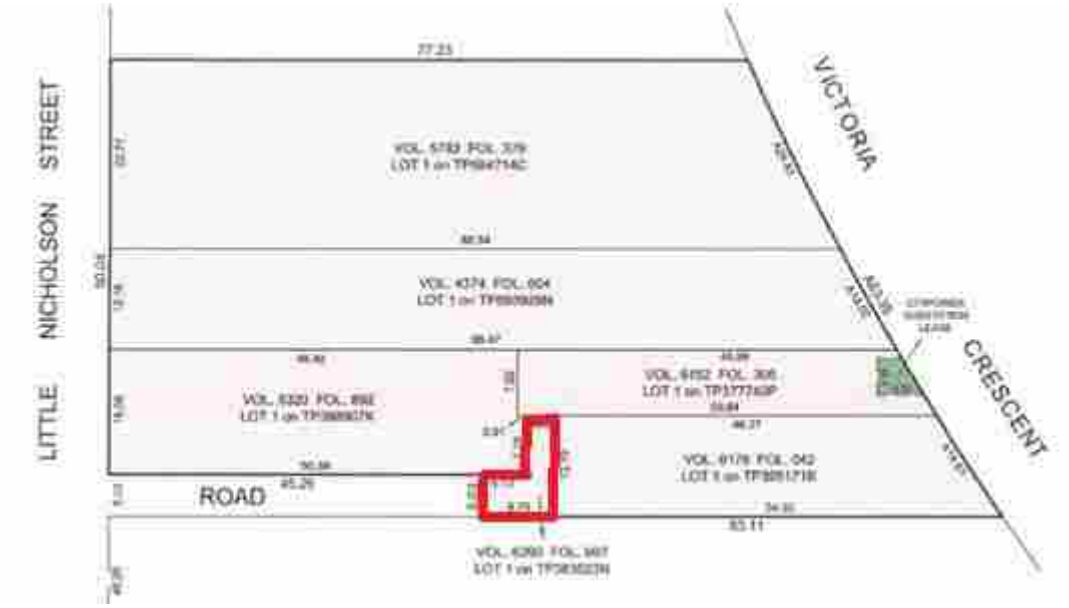
15. The building had originally been constructed as a laundry in 1908.

16. The subject site is shown below:



Title

17. The image below shows the various lots which make up the subject site:



18. The subject site is made up of six lots:

    (a) TP684714C
    (b) TP893929N
    (c) TP398907K
    (d) TP377740P
    (e) TP395171B
    (f) TP383523N

19. A review of the titles shows that Title Plan 383523N (outlined in red above) is a 'right of carriageway'. This is shown on Title Plans 377740P and 395171B. On those titles it is shown in 'brown' as is the road to its west.

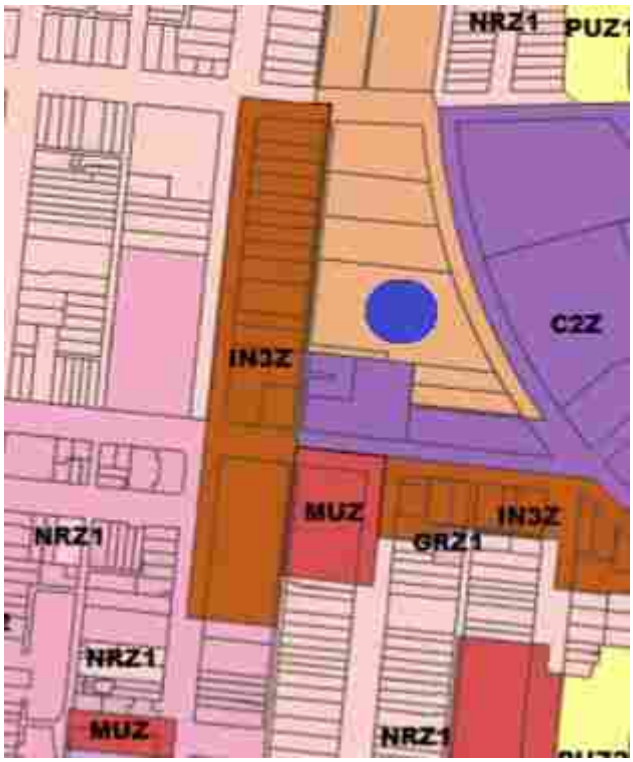
20. The title plan for that piece of land (TP383523N) shows it as an easement. Nevertheless, a road reservation is dominant over an easement.

21. The land is vested in Council as it is a road. Council's Valuations Coordinator confirmed that the applicant will need to purchase the land from Council and pursue a discontinuance process to obtain title to the land prior to the commencement of works. This will be required by way of condition.

22. Council planning officers note that there is currently built form over this portion of land.

    Surrounding Land

23. 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 recently constructed apartment developments. This is also depicted within the zoning of the land, which in the general area near the subject site includes Industrial 1, Industrial 3, Commercial 2, Neighbourhood Residential, General Residential and Mixed Use Zones. The image below depicts the various zones, with the subject site being the blue circle:



24. The area contains a range of businesses including light industry, manufacturing, warehousing and other commercial uses as well as residential. The area comprises of a mix of allotment sizes and building types ranging from industrial to warehouses, office and commercial reflecting the historic industrial nature of the area. Over recent years, the industrial base of the area has declined as manufacturing processes have changed and plants have closed. Some sites are now vacant or underutilised. Other sites have been redeveloped for residential and commercial uses.

25. The aerial image below depicts the surrounds:



North

26. To the north of the site are a group of single and double storey commercial buildings, some with a front setback area for at-grade car parking/loading and also rear car park access areas (either at-grade or on upper floors). All have rear access to Little Nicholson Street. To the north of these properties is Gipps Street.

27. To the north-east is a large double storey building associated with the Salvation Army, which includes an 'opportunity shop' and associated delivery areas. To its rear is the Yarra River.

28. To the north of the Salvation Army building is the Gipps Street bike steps which provides access to the Main Yarra Trail.

29. Further to the north is a large light industrial area with the residential land associated with Abbotsford. The Johnston Street Neighbourhood Activity Centre (NAC) and its associated commercial uses are located 623m north of the subject site.

East

30. To the east of the site is Victoria Crescent with single and double storey, hard-edged buildings along its eastern side. The buildings are used as offices with some light industrial uses. Some also have a centralised car parking areas. The Yarra River is to their east and the Carlton United Brewery along Church Street is to the south-east.

31. The Abbotsford Primary School is located approximately 200m south-east of the subject site.

South

32. To the south of the site is an open-air, at grade car park with two and three-storey, hard-edged commercial buildings to its east. These buildings extend across the Mollison Street and Victoria Crescent interfaces. The land is known as Nos. 32- 68 Mollison Street. The image below depicts this outlined in red:



33. The buildings are constructed of painted masonry with large industrial windows on each floor level. The corner of the three-storey building (furthest from the car park – No. 68 Mollison Street) is splayed at the south-east corner where Mollison Street intersects with Victoria Crescent. There are several vehicle crossovers and pedestrian entries across the Mollison Street interface.

This land is affected by an Incorporated Plan Overlay (IPO) (Schedule 1 - (32 – 68 Mollison Street, Abbotsford)) which specifies particular built form outcomes for the site. This site is zoned Commercial 2 (also as a result of the IPO).

34. The IPO allows for a building height of up to 23m in this location.

35. A recent planning permit (PLN17/0679) was approved on 17 May 2018 for the site for the construction of a five-storey buildings and a change of use to office and shop and reduction in the associated car parking requirement. It also included the land at No. 10 Victoria Crescent which is currently a large warehouse (outlined in green in the above image). This built form is in line with the requirements of the IPO. Plans have yet to be endorsed. The proposal includes a five storey side wall along its interface with Little Nicholson Street.

36. The image below depicts the approval for the site associated with PLN17/0679 when viewed from the intersection of Mollison Street and Victoria Crescent:



37. The image below is of the development along Victoria Crescent (the red star indicates the location of the subject site):



38. This land also has an older planning permit, PLN13/1025, which granted the construction of a seven storey car park building. This permit is still valid.

39. No. 10A Victoria Crescent also abuts the subject site to its south and is occupied by a large, single storey industrial building used for a panel beaters.

40. Further east, along the southern side of Mollison Street are a number of single storey commercial buildings used for warehouses, light industrial and manufacturing as well as some remnant dwellings.

41. To the south-west of the subject site, on the north-eastern intersection of Nicholson and Mollison Streets is a current planning application for a 12 storey mixed use building associated with planning application PLN17/0535. This application is currently before the Victoria Civil and Administrative Tribunal (VCAT) due to the applicant lodging an appeal under section 79 of the *Planning and Environment Act* 1987 (the Act) for the failure of Council to determine the application within the statutory time period.

42. On 9 November 2018, the planning application was presented at Council's internal Development Assessment Panel (DAP) meeting where it was determined that had Council been in a position to, it would have issued a Notice of Refusal to Grant a Planning Permit based on the following grounds:

    (a) The lack of street wall does not respond to the site context nor fit into the emerging built form context and streetscape as envisaged under clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2 and 22.10-3.3;

    (b) The scale, height, lack of upper level setbacks and architectural quality and will visually dominate the surrounding streetscape and wider heritage area and is contrary to policy at clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2 and 22.10-3.3;

    (c) The proposal does not provide for equitable development opportunities for the sites to the north and east due to insufficient setbacks.

    (d) The proposal will result in excessive overshadowing of the public realm, and as such does not provide for a pedestrian friendly environment along its street frontages and the proposed northern laneway.

43. A compulsory conference was held on 12 November 2018 with ongoing discussions being held. No decision has been made at the time of this report. The image below is a render of the proposal as per the advertised plans:



Looking from the north, southward along Nicholson Street

Looking from the south, northward along Nicholson Street

Looking from the east, westward along Mollison Street

44. Opposite this site, on the southern side of Mollison Street, at its intersection with Nicholson Street is the three-storey (14m high) former Denton Hat Mills brick building at the intersection of Nicholson and Mollison Streets. This development features both the historic mill building, as well as a new structure along its eastern boundary containing three and four storey apartment buildings. The ground floor is partly occupied by cafes and business uses, with the upper levels containing residential apartments. Pedestrian access to the building is from both Mollison Street and Nicholson Street. Current vehicle access to the site is via Little Nicholson Street. This building is within its own site specific heritage overlay (HO40).

45. To the east of the former Denton Hat Mills is No. 61-69 William Street which also forms part of the IPO previously discussed and has development approval for a four-storey residential development that is currently under construction. The IPO allows for a building height of 15.5m in this location. The image below depicts renders of the proposal:





46. Further to the south are single and double storey dwellings. The Victoria Street Major Activity Centre (MAC) is located 365m to the south and includes a number of commercial uses such as cafés, restaurants, supermarkets, pubs and bars, with a primarily Vietnamese/Asian focus. Tram routes are available along both Victoria Street Church Street.

West

47. To the west of the site is Little Nicholson Street which is a 4.5m wide laneway with only one lane in a two-way traffic flow servicing Gipps Street to the north and Mollison Street to the south. Properties fronting Nicholson Street and Victoria Crescent have car parking access to this laneway.

48. To the north-west are a row of attached, single and double storey commercial buildings, each with a front setback area for at-grade car parking/loading accessed from Nicholson Street. These continue further north up to Gipps Street, with some buildings also being built to the street edge.

49. Further to the west is Nicholson Street which is a two-way street, with bicycle lanes and parking either side. On the western side of Nicholson Street is a recently completed residential development (Planning Permit PLN11/0343) within the former St Joseph's School with dwellings across three storeys incorporating new and restored buildings. This development has a frontage to Nicholson Street of approximately 90m. The retained brick heritage buildings are classified as 'individually significant' within the Charles Street heritage precinct (HO313).

50. To the south of these is the termination of Mollison Street, with this portion only being able to be accessed from the west, with no access to Nicholson Street. Fronting onto this section of Mollison Street are two, three storey, older style apartments with north-facing balconies and a setback at ground floor to provide for car park access. To their west and south are single and double storey dwellings with some three-storey dwellings also evident.

51. Beyond this, is Langridge Street which provides direct access to Hoddle Street and the suburb of Collingwood. Collingwood (380m distance) and North Richmond (560m distance) Train Stations are located to the north-west and south-west respectively. Various bus routes run along Hoddle Street (distance of 440m). Beyond the train line and along Hoddle Street there are a number of commercial premises, generally with high site coverage.

Planning Scheme Provisions

Zoning

Industrial 1 Zone (IN3Z)

52. The purpose of this zone is:

    (a) To implement the Municipal Planning Strategy and the Planning Policy Framework.
    (b) To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

53. The use of the site for an office and food and drinks premises (café) requires a planning permit under section 2 of clause 33.01-1.

54. Pursuant to clause 33.01-4 a permit is required to construct a building or construct or carry out works.

55. An application for buildings and works under this zone is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the *Planning and Environment Act* 1987.

56. This exemption does not apply to an application for a building or works within 30m of land (not a road) which is in a residential zone or land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

57. The land meets the above tests, and therefore the buildings and works component under the zone is exempt from notice and appeal rights.

Overlays

Heritage Overlay (HO51 – Former Hatchers Laundry)

58. Clause 43.01-1 (Heritage Overlay) states that a planning permit is required to demolish or remove a building and construct a building or construct or carry out works.

City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)

59. The building on the subject site is located within a site specific heritage overlay (Schedule 51) and identified as 'individually significant' as outlined in the incorporated document.

Particular Provisions

Clause 52.06 – Car Parking

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

61. A permit is required to reduce (including reduce to zero) the requirement to provide the number of car parking spaces required under this clause.

62. It is noted that the introduction of VC148 amended Clause 52.06 so that the car parking rates of Column B applies if any part of the land is identified as being within the Principal Public Transport Network Area. The subject site is within this area and therefore the Column B car parking rates apply to this planning permit application.

63. Within Clause 52.06-5 policy states that if in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number.

64. Under clause 52.06-5, the following parking rates are required:

Proposed Use	***Quantity/ Size***	***Statutory Parking Rate****	***No. of Spaces Required***	***No. of Spaces Allocated***
Office	*12,079 m²*	*3 spaces per 100 m² of net floor area*	*362*	*220*
Food and Drink (2 Tenants)	*187 m²*	*3.5 spaces per 100 m² of leasable floor area*	*6*	
Total			***368 Spaces***	***220 Spaces***

65. As 220 car spaces are being provided, a total of 148 office car spaces are required to be reduced.

Differences in car parking calculation

66. Due to the introduction of Amendment VC148 which amended Clause 52.06, there is also a difference between Council's assessment and the applicant's traffic report. As a result of the amendment, car parking rates of Column B applies if any part of the subject site is identified as being within the Principal Public Transport Network Area (PPTN).

67. The subject site is located within the PPTN Area and, therefore, the Column B car parking rates apply to this planning permit application. As a result, the office car parking requirement is now 3 spaces per 100sqm instead of 3.5 and the requirement for a food and drinks premises is now 3.5 spaces per 100sqm instead of 4.

Clause 52.34 – Bicycle Facilities

68. Pursuant to clause 52.34, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. The purpose of the policy is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces. A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.

Land Use	**Units/Area proposed**	**Rate for staff**	**Rate for visitors/ shoppers**	**No. required**	**No. proposed**	**Reduction sought**
Office	12,079sqm	1 to each 300sqm of net floor area if the net floor area exceeds 1000sqm	1 to each 1000sqm of net floor area if the net floor area exceeds 1000sqm	40 staff 12 visitor	46 staff 4 visitor	None 8 visitor spaces
Retail – **Food and drinks**	187sqm	1 to each 300sqm of leasable floor area	1 to each 500sqm of leasable floor area	1 staff 0 visitor		
Total				**41 staff** **12 visitor**	**179 staff** **4 visitor**	**8 visitor spaces**

69. The proposal requires a reduction of eight visitor bike spaces, however as will be discussed later in this report, visitor bike spaces will be required by way of condition in accordance with best practice rates which exceed the statutory requirement.

70. Pursuant to clause 52.34-3, the rate for the provision of showers/change rooms is 1 to the first 5 employee spaces and 1 to each additional 10 employee spaces. Therefore, 5 showers and 5 change rooms are required.

71. The development includes14 change rooms, showers and lockers on the mezzanine level. This requirement is well exceeded.

72. Clause 52.34-4 provides design standard for bicycle spaces and signage.

<u>General Provisions</u>

73. 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)

74. Relevant clauses are as follows:

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of Urban Land)

75. The objective is:

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

Clause 11.03 (Planning for Places)

Clause 11.03-1S (Activity Centres)

76. The relevant objectives of this clause include:

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

Clause 11.03-1R (Activity centres – Metropolitan Melbourne)

77. Relevant strategies are:

(a) Support the development and growth of Metropolitan Activity Centres by ensuring they:

(i) Are able to accommodate significant growth for a broad range of land uses.
(ii) Are supported with appropriate infrastructure.
(iii) Are hubs for public transport services.
(iv) Offer good connectivity for a regional catchment.
(v) Provide high levels of amenity

Clause 13.05-1S (Noise abatement)

78. The relevant objective of this clause is:

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

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

Clause 13.07 (Amenity)

Clause 13.07-1S (Land use compatibility)

80. The objective of this clause is:

(a) To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.

Clause 15.01 (Built Environment and Heritage)

Clause 15.01-1S (Urban design)

81. The relevant objective of this clause is:

(a) To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Clause 15.01-1R (Urban design - Metropolitan Melbourne)

82. The objective is:

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

Clause 15.01-2S (Building design)

83. The relevant objective of this clause is:

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

84. Relevant strategies of this clause are:

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

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

(a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S (Healthy neighbourhoods)

86. The objective is:

(a) To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)

87. The strategy is:

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

Clause 15.01-5S (Neighbourhood character)

88. The relevant objective of this clause is:

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

Clause 15.02 (Sustainable Development)

Clause 15.02-1S (Energy Efficiency)

89. The objective of this clause is:

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

Clause 15.03 Heritage

Clause 15.03-1S – Heritage conservation

90. The objective of this clause is:

    (a) To ensure the conservation of places of heritage significance.

91. Strategies include:

    (a) Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.
    (b) Provide for the protection of natural heritage sites and man-made resources.
    (c) Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.
    (d) Encourage appropriate development that respects places with identified heritage values.
    (e) Retain those elements that contribute to the importance of the heritage place.
    (f) Encourage the conservation and restoration of contributory elements of a heritage place.
    (g) Ensure an appropriate setting and context for heritage places is maintained or enhanced.
    (h) Support adaptive reuse of heritage buildings where their use has become redundant.

Clause 15.03-2 - Aboriginal cultural heritage

92. The objective of this clause is *'to ensure the protection and conservation of places of Aboriginal cultural heritage significance'*.

93. This clause has the following strategies:

    (a) *Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme;*

(b) *Provide for the protection and conservation of pre- and post-contact Aboriginal cultural heritage places.*
(c) *Ensure that permit approvals align with recommendations of a Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006.*

94. Planning must consider as relevant:

(a) *The Aboriginal Heritage Act 2006 for all Aboriginal cultural heritage;*
(b) *The findings and recommendations of the Aboriginal Heritage Council;*
(c) *The findings and recommendations of the Victorian Heritage Council for post - contact Aboriginal heritage places where relevant.*

95. The subject site is located within 200m of the Yarra River as defined in Division 3 of the *Aboriginal Heritage Regulations 2007* and therefore triggers the need for a Cultural Heritage Management Plan (CHMP) under the *Aboriginal Heritage Act* 2006.

96. The Permit Applicant engaged Ecology and Heritage Partners to prepare a CHMP with the applicant applying for Certification of a Preliminary Aboriginal Heritage Test for the purposes of the *Aboriginal Heritage Act* 2006. This was provided to and approved by the Department of Premier and Cabinet on 19 July 2018, and therefore the requirements of this clause have been met.

Clause 17.01 – (Employment)

Clause 17.01-1S – (Diversified economy)

97. The objective of this clause is:

(a) To strengthen and diversify the economy.

98. 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)

99. The relevant objective of this clause is:

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

100. The relevant strategies of this clause is:

(a) Plan for an adequate supply of commercial land in appropriate locations.
(b) Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.
(c) Locate commercial facilities in existing or planned activity centres.

Clause 18.01 (Integrated Transport)

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

101. The objective of this clause is:

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

102. Relevant strategies to achieve this objective include:

    (a) Develop transport networks to support employment corridors that allow circumferential and radial movements.

    (b) Plan urban development to make jobs and community services more accessible by (as relevant):

        (i) Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
        (ii) Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.
        (iii) Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.

    (c) Integrate public transport services and infrastructure into new development.

    Clause 18.02 (Movement Networks)

    Clause 18.02-1S – (Sustainable personal transport)

103. The relevant objectives of this clause is:

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

104. 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)

105. 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)

106. The objective of this clause is:

(a) To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.

Clause 18.02-2R (Principal Public Transport Network)

107. A relevant strategy of this clause is to:

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

Clause 18.02-4S – (Car Parking)

108. The objective of this clause is:

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

109. A relevant strategy is:

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

Municipal Strategic Statement

110. The relevant policies in the Municipal Strategic Statement can be described as follows:

Municipal Strategic Statement (MSS)

111. Relevant clauses are as follows:

Clause 21.04-2 (Activity Centres)

112. The relevant objectives of this clause are:

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

113. Relevant strategies to achieve this objective include:

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

Clause 21.04-3 (Industry, office and commercial)

114. The objective of this clause is:

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

Clause 21.05-1 Heritage

115. This clause acknowledges that new development can still proceed whilst paralleling the objective to retain the nineteenth century character of the City. Conservation areas seek to conserve the City's heritage places whilst managing an appropriate level of change.

116. Relevant objectives include:

(a) Objective 14 To protect and enhance Yarra's heritage places:

(i) Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.
(ii) Strategy 14.2 Support the restoration of heritage places.
(iii) Strategy 14.3 Protect the heritage skyline of heritage precincts.
(iv) Strategy 14.4 Protect the subdivision pattern within heritage places.
(v) Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.
(vi) Strategy 14.8 Apply the Development Guidelines for Heritage Places policy at clause 22.02
(vii) Strategy 14.9 Apply the landmarks and Tall Structures Policy at clause 22.03

Clause 21.05-2 – (Urban design)

117. The relevant objectives of this Clause are:

(a) Objective 16 - To reinforce the existing urban framework of Yarra;

(b) Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:

(i) Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
1. Significant upper level setbacks
2. Architectural design excellence
3. Best practice environmental sustainability objectives in design and construction
4. High quality restoration and adaptive re-use of heritage buildings
5. Positive contribution to the enhancement of the public domain
6. Provision of affordable housing.

(c) Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;
(d) Objective 19 To create an inner city environment with landscaped beauty;
(e) Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;
(f) Objective 21 - To enhance the built form character of Yarra's activity centres;

(i) Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and

(ii) Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.

Clause 21.05-4 (Public environment)

118. 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)

119. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

120. 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.

121. 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

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

    (a) Objective 34 – To promote ecologically sustainable development.

        (i) Strategy 34.1 – Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.

    Clause 21.08-1 Neighbourhoods (Abbotsford)

123. This clause relevantly describes Abbotsford as follows:

    (a) Abbotsford is a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. The residential precincts are surrounded by industrial development located in the vicinity of Hoddle Street and the Yarra River.

(b) There is a large industrial precinct centred around Carlton United Beverages. Due to requirements under SEPP N-1 the viability of this industrial precinct has the potential of being undermined by new residential development located too close. <u>The introduction of offices does not present a similar threat and would aid the development of underutilised land to the west of Victoria Crescent south of Gipps Street.</u>
[Emphasis Added]

124. Figure 5 shows the subject site is close to the Gipps Street bike steps which provide a link to the Main Yarra Trail.

125. Figure 6 shows the subject site as being part of a non-residential area where the aim is to improve the quality of the environment and the interface of development with the street.

126. Relevant land use strategies are as follows:

(a) Supporting rezonings of Industrial 1 and 3 land to permit a mix of offices and industry west of Victoria Crescent south of Gipps Street.

<u>Relevant Local Policies</u>
Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay

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

Clause 22.05 – Interfaces Uses Policy

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

129. It is policy that:

(a) New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.

130. Decision guidelines at clause 22.05-6 include:

(a) Before deciding on an application for non-residential development, Council will consider as appropriate:

(i) The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.
(ii) Whether the buildings or uses are designed or incorporate appropriate measures to minimise the impact of unreasonable overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances on nearby residential properties.

Clause 22.07 – Development abutting laneways

131. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal. The objectives under this policy are:

(a) To provide an environment which has a feeling of safety for users of the laneway.
(b) To ensure that development along a laneway acknowledges the unique character of the laneway.
(c) To ensure that where development is accessed off a laneway, all services can be provided to the development.
(d) To ensure that development along a laneway is provided with safe pedestrian and vehicular access.

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

132. 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

133. This policy was introduced into the Scheme on 19 November 2015 and applies to residential development with more than one dwelling. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Documents

134. Clause 15.01-2S states that planning must consider as relevant:

(a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017). (UDG)*

Plan Melbourne

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

Advertising

136. The application was advertised in accordance with Section 52 of the *Planning and Environment Act* 1987 [**the Act**] by way of 945 letters sent to the surrounding property owners/occupiers and by two signs on Victoria Street, and two signs on Little Nicholson Street.

137. A total of 15 objections were received to the application, these can be summarised as:

(a) Traffic impact;
(b) Lack of car parking;
(c) Neighbourhood character/Heritage;
(d) Height/Massing/Scale;
(e) Amenity impacts (access to daylight, overlooking); and
(f) Overdevelopment (built form, people coming to the area and use).

138. The grounds of objections raised will be considered and addressed where relevant throughout the following assessment.

139. A consultation meeting was held on 25 September 2018. The Permit Applicant, Planning Officers and objectors were present however none of the Ward Councillors attended the meeting.

Referrals

140. The referral comments are based on the advertised plans.

External Referrals

141. The application was referred to the following authorities:

(a) Head, Transport for Victoria;

Internal Referrals

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

(a) Urban Design;
(b) Heritage;
(c) Engineering Services Unit;
(d) Strategic Transport;
(e) Open Space;
(f) Streetscapes and Natural Values;
(g) Waste Services;
(h) ESD Advisor;

143. The application was referred to the following external consultants:

(a) Urban Design (MGS Architects); and
(b) Traffic Consultant (Cardno).

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

OFFICER ASSESSMENT

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

(a) Strategic context;
(b) Land use;
(c) Built form and Heritage;
(d) Environmentally Sustainable Development (ESD);
(e) Off-site amenity impacts;
(f) Car parking, traffic, access and bicycle provision;
(g) Waste management; and
(h) Objector concerns.

Strategic context

146. The proposal satisfies the various land use and development objectives within the PPF, providing an acceptable level of compliance with the relevant policies within the Scheme, and is considered to provide a positive strategic opportunity for development within a well-resourced inner-urban environment.

147. At a State level, the metropolitan planning strategy *Plan Melbourne* seeks to create 20-minute neighbourhoods where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or local public transport trip. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists to optimise active transport. The Plan aims to provide more jobs close to where people live. The proposal will facilitate increased employment close to residential areas of Abbotsford, thus achieving the vision of the Plan.

148. The Industrial 1 Zone which applies to the site is capable of accommodating a greater density and higher built form, subject to individual site constraints. Additionally, state and local policies (such as clause 11.03-1R and 18.01-1S) encourage the concentration of development near activity centres and intensifying development on sites well connected to public transport such as the subject site.

149. In this instance the site has excellent access to the public transport network, bicycle facilities and a wide range of retail, dining and commercial services within the Victoria Street Major Activity Centre (MAC) and Johnston Street Neighbourhood Activity Centre (NAC). Tram routes are available along both Victoria and Church Streets and train stations are located to the south-west and north-west of the site (560m and 370m in distance respectively).

150. The proposal also includes facilities for bicycle spaces and end of trip facilities including shower/change rooms and lockers, encouraging staff to utilise the existing bicycle path network in the local area to travel to work (such as the Main Yarra Trail). This access to bicycle parking and public transport encourages the use of alternative modes of transport to and from the site rather than reliance on motor vehicles, as per policy within clauses 18.02-1S (Movement Networks-Sustainable Personal Transport); 18.02-2S (Public Transport), 18.02-2R (Principal Public Transport Network) and 21.06-1 (Walking and Cycling). This will be further enhanced through the proposed conditions which will require a reduced car parking provision, the deletion of the vehicle access from the primary street frontage and the provision of additional visitor bike spaces.

151. Local planning policy identifies the vibrant and mixed use nature of activity centres as an important attribute of the municipality and seeks to encourage their long term viability through development and land uses that contributes to the adaptation, redevelopment and economic growth. Clause 21.04-3 also seeks to increase the number and diversity of employment opportunities, specifically identifying service industries as an area where opportunities have been created by declines in traditional manufacturing and industrial businesses. The proposal complies with this policy and achieves these goals.

152. The proposal is consistent with the purpose of the zone and strategic intent for this area that seeks to encourage intensification of commercial uses and provision of diverse employment opportunities. While there may be strong strategic direction for intensified development and car parking reductions within the subject site, the built form policy also outlines that consideration must be given to the design of the building and its interfaces with the surrounding area. The following Built Form and Heritage assessment will consider these issues.

Land use

153. The proposed office and food and drinks premises uses require planning permission under the zone.

154. Clause 22.05 (*Interface Uses Policy*) requires new non-residential use and development within Industrial Zones to be designed to minimise noise and visual amenity impacts upon nearby, existing residential properties. The proposed office use is largely considered to generate minimal off-site amenity impacts, with the use contained within the building and unlikely to cause unreasonable noise, odour, visual or other impacts to adjacent land.

Office

155. The use of the site predominantly as an office building is supported by the Planning Policy Framework, as outlined previously, and promotes urban consolidation within proximity to an activity centre that is well serviced by existing infrastructure and services. Providing local employment opportunities are a necessary element in achieving a sustainable 20-minute neighbourhood as outlined within *Plan Melbourne*.

156. Additionally, the site to not directly abutting any residences or residential land, and is separated by these areas by other built form and streets which provides a buffer from any potential land use conflicts and amenity impacts which complies with the objective of the zone. The proposed staff numbers are 1200, and the hours of operation will be 8am to 6pm, Monday to Friday. These will be enforced via permit conditions.

Food and drinks premises (café)

157. The small scale of the food and drinks premises will allow for it to be a locally focused service that would not generate unreasonable levels of activity and associated off-site amenity impacts for the surrounding residential areas which complies with the Industrial 1 Zone design guidelines under clause 33.01-2.

158. The food and drinks premise are a small operations (two premises with a total floor area of 187sqm) and so are unlikely to be an attractor destination in their own right.

159. The hours of operation are 7am to 6pm, with a maximum of 100 patrons, seven days per week. These will be enforced by way of permit conditions.

160. Council planning officers submit that these two uses are compatible with the nearby community and would provide a service to local residents as well as future employees of the office. Council has recently adopted the Spatial Economic and Employment Strategy (SEES) and Housing Strategy (HS) which provide up to date strategic information on these aspects in the Yarra municipality. The SEES identifies the Abbotsford precinct, as a Major Employment Precinct as well as having capacity for additional employment floor space.
161. Council's Housing Strategy identifies that by 2031, an extra 29,000 people will move to Yarra. Providing employment opportunities such as offices within commercial and industrial zones will allow future residents to have the ability to live close to live where they work.

162. The site is well suited to accommodate the proposed uses. The proposed location would provide a concentration of uses that provide a variety of land uses and are highly accessible to the community as it is located within an established urban area.

163. In terms of their hours of operation, it is worth noting that clause 22.01 (*Discretionary Uses in a Residential 1 Zone*) stipulates that permit required uses in a residential zone should have hours of operation limited to 8am to 8pm. In light of these hours being supported by the Scheme in a purely residential area and that the proposed uses are located in an industrial zone, it is reasonable to permit the use to operate for one hour more in the morning from 7am.

164. Rubbish would be adequately concealed within the building and any emissions would have an adequate dispersal distance from any dwellings. Conditions can be included to ensure the amenity of the area is not unreasonably compromised due to the proposed uses. These would normally include restrictions on hours of operation, noise, waste disposal, deliveries and emission including light spill.

Built form and Heritage

165. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form), Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) and Clause 22.07 (Development Abutting Laneways) of the Yarra Planning Scheme. All of the provisions and guidelines support development that responds to the existing or preferred neighbourhood character. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to adjoining buildings.

Context

166. The built form of the surrounding area is a mixture of architectural styles, uses and materials. The area has been dominated by bulkier light industrial and office buildings. Most of the surrounding developments are constructed with a zero setback from the street, high levels of site coverage (most with 100%) and walls on the boundaries. The existing character of the surrounding area is predominantly one and two storeys in height with taller built forms interspersed (between three and four storeys).

167. The direct interfaces to the subject site include hard-edged walls of one and two-storey commercial buildings to the north and south as well as a car park to the south-west, with Little Nicholson Street to the west. On the opposite side of Victoria Crescent are single and double storey commercial buildings.

168. As has already been outlined, there is no dispute that strategically, the subject site is appropriately located for a higher-density development, being located within proximity to a MAC, within an industrial zone with excellent access to cycling networks, public transport, services and facilities with limited direct sensitive, residential abuttals. It would be a reasonable expectation that this site would experience intensification in use and development. The change in the local area is already evident with the recent approval of a 23m tall building approved to the south.

Demolition, restoration and street wall

169. Prior to ascertaining if the proposed buildings are acceptable, one must consider if the demolition satisfies Council's policy. The subject site is graded as being 'individually significant' within a site specific heritage overlay (HO51).

170. The application proposes to fully demolish the entire building – save for the front façade, and its northern and southern returns. In addition to this, the application proposes to restore the front façade which is currently painted in a two-tone grey and return it to a red brick façade. The restoration works include:

    (a) Removal of later additions and reverse visible alterations like for like;
    (b) Removal of paint to all masonry and render surfaces;
    (c) Repair and restore brickwork and render detailing;
    (d) Tuck-point arches over windows;
    (e) Retain and repair windows; and
    (f) Reconstruction of altered windows/doors.

171. The applicant also submitted a Conservation Management Plan. Council's Heritage Advisor found the methodology to the restoration works appropriate. Council's Heritage Advisor noted that the submitted Conservation Management Plan was not what was typically accepted. One will therefore be required by way of condition. The current front façade of the building has had numerous inappropriate alterations. The image below depicts the current state:



172. The proposed façade restoration will result in the following:



173. Council's Heritage Advisor stated that they wanted a site inspection to be conducted to ascertain if there was anything of heritage value behind the façade, and if there was none, then the demolition was acceptable. Council's Heritage Advisor also stated they did not support the demolition of the rear wall and wanted to retain the sawtooth truss roof over the front 6.7 – 7.64m front setback.

174. The applicant has confirmed that the full demolition (with the exception of the front façade) of the buildings on-site is necessary due to the remediation works which are required as a result of heavy contamination from the previous laundry use. The applicant has provided Council with confirmation from environmental consultants.

175. Council's planning officers submit that the level of demolition is acceptable considering the remediation and the extensive restoration which is to occur to the front façade to return it to its original appearance. Additionally, retention of the rear wall is not necessary as this does not form part of any heritage streetscape and its removal would not impact the heritage significance of the site. The saw-tooth roof is also not currently visible from the primary street frontage.

176. Council's Heritage Advisors has made the following recommendations with regards to the demolition and restoration which will be required by way of condition:

    (a) Prior to any demolition an archival photographic survey must be undertaken in accord with Heritage Victoria's Technical Note Photographic Recording for Heritage Places and Objects and a copy lodged in the Collingwood Library.

https://www.heritage.vic.gov.au/__data/assets/pdf_file/0015/61521/Photographic_Recording_Tech_Note.pdf

(b) As the permit triggers set out in the CMP are activated they must be referred back for heritage advice.

(c) Confirm the original and proposed treatment of the vermiculated pilasters and parapet consoles.

(d) The provision of a plaque.

(e) Retain any original painted signage.

177. The applicant has agreed to the above.

178. In terms of its street presentation, through the retention and restoration of the front façade, the street wall will be an improvement compared to existing conditions. Additionally, by restoring the front wall to its former red brick construction, this will enhance its presence in the streetscape compared to existing conditions (it is currently covered in a grey paint) and is compliant with policy at clause 22.02-5.3. The red brick will also appear quite distinct from the proposed metal and glass materials at the upper levels. This complies with heritage policy within clause 22.02-5.7.1. It is quite evident in the render images above that the proposed restoration works will be a significant improvement and a positive outcome for the adaptation of the heritage place.

179. Further to this, the existing windows facing the street are obscured which prevents views from internally, out to the street. The proposal will provide for clear glass windows out to the street, with active uses behind.

180. Council's external urban designer made numerous comments with regards to the ground floor vehicle access and the visibility of the first floor car parking area of Building 1. Council planning officers agree with the recommendations and substantial improvements will be required by way of condition. These matters will be discussed within the *Public Realm* section of this report.

Height/Massing

181. Now turning to the height of the proposal, the two buildings will have maximum heights of 21.95m and 34.4m, both with 3.4m high lift core/services.

182. The front building (Building 1) is the most important aspect of this proposal when considering character as it directly interfaces with the street. The rear building (Building 2) is setback between 54m and 67m from Victoria Crescent so will only be visible in the backdrop or from the west (discussed later in this report). The applicant has considered the streetscape character through retaining and restoring the existing heritage street wall at ground level with setbacks behind. The have also incorporated the lower built form closer to the street and set taller built form away from the street frontage. The image below depicts the proposal:



Building 1

183. Building 1 is setback between 6.6m and 8m behind the street wall from the first floor and above, with this widening in the south-eastern corner of the site to a maximum setback of 16.55m from Victoria Crescent. Building 1 has side setbacks from the southern boundary of between 5.1m and 5.4m, and a 10.6m setback from the northern boundary. The setbacks allow the building to have space between its two abuttals to the north and south which reduces the perception of visual bulk from the streetscape. By including a setback above the retained wall, it allows the restored street wall to have primacy in the streetscape in compliance with policy at Clause 22.02. Building 1 also serves as a transition building, between the taller rear building, and the low scale street wall.

184. The site to the south, beyond No. 10 Victoria Crescent, has recently been approved for a five storey office building, with a maximum overall height to Victoria Crescent of 23m (not including plant and equipment) with a front setback of 2m above a three-storey street wall. The height of Building 1 is commensurate to this, albeit with a greater street setback from Victoria Crescent.

185. The overall height and setbacks of Building 1 are acceptable, and in keeping with the emerging character of the area. Neither Council's Heritage Advisor nor external urban designer raised any issues with the height or massing of Building 1.

186. In relation to Building 1, Council's Heritage Advisor made the following comments which acknowledged that Building 1 would be acceptable within the streetscape:

    (a) *The new built form will be quite visible above the façade and also from vantage points along Victoria Crescent but not always in connection with a view of the façade. What is proposed is in keeping with other redevelopments of former industrial sites in Yarra, and also being mindful that the Heritage Overlay is site specific and that other sites in the vicinity could be redeveloped without a heritage constraint.*

Building 2

187. This building is built to its rear and southern boundaries, with setbacks of 10.6m from the northern boundary at the lower levels, decreasing to 4.9m for the two upper-most floors. As already acknowledged, due to the height of the front building and its setback from the street, the rear building will not have a dominant presence in Victoria Crescent. This was also acknowledged by Council's Heritage Advisor.

188. As previously outlined, this rear building will serve more as a backdrop within the Victoria Crescent streetscape and further afield ensuring it will not dominant the heritage building and the surrounding streetscape. The material and colour palate chosen is simple and restrained, letting the heritage building remain prominent as per policy within clause 22.02-5.7.1. Any views would be from oblique angle from a distance, or from the west. This is evident in the perspective view below, which has been taken from the north-east, looking from the intersection of Victoria Crescent and Gipps Street:



189. In terms of the image above, it is important to note that over time, the buildings to the north will also be developed, further obscuring any views of the rear building. Due to the height and lack of setbacks of the approved building to the south, views from the south-east of the site will largely be obscured.

190. Council planning officers do not have an issue with the proposed height of the rear building. Any views would either be from a distance of at least 48m to the west and over the Nicholson Street industrial warehouses or 55m to the south-west and over an existing double storey warehouse at No. 20 – 30 Mollison Street. These distances are significant enough to mitigate any visual bulk impacts to the surrounding streetscape. Additionally, over time these buildings are also likely to be developed which will further obscure any built form.

191. Whilst Council's Heritage Advisor was concerned that the overall height (in addition to the rooftop plant) would be highly visible from the Charles Street Heritage Precinct. This heritage precinct is over 63m to the west of the site and is separated by warehouses along the eastern side of Nicholson Street. The proposal will not negatively impact this heritage precinct due to the distance, and that over time, other commensurately sized buildings will likely occur to the west, concealing this development from view from this heritage precinct.

192. Council's external urban designer did not raise any issues with the proposed height of the rear building, but did make recommendations for increased side and rear setbacks. These were largely associated with ground level rear access and equitable development issues (which will be discussed later in this report). The recommendations proposed were:

    (a) *Provide a minimum setback at street level up to the top of carparking levels enabling a minimum 6.5m laneway width to Little Nicholson Street and the unnamed south western right angle laneway to allow two-way car and pedestrian movement and a refuge zone and manoeuvrability for loading dock areas in conjunction with revised elevations and layouts activating these interfaces.* (Access Issue)

(b) *Provide a minimum setback of 4.5m from the centreline of the laneway for proposed upper level office space providing sufficient space between built form to enable future high environmental performance and amenity for new enterprise and mixed use development.* (Equitable development issue)

193. Council's planning officer agrees with these setbacks, and they will be required by way of condition. The proposal will be required to provide an additional setback (approximately between 1.5 and 1.6m) along the western boundary which widens Little Nicholson Street to a minimum width of 6.5m (with a minimum ground clearance height of 4.7m to allow vehicles to pass safely beneath). This will allow vehicles to have a passing area. It is noted that the proposal already provides an additional 2.4m setback to the southern laneway (total laneway width of 7.5m). No additional setbacks to the south are required for access.

194. With regards to the setbacks of the upper floors, these will be required from the fifth (TP215) to seventh floors to both the west and southern boundaries. These setback distances will be a minimum setback of 4.5m from the centreline of Little Nicholson Street and the southern laneway which is approximately an additional setback of between 2m and 2.25m from the western and southern boundaries. Whilst there is a planning permit approval for a five storey office building to the south which is built to its northern boundary, Council planning officers believe that this proposal should provide a setback from the fifth floor and above. Five storeys is significantly higher than what is currently being proposed. The inclusion of these setbacks would also assist in preventing excessively high sheer walls along Little Nicholson Street that can be viewed from Mollison Street.

195. Returning to the issue of height, whilst there are no height controls identified for the subject site within the Yarra Planning Scheme, there is evident policy support for higher density development in this location and due the lack of sensitive interfaces, the proposed building heights are considered acceptable subject to conditions.

196. The Scheme provides general guidance to assist in determining whether the proposed height of the development is acceptable. With regard to policy direction, clause 21.05-2 (Urban Design) contains Objective 17, which aims *to retain Yarra's identity as a low-rise urban form with pockets of higher development.* To achieve this, Strategy 17.2 notes the following;

(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
(vi) *Provision of affordable housing*

197. Although the site is not located directly within an activity centre, or on an identified strategic redevelopment site, it is within an area in which substantial redevelopment opportunities exist. The land is currently under-utilised, given its substantial size and central location. The proposal incorporates high quality restoration and adaptive re-use of a heritage building, substantial upper-level setbacks and meets Council's best practise ESD outcomes. Positive contributions to the public realm are proposed, and expanded upon by way of condition (discussed later in this report). It is also considered to display a high quality of architectural design, as will be discussed further.

198. The view that higher development can be considered outside activity centres or nominated strategic redevelopment site was articulated by the Tribunal in the 2009 decision, *Common Equity Housing Ltd v Yarra City Council & Ors* [2009] VCAT 1722 (24 August 2009):

> [56] We do not think the mapped and listed sites should be regarded as being exclusive. It will not always be possible to identify such sites into the future and opportunities that present themselves that fit into the locational criteria should be able to be considered for higher scale development. Any redevelopment will involve an assessment of the site's physical and planning contexts resulting in different responses in different settings.

199. With regards to the issue of visibility of taller built form, the following comments were made by the Tribunal in *Rowcliffe Pty Ltd v Stonnington CC* [2004] VCAT 46 (29 January 2004):

> [54] If mere visibility becomes the test across metropolitan Melbourne, then it will be virtually impossible to construct buildings above the prevailing scale. This, in turn, would render it impossible to achieve the clearly stated urban consolidation objectives expressed in the Planning Scheme, objectives which Clause 11 requires us "to give effect to". The Tribunal rejects the notion that, because some of the buildings would be visible above the existing built form, they are therefore unacceptable. Rather, the test is whether the proposal is complementary to the surrounding area, and of a scale that can be assimilated without unreasonably disturbing the surrounding built environment.

200. Whilst the rear building is greater in height than surrounding buildings, it is considered that due to its setbacks from the street and its strategic context, Council planning officers support the overall height of Building 2.

Architectural quality

201. Given the height and massing have been discussed at length above, the architectural quality really comes down to the materials and finishes, fenestration patterns and the ability to combine the various components of the building into a cohesive design. Policy at clause 15.01-2S encourages high standards in architecture and urban design. The proposed design is considered overall to be of a high architectural standard, offering a modern built form that revitalises the existing frontage to the street.

202. The two buildings will be constructed primarily of metal and glass in a robust rectilinear form which will sit behind a restored red brick street wall.

203. Both buildings have mesh screening to the lower levels associated with the car parking. Whilst this is acceptable along Little Nicholson Street, Council's external urban designer did not support this for Building 1 with the following comments being made:

> *(a) Similarly the Victoria Crescent frontage should not be the site for car parks to be visible at any level. The applicant should amend the upper and ground floor layouts to activate all street frontages to the Victoria Crescent to ensure that car parking is not visible at any level to this frontage.*

204. The render below shows the mesh panelling from Victoria Crescent:



205. Council planning officers agree, and in conjunction with removing all vehicle access from Victoria Crescent (discussed later in this report), the car parking at the first floor of Building 1 will be required to be deleted, replaced with office space (commensurate to the floor area lost as a result of the additional side and rear setbacks) and the treatment amended to a more visually permeable material. This can all be facilitated by way of condition. Council planning officers are aware that the floor to floor heights of the first floor car parking area of Building 1 do not match the proposed office floor to floor heights. The applicant may need to adjust the internal areas to facilitate the provision of office floor area in the first floor of Building 1. As per Council's external urban designer's recommendation, revised soffit and boundary treatments to the forecourt entry will be required to be provided.

206. Above these mesh levels, the proposal will have metal shading and cladding in light and dark grey in front of glazing. The metal shading will be in a criss-cross pattern over the glazing, whilst the metal cladding will be horizontal bands across each floor. This will provide articulation and visual interest to the façade. In addition to this, due to the metal shading projecting slightly forward, this creates a recess which provides opportunities for light and shadow within each frame created by the criss-cross pattern. These elements also ensure that each façade has visual interest and shows that the building has been considered 'in the round'.

207. This is evident in the render below (the image on the right displays the recess created by the metal shading elements):





208. Council's Heritage Advisor requested the mesh to be deleted as this is not an easily maintainable material however Council planning officers disagree.

209. The proposed design is considered overall to be of a high architectural standard, offering a modern built form that revitalises the street frontage (subject to conditions).

Public Realm, light and shade and pedestrian spaces

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

211. Council is supportive of the construction of two modern buildings with large glazed ground floor lobbies, active tenancies and improved outdoor spaces. Through the activation of the ground floor, the building will provide interaction at street level where there currently is none. This satisfies public realm, pedestrian spaces and street and public space quality policies at clauses 15.01-2S and 21.04-2.

Victoria Crescent vehicle access and first floor presentation of Building 1

212. As already noted, the overall built form of the proposal is acceptable, subject to conditions related to the provision of additional side and rear setbacks to Building 2. However, one key area of concern with this application is the impact to the public realm associated with the provision of vehicle access from Victoria Crescent.

213. Council planning officers are aware that there is an existing vehicle crossover and car parking area fronting on to Victoria Crescent, however this creates a void in the streetscape where active frontage should be and does not contribute to the streetscape character of Victoria Crescent.

214. In assessing this application Council officers must make a comprehensive evaluation of the proposal with consideration to the purposes and objectives sought to be achieved by the Act and the Yarra Planning Scheme, the applicable decision guidelines, and as to whether or not there is a net community benefit and sustainable development outcome. Council planning officers believe that retaining the vehicle access along Victoria Crescent is not a community benefit as it disrupts the pedestrian footpath nor is it a sustainable development outcome as it prioritises private vehicles over pedestrians and cyclists in this inner city location and does not comply with the vision of *Plan Melbourne* or Council.

215. Other access issues arise due to the location of the Victoria Crescent vehicle access, and this will be discussed later within this report. As a result of its deletion, these are now resolved.

216. Council's external urban designer found the vehicles access from Victoria Crescent to be the primary issue with the application. This was outlined in the following comments:

    (a) With Victoria Crescent providing an important cycle link to the adjoining Yarra River crossing and Capital City Trail network at its northern intersection with Gipps Street, maximising the utilisation of this rear laneway for car access to enterprises and minimising the impacts of intensification on Active Transport and pedestrian amenity in Victoria Crescent should be seen as a priority in the same manner that this has been sought for example along the Langridge Street and Wellington Street corridors.
    …
    …

    (b) As a consequence of the current approach the proposed forecourt is primarily dedicated to vehicle access with more than 60% of the open space dedicated to this purpose providing as a consequence only modest external seating capacity and hence diminished street life

    (c) The site offers a significant opportunity for workplace provision and urban renewal in a well located part of the municipality where these uses are welcome and where access to the regional capital city trail and nearby stations and PT networks and high density residential communities is supportive.

    (d) That said, the renewal of sites like this as early shapers of urban futures for city blocks incorporating substantial increases in workplace density, in turn need to provide the place that supports the proposed use and in its implementation needs to do this in a way that does not compromise broader State and Local policy initiatives aimed at enhanced Active Transport, place making and investment.

(e) In this instance the precinct needs the service road network to be upgraded to maintain the primary avenues to the extent possible for people rather than unnecessary car movement and needs to invest projects with substantial green travel ambition. In this instance it is my view that the project has fallen well short of what needs to be done in this regard.

….

(f) Access from Victoria Crescent should be exclusively dedicated to the amenity needs of the high density workplaces and visitors increasingly using the precinct and the growing regional cycling and pedestrian population using this street. The expectation of high quality renewal of the precinct and complimentary responses on the site can deliver substantial complimentary outcomes in this location. Removal of the crossing in conjunction with overhead power and plant and fencing provides a number of exciting place upgrades…..

217. Council planning officers agree with these statements. One of the nine principals of the State Governments metropolitan planning strategy *Plan Melbourne* is to create 20-minute neighbouhoods where people can access most of their everyday needs within a 20-minute walk, cycle or local public transport trip. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists to optimise active transport. State policy (such as Clauses 15.01-1R and 18.02-1R) aim to reduce the reliance of private motor vehicles and improve travel options for walking and cycling. Clause 17.02-1S includes strategies to ensure commercial facilities provide net community benefit in relation to their viability and accessibility. Council must turn its mind to the potential cumulative impact of each Victoria Crescent property being developed in the future, and the resultant traffic and public realm implications if each is allowed to provide an increased parking provision and crossover onto Victoria Crescent. Where there is a laneway interface, Council policy directs access to be from that location. The applicant has chosen to provide access to both its front and rear to the detriment of the streetscape.

218. As outlined in Council's external urban designs comments, this proposal priorities vehicles access from its primary street frontage to the detriment of pedestrians and cyclists (safety issues further discussed later). To encourage these 20-minute neighbourhoods, developments such as this (which are wanting to see a significant intensification of use and built form compared to existing conditions) need to create pedestrian and cycling friendly environments and offer high quality public realm outcomes.

219. Therefore, conditions on any permit to be issued will require the following:

(a) the deletion of the vehicle access from Victoria Crescent (including the ramp) (access/layout implications discussed later in this report);
(b) a reduction in the car parking provision (discussed further in the body of this report);
(c) deletion of the front of first floor car parking area in Building 1 and replacement with office (already discussed in this report);
(d) deletion of the mesh screen to the first floor of Building 1 and replacement with a more visually permeable external material; and
(e) upgrades to the south-eastern corner of the site including (but not limited to): additional tree planting/landscaping, additional bike space provision and expansion of sitting zones.

220. These are all changes which can be facilitated by way of condition. In terms of the increase in office floor area, this will likely compensate for the reduction in office floor area due to the increased side and rear setbacks previously proposed to be required by way of condition.

221. It should be noted that whilst Council's external urban design recommended the construction of a kerb outstand, Council's Engineering Services Unit confirmed that this was not appropriate as this may have implications on drainage adjacent to the site.

222. These changes will result in a significant improvement to the public realm and to the surrounding pedestrian/cycling network resulting in a net community benefit that will assist in achieving the State Government plan for 20-minute neighbourhoods.

Little Nicholson Street and the southern laneway

223. Council's external urban designer made a number of comments with regards to providing a more pedestrian friendly environment to both Little Nicholson Street and the southern laneway as well as an east-west pedestrian link along the southern boundary.

224. Council planning officers believe it is best to retain the rear access of the site for vehicles as it is an already constrained laneway where there is only one lane for two-way access (albeit that the proposal will result in a widening in the lane for passing vehicles). To encourage pedestrians to use Little Nicholson Street may create further safety issues. The use of the mesh screen for the car parking levels is acceptable as the levels above are glazed which will encourage passive surveillance of the laneways.

225. The creation of an east-west link along the southern boundary will not be required, as the site is just 45m to the north of Mollison Street which is an east-west street.

226. In relation to Council's local laneway policy, the proposal is considered to meet a number of the clause 22.07-3 policy objectives in that:

(a) Traffic impacts on the laneway have been assessed by Council's senior traffic engineering and found to be satisfactory;
(b) Pedestrian access is provided from the streets;
(c) Pedestrian entries will be well-lit, subject to conditions;
(d) Any lighting will be appropriate baffled, subject to condition ensuring light spill is avoided;
(e) Access arrangement have been assessed by Council's senior traffic engineering and multiple movements will not be required;
(f) The proposal does not obstruct access for other site's accessing the laneway due to setbacks;
(g) The applicant is funding any laneway upgrades;
(h) The width of the laneway will be widened (on private property) which is an improvement in terms of emergency services access; and
(i) Refuse would not be stored in the laneway (contained within storage areas on-site).

Shadowing

227. In terms of shadowing to the public realm, due to the location of the site, it will not impact any portion of footpath until 2pm, with this increasing at 3pm. This increased area only covers a portion of the footpath immediately outside of the subject site. This is reasonable both in terms of time and extent.

Streetscape improvements

228. In addition to the improvements to the south-eastern corner of the subject site, Council's urban design requested a number of matters to be dealt with via permit conditions such as bike hoops, seating, planter boxes and pavements.

229. Council's external urban designer suggested an integrated art strategy for the proposal, however considering the extent of improvements proposed by way of condition, this is not necessary.

Site Coverage

230. The level of site coverage proposed is 100 percent and obviously well above the maximum of 80 percent as directed by clause 22.10-3.6. However as the existing level of site coverage in the surrounding (and immediate) area is similar, it is acceptable. Commercial buildings in this precinct traditionally have high levels of site coverage with this characteristic being evident throughout Abbotsford.

Landscape architecture

231. Landscaping is not a typical feature of commercial developments or in the wider Abbotsford area. The proposal includes landscaping shown in the forecourt adjacent to Victoria Crescent, on terraces and climbing plants along some elevations.

232. Council's Open space Unit requested a number of additional details and these can all be required by a landscape plan. This would also satisfy Council's external urban designers concerns with the viability of the proposed plantings.

233. Whilst Council's Heritage Advisors did not support the landscaping as there is "no mechanism which ensures that it is maintained with a satisfactory appearance". This is incorrect, as Council's landscape condition requires the landscaping to be maintained to the satisfaction of the Responsible Authority.

Environmentally Sustainable Development (ESD)

234. Redevelopment of the site located in an existing built up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces staff and visitors from relying on private vehicles.

235. 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 meets Council's Best Practice ESD standards.

236. Council's ESD Advisor identified areas of improvement opportunities and outstanding information:

(a) *Provide a completed JV3 energy modelling report, or equivalent, prior to occupation demonstrating 10% improvement in thermal energy efficiency of the building shell and at least 40% reduction in greenhouse gas emissions.*
(b) *Include the type and efficiency standard of the hot water system in the JV3 energy modelling report provided to council prior to occupation.*
(c) *Ensure that the WMP has sufficient spaces allocated to recycling and all waste streams.*
(d) *Recommend including an independent commissioning agent.*
(e) *Recommend a solar PV array to contribute to onsite electricity demands.*
(f) *Recommend providing a composting system.*

237. Council will be requiring the above via permit conditions on any permit to be issued.

Off-site amenity impacts

238. The policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy). Clause 55 of the Scheme provides some guidance on these matters (although not strictly applicable). This application must consider both the off-site amenity impacts for residential land as well as any potential impacts to existing commercial/industrial uses.

239. Having regard to amenity impacts on nearby existing residences, policy within clause 22.05 acknowledges that in order to maintain the viability of industrial and business areas, residences which abut business areas should not have unrealistic expectations of the level of amenity which can be achieved.

240. As previously outlined, the subject site does not directly abut any existing sensitive uses and is located in a zone which prohibits dwellings and where commercial and industrial uses are desired. The site is separated from the closest residential areas further to the north, west and south by the surrounding streets (Gipps, Nicholson and Mollison Streets) and by built form.

241. As a result of these distances (a minimum of 50m from any dwelling or residential zone), the proposal will not impact any surrounding dwellings through overlooking or overshadowing of their private open spaces. The proposal will also not impact daylight access or the efficiency of solar panels.

Equitable development

North

242. From the second floor and above the proposal is setback 10.6m from its northern boundary which ensures equitable development opportunities are provided for the abutting site. Whilst the two upper- most levels of the rear building project forward with a 4.9m setback from the north, this is considered sufficient.

South

243. The eastern end of the southern boundary of the site is abutting another site whilst the western end abuts a laneway with a width of between 4.8m to 5m wide. The front building, will be setback at least 5m from the southern boundary from the second floor and above, whilst the rear building will be setback at least 2.4m for the lower two levels (to facilitate vehicle movements) and then constructed along the southern boundary where it abuts the laneway from the second floor and above. This total height along the southern boundary will be a maximum of 34.4m.

244. As previously discussed, a condition will require the rear building to be setback 4.5m from the centreline of the southern laneway, from the fifth floor and above. This will facilitate equitable development opportunities and provide sufficient distance between built form to enable future high environmental performance and amenity for future office developments. Whilst there is a planning permit approval for a five storey office building to the south which has zero setbacks, Council planning officers believe that this proposal should still provide a setback from the fifth floor and above. Five storeys is significantly higher than what is currently being proposed.

245. No additional setbacks are required for the front building.

West

246. Finally, in relation to the west, the subject site is separated from the rear of Nicholson Street properties by the width of Little Nicholson Street. The rear building will be constructed to the rear boundary for its full extent. This does not provide for equitable development opportunities for those sites. Council's external urban designer recommended setbacks of 4.5m from the centre line of Little Nicholson Street for the upper levels. A condition will require this setback, from the fifth floor and above.

247. This would also assist in preventing excessively high sheer walls along Little Nicholson Street which would create a canyon effect when viewed from Mollison Street.

Noise and Light Spill

248. Policy at Clause 22.05 of the Scheme seeks to ensure new commercial development is adequately managed having regard to its proximity to residential uses.

249. The proposal is unlikely to result in unacceptable noise emissions to the nearby residential properties given the majority of the building would be used for offices and is a reasonable distance away from the nearest dwellings. Due to the nature of the office use there will be minimal noise generated by pedestrian activity, with this activity largely limited to Victoria Crescent and not considered to be detrimental to the amenity of the adjacent properties. The use also ensures that deliveries to the site will be kept to a minimum. The majority of the office space is enclosed and the use conducted indoors (with the exception of the outdoor terraces).

250. Considering the low risk of this use adversely impacting surrounding residences (all located at least 50m away), the applicant did not provide an acoustic report at application stage.

251. Looking specifically at the noise sources, services/plant equipment are located on the roof. A condition will require noise and emissions from plant equipment to comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N1). In terms of the vehicle access gates, conditions can also ensure they are constructed and maintained to limit noise impacts as required by State regulations.

252. An acoustic report will be required via condition to address potential noise impacts to ensure the proposal does not result in adverse noise impacts.

253. Light spill will also be limited due to the uses primarily operating during the day. Again, this is another area where residents must temper their expectations when they face a zone where these types of uses are encouraged.

Wind

254. The applicant has not provided a wind report, however this can be addressed by way of condition. A condition will require a wind tunnel model study of the environmental wind conditions with the report also considering the wind conditions on the terraces.

Car parking, traffic, access and bicycle provision

255. Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of total of 148 spaces, as outlined within the table included in the *Particular Provisions* section earlier in the report. The Planning Scheme encourages a forward-thinking approach towards decreasing reliance on car-based travel. As has already been highlighted, a number of conditions will be required by way of permit conditions relating to the Victoria Crescent vehicle access and subsequent reconfiguration and reduction of the car parking provision.

256. The relevant conditions are:

(a) the deletion of the vehicle access from Victoria Crescent (including the ramp which will result in the end of trip facilities having to be relocated within the Building 1 mezzanine level);
(b) a reduction in the car parking provision and subsequent deletion of the mezzanine level with all of those car parking spaces relocated to the first floor;
(c) replacement of the first floor, car parking area in Building 1 with office floor area facing Victoria Crescent; and
(d) an additional setback for the ground floor of Building 2 from Little Nicholson Street (creating a 6.5m width), with a ground clearance height of 4.7m (this will result in the western row of ground floor car parking spaces having to be moved to the first floor parking area).

257. Council planning officers are aware that the above changes will result in an increased car parking reduction (increased by 100 car parking spaces from 148 to 248), however, as will be further explained, this is acceptable and in-line with both Council's and the State Government's vision for the future. Additionally, Council planning officers are aware that this will require reconfiguration of internal areas – primarily the ground floor, mezzanine level and first floor. The applicant will be required to comply with the conditions within the existing building envelope.

258. There is also strong support for drastic changes to private motor vehicle reliance from VCAT. A recent Red Dot VCAT decision (*Ronge v Moreland CC [2017]* VCAT 550) further expanded on policy behind this approach. The Member clearly advocated for a reduction in the statutory car parking provision in inner-city sites such as this. Whilst this decision pertains to a site in Brunswick, the context is similar, being located within proximity to train stations and tram routes.

259. Throughout the decision there are numerous relevant statements in support of the reduction and also regarding the limited importance that should be placed on car parking demand assessments. Relevant statements within the summary of this decision are applicable to this application, as follows;

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

    (b) Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.

    (c) A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.

    (d) However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.

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

    (f) Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.

    (g) One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.

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

261. Following on from this, within the Tribunal decision (*Grocon (Northumberland St) Developer Pty Ltd v Yarra CC* [2017] VCAT 753) regarding an office development at No. 2 – 16 Northumberland Street, Collingwood, the Member supported a significantly reduced office car parking rate (405 spaces reduction) and made the following comments:

[54] We have concluded that the reduced car parking provision is justified in the circumstances of this application. In doing so, we have had regard to the location within an inner city environment that is earmarked as an employment precinct, with convenient access to a range of alternative transport modes and a constrained supply of on-street parking. We consider that the reduced parking provision will not compromise the viability of the development or precinct, nor will it result in an unacceptable demand for on-street parking, given the saturated conditions that are presently experienced.

[55] We agree that employees who are not allocated a car space will utilise alternative transport modes rather than attempt to seek out long term parking in the surrounding street network. This may well include walking to the site for persons who reside in the nearby residential and mixed-use areas. To constrain development of the land for a purpose that is in accordance with the zone purpose on the basis of car parking provision would not be consistent with the policy framework when read as a whole. This includes policies aimed at fostering economic development, employment and environmental sustainability. We reach this conclusion mindful of the site's strategic and physical context and its accessibility by a range of transport modes. In a different context without the level of policy support and more remote from alternative transport modes, there may be less justification for a reduction of the magnitude proposed here.

Parking Availability

262. The applicant's traffic engineers, Impact did not conduct site inspections. However, Council's Senior Traffic Engineer confirmed that the streets surrounding the site contain either one, two or four hour restrictions. Council's Senior Traffic Engineer confirmed that the availability of short to medium-stay parking would provide regular turnover throughout the day and allow visitors to park near the site. Council's Senior Traffic Engineer confirmed that the limited opportunity to park on-street would encourage customers, clients and employees to travel by alternative forms of transport. As already outlined within *Ronge V Moreland* a discussion around the existing pattern of car parking is of "marginal value" as policy is aiming to shift to more sustainable forms of transport. Continuing to provide car parking spaces at a rate commensurate with historic demands will not assist in achieving the aim of State and Local Policy to reduce reliance on private motor vehicle use.

Parking Demand

263. Council's Senior Traffic Engineer confirmed parking associated with office developments is generally long-stay parking for employees and short-stay parking (say up to two hours' duration) for customers and clients.

264. Council's Senior Traffic Engineer confirmed that the actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3 spaces per 100sqm of floor space, since the area has very good access to public transport services.

265. With a provision of 220 spaces for the office component, and an overall net floor area of 12,079sqm, the proposal is currently providing 1.81 space per 100sqm. This rate is much higher than recent office development car parking reductions approved by Council's Engineering Services Unit which are generally below 1 space per 100sqm, as shown in the table below:

Development Site	**Approved Office Parking Rate**
Cremorne	
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	0.85 spaces per 100 m^2 (20 on-site spaces; 2,329 m^2)
33 Balmain Street PLN15/0309 issued 21 October 2015	0.78 spaces per 100 m^2 (14 on-site spaces; 1788.1 m^2)
13 Cubitt Street PLN16/1022 issued 20 December 2016	0.41 spaces per 100 m^2 (3 on-site spaces; 726.25 m^2)

506 & 508-510 Church Street PLN17/0278 issued 11 January 2018	1.09 spaces per 100 m^2 (226 on-site spaces; 20,744 m^2)
Collingwood	
71-93 Gipps Street PLN16/1150 issued 30 August 2017	0.96 spaces per 100 m^2 (86 on-site spaces; 8,923 m^2)
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)

266. As previously discussed a significant issue with this proposal is the retention of the vehicle access from Victoria Crescent. Council planning officers have identified that this is due to its impact on the streetscape and that it does not give priority to pedestrian and cyclists. There are also safety concerns related to the bike lane.

267. Following the receipt of Council's external urban designer's comments which placed emphasis on the issues surrounding this element of the proposal, Council planning officers endeavoured to seek an alternative vehicle access – primarily to divert all vehicle access to the Little Nicholson Street frontage. However, due to the constrained nature of Little Nicholson Street (one lane in a two way access), under existing conditions it would not be able to accommodate the full parking provision of the proposal (although it is able to accommodate the proposed 110 vehicles accessed only via Little Nicholson Street). This was confirmed by Council's Senior Traffic Engineer. The applicant proposed to make Little Nicholson Street a one-way street, however Council's Senior Traffic Engineer did not support this.

268. With these issues in mind and considering the parking provision of the site is 1.81 car spaces per 100sqm of office floor area, Council planning officers submit that an appropriate resolution is to delete the vehicle access from Victoria Crescent, with a subsequent reduction in the provision of car parking, to a rate of no more than 1 space per 100sqm of net office floor area. Council's Senior Traffic Engineer confirmed that they did not have an issue with this reduced rate.

269. By requiring this change, the following benefits will result:

    (a) Improved public interface with Victoria Crescent;
    (b) Resolution of safety issues with the bike access;
    (c) Reduced reliance on the private motor vehicles;
    (d) Prioritised pedestrian and cyclist access; and
    (e) Facilitation of a 20-minute neighbourhood by provided enhanced alternative travel options, particularly considering the bike path entrance/exit to the north at Gipps Street.

270. With the current office floor area, this would result in a total of 120 car parking spaces, which is 100 less then currently provided. However it should be noted that there will be some reconfiguration/relocation of office floor areas (as already discussed) which may result in a slightly varied provision. This is acceptable. Additionally, Council's planning officers are aware that this will result in some additional car parking spaces accessing to Little Nicholson Street which is already quite constrained due to its narrow width. However the increase in provision is only approximately 10 spaces more what is currently proposed. Council's Senior Traffic Engineer confirmed that this would be acceptable, subject to the provision of a setback at the lower levels facing onto Little Nicholson Street to allow for a vehicle passing area. This will be facilitated via permit condition.

271. The provision for a widened setback from Little Nicholson Street will ensure that any on-coming vehicles will have a refuge area to pull over, to facilitate the two-way access. This was found to be acceptable by Council's Senior Traffic Engineer. Over time, as each of the Victoria Crescent and Nicholson Street sites are developed, the width of Little Nicholson Street can be widened for some points, to allow for this passing. A similar widening had been incorporated as part of the planning application at No. 20 – 30 Mollison Street.

272. Additionally, Council's Senior Traffic Engineer has also recommended a CCTV set-up for motorists exiting the subject site to ensure they have a clear sight line. Council's Senior Traffic Engineer made the following comments in relation to this:

    (a) For CCTV, the camera would face the junction of the Right of Way/Little Nicholson Street/the access point of 20-30 Mollison Street.

    (b) The applicant needs to:

        (i) Determine if the sight lines for an exiting motorist can view the access point.

        (ii) If no, then there is no need to set up a CCTV. If yes, the position of the camera and monitor need to be determined.

273. This will be required by way of condition. The additional setback required from Little Nicholson Street will also resolve Council's Senior Traffic Engineer's concerns regarding construction over the south-western corner splay.

274. Within a recent Tribunal decision regarding the car parking reduction associated with an office development, *KM Tram Enterprise Pty Ltd v Boroondara CC* [2018] VCAT 1237, the Member agreed that office developments "are prime candidates" for modal shifts to reduce reliance on private motor vehicles, with the following relevant comments:

    [29] In this context of a change from the 'business as usual' approach, I agree with Ms Dunstan that office workers are prime candidates for a mode change given their commuting patterns of travel to and from work during peak times. This is the time when public transport services run at highest frequencies and when Melbourne's roads are most congested. The combination of 'carrot' and 'stick' makes it viable for many office workers commuting to a site such as this to change from private vehicle to public transport.

    [30] I am not persuaded that the council's option of reducing the amount of office space so that it better aligns with on-site parking supply is consistent with planning policy. *Plan Melbourne* which promotes '20 minute neighbourhoods' where most of a person's everyday needs can be met locally within a 20 minute journey from home by walking, cycling or local public transport. The everyday needs referred to include local employment opportunities along with shopping, education and community facilities.

    [31] Local employment opportunities in this context are not limited to retail or community services. There is a benefit in encouraging office uses in the '20 minute neighbourhood mix', as it provides opportunities for business owners and their staff to work locally. I find this line of argument is far more persuasive than the council's position of limiting the amount of office floor space so that more cars can be brought into this part of Hawthorn.

275. Whilst the proposed conditions will result in a greater car parking reduction (248 spaces in total) then currently proposed by the applicant, it is supported by State and Local policy (including Plan Melbourne) as already previously outlined. Additionally, it will improve access for cyclists and pedestrians along Victoria Crescent to facilitate a decline in reliance on private motor vehicles.

276. From a traffic engineering perspective, the reduction in car parking spaces is considered appropriate in the context of the development and the surrounding area. The site is very well positioned in terms of public transport services. Engineering Services acknowledged that 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 (if not allocated any on-site parking). Providing a reduced provision would encourage a modal shift from private vehicle use to more sustainable travel. Engineering Services has no objection to the proposed reduction (including the proposed increase) in the car parking requirement.

277. Accordingly, the reduction being sought by the proposal is supported by the following:

(a) The site has excellent access to a wide range of retail, dining and commercial services within the Victoria Street MAC and Johnston Street NAC, which in turn will reduce the dependence on private vehicle by future employees;

(b) The site is a distance of 380m to the south-east from Collingwood Train Station; 560m to the north-west of the North Richmond Train Station;

(c) The site is a distance of 365m to the nearest tram stop along Victoria Street and 440m to the east of the Hoddle Street bus routes;

(d) The proposal includes secure bicycle parking spaces in excess of rates specified within the Scheme. Future employees would be able to take advantage of the nearby bike lanes;

(e) Occupant or visitor parking permits will not be issued for the development, which will discourage people from driving to the site given the high utilisation of existing on-street car parking, this is a welcomed sustainable option in lieu of on-site car parking and consistent with Clauses 18.02-1S and 21.06-1 of the Scheme;

(f) The office land use is particularly conducive to encouraging those without a car to not drive given trips are made in peak public transport availability periods, trips are known and planned in advance, on-site parking availability is known in advance, surrounding parking conditions are known in advance and do not accommodate long term daytime parking associated with an office use. These factors encourage and help facilitate those without a car to use other modes of transport.

(g) Visitors would also be aware of the car parking constraints in the area which would discourage driving for alternative modes such as public transport, cycling or taxis;

(h) The food and drinks premises (café) would heavily rely on walk-up trade for its primary source of customers, rather than being a specific destination for visitors. It is highly likely that it would attract employees from nearby businesses as well as local residents.

(i) It is typical of small inner-city cafes to not provide car parking spaces for visitors; and

(j) The location of the proposal encourages multi-purpose trips to the area.

Traffic

278. In terms of traffic, the applicant's traffic engineers adopted the following summary for the traffic generation for the site:

Proposed Use	*Adopted Traffic Generation Rate*	*Daily Traffic*	*Peak Hour*	
			AM	*PM*
Commercial (Office/retail / café staff)	*0.5 trips per space in each AM peak hour* *0.35 trips per space in each PM peak hour*	*Not Provided*	*110*	*77*

279. It was noted by Council's Senior Traffic Engineer that typically, a rate of 0.5 trips is preferred for the PM peak, however 0.35 trips in each peak hour is considered acceptable given that the site is well serviced by public transport.

280. The proposal would have the following commercial traffic directional split:

(a) AM Peak – 10% outbound (11 trips), 90% inbound (99 trips); and

(b) PM Peak – 90% outbound (69 trips), 10% inbound (8 trips).

281. Councils Senior Traffic Engineer found the traffic directional split and distribution assumptions outlined in section 6.1 of the Impact Traffic Engineering report to be reasonable.

282. The traffic impact of the development at its intersection with the subject site/Victoria Crescent and Mollison Street/Little Nicholson Street was assessed by the applicant's traffic engineers using the SIDRA program, which measures intersection performance. Council's Senior Traffic Engineer stated that SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic. It was confirmed that the traffic distribution assumptions made by the applicant's traffic engineers for the development traffic are based existing traffic movements at the Victoria Crescent/Site Access and Mollison Street/Little Nicholson Street, and were considered reasonable.

283. The results of the post-development modelling confirmed that both the Victoria Crescent/Site Access and Mollison Street/Little Nicholson Street intersections would operate satisfactorily once the development is in use. The post development conditions would see an increase to the traffic movements in the following intersections:

(a) Right turn and left turn movements from Little Nicholson Street into Mollison Street;
(b) Right turn and left turn movements from Mollison Street into Little Nicholson Street;
(c) Right turn and left turn movements from the Site Access into Victoria Crescent; and
(d) Right turn and left turn movements from Victoria Crescent into the Site Access.

284. However, it was agreed by the applicant's traffic engineer, Councils' traffic engineer and external traffic consultant that increase in traffic volumes at these movements should not adversely impact on the operation of the intersection once the development is operational. This analysis included the two adjoining developments at No. 20-30 Mollison Street (application stage only) and No. 32-68 Mollison Street (approved by not constructed).

285. As a result of the change to the car parking provision and access, there will be an increase in the cars accessing Little Nicholson Street. Currently approximately half of the car spaces access Little Nicholson Street (110 cars). These would account for 50 percent of the 1.81 spaces per 100sqm in floor area, therefore this is 0.9 spaces per 100sqm in floor area. The proposed conditions would result in 1 space per 100sqm in floor area, therefore this is only an increase of 0.1 space per 100sqm in floor area. This increase is not significant and with widening of the southern laneway and Little Nicholson Street, this will be an improved outcome.

Access and layout

286. The development incudes 220 on-site spaces over the ground floor, mezzanine level and first floor accessed via the southern laneway/Little Nicholson Street and Victoria Crescent. Vehicles will access the rear of the site from the southern laneway, via Little Nicholson Street.

287. Council's Senior Traffic Engineer assessed the access arrangements, the car parking modules, gradients and the loading and waste collection.

288. The majority of matters were satisfactory, however the following design items need to be shown:

(a) the entry doorway off the southern laneway must be clearly shown and dimensioned on the drawings;
(b) the provision of convex mirrors on the eastern side of the access way to the southern laneway;
(c) dimensions of headroom clearances, first floor regular car parking spaces and accessible spaces on the first floor;

(d) dimensions for column depths and column setbacks to satisfy Diagram 1 Clearance to car parking spaces in Clause 52.06-9;
(e) dimensions of clearances to walls dimensioned, with no less than 300mm;
(f) each ramp grade length to be dimensioned;
(g) the provision of a 1 in 20 scale cross sectional drawing of the site's vehicular entrance, showing the internal slab; the existing bluestone invert; the lip of the bluestone channel, and the existing road profile of the Unnamed Laneway. This drawing must demonstrate that the accessway slab and the laneway profile will not result in cars scraping or bottoming out.

289. All of these issues can be required by way of condition should a permit be granted.

290. Council's traffic engineers have identified that the southern elevation does not show an accurate depiction of the proposal as the vehicle access point and other building features are not included. It should be noted that the southern elevation shows a ramp along the laneway. The applicant has proposed this in order to deal with the level changes within the laneway which range between RL16.27 and RL18.31. Council's engineers requested further details with regards to the ramp.

291. A number of matters associated with the Victoria Crescent vehicles access are no longer required to be addressed. Council planning officers acknowledge that there will be internal reconfiguration to the car parking areas to facilitate the changes as a result of conditions.

292. Council's Engineering Services Unit have identified that there are metal plates built over the road at the intersection of Little Nicholson Street and the southern laneway. The permit applicant will be required to remove these as part of the permit conditions.

Bicycle parking and facilities

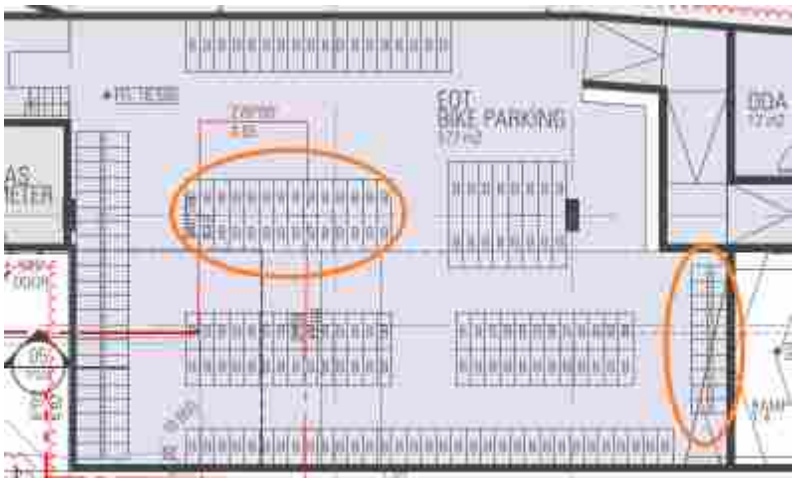
293. As outlined earlier in the report the development is required to provide a total of 41 staff and eight visitor bicycle spaces under clause 52.34 of the Scheme. The development provides 179 employee bicycle spaces within the ground floor end of trip facilities areas. Four visitor bicycle spaces are provided.

294. Council's Strategic Transport Officer confirmed that 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. The site is close to the Gipps Street bike steps which provide access to the Main Yarra Trail. Council's external urban designer also agreed by stating that Victoria Crescent provided an important cycle link to the adjoining Yarra River crossing and Capital City Trail network at its northern intersection with Gipps Street.

295. In terms of the staff spaces, Council's Strategic Transport Officer confirmed that the provision of 179 employee bicycle spaces exceeded Council's best practice rate which is one space to each 100sqm of office floor space. It was recommended that the number of showers and change rooms is annotated on the plans with at least 14 showers / change rooms provided within the end-of-trip facilities. Additionally, one locker per employee bicycle space will be required to be provided

296. Council's Strategic Transport Officer stated that one additional space was within the mezzanine end of trip area, however this must be an error as it was the sole bike space provided. A condition can rectify this. The design and location of the employee spaces were found to be satisfactory, however notations will be required by way of condition which indicate which bicycle spaces are horizontal, at-grade spaces and which spaces are hanging spaces with at least 20% of bicycle storage spaces in any facility provided as horizontal at ground-level spaces. Further to this, Council's Strategic Transport Officer stated that a greater provision of horizontal spaces could easily be accommodated without contravening the requirements of AS2890.3.

In practice, horizontal spaces are far more utilised than hanging spaces in any given storage space. The areas recommended to convert to horizontal spaces are shown below:



297. Looking at the visitor spaces, these are provided in the form of four bicycle hoops within the forecourt in the south-eastern corner of the site. Council's Strategic Transport Officer confirmed that whilst they are appropriately designed and located; the provision of the visitor spaces is inadequate in terms of the provision. Council's best practice provision for visitor bike spaces is one space per 500sqm of office floor area which would equate to 24 visitor bike spaces. As variations in built form are recommended within this report, a condition with require that this best practice rate is met. Additionally, the following will be required:

    (a) All additional visitor spaces should be provided as horizontal, at-grade level spaces.
    (b) All spaces and accessways should comply with the requirements of AS2890.3.
    (c) Visitor spaces must be in locations readily identifiable and accessible to visitors of the site, and should not be co-located with employee spaces given the differing access and security requirements.

298. These spaces will be able to be easily accommodated within the forecourt due to the deletion of the vehicles access. However, the applicant is able to provide an alternative location, in compliance with the requirements listed above.

299. Council's Strategic Transport Unit made many recommendations regarding the Green Travel Plan and these will be included as part of the condition. This satisfies the requirements of clause 52.34 of the Yarra Planning Scheme.

Bike access and safety

300. Council's Strategic Transport Officer confirmed that a number of ramps are shown between the bicycle entrance and bicycle storage, however their grades are not notated. Pursuant to Australian Standard AS2890.3 it is recommend these ramps are limited to a grade of 1:12. This will be required by way of condition.

301. A significant safety concern associated with the current proposed bicycle access is the delineated 'bicycle path'.

Width

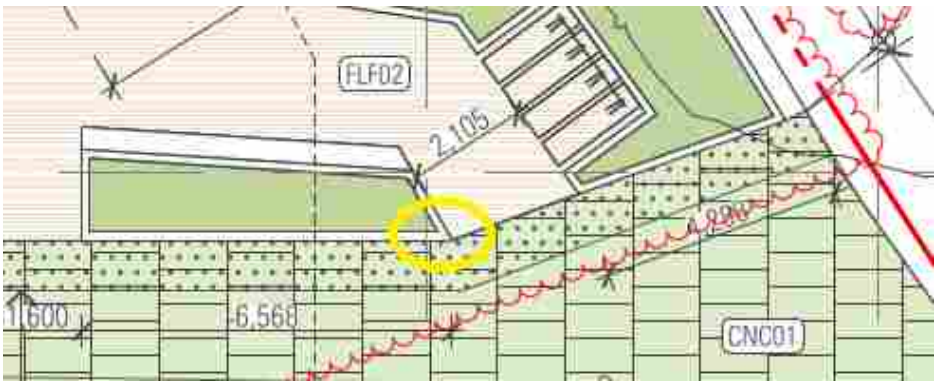
302. The proposal includes a 'bike path' from Victoria Crescent through to the bicycle parking area adjacent the vehicle driveway. The bike path is 1m in width for the majority of its length, and 0.8m wide at its narrowest point. Council's Strategic Transport Officer confirmed that this was too narrow to safely facilitate single directional travel and will not allow bi-directional travel.

By including a path too narrow for purpose, the design will create a false expectation that cyclists will not enter the vehicle space. As a resolution, it was recommended that either:

(a) the delineated cycle-path is widened to 2m (at minimum) to allow bi-directional travel; or
(b) no path should be delineated and the driveway should be treated as a shared vehicle/cyclist entrance.

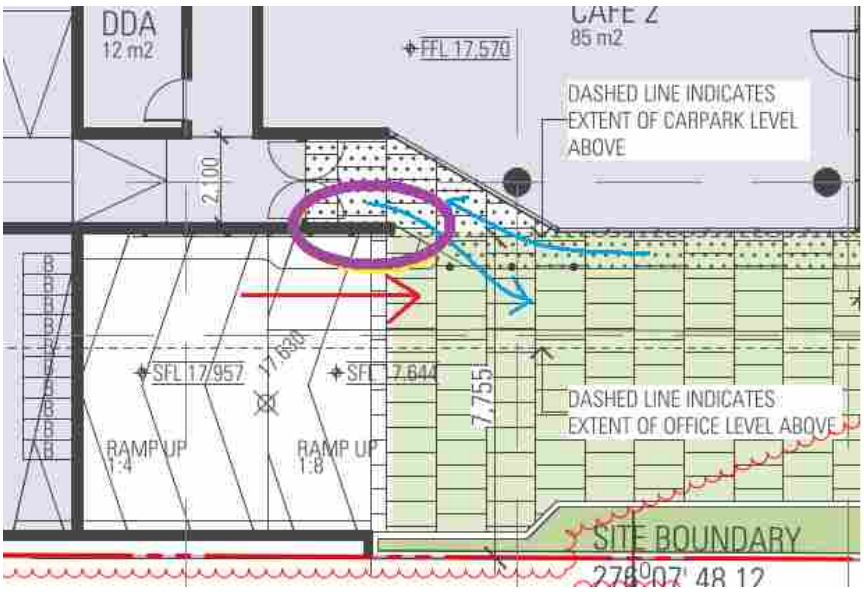
Sharp corner adjacent 'bicycle path'

303. Council's Strategic Transport Officer identified a sharp corner adjacent the 'bike path' (shown below in yellow) which is not supported and would be likely to cause injury in the event of a mishap. Council's Traffic Engineer was also raised this as a safety issue.



Vehicle/Cyclist blind-spot

304. An additional issue with the current design of the bike ramp is that it creates a blind-spot likely to result in conflict between vehicles and cyclists or pedestrians. In instances where cyclists/pedestrians are entering the building at the same time a cyclist/pedestrian is existing, the exiting cyclists will be forced onto the driveway close to the top of the ramp. A solid wall sits between the vehicle ramp and cyclists entrance which acts as a blind-spot increasing the likelihood of conflict in this situation (the blind spot is shown below in a purple outline, whilst the blue arrows are a cyclist and the red is a vehicle).



305. As a result of the deletion of the vehicles entrance, these three issues are now resolved, as the entire forecourt will be used as a shared cyclist/pedestrian area. This will be required by way of condition.

Relocation of mezzanine end of trip facilities beneath the Victoria Crescent ramp

306. As a result of the deletion of the vehicle ramp a portion of the end of trip facilities will now be exposed and not conveniently hidden by the ramp. Council planning officers are aware of this. The applicant may wish to leave these facilities in their current location (within a commensurately sized structure), or otherwise move those inwards and enlarge the mezzanine end of trip facilities area beneath Building 1.

Electric vehicles / Shared Vehicles

307. Council's Strategic Transport Officer also recommended that the basements be fitted with electric wiring for electric vehicles. A minimum 40A single phase electrical sub circuit will be required to be installed to the basement levels for this purpose.

Other

308. It should be noted that Council's Senior Traffic Engineer has recommended the inclusion of a number of conditions relating to civil works to, road protection, impacts on assets, vehicle crossings and drainage. Many of these have either been included as notes on the permit or can be required by way of condition.

Waste Management

309. The Waste Management Plan (WMP) Leigh Design and dated 26 July 2018 was found to be unsatisfactory by Council's Waste Management Unit. The WMP confirmed that:

(a) Waste shall be stored within the development (hidden from external view).
(b) Users shall sort their waste, and dispose garbage and recyclables into collection bins.
(c) Waste shall be collected on the laneway. The collection contractor shall transfer bins between the Bin Store and the truck.
(d) A private contractor shall provide waste collection services.

310. Council's Waste Management Unit proposes the following conditions:

(a) Waste collection should be within the development and collected by a private contractor.
(b) An e-waste ban is commencing from 01/07/2019. Please detail how e-waste will be separated and disposed of accordingly.
(c) The bin room is too small and does not allow for circulation. An expanded area would be of benefit.

311. The image below depicts the location of waste collection:



312. The applicant responded to the first issue regarding collecting having to be internal to the site:

    (a) This location will be beyond our access point from the laneway and will not impede any other users of the laneway which do not or will not have access from this laneway.

    (b) Furthermore, the proposed collection will be on 'off-peak' times, further minimising any disruption / amenity impact on the neighbouring sites and traffic.

313. However, Council's Waste Management Unit does not support internal collection and therefore this will continue to be required by way of condition.

    Objector concerns.

314. The majority of the issues which have been raised by the objectors have been addressed within this report.

    (a) Traffic impact (paragraphs 278-285);
    (b) Lack of car parking (paragraphs 255-277);
    (c) Neighbourhood character/Heritage(paragraphs 165-180);
    (d) Height/Massing/Scale (paragraphs 181-200);
    (e) Amenity impacts (access to daylight, overlooking) (paragraphs 238-254);

315. Outstanding concerns will be discussed below, and relate to:

    (f) Overdevelopment (built form, people coming to the area and use).

    State and Local policies encourage urban consolidation and hence an increase in density of people. It is considered that existing infrastructure can accommodate this increase.

    Paragraphs 146 to 152 discuss State imperatives regarding urban consolidation. Land use and massing/scale are discussed within paragraphs 153 to 164 and 181 to 200 respectively.

Conclusion

316. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal achieves the State Government's urban consolidation objectives, Council's preference to direct higher density commercial development in commercial precincts and aligns with the State Policy as well as the direction given by the Tribunal.

317. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant State and Local policies. Additionally, the proposal will result in a significant improvement to the Victoria crescent streetscape and assist in achieving Plan Melbourne's goal of 20-minutes neighbourhoods.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN18/0239 for the use and development of the land for the construction of two office buildings with two ground floor food and drinks premises, a reduction in car parking requirements and part demolition at 12 – 20 Victoria Crescent, Abbotsford, subject to the following conditions:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans by Fieldwork projects received by Council on 9 July 2018 but modified to show:

    (a) an additional setback (approximately between 1.5m and 1.6m) along the western boundary which widens Little Nicholson Street to a minimum width of 6.5m and provides a minimum ground clearance height of 4.7m;
    (b) a minimum 4.5m setback from the centreline of Little Nicholson Street and the southern laneway from the fifth floor (TP215) and above of Building 2;
    (c) deletion of the vehicle access from Victoria Crescent (including the ramp) and replaced with an enlarged shared forecourt area (to include, but not limited to, tree planting/landscaping, additional bike space provision and expansion of sitting zones) in the south-eastern corner of the site;
    (d) deletion of all mezzanine level car parking spaces (with the mezzanine car parking area to either be deleted or replaced with non-net floor area uses);
    (e) relocate deleted office floor area resultant from Condition 1(b) to the first floor of Building 1 facing Victoria Crescent in lieu of car parking with a corresponding amendment to floor to ceiling clearances;
    (f) reduction in the car parking provision rate to be no more than 1 space per 100sqm of net office floor area;
    (g) a more visually permeable material used for the front façade of the first floor of Building 1 and revised soffit and boundary treatments to the forecourt entry;
    (h) the original and proposed treatment of the vermiculated pilasters and parapet consoles;
    (i) the provision of a plaque detailing the history of the subject site and use. The plaque must be interpreted in a public area and the details of any text, photographs and the like must be submitted for approval by the Responsible Authority;
    (j) the southern elevation including the vehicle entry and details regarding the ramp along the southern laneway;
    (k) the doorway entry off the southern laneway dimensioned;
    (l) the provision of convex mirrors on the eastern side of the access way to the southern laneway;
    (m) the provision of sightline diagrams to confirm if an exiting motorist is able to view the access of No. 20-30 Mollison Street, and if not, a CCTV camera and monitor is to be provided:
        (i) in a location within the vehicle entrance that is visible to drivers exiting the car park;
        (ii) with a view of the junction of the Right of Way/Little Nicholson Street/the access point of 20-30 Mollison Street; and
        (iii) in accordance with the Car Parking Management Plan required by condition 40;
    (n) dimensions of headroom clearances, first floor regular car parking spaces and accessible spaces on the first floor;

(o) dimensions for column depths and column setbacks to satisfy Diagram 1 Clearance to car parking spaces in Clause 52.06-9;
(p) dimensions of clearances to walls dimensioned, with these to be no less than 300mm;
(q) the dimension of each ramp grade length;
(r) deletion of the bike space shown in the end-of-trip-facilities mezzanine level (clerical error on plan);
(s) grades of all ramps between the cyclist entrance, and bicycle storage compound no steeper than 1:12;
(t) the best practice provision of visitor bicycle spaces at a rate of one space per 500sqm of office floor area with:
  (i) all visitor spaces provided as horizontal-at-ground-level spaces.
  (ii) visitor spaces provided in publically accessible locations, with convenient access to building entrances, lift shafts, etc; and
  (iii) access ways and storage spaces designed to comply with AS2890.3
(u) notations indicating which employee bicycle spaces are horizontal, at-grade spaces and which spaces are hanging spaces, with at least 20% of these provided as horizontal-at-ground-level spaces;
(v) detail of the end-of-trip facilities with at least 14 showers/change rooms or notations added indicating the end-of-trip facilities will include at least 14 showers/change rooms;
(w) one locker provided per employee bicycle space;
(x) any requirement of the endorsed Sustainable Management Plan (condition 9) (where relevant to show on plans);
(y) any requirement of the endorsed Waste Management Plan (condition 12) (where relevant to show on plans);
(z) any requirement of the endorsed Acoustic Report (condition 15) (where relevant to show on plans;
(aa) any requirement of the endorsed Landscape Plan report (condition 17) (where relevant to show on plans;
(bb) any requirement of the endorsed Wind Report (condition 23) (where relevant to show on plans); and
(cc) any requirement of the endorsed Conservation Management Plan (condition 25) (where relevant to show on plans).

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

3. As part of the ongoing consultant team, Fieldwork Projects Pty Ltd 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.

Road Discontinuance

4. Prior to the commencement of works, the ‘road’ (Lot 1 on TP383523N) as shown on Title plan No. 377740P and 395171B associated with the land must be discontinued and form part of the subject site.

Office Use

5. Except with the prior written consent of the Responsible Authority, the office use authorised by this permit may only operate between the hours of 8am to 6pm, seven days per week.

6. Except with the prior written consent of the Responsible Authority, no more than 1200 staff are permitted on the land at any one time.

Food and drinks premises (café) Use

7. Except with the prior written consent of the Responsible Authority, the food and drink premises (café) use authorised by this permit may only operate between the hours of 7am and 6pm, seven days per week.

8. Except with the prior written consent of the Responsible Authority, no more than 100 patrons are permitted on the land at any one time (with each tenancy having a maximum of 50 patrons).

Sustainable Management Plan

9. 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 Intrax (26 July 2018) but modified to include or show:

    (a) A completed JV3 energy modelling report, or equivalent, demonstrating 10% improvement in thermal energy efficiency of the building shell and at least 40% reduction in greenhouse gas emissions;
    (b) Include the type and efficiency standard of the hot water system in the JV3 energy modelling report;
    (c) Ensure that the WMP has sufficient spaces allocated to recycling and all waste streams;
    (d) An independent commissioning agent.
    (e) A solar PV array to contribute to onsite electricity demands.
    (f) Provision of a composting system.

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

SMP Implementation Report

11. 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.

Waste Management Plan

12. Before the development commences, an amended Waste Management Plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design (dated 26 July 2018), but modified to include:

    (a) waste collection from within the development and collected by a private contractor;
    (b) detail how e-waste will be separated and disposed of accordingly; and
    (c) a bin room with sufficient size to allow for circulation.

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

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

Acoustic report

15. Before the development commences, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must assess the following:

    (a) Compliance of the plant and equipment and vehicle entrance door operation with State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1).

    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.

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

Landscape Plan

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

    (a) Provision of an enlarged shared forecourt area (to include, but not limited to, tree planting/landscaping, additional bike space provision and expansion of sitting zones) in the south-eastern corner of the site;
    (b) A planting plan;
    (c) The substitution of *Lonicera japonica Japanese Honeysuckle* (environmental weed in Victoria) with another substitute plant;
    (d) Details of tree anchoring or stabilisation for the rooftop tree;
    (e) A plant schedule with botanical and common name, mature height and spread, installation size, spacing, location and quantities;
    (f) Further details of the proposed planters/garden beds/climbing structures – height (including all dimensions), materials, depth and type of planting media, irrigation (confirm if rainwater is to be collected for re-use)and drainage;
    (g) The materiality of the proposed spaces;
    (h) Detail the design (including the provision of detailed sections) and layout of the common area, planters/garden beds and ground level planting areas;
    (i) Details or descriptive notes for the landscape materials e.g. the seating or paving;
    (j) Provide a specification of works to be undertaken prior to planting;
    (k) Further detail on any sustainable treatments and water harvesting methods;and
    (l) Plant/planting maintenance schedules and requirements both long and short term.

    to the satisfaction of the Responsible Authority.

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

Street Trees

19. Before the development commences, the permit holder must make a one off contribution of $1752.42 (costs are adjusted to current CPI and are exclusive of GST) to the Responsible Authority to be used for:

(a) the cost of supply, planting and establishment maintenance of one new street tree (Plane Tree) that are required as a result of the development to be planted in the road reserve of Victoria Crescent;

20. Before the development starts, the permit holder must provide a security bond of $30,000 for the 3 x London Plane Trees (*Platanus x acerifolia*) in the Victoria Crescent road reserve to the Responsible Authority. The security bond:

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

Tree Management Plan

21. Before the development commences, a Tree Management Plan prepared to the satisfaction of the Responsible Authority and by a suitably qualified Arborist must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of the permit. The Tree Management Plan must make recommendations for:

(a) the protection of 3 x London Plane Trees (*Platanus x acerifolia*) in the Victoria Crescent road reserve:
    (i) pre-construction;
    (ii) during construction; and
    (iii) post construction
(b) the provision of any barriers;
(c) any pruning necessary; and
(d) watering and maintenance regimes,

all to the satisfaction of the Responsible Authority.

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

Wind

23. Before the development commences, a Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Wind Assessment Report will be endorsed and will form part of this permit. The Wind Assessment Report must include a wind tunnel model study of the environmental wind conditions which must explore the wind conditions of the terraces and whether additional mitigation treatments are required to satisfy the relevant criteria.

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

Conservation Management Plan

25. 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:

    (e) Fully dimensioned and accurately measured plans at a scale of no less than 1:50 prepared by a suitably qualified heritage practitioner/ architect, detailing:

        (i) The existing front façade, roof and return walls as shown in the decision plans dated 9 July 2018, including sections to how the thickness of architectural elements;
        (ii) The proposed reconstruction, restoration or works to the existing façade, and return walls, with notations clearly outlining any changes from existing conditions or use of new materials; and
        (iii) the retention of any original pained signage;

    (f) A written description of the demolition and construction methods to be used.

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

Archival Record

27. Prior to any demolition an archival photographic survey must be undertaken in accord with Heritage Victoria's Technical Note Photographic Recording for Heritage Places and Objects and a copy lodged in the Collingwood library. https://www.heritage.vic.gov.au/__data/assets/pdf_file/0015/61521/Photographic_Recording_Tech_Note.pdf

Widening of Little Nicholson Street

28. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the section of Little Nicholson Street between the subject site's northern and southern boundaries must be widened and reconstructed for the full length of the subject site's eastern boundary:

    (a) and must include the following works:

        (i) drainage along this section of roadway reconstructed;

        (ii) full-depth pavement;

    (b) at no cost to the Responsible Authority;

    (c) to the satisfaction of the Responsible Authority.

29. Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, providing for the following:

    (a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) over that part of the land to be used for the widened section of Little Nicholson Street between Mollison Street and the subject site's northern boundary;

    (b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition X(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

    (c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition X(a).

30. The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

Road Infrastructure

31. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the applicant must prepare and submit a 1 in 20 scale cross sectional drawing of the site's vehicular entrance, showing the internal slab; the existing bluestone invert; the lip of the bluestone channel, and the existing road profile of the Unnamed Laneway. It must be demonstrated that the accessway slab and the Unnamed Laneway profile will not result in cars scraping or bottoming out. The plans submitted to Council must be accurately drawn, showing actual reduced levels of the invert and profile of the Unnamed Laneway. The 1 in 20 scale cross sectional drawing must be submitted to Council's Construction Management branch for assessment and approval.

32. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

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

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

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

34. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant property drains must be removed:

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

35. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the half-width road pavement of Victoria Crescent (from centre line of road to west kerb line) along the property frontage must be profiled and re-sheeted:

(a) with any isolated areas of pavement failure requiring full depth road pavement reconstruction;
(b) at the permit holder's cost; and
(c) to the satisfaction of the Responsible Authority.

36. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, footpath along the property's Victoria Crescent road frontage must be reconstructed:

(a) with a cross-fall of 1 in 40 or unless otherwise specified by Council;
(b) at the permit holder's cost; and
(c) to the satisfaction of the Responsible Authority.

37. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, kerb and channel along the property's Victoria Crescent road frontage must be reconstructed:

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

38. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the laneway abutting the southern boundary of the site must be re-constructed:

(a) maintained and designed for a B99 design vehicle;
(b) with all metal plates within the laneway removed;
(c) at the permit holder's cost; and
(d) to the satisfaction of the Responsible Authority.

39. 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.

Car parking

40. Before the development commences, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

(a) the location and operation of the CCTV camera and monitor required by Condition 1(m) and details of how it will provide adequate views of the access of No. 20-30 Mollison Street;
(b) the number of car parking spaces allocated to each tenancy and that each space is allocated;
(c) details of way-finding, cleaning and security of end of trip bicycle facilities;
(d) policing arrangements and formal agreements;
(e) details of the electric car charging points;
(f) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;
(g) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 12; and
(h) details regarding the management of loading and unloading of goods and materials.

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

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

    (a) constructed and available for use in accordance with the endorsed plans;
    (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
    (c) treated with an all-weather seal or some other durable surface; and
    (d) line-marked or provided with some adequate means of showing the car parking spaces;

    to the satisfaction of the Responsible Authority.

43. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

44. 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.

Green Travel Plan

45. 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 include, but not be limited to, the following:

    (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 (which do not refer to the footpath at the south as a 'shared path');
    (f) details of GTP funding and management responsibilities;
    (g) the types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);
    (h) 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 EV charging points within the car park and provision of electrical infrastructure for future expanded provision; and
    (l) provisions for the Green Travel Plan to be updated not less than every 5 years.

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

Lighting

47. 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

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

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

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

    to the satisfaction of the Responsible Authority.

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

51. 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.

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

53. 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.

54. 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

55. 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.

Time expiry

56. This permit will expire if:

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

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

Notes:
A building permit maybe required before development is commenced. Please contact Council's Building Services on 9205 5095 to confirm.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

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

Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.

Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.

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

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 employees within the development approved under this permit will not be permitted to obtain employee or visitor parking permits.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the Permit Holder's expense after seeking approval from the relevant authority.

The Permit Holder/developer is responsible for the management and protection of their building from groundwater.

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.

The applicant is to liaise with Citipower regarding the relocation of the light pole (20764) to accommodate the new vehicle crossing. All cost for the relocation will be at the applicant's cost.

The applicant is to liaise with the relevant Service Authority in relation to the relocation of the substation.

The applicant is to liaise with the relevant Service Authority in relation to the relocation of the gas pipe and valves.

Overhead power lines run along the west side of Victoria Crescent, close to the property boundary.

The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website:

http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

CONTACT OFFICER: **Vicky Grillakis**
TITLE: **Coordinator Statutory Planning**
TEL: **92055124**

Attachments

1 PLN18/0239 - 12 - 20 Victoria Crescent Abbotsford - Advertising S52 - Plans
2 PLN18/0239-4 - 12 - 20 Victoria Crescent Abbotsford - referrals - idac attachment

12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

TOWN PLANNING APPLICATION

PROJECT NO. 170033

ARCHITECTURAL DRAWING SCHEDULE

DRAWING NO.	DRAWING TITLE	REV
TP000	COVER PAGE	C
TP001	PROJECT DEVELOPMENT SUMMARY	C
TP005	SITE CONTEXT PLAN	E
TP050	DEMOLITION LAYOUT - PLAN	C
TP051	DEMOLITION & HERITAGE FACADE	E
TP053	HERITAGE FACADE ELEVATIONS	C
TP054	HERITAGE FACADE SECTIONS	E
TP210a	GROUND FLOOR PLAN	C
TP210b	MEZZANINE LEVEL PLAN	E
TP211	LEVEL 1 PLAN	C
TP212	OFFICE LEVEL 1 (LEVEL 2) GA PLAN	C
TP213	OFFICE LEVEL 2 (LEVEL 3) GA PLAN	C
TP214	OFFICE LEVEL 3 (LEVEL 4) GA PLAN	E
TP215	OFFICE LEVEL 4 (LEVEL 5) GA PLAN	C
TP216	OFFICE LEVEL 5 (LEVEL 6) GA PLAN	C
TP217	OFFICE LEVEL 6 (LEVEL 7) GA PLAN	E
TP218	ROOF PLAN	E
TP300	NORTH & SOUTH ELEVATIONS	E
TP301	EAST & WEST ELEVATIONS	C
TP310	GA SECTIONS	C
TP320	VEHICLE ENTRY SECTIONS	C
TP330	ENTRANCE ELEVATION	E
TP400	3D ARTIST'S IMPRESSIONS	C
TP500	SHADOW DIAGRAM 01	E
TP501	SHADOW DIAGRAM 02	C
TP502	SHADOW DIAGRAM 03	E
TP503	SHADOW DIAGRAM 04	C
TP504	SHADOW DIAGRAM 05	E
TP505	SHADOW DIAGRAM 06	C
TP506	SHADOW DIAGRAM 07	E



[illegible]

FIELDWORK

Cadence

Project Number
12020

Client
CADENCE

Project
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
COVER PAGE

Date
[illegible]

Phase
TOWN PLANNING APPLICATION

Scale
@ A1

Drawing Number
TP000

Revision
C

GFA SCHEDULE

LEVEL	AREA
GROUND FLOOR	4,235.9
MEZZANINE LEVEL	2,111.7
LEVEL 1	3,797.0
OFFICE LEVEL 1 (L02)	2,888.0
OFFICE LEVEL 2 (L03)	2,888.0
OFFICE LEVEL 3 (L04)	2,888.0
OFFICE LEVEL 4 (L05)	1,346.3
OFFICE LEVEL 5 (L06)	1,486.2
OFFICE LEVEL 6 (L07)	1,486.2
	23,127.3 m²

OFFICE NLA SCHEDULE - BUILDING 1

STOREY	AREA
OFFICE LEVEL 1 (L02)	1,379.8
OFFICE LEVEL 2 (L03)	1,379.8
OFFICE LEVEL 3 (L04)	1,379.8
	4,139.4 m²

OFFICE NLA SCHEDULE - BUILDING 2

STOREY	AREA
OFFICE LEVEL 1 (L02)	1,183.1
OFFICE LEVEL 2 (L03)	1,183.1
OFFICE LEVEL 3 (L04)	1,183.1
OFFICE LEVEL 4 (L05)	1,183.1
OFFICE LEVEL 5 (L06)	1,324.1
OFFICE LEVEL 6 (L07)	1,215.2
	7,271.7 m²

TENANCY NLA SCHEDULE - GROUND LEVEL

TENANCY TYPE	AREA
CAFE 1	101.7
CAFE 2	85.5
OFFICE 2	667.9
	855.1 m²

CARPARK SCHEDULE

LEVEL	TYPE	STAGE	QTY
GROUND FLOOR			
	AusStd 90 Degree	STAGE 2	32
	ResCode 90 Degree	STAGE 2	23
MEZZANINE LEVEL			
	AusStd 90 Degree	STAGE 2	33
	ResCode 90 Degree	STAGE 2	22
LEVEL 1			
	AusStd 90 Degree	STAGE 1	19
	AusStd 90 Degree	STAGE 2	50
	Disabled Space	STAGE 1	2
	Disabled Space	STAGE 2	1
	ResCode 90 Degree	STAGE 1	20
	ResCode 90 Degree	STAGE 2	18
			220

EOT NUMBERS

TYPE	QTY
Bicycle	180
Locker	270
Shower	16

WASTE BINS

LOCATION	BIN TYPE	QTY
GROUND FLOOR	1100 litre bin	11

FIELDWORK

Cadence

PROJECT DEVELOPMENT SUMMARY

@ A1

TP001

C

OPEN CARPARK

NO. 22-26 TWO STOREY BRICK BUILDING

NO. 84-86 TWO STOREY BRICK BUILDING

NO. 82 TWO STOREY CONCRETE PANEL BUILDING

NO. 80 SINGLE STOREY BRICK BUILDING

NO. 78 SINGLE STOREY BRICK BUILDING

NO. 74 SINGLE STOREY BRICK BUILDING

NO. 68-70 TWO SINGLE STOREY BRICK BUILDING

LITTLE NICHOLSON ST

SUBJECT SITE
NO. 12-20
TWO STOREY
BRICK W/HOUSE

71 VICTORIA CRESCENT

VICTORIA CRESCENT

EXISTING CAR PARK

59A VICTORIA CRESCENT

57-59 NICHOLSON STREET

57 VICTORIA CRESCENT

[illegible]

FIELDWORK

Cadence

[illegible]

Project Number
[illegible]

Client
CADENCE

Project
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067, AUSTRALIA

Drawing Name
SITE CONTEXT PLAN

Date
[illegible]

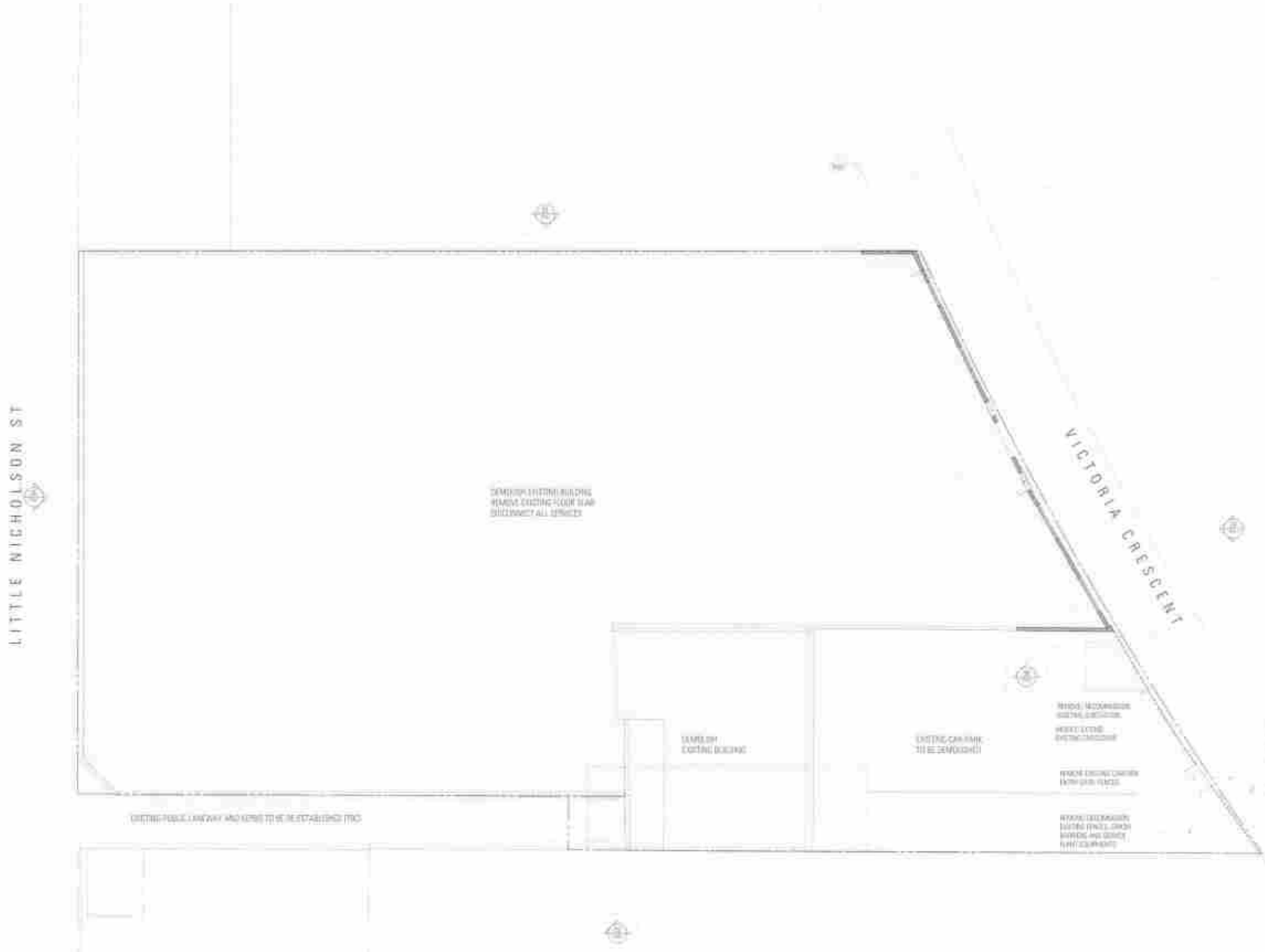
Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP005

Revision
C

1



FIELDWORK

Cadence

Project Number
170825

Client
CADENCE

Project
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
DEMOLITION LAYOUT - PLAN

Date
5/7/2018

Status
TOWN PLANNING APPLICATION

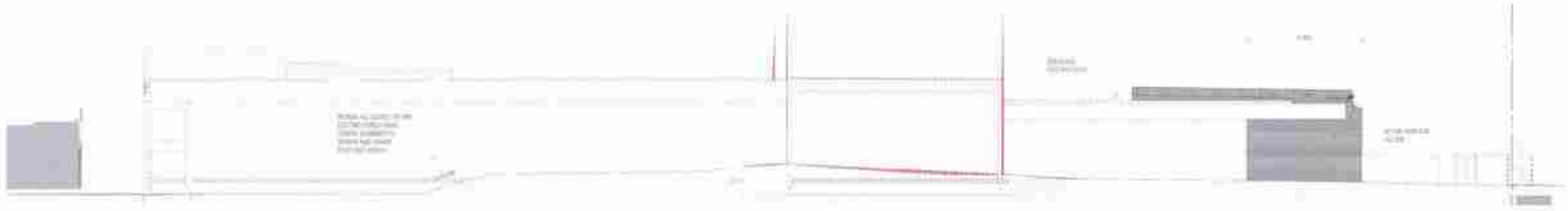
Scale
1:200 @ A1

Drawing Number
TP050

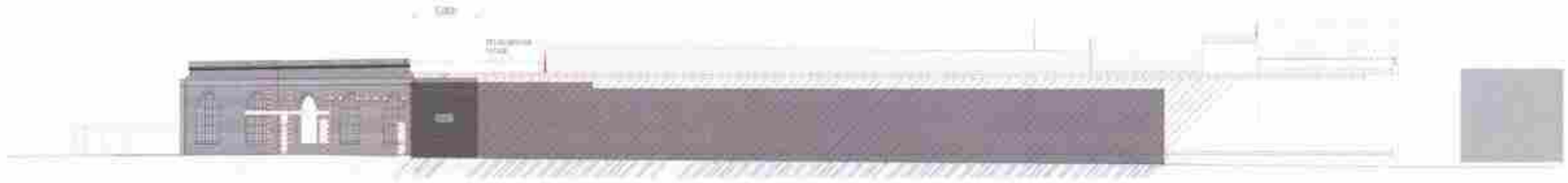
Revision
C



VICTORIA CRESCENT



SOUTH DEMO ELEVATION
SCALE 1:200@A1



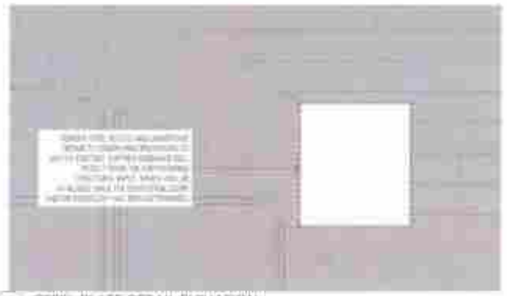
NORTH DEMO ELEVATION
SCALE 1:200@A1



WEST DEMO ELEVATION
SCALE 1:200@A1

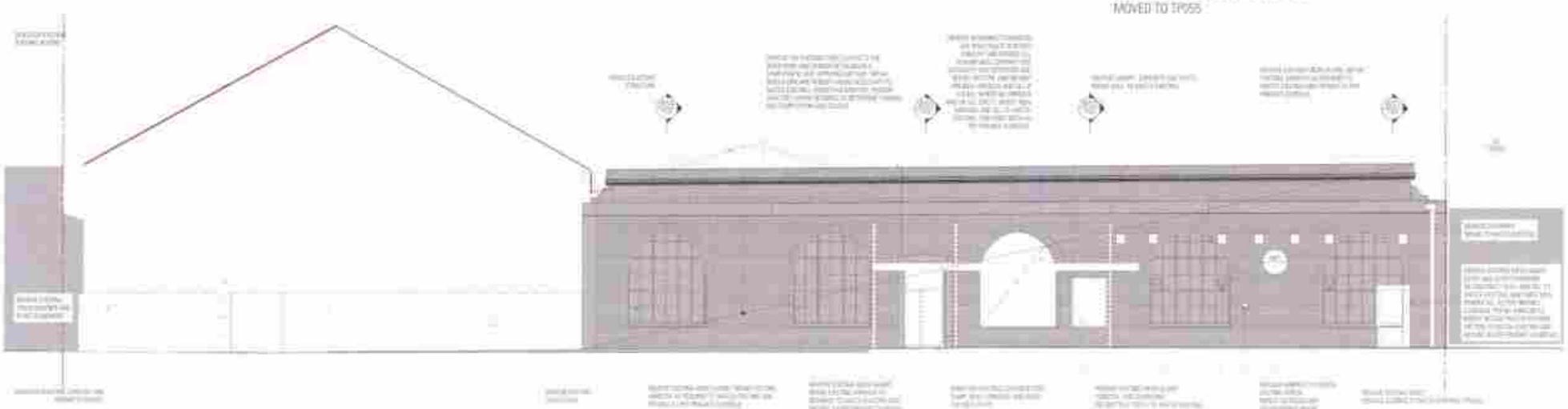


AIRBRICK REFERENCE IMAGE



STEEL PLATE DETAIL ELEVATION
SCALE 1:10@A1

N.B. HERITAGE FACADE - EAST ELEVATION &
HERITAGE FACADE - SOUTH ELEVATION
MOVED TO TP055



EAST DEMO ELEVATION
SCALE 1:100@A1

GROUND FLOOR HERITAGE DETAIL PLAN
SCALE 1:200@A1

FIELDWORK

Cadence

Project Number
17005

Client
CADENCE

Project
17-23 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
DEMOLITION & HERITAGE FACADE

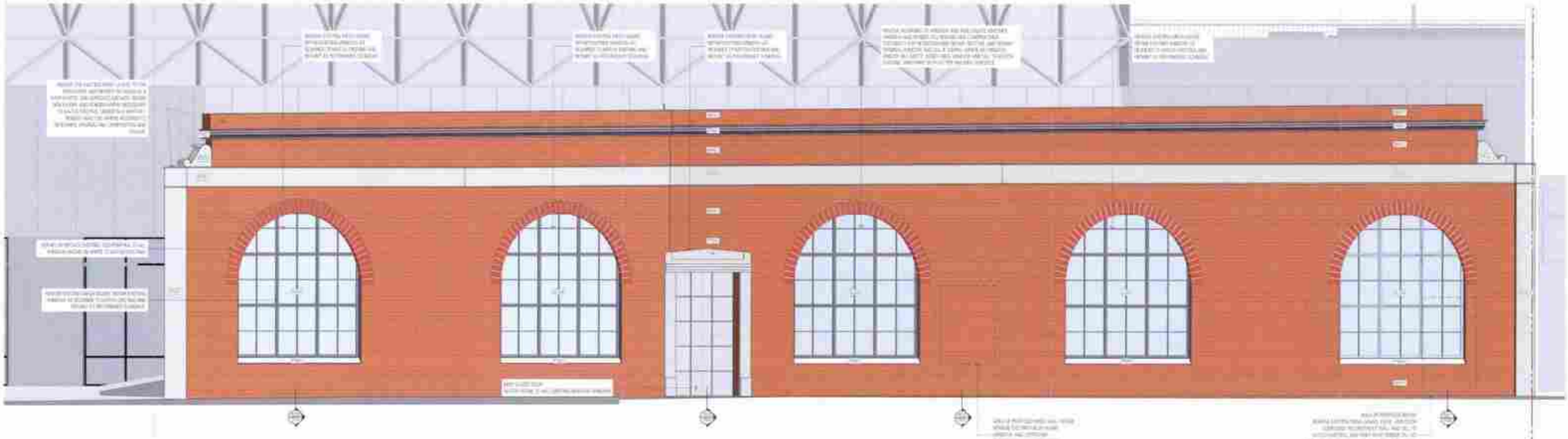
Date
22/07/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200, 1:100, 1:10 @ A1

Drawing Number
TP051

Revision
C



01 HERITAGE FACADE - EAST ELEVATION
SCALE 1:50@A1



02 HERITAGE FACADE - SOUTH ELEVATION
SCALE 1:50@A1

FIELDWORK

Cadence

Project Number
12320

Client
CADENCE

Project
12 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

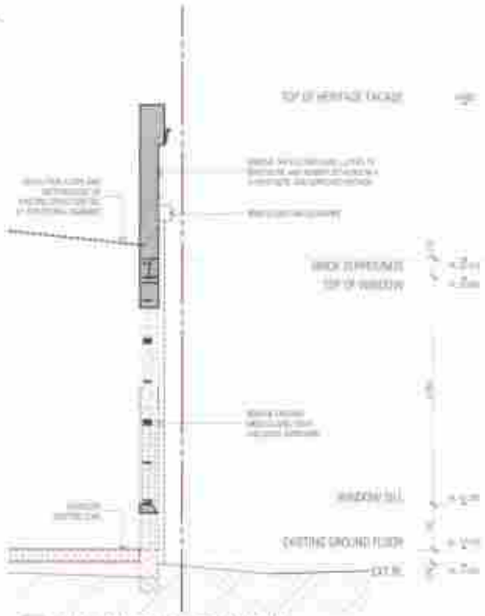
Drawing Name
HERITAGE FACADE ELEVATIONS

Date
1:50 @ A1

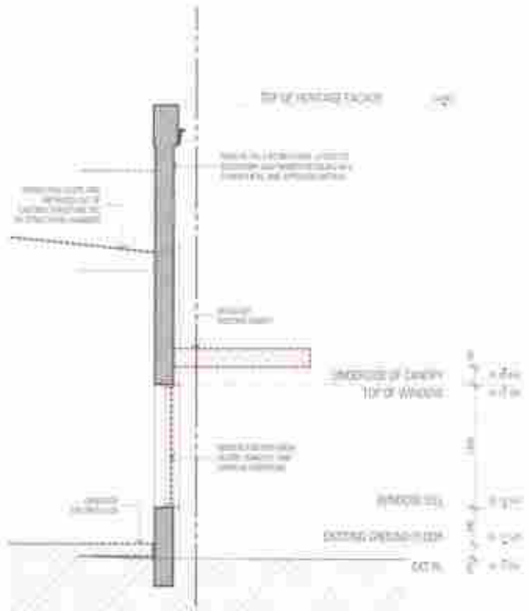
Drawing Number
TP055

Revision
C

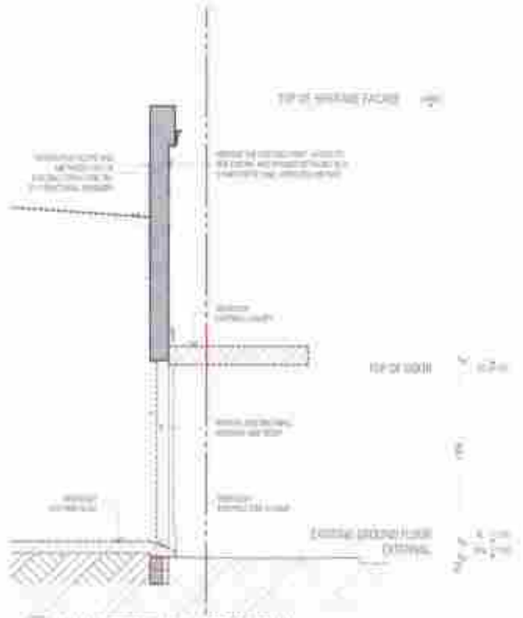
Status
TOWN PLANNING APPLICATION



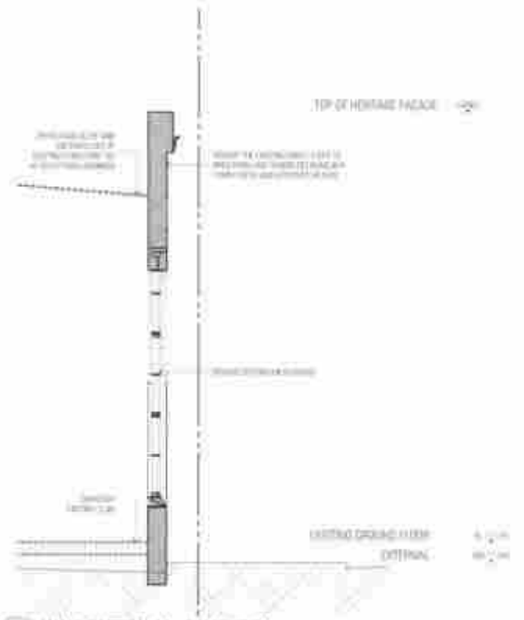
WS1 WALL SECTION 01 - DEMOLITION
SCALE 1:50@A1



WS2 WALL SECTION 02 - DEMOLITION
SCALE 1:50@A1



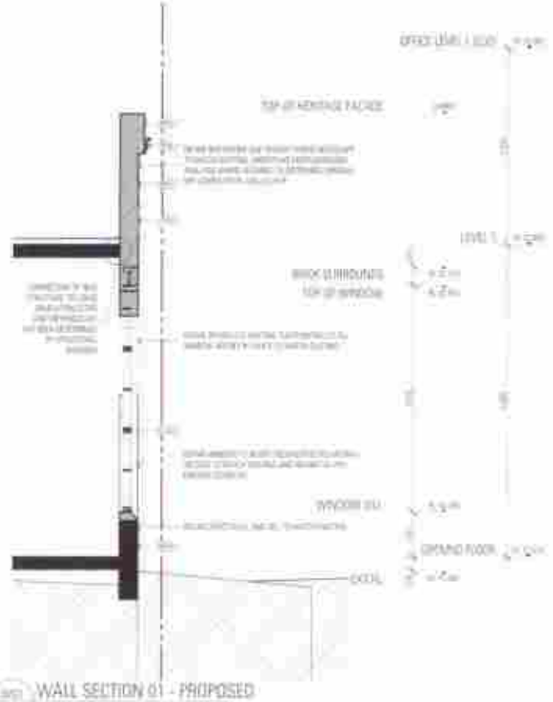
WS3 WALL SECTION 03 - DEMOLITION
SCALE 1:50@A1



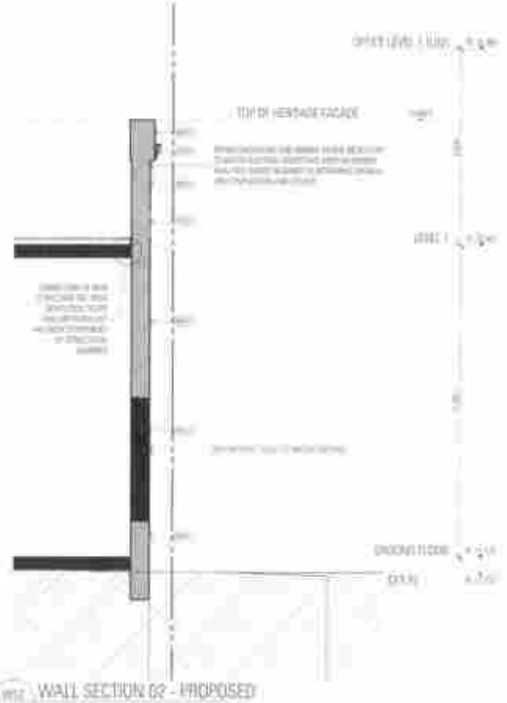
WS4 WALL SECTION 04 - DEMOLITION
SCALE 1:50@A1



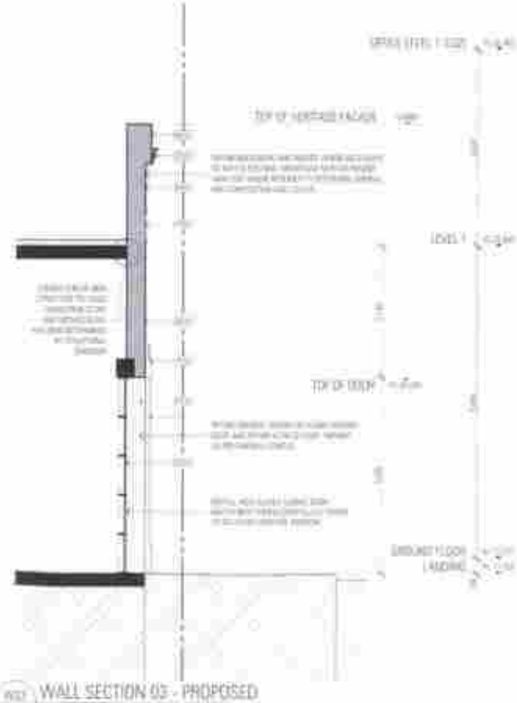
KEY PLAN



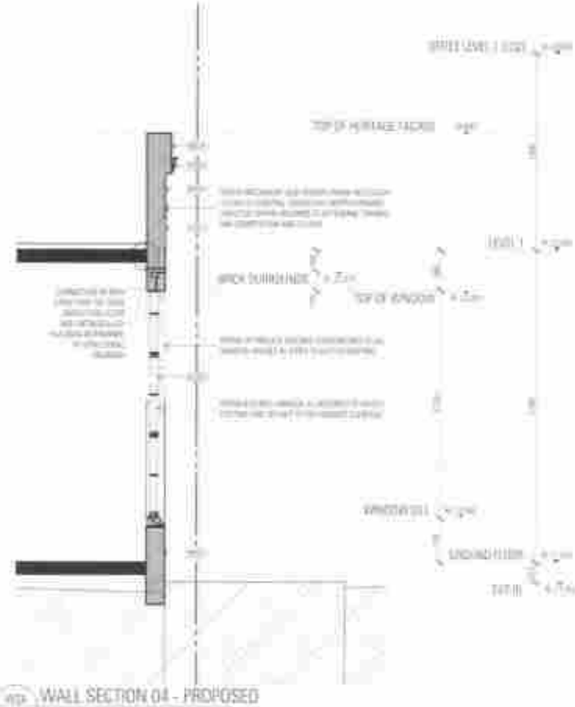
WS1 WALL SECTION 01 - PROPOSED
SCALE 1:50@A1



WS2 WALL SECTION 02 - PROPOSED
SCALE 1:50@A1



WS3 WALL SECTION 03 - PROPOSED
SCALE 1:50@A1



WS4 WALL SECTION 04 - PROPOSED
SCALE 1:50@A1

FIELDWORK

Cadence

Project Number
1220.03

Client
CADENCE

Project
17-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
HERITAGE FACADE SECTIONS

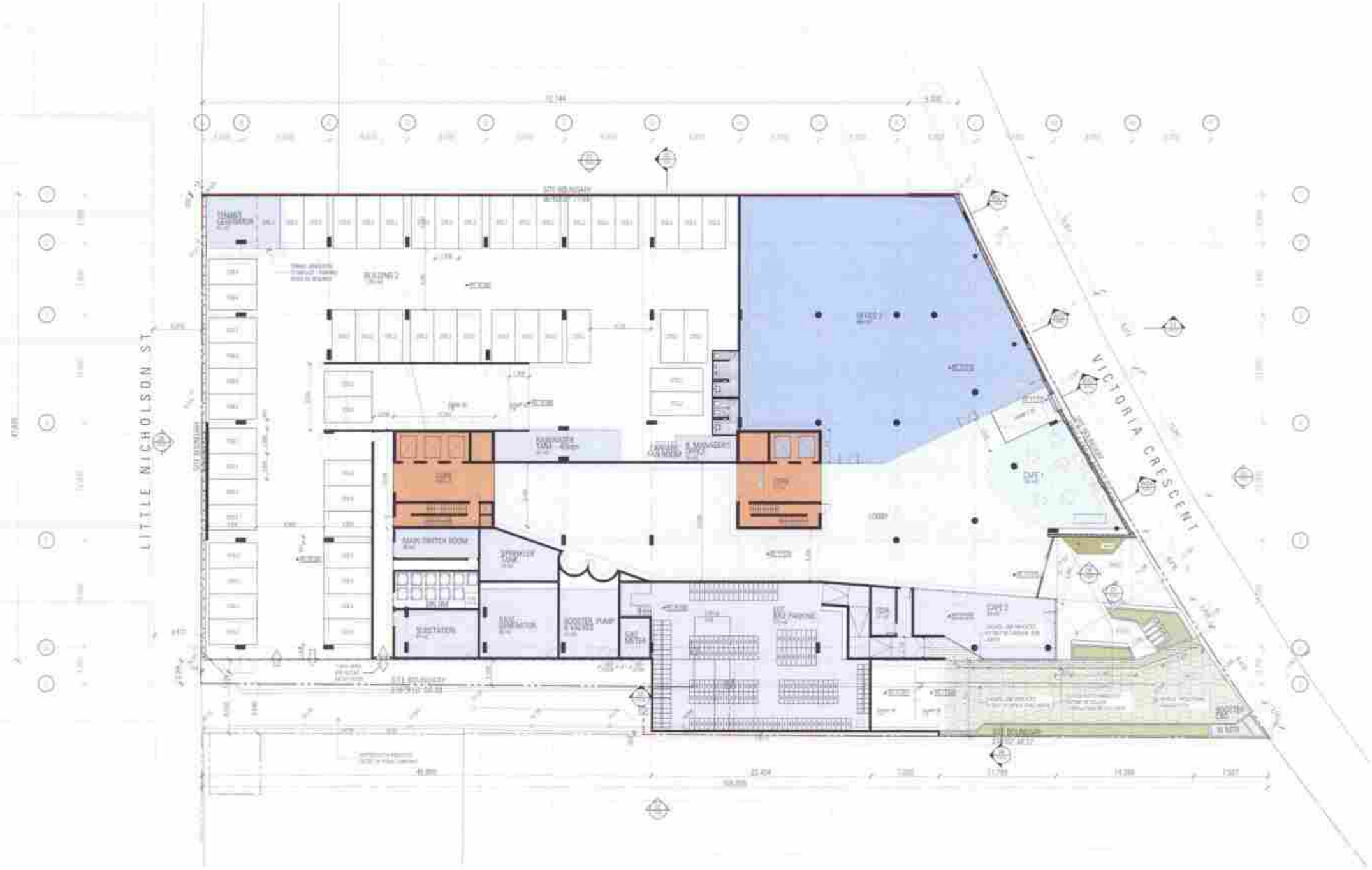
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Date
04/07/2019

Status
TOWN PLANNING APPLICATION

Drawing Number
TP056

Revision
C



FIELDWORK

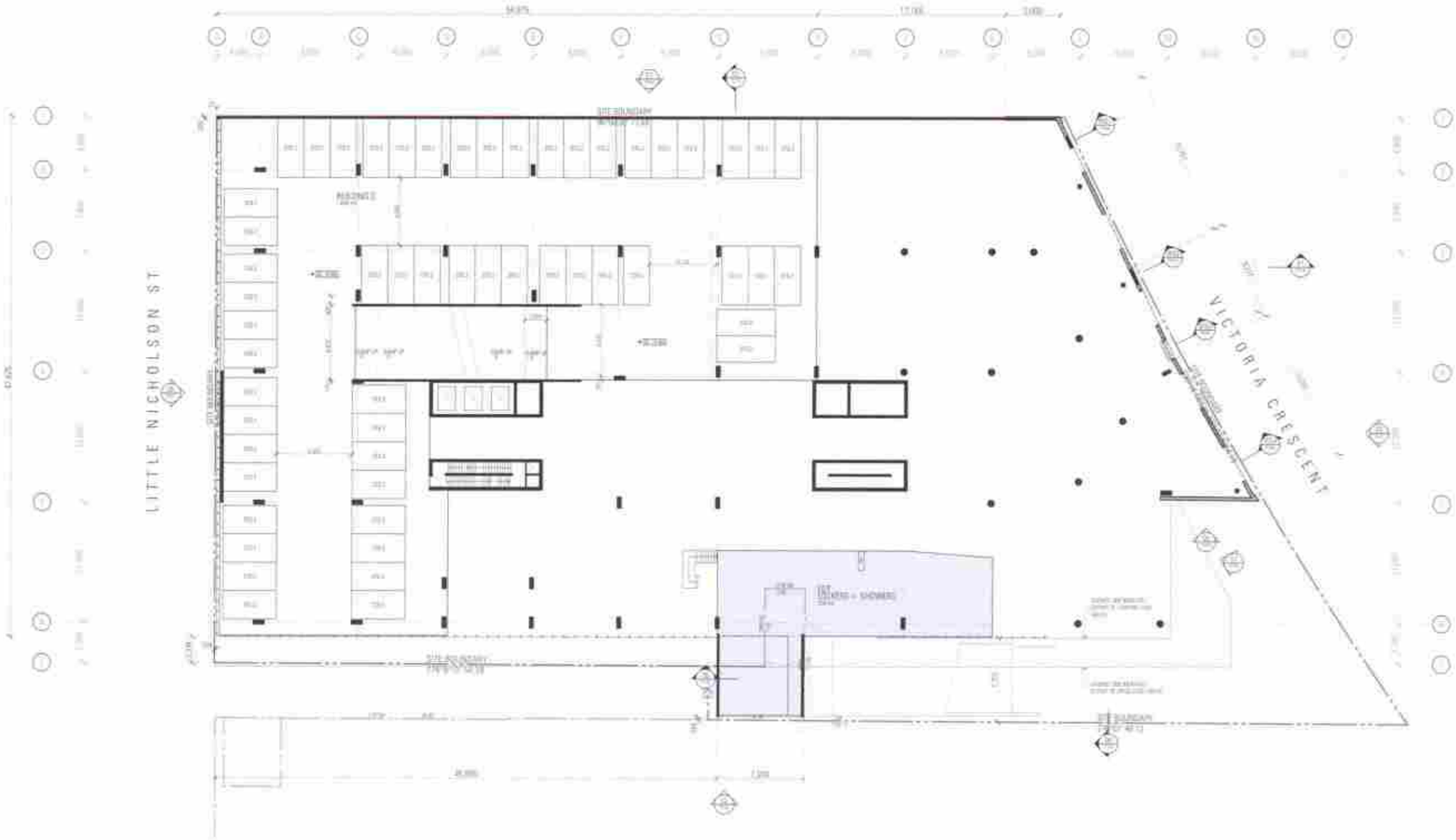
Cadence

GROUND FLOOR PLAN

1:200 @ A1

TP210a

C



FIELDWORK

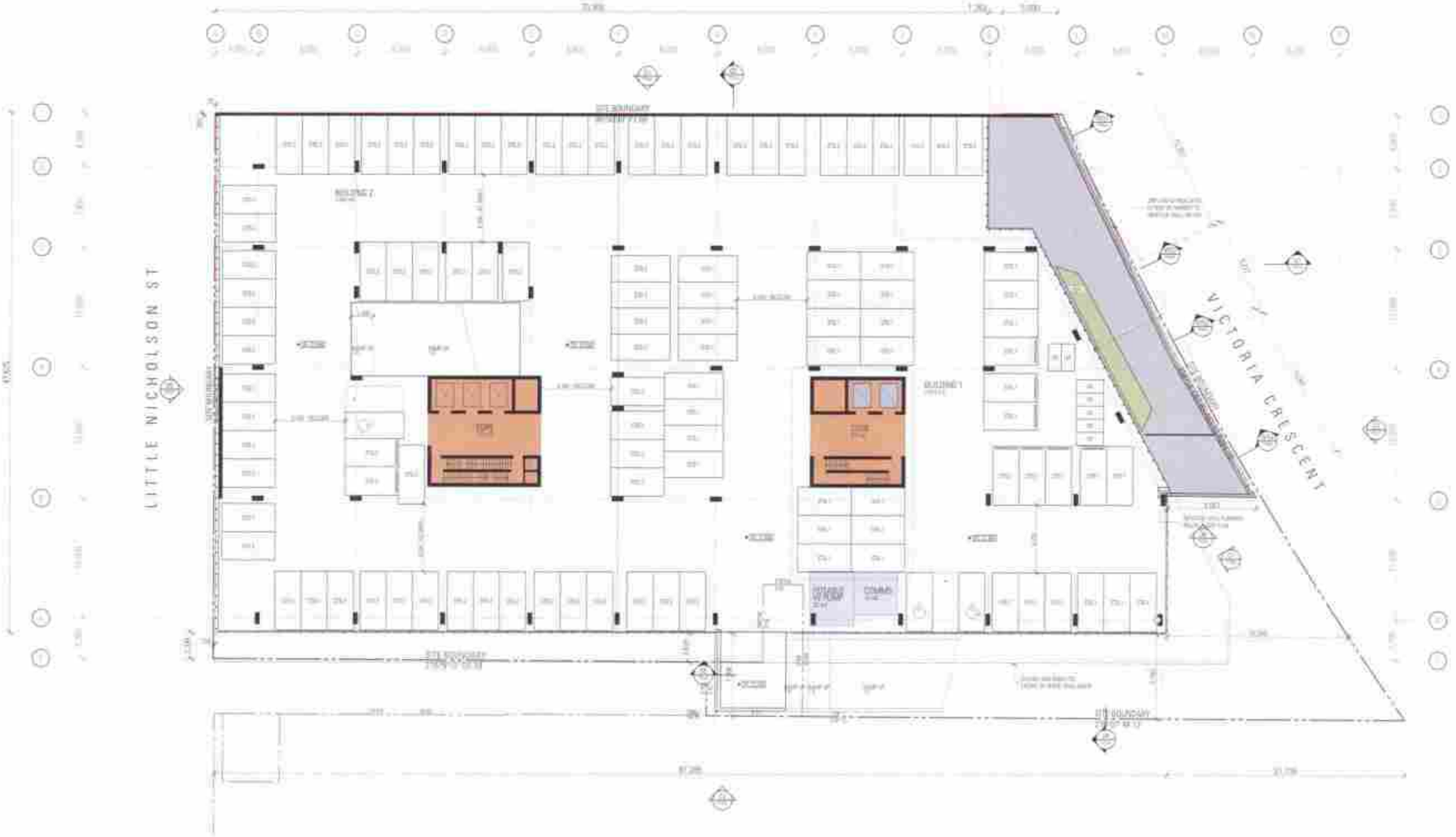
Cadence

MEZZANINE LEVEL PLAN

1:200 @ A1

TP210b

C



FIELDWORK

Cadence

LEVEL 1 PLAN

1:200 @ A1

TP211

C



FIELDWORK

Cadence

Project Number
17033

Client
CADENCE

Address
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
OFFICE LEVEL 1 (LEVEL 2) GA PLAN

Size
ISO A1/A

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP212

Revision
C

1



FIELDWORK

Cadence

OFFICE LEVEL 2 (LEVEL 3) GA PLAN

1:200 @ A1

TP213

C



FIELDWORK

Cadence

CADENCE

12-22 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

OFFICE LEVEL 3 (LEVEL 4) GA PLAN

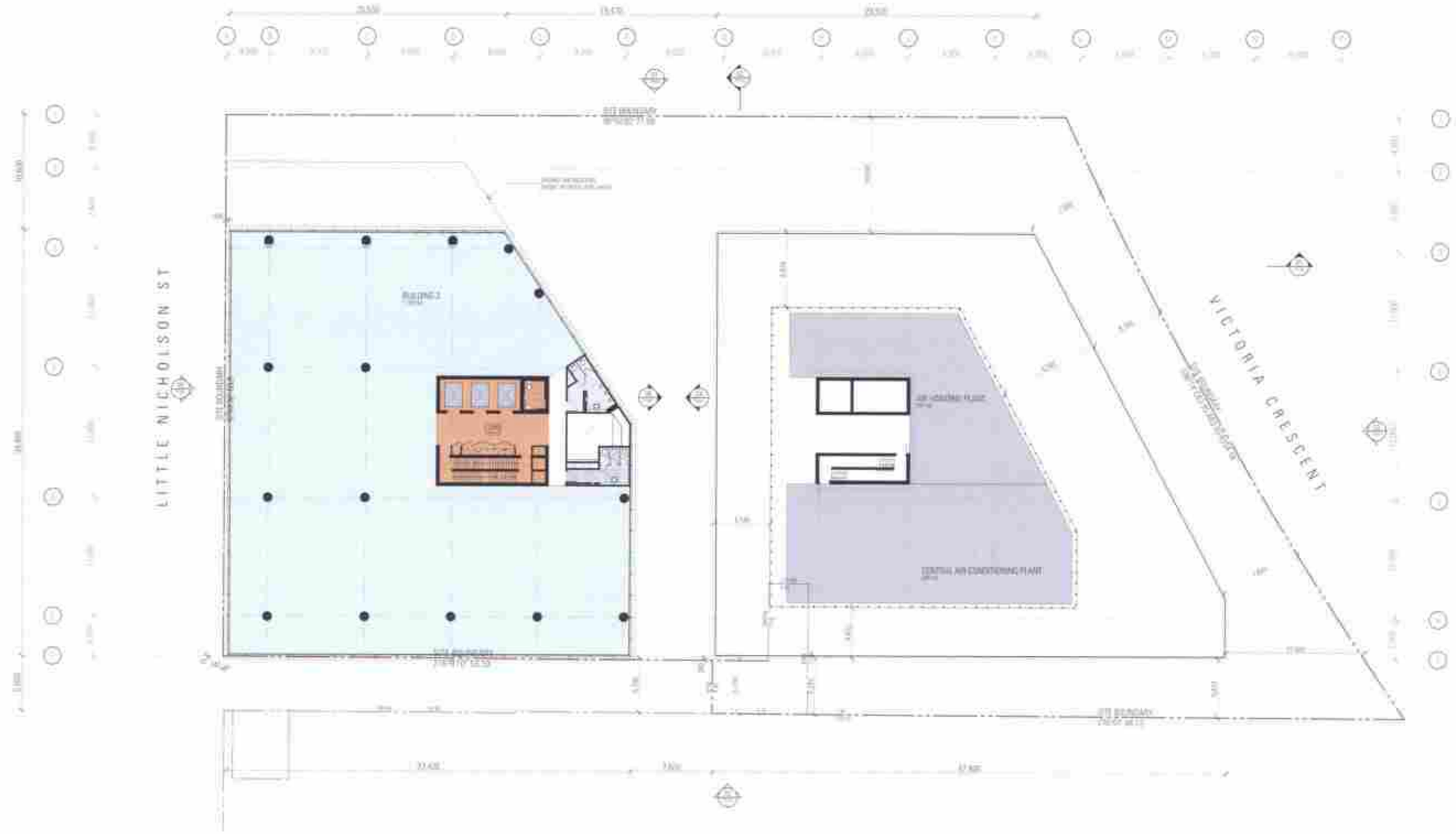
TOWN PLANNING APPLICATION

1:200 @ A1

TP214

1

C



FIELDWORK

Cadence

Project Number
13033

Client
CONFIDENT

Project
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
OFFICE LEVEL 4 (LEVEL 5) GA PLAN

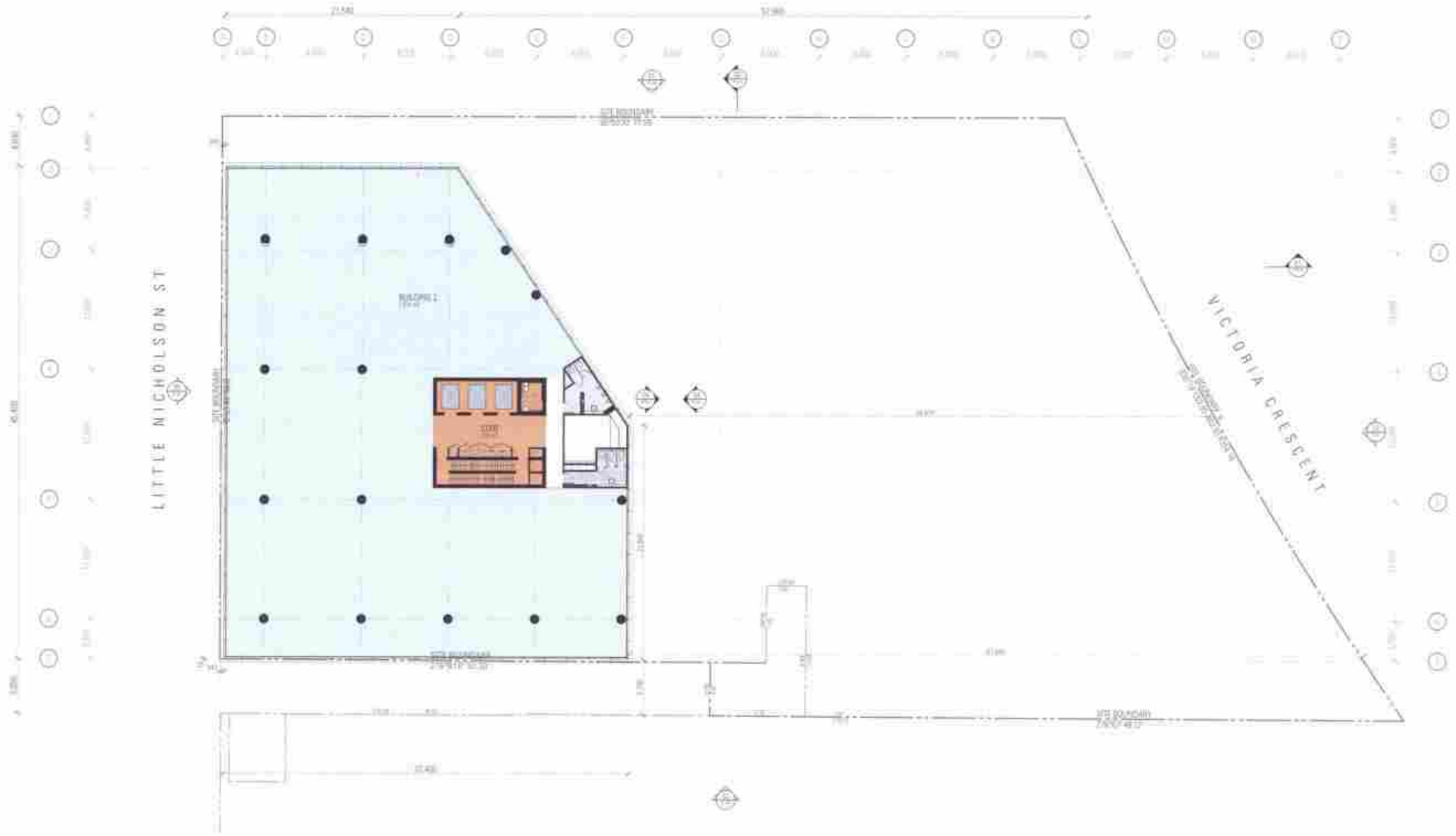
Date
04/10/2019

Status
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP215

Revision
C



FIELDWORK

Cadence

Project Number
13003

Client
CADENCE

Project
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
OFFICE LEVEL 5 (LEVEL 6) GA PLAN

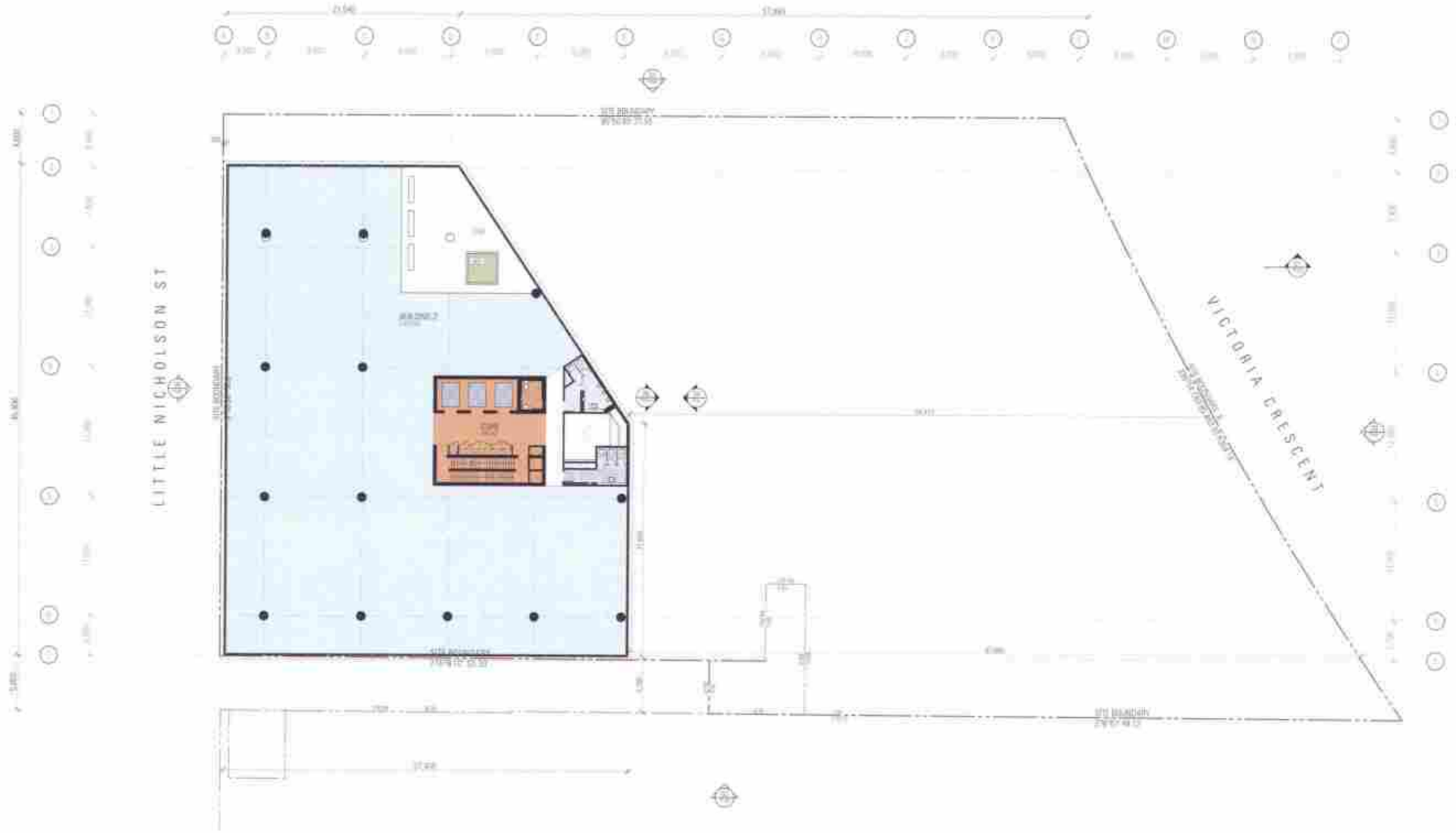
Date
[illegible]

Phase
TOWN PLANNING APPLICATION

Scale
1:200 @ A1

Drawing Number
TP216

Revision
C



FIELDWORK

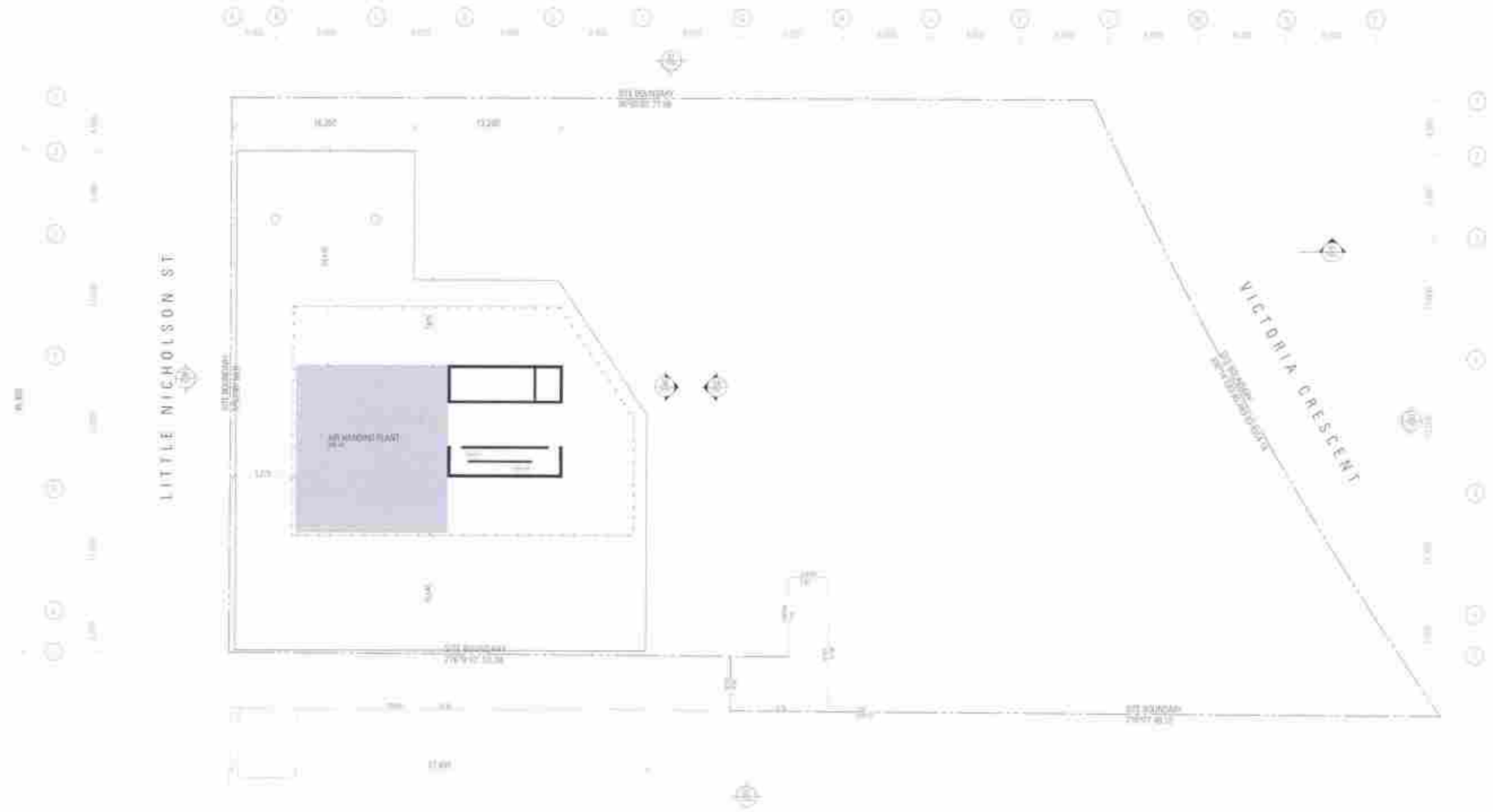
Cadence

OFFICE LEVEL 6 (LEVEL 7) GA PLAN

1:200 @ A1

TP217

C



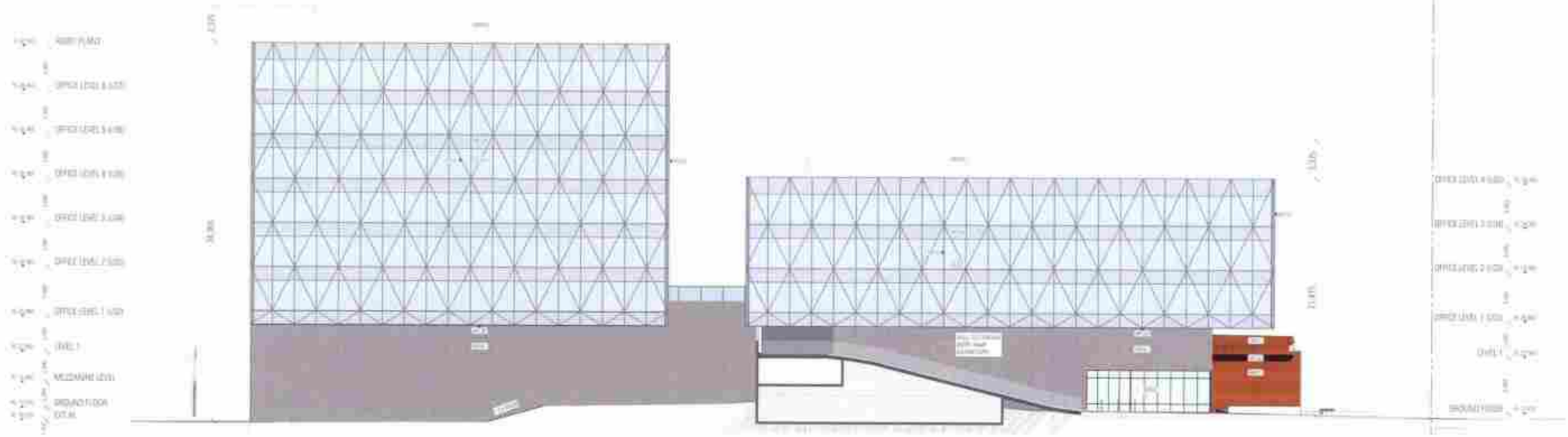
FIELDWORK

Cadence

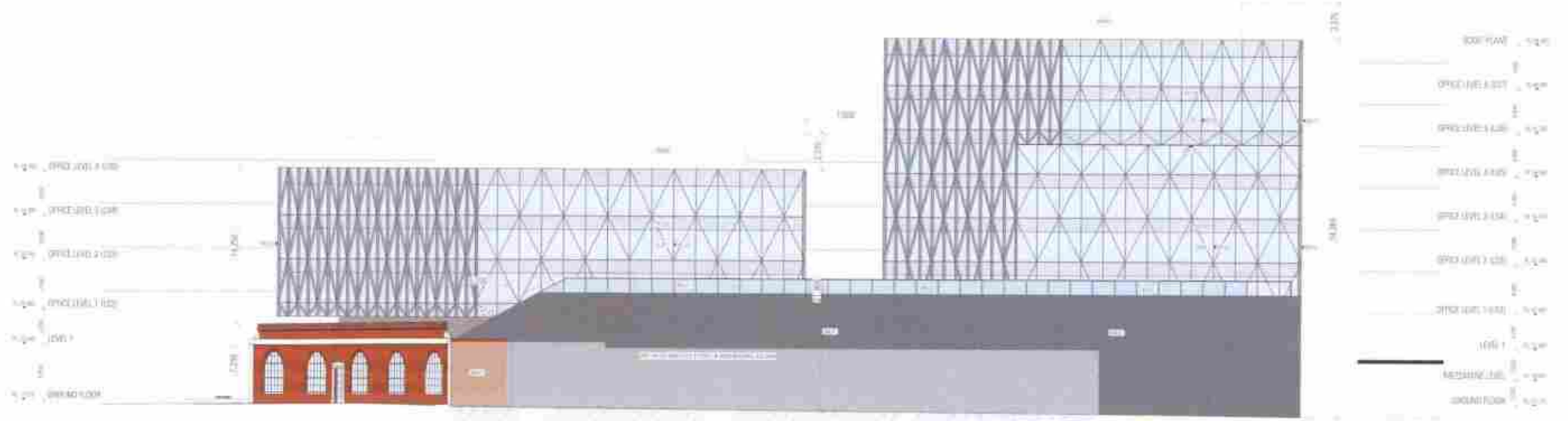
ROOF PLAN

1:200 @ A1

TP218



SOUTH ELEVATION
SCALE 1:200@A1



NORTH ELEVATION
SCALE 1:200@A1

FIELDWORK

Cadence

NORTH & SOUTH ELEVATIONS

1:200 @ A1

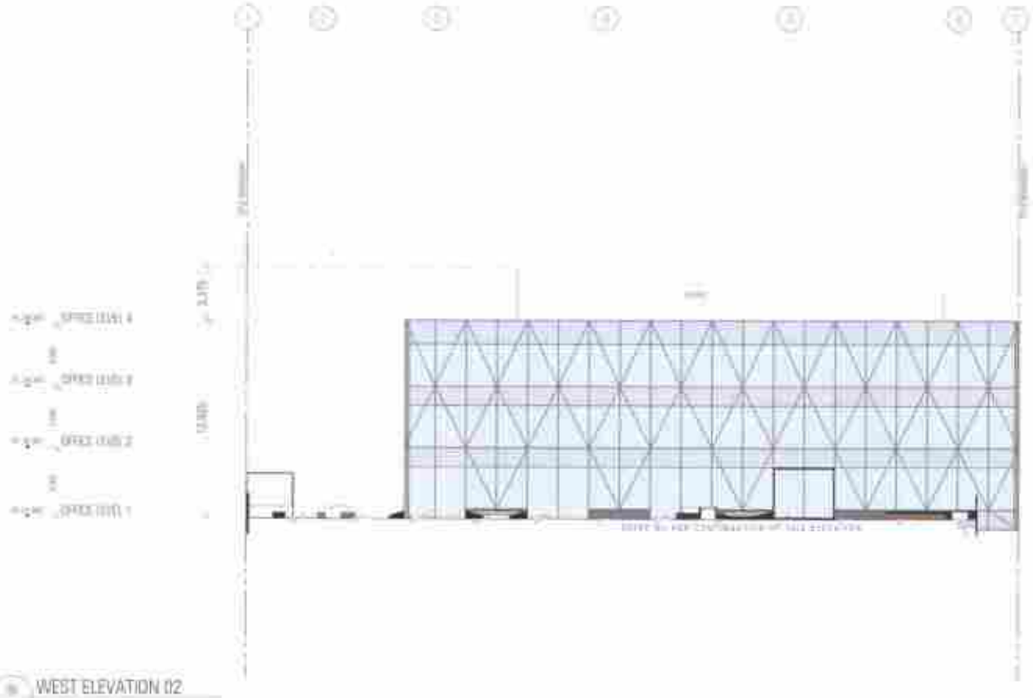
TP300

C

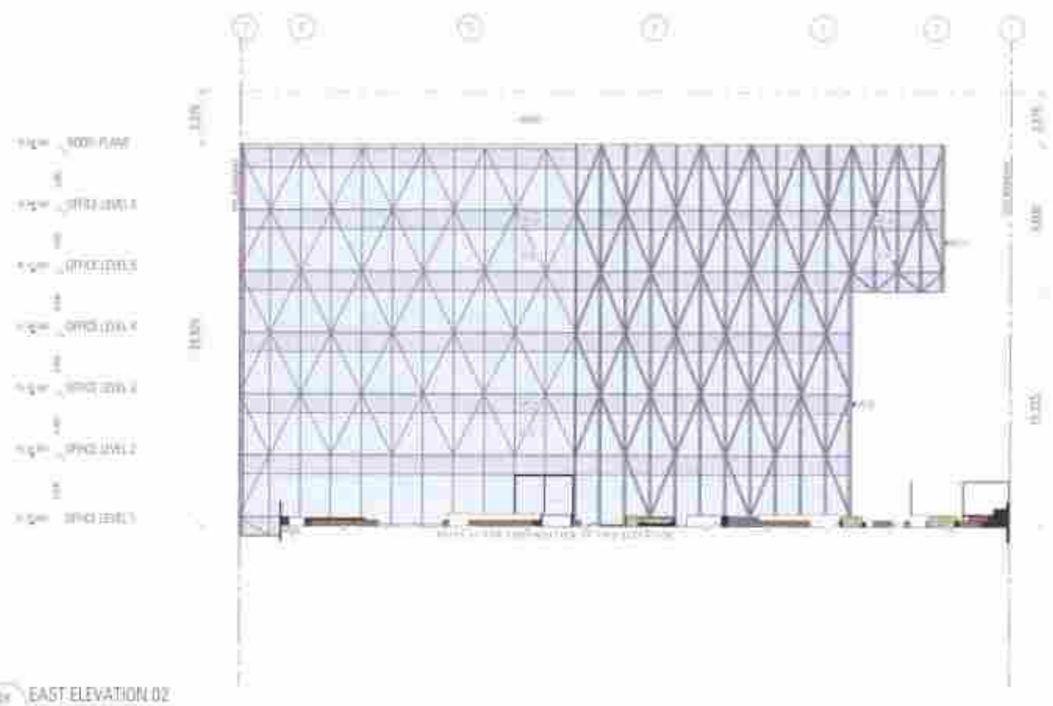
TOWN PLANNING APPLICATION



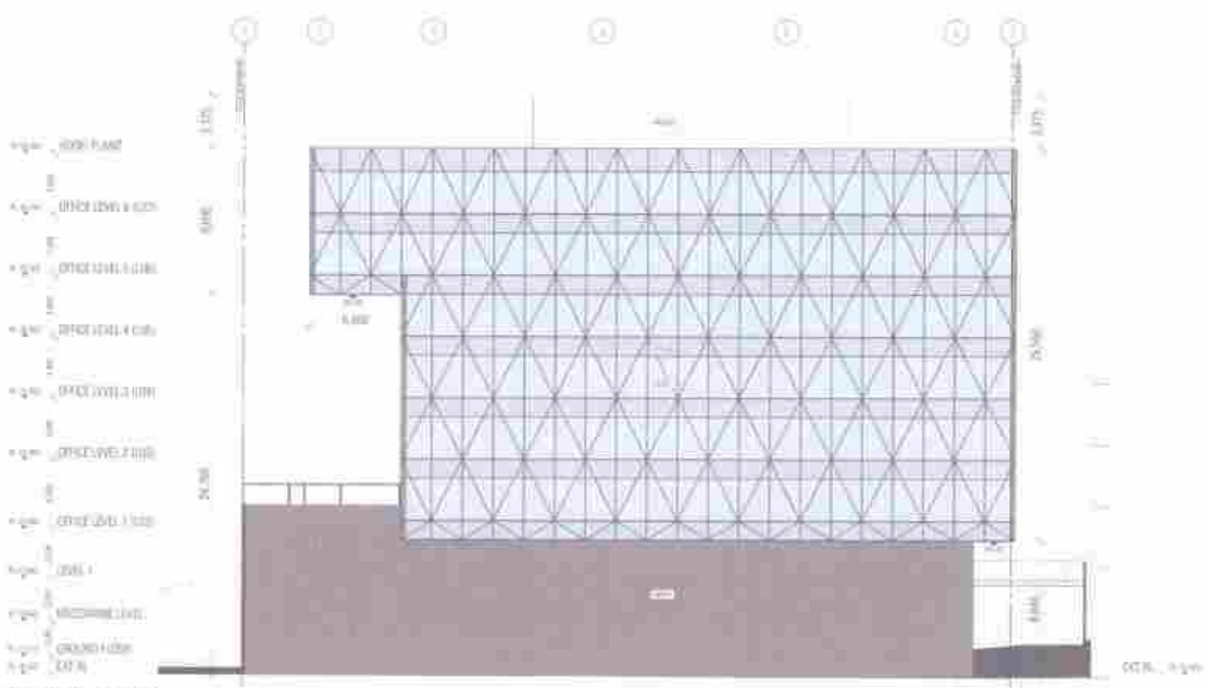
EAST ELEVATION 01



WEST ELEVATION 02



EAST ELEVATION 02



WEST ELEVATION 01

FIELDWORK

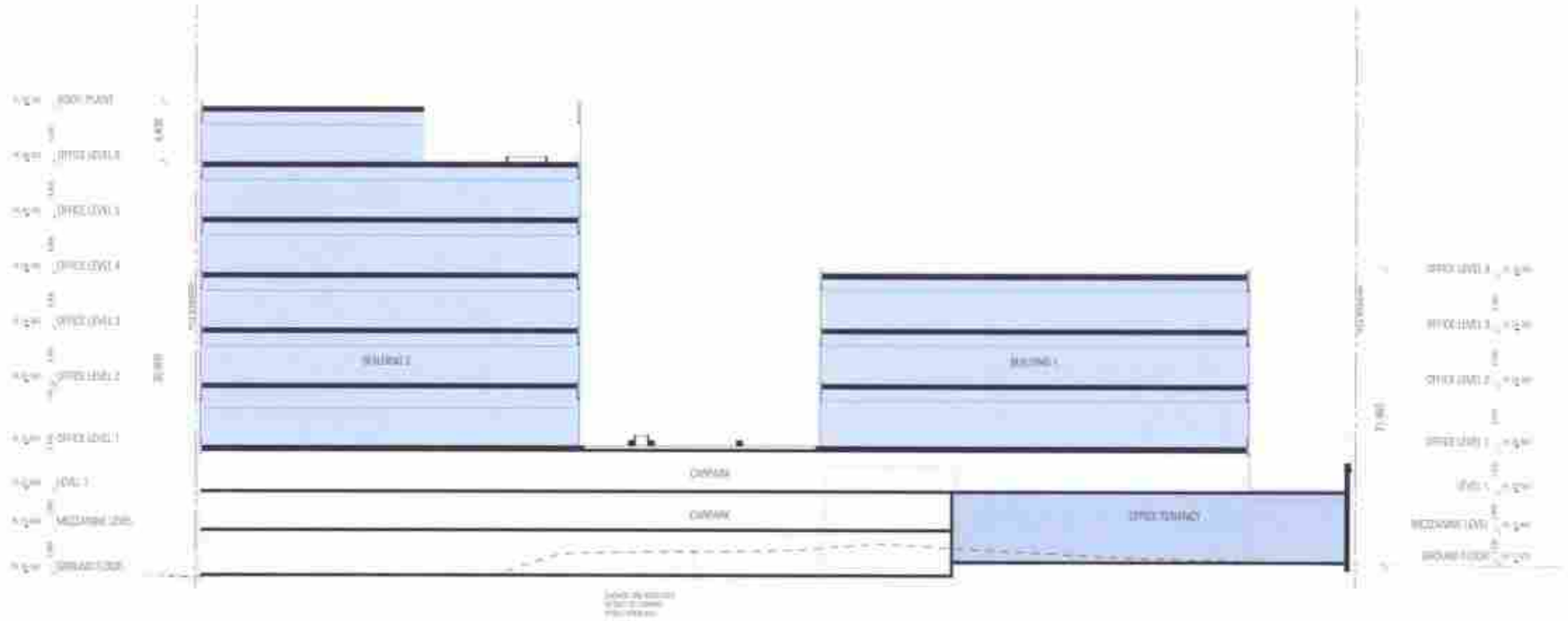
Cadence

EAST & WEST ELEVATIONS

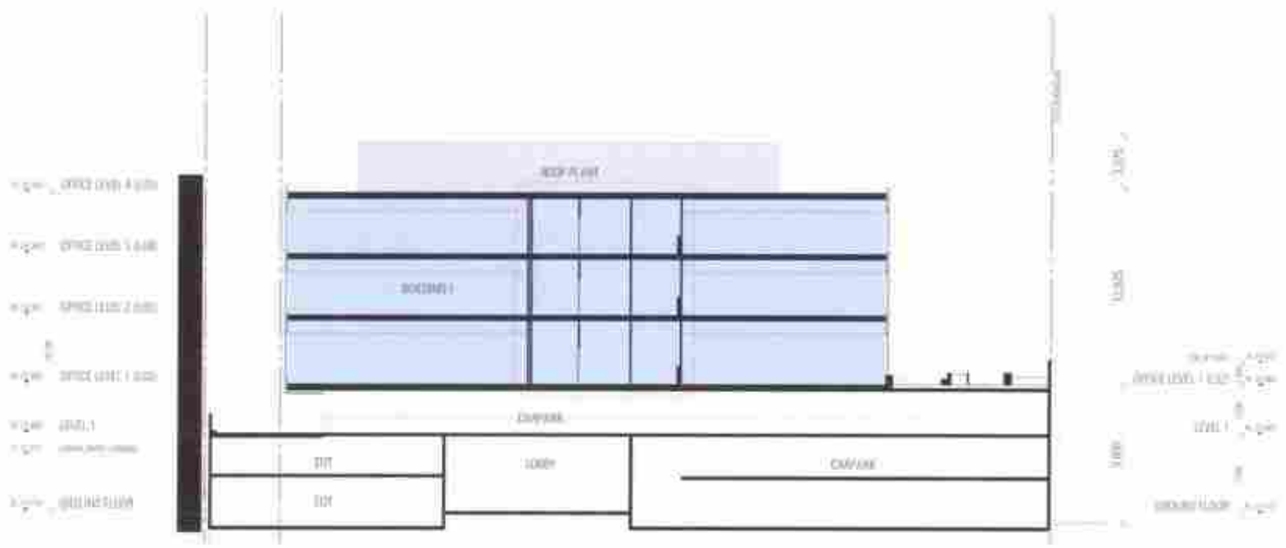
1:200 @ A1

TP301

C



SECTION 01
SCALE 1:200@A1



SECTION 02
SCALE 1:200@A1

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FIELDWORK

Cadence

Project Number
13031

Client
CADENCE

Address
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
GA SECTIONS

Date
5/07/2018

Status
TOWN PLANNING APPLICATION

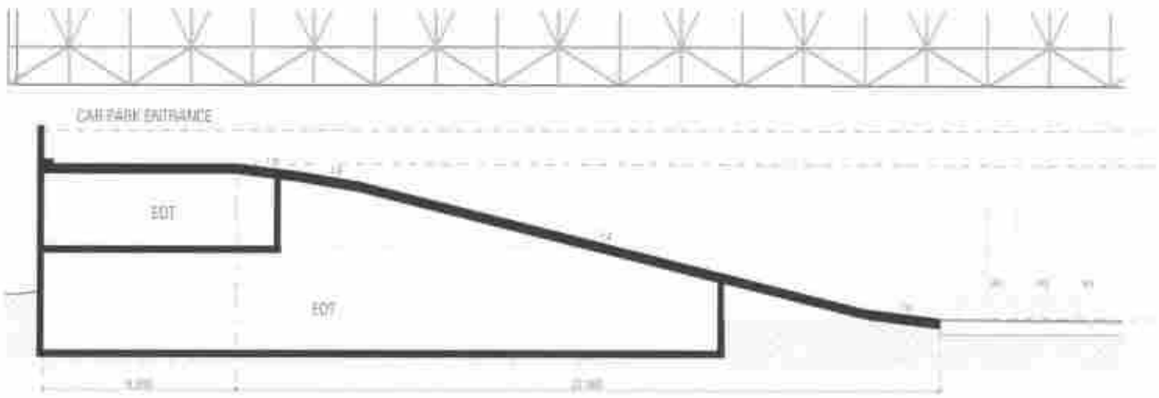
Scale
1:200 @ A1

Drawing Number
TP310

Revision
C



04 SECTION 04
1:50 SCALE 1:100@A1



05 SECTION 05
1:50 SCALE 1:100@A1

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FIELDWORK

Cadence

Project Number
11005

Client
CADENCE

Project
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
VEHICLE ENTRY SECTIONS

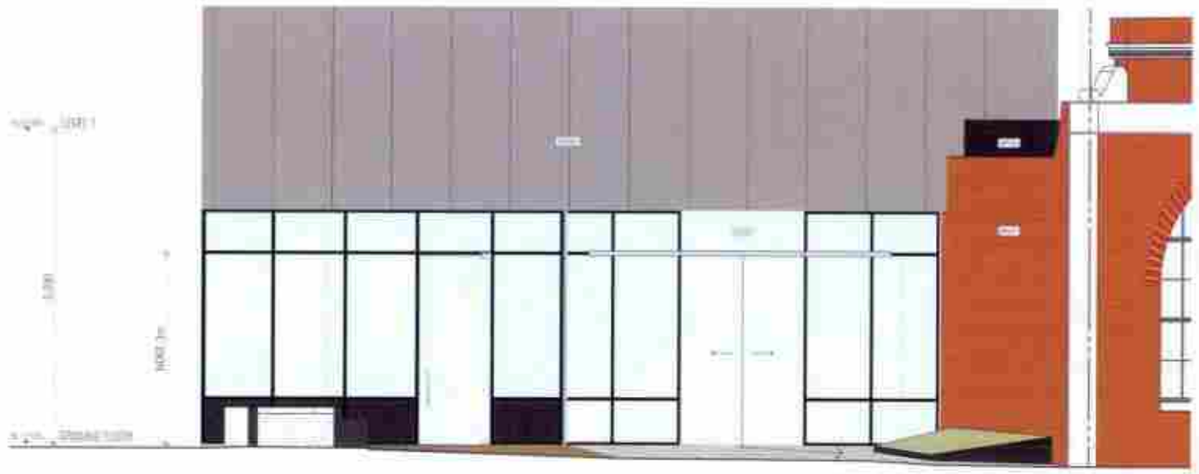
Date
5/07/2019

Status
TOWN PLANNING APPLICATION

Scale
1:50, 1:100 @ A1

Drawing Number
TP320

Revision
C



ENTRANCE ELEVATION

FIELDWORK

Cadence

Project Number
13033

Client
CADENCE

Project
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
ENTRANCE ELEVATION

Date

Status
TOWN PLANNING APPLICATION

Scale
1:50 @ A1

Drawing Number
TP350

Revision
C



VIEW FROM LEVEL 2 PODIUM
SCALE 1:2 @ A1



VIEW FROM VICTORIA CRESCENT
SCALE 1:50@A1



OVERVIEW FROM VICTORIA CRESCENT
SCALE 1:500@

[illegible]

FIELDWORK

Cadence

[illegible]

Project Number
1153.01

Client
CADENCE

Project
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
3D ARTIST'S IMPRESSIONS

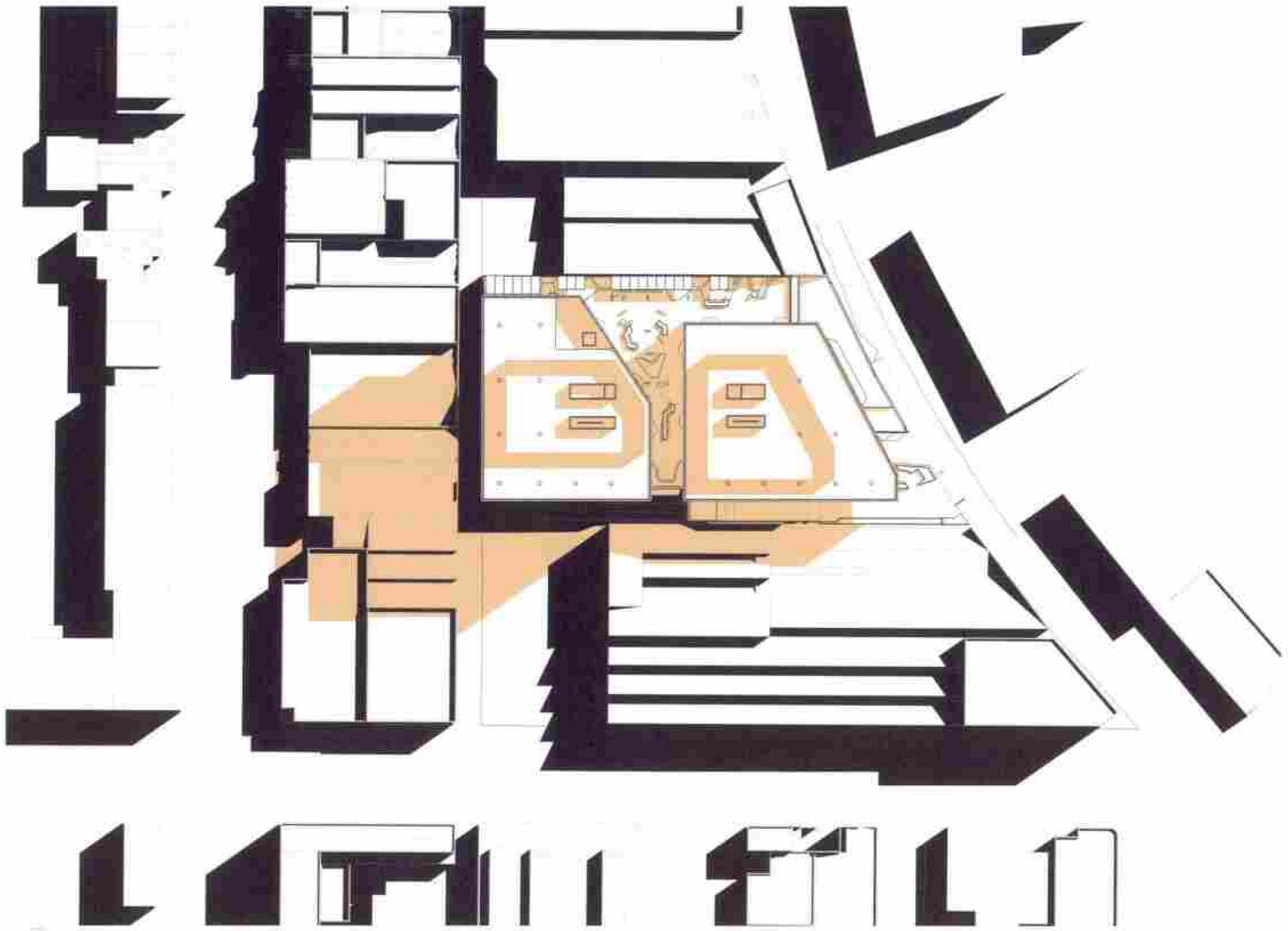
Date
22/01/2018

Status
TOWN PLANNING APPLICATION

Size
@ A1

Drawing Number
TP400

Revision
C



SHADOW DIAGRAM 9:00AM 22/09
SCALE 1:500@A1

FIELDWORK

Cadence

Project Number
13031

Client
CADENCE

Address
13-31 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
SHADOW DIAGRAM 01

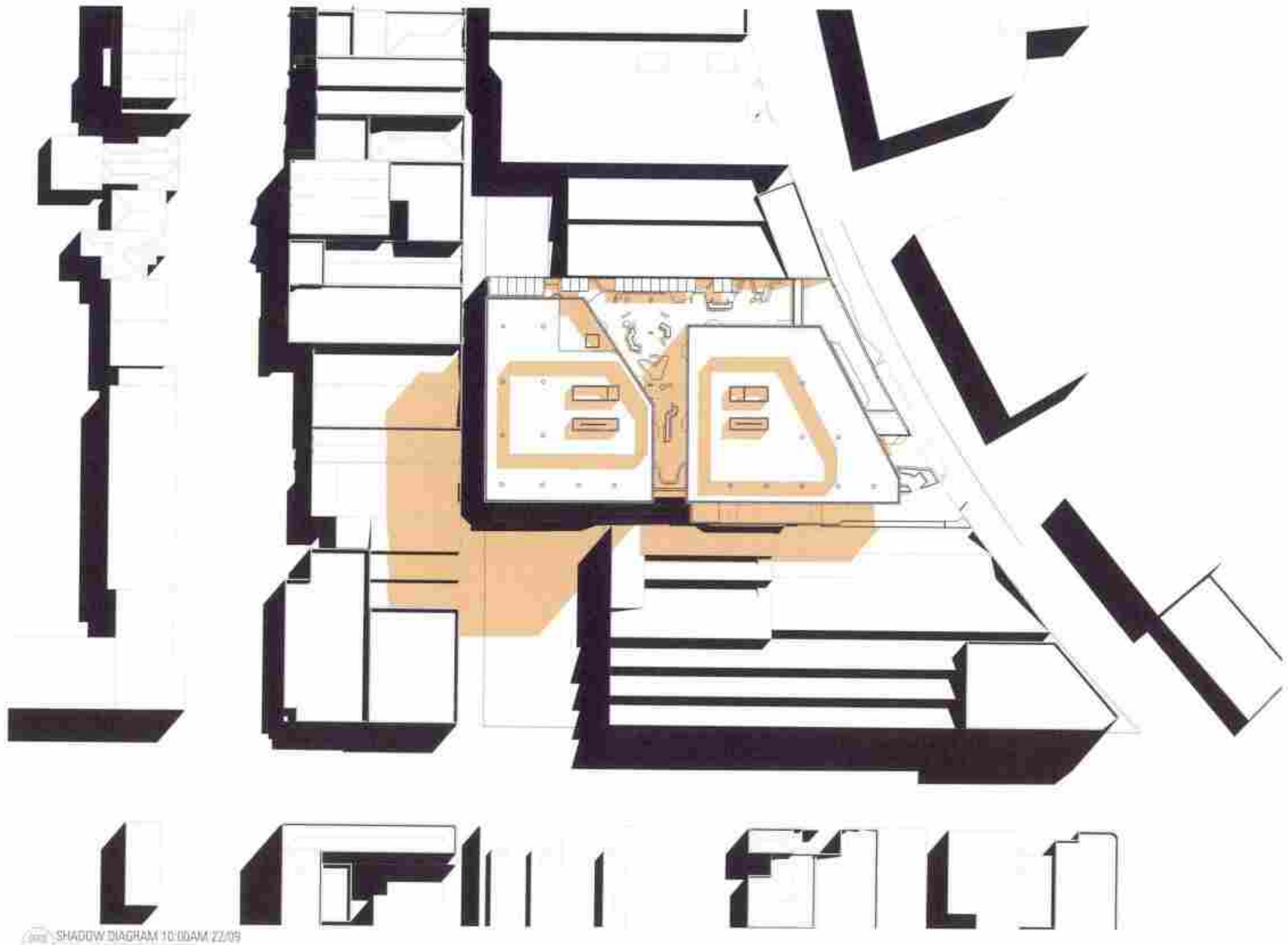
Date
5/07/2018

Status
TOWN PLANNING APPLICATION

Scale
1:500 @ A1

Drawing Number
TP500

Revision
C



SHADOW DIAGRAM 10:00AM 22/09

FIELDWORK

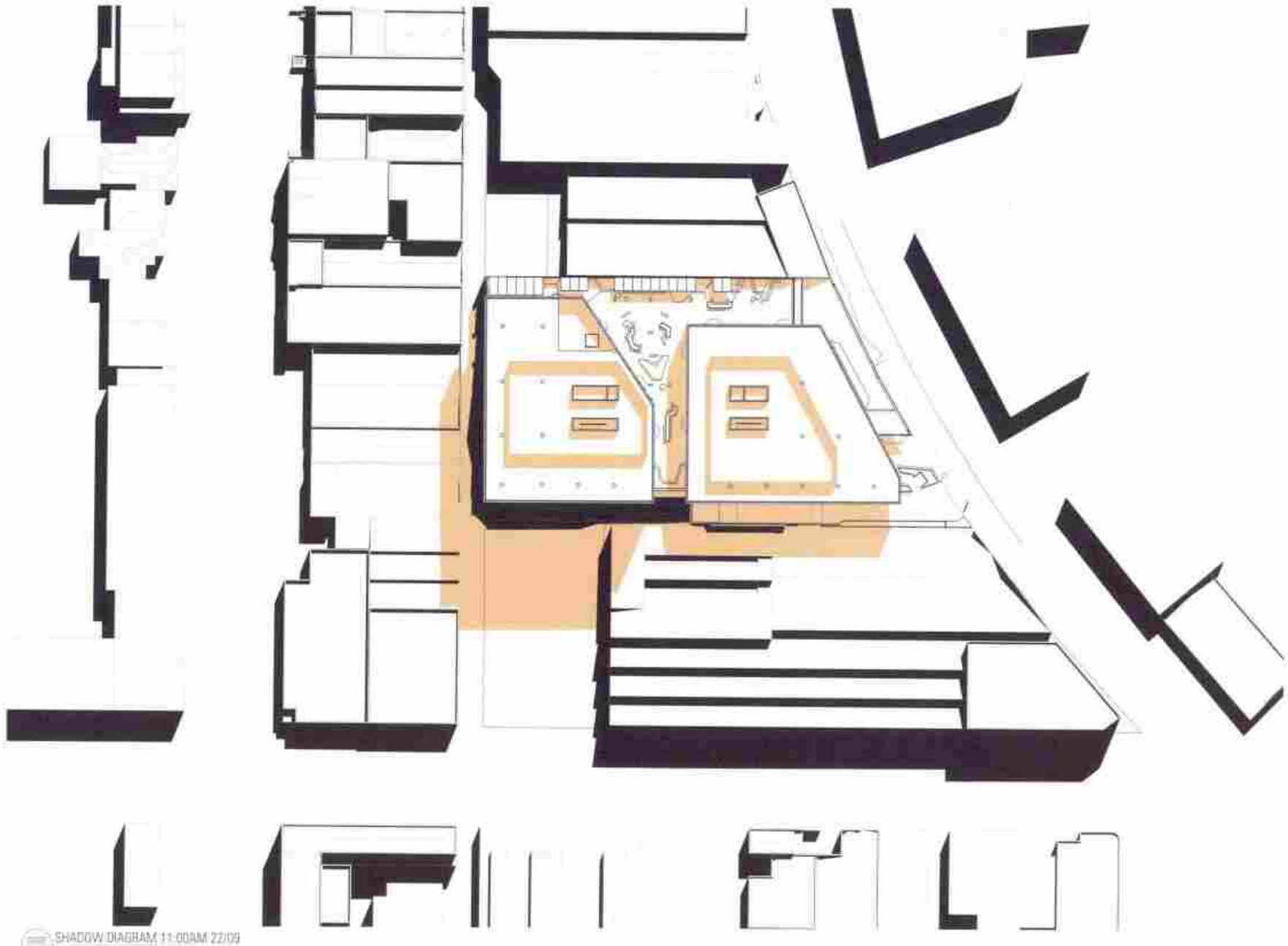
Cadence

SHADOW DIAGRAM 02

1:500 @ A1

TP501

C



SHADOW DIAGRAM 11:00AM 22/09

FIELDWORK

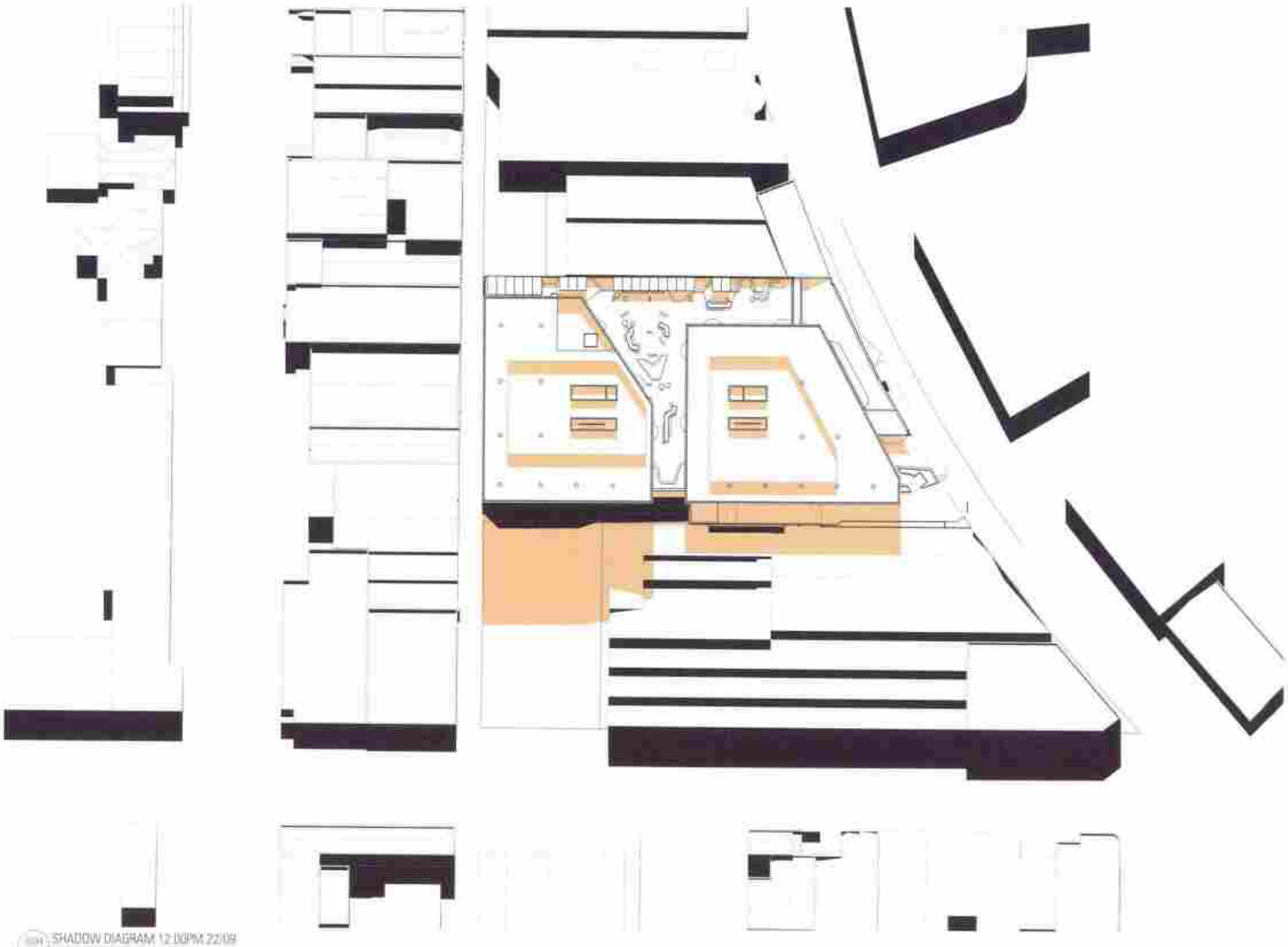
Cadence

SHADOW DIAGRAM 03

1:500 @ A1

TP502

C



SHADOW DIAGRAM 12:00PM 22/09
SCALE 1:500@A1

GENERAL LEGEND

FIELDWORK

Cadence

Project Number
170830

Client
CADENCE

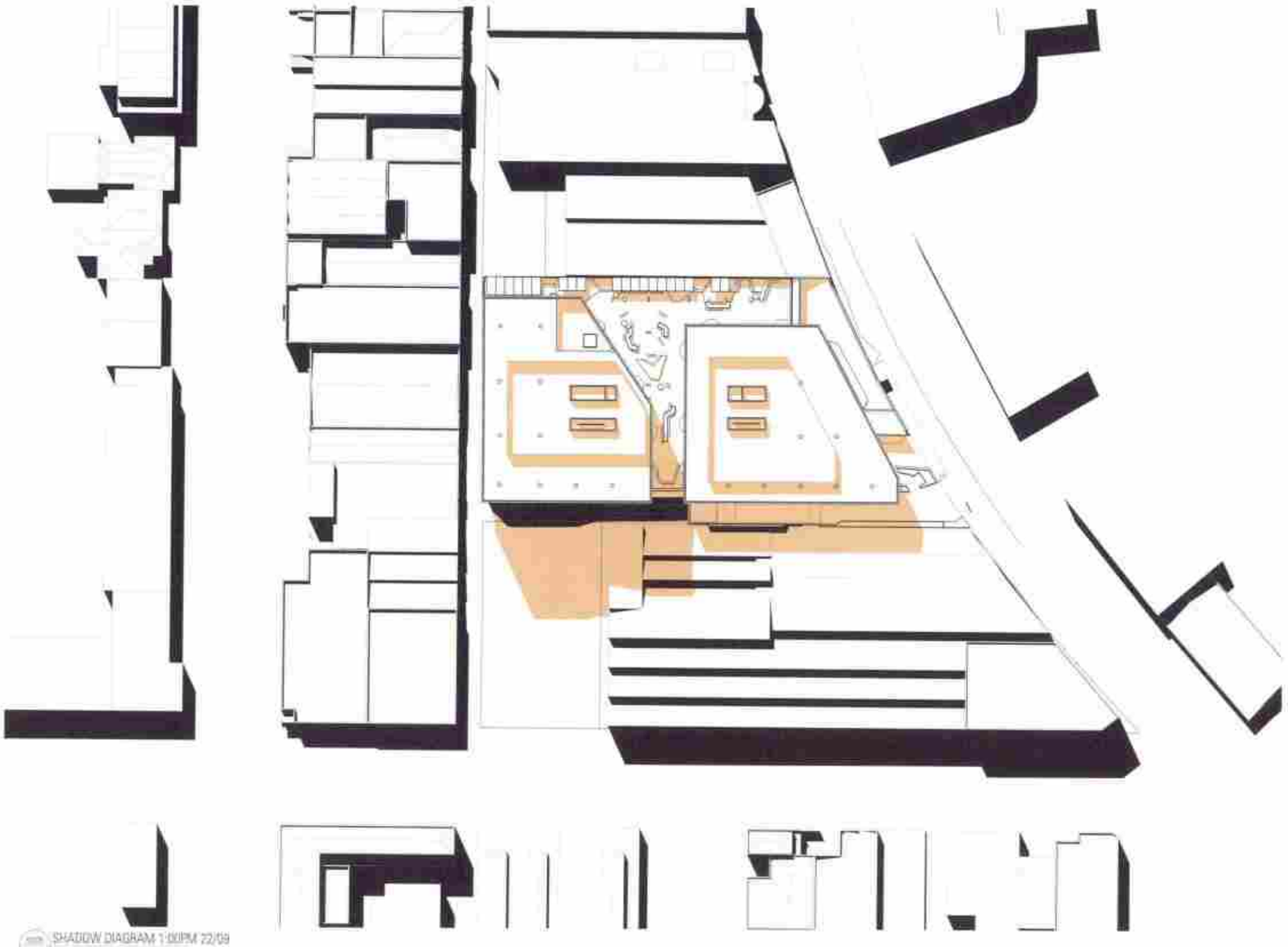
Project
12-22 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
SHADOW DIAGRAM 04

Scale
1:500 @ A1

Drawing Number
TP503

Revision
C



SHADOW DIAGRAM 1:00PM 22/09

FIELDWORK

Cadence

Project Number
13003

Date
CADENCE

Project
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
SHADOW DIAGRAM 05

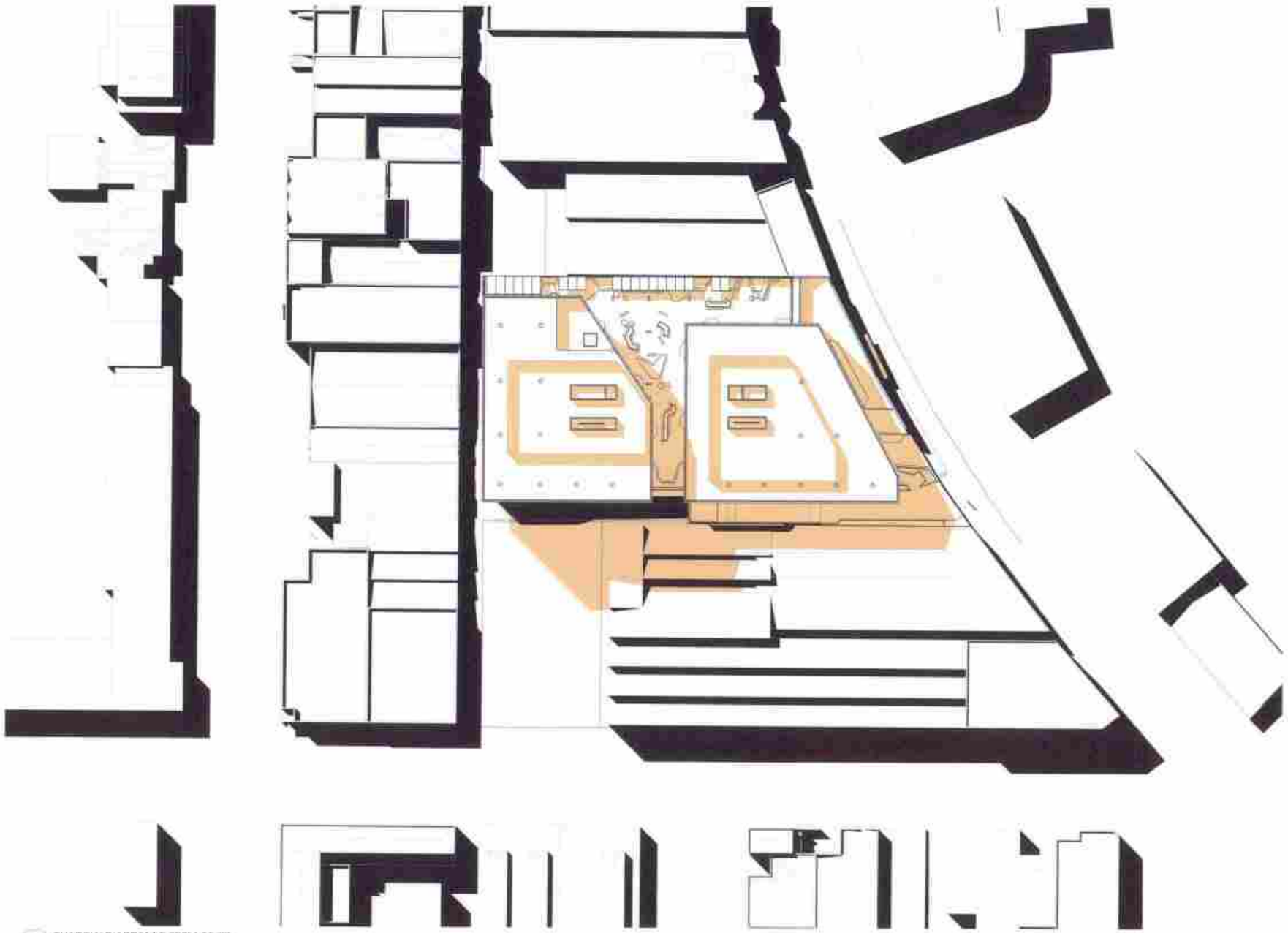
Date
5/07/2019

Status
TOWN PLANNING APPLICATION

Scale
1:500 @ A1

Drawing Number
TP504

Revision
C



2:00PM SHADOW DIAGRAM 2:00PM 22/06

FIELDWORK

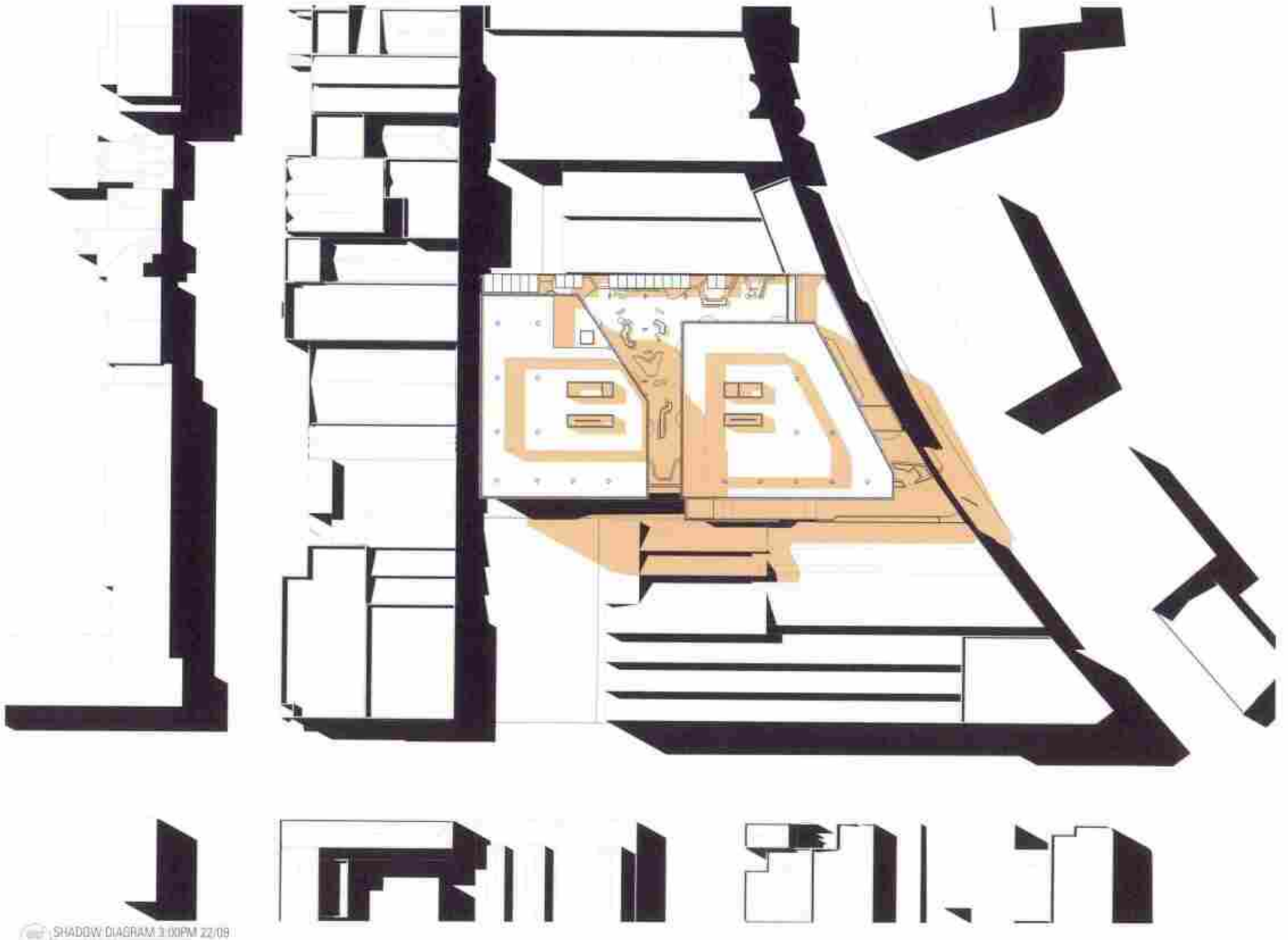
Cadence

SHADOW DIAGRAM 06

1:500 @ A1

TP505

C



SHADOW DIAGRAM 3:00PM 22/09

FIELDWORK

Cadence

Project Number
17003

Client
CADENCE

Project
12-20 VICTORIA CRESCENT
ABBOTSFORD VIC 3067 AUSTRALIA

Drawing Name
SHADOW DIAGRAM 07

Date
1:500 @ A1

Drawing No.
TP506

Revision
C

External Referrals

- **Head, Transport for Victoria;**

Internal Referrals

- **Urban Design;**
- **Heritage;**
- **Engineering Services Unit;**
- **Strategic Transport;**
- **Open Space;**
- **Streetscapes and Natural Values;**
- **Waste Services;**
- **ESD Advisor;**

External Consultants

- **Urban Design (MGS Architects);**
- **Traffic Consultant (Cardno).**

External Referrals

Head, Transport for Victoria

The Head, Transport for Victoria pursuant to Section 56(1) of the Planning an Environment Act 1987 does not object to the grant of a planning permit.

Internal Referrals

Urban Design

Existing Conditions

- *Ensure existing tree pits (including trunks) and parking bays are shown on Site Context and Demolition Layout Plans.*

Levels and Grading

- *Further detail is required, indicate grading and drainage approach and annotate proposed levels.*

- *Ensure entry grades are compliant with all relevant standards and neatly match into existing footpath levels. Note entry grade is approximately 1:32 and prohibits safe access to timber decked area (1:40 maximum cross fall required).*

Pavement selections

- *Further information is required to define proposed material palette (e.g. material type, size, colour, finish etc.)*

- *Stone sett paving should include a header course along the interface with the asphalt footpath.*

Furniture & Fixtures

Planter boxes

- *Define heights of planter boxes.*
- *Ensure all raised garden beds are irrigated.*
- *Chamfer acute angles of all exposed edges particularly adjacent to shared path access.*
- *Garden beds located in close proximity to title boundaries should be shallow in grade and make allowance for mulch set down to avoid spill over planter edge.*
- *Review and coordinate water meter location (in regard to extent of garden beds).*

Seats

- *Recommend detailing seats to be compliant to Australian Standards.*
- *Chamfer acute angles of all exposed edges particularly and pathway junctions.*

Bicycle Hoops

- *Recommend using YCC bicycle hoop for visitor bicycle parking to improve functionality and promote consistency within the municipality.*
- *Refer to City of Yarra Public Domain Manual.*

Heritage

Assessment of Proposed Works

Demolition

As the integrity of the building was never assessed at the time that the building citation was prepared, consideration of demolition is contingent upon a site inspection, moreover given that the building is assessed as being Individually significant.

The relevant policy to consider is, viz.:

> *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.*
>
> *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*
>
> - *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
> - *For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*

From my own experience industrial buildings typically, and other than for some specific industrial operations, comprise a shelter (building), often with a sawtooth truss roof to enable daylighting, over a large space which at some time contained the relevant machinery. Once the machinery is removed it is often difficult to interpret any notion of an operating factory, or in this case laundry.

It was also more typical than not for factory facades, usually the only architectural element, the remainder being utilitarian, to have been designed by an architect, in this case Bates Smart, in the context of pride in new manufacturing capabilities. Façades were also intended to advertise the enterprise.

It is also common for ad hoc alterations to have taken place over time as processes changes and new requirements are met such as an updating.

Last, depending upon the nature of the activity, there is likely to be contamination of some sort. In this event demolition is not always required for remediation although in some cases it is. The environmental investigation works report prepared by JBS&G should be provided so that an understanding of the exact nature of the contamination and remediation requirements can be understood clearly.

I have read the HIS and the CMP and the discussion about demolition appears reasonable However, this should be confirmed by a site inspection as one was never undertaken for the Allom Lovell City of Yarra Heritage Review in 1998.

On the basis that not much of any consequence remains behind the façade and south return wall portion, as discussed in the Trethowan HIS and CMP, and that everything is either utilitarian or altered or of no, or minimal, heritage interest and as to be confirmed by a site inspection, removal of most of the building other than for the façade and return wall would appear to possibly not result in a negative effect on the significance of the place. However this requires further consideration of specific aspects.

I note that there are no internal controls, so only the outer shell of the building is under consideration, and there are no controls over contents and machinery.

I have found no commentary as to why the Little Nicholson Street wall is to be demolished. If the Victoria Crescent façade can be retained despite contamination, then it is likely that the little Nicholson Street wall could be retained as well. This wall defines the industrial character of this streetscape and further consideration is required, as Yarra's industrial streetscapes are diminishing as a consequence of redevelopment in addition this is part of an Individually significant site. Further information is required.

It is typical, and good conservation practice, to retain a portion of sawtooth truss roofs on former industrial buildings so as to retain some semblance of their original form and nature. This has been a requirement for former industrial sites in Yarra (and elsewhere) and is important given that manufacturing is part of the history of the municipality. So as to mitigate a negative affect on the significance of the place it would be appropriate to retain the sawtooth truss roof over the front 6.7 – 7.64 metres (note that the dimension varies on different plans but not of any consequence) front setback which I understand is proposed to be an open forecourt. I note that the setback of the mezzanine would need to increase. If preferred the roof could be glazed provided that the sawtooth form remains clearly legible.

Built form (height/setbacks)

It is proposed to construct a 5 level tower behind the retained façade and return wall (Building 1) and an 8 storey building further back (Building 2) and with landscaping variously around. The height of the existing façade parapet is 7.25 metres and the height of Building 1 is proposed to be 14.25 metres. The new built form will be quite visible above the façade and also from vantage points along Victoria Crescent but not always in connection with a view of the façade. What is proposed is in keeping with other redevelopments of former industrial sites in Yarra, and also being mindful that the Heritage Overlay is site specific and that other sites in the vicinity could be redeveloped without a heritage constraint.

Any impact of Building 2 on Victoria Crescent will be mitigated by Building 1. However as it will be 34.365 metres high plus 3.375 metres for rooftop plant it is likely to be highly visible

from the Charles Street Precinct. I have seen no consideration of this in any of the materials supplied and some information, such as a 3D projection is required.

Other than for the above I consider that the new built form complies with the relevant heritage policies.

Colours/materials

Grey metal mesh is proposed for the lower levels. Experience in Yarra has shown that this materials is hard to maintain, and often is not maintained, and gather urban detritus and becomes unsightly, even on recently constructed building. Another material should be used. Otherwise I have no issue with the new building design and materiality.

Landscaping

I note that there is some intention of growing creepers/landscape on the new buildings. As there is nothing in the Planning Scheme which will ensure that it is maintained, unless there is an Incorporated Landscape Management plan or similar, the vegetation on the façades should not form part of the application.

Façade conservation

The approach to the façade works is acceptable and the unknowns at this point are typical. The methodology to restoration works and the permit trigger points set out in the CMP are appropriate. Nevertheless as these triggers are activated they must be referred back for heritage advice.

I inspected the paint removal test panels and note that the door surround was unpainted render which is typical. I did not see any sample panels on the vermiculated pilasters and parapet consoles. I expect that these were also unpainted render but this should be confirmed.

Nothing has been mentioned in the HIS or CMP about signage and it is probably that some painted signage on the façade would have been there. If as a result of the paint removal any signage is found, works must be adjusted to ensure that it is retained.

Conservation Management Plan

This is not a Conservation Management Plan in the accepted sense. However in the current circumstances it addresses the relevant issues and is acceptable.

Recommendation / Comments:

Approved in principle but subject to:

As the existing citation indicates that the integrity of the building was not assessed, before any works commence a site inspection should be undertaken to confirm this.

Provide a copy of the environmental investigation works report prepared by JBS&G.

Prior to any demolition an archival photographic survey must be undertaken in accord with Heritage Victoria's Technical Note Photographic Recording for Heritage Places and Objects and a copy lodged in the Collingwood Library.
https://www.heritage.vic.gov.au/__data/assets/pdf_file/0015/61521/Photographic_Recording_Tech_Note.pdf

Retain a portion of the sawtooth truss roof above the 6.7 metres setback open forecourt and behind the retained façade and south return wall portion. The retained roof could be glazed provided that the sawtooth form remains clearly legible.

Provide further information which considers the retention of the Little Nicholson Street wall.

Provide some information, such as a 3D projection, demonstrating any visual impacts with regard to the Charles Street precinct.

Delete the vegetation on the façades if there is no mechanism which ensures that it is maintained with a satisfactory appearance.

As the permit triggers set out in the CMP are activated they must be referred back for heritage advice.

Delete the metal mesh and use another material which is easy to maintain.

Confirm the original and proposed treatment of the vermiculated pilasters and parapet consoles.

Retain any original painted signage.

The existing citation in the Yarra Heritage Database should be updated to include the additional information contained in the HIS and the CMP prepared by Trethowan and also any information derived from the site inspection.

It is appropriate that the laundry be interpreted, moreover given it virtual loss and Individually significant status, as has been done by photography and/or plaques on several sites in Yarra such as the Cherry apartments, MacRobertsons in Fitzroy, Commonwealth Banks, Coles in Smith Street. The site must be interpreted in a public area and the details of any text, photographs and the like must be submitted for approval by the Responsible Authority.

Engineering Services Unit

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	***Quantity/ Size***	***Statutory Parking Rate****	***No. of Spaces Required***	***No. of Spaces Allocated***
Office	*12,079 m^2*	*3 spaces per 100 m^2 of net floor area*	*362*	*220*
Food and Drink (2 Tenants)	*187 m^2*	*3.5 spaces per 100 m^2 of leasable floor area*	*6*	
		Total	***368 Spaces***	***220 Spaces***

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

The site would have a parking shortfall of 148 car spaces. To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

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

- *Parking Demand for the Food and Drink Uses.*

  The parking demand associated with the food and drink use would be staff parking and a rate of 1.0 space per 100 square metres of floor space is considered reasonable. Applying this rate to the food and drink use would equate to one space.

- *Parking Demand for the Office Use.*

  Parking associated with office type developments is generally long-stay parking for employees and short term parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office 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.

  If we assume that 219 spaces were to be allocated to the office, the on-site car parking provision for this use would be 1.81 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***
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	*0.85 spaces per 100 m^2 (233 on-site spaces; 27,306 m^2)*
506 & 508-510 Church Street PLN17/0278 issued 11 January 2018	*1.09 spaces per 100 m^2 (226 on-site spaces; 20,744 m^2)*
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	*0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)*

  The proposed on-site office parking rate of 1.81 spaces is considered appropriate, having regarding to the site's good accessibility to public transport services and proximity to Melbourne.

- *Short-Stay and Long-Stay Parking Demand.*

  The short-stay parking demand associated with the site would be primarily customers and clients to the food and drinks premises. Long-stay parking demands (employees) would be accommodated on-site. Employees who are not allocated any on-site parking would make their own travel arrangements such as take public transport or ride a bicycle, as the surrounding streets have very little, if any, on-street parking for long-stay users.

- *Availability of Public Transport in the Locality of the Land.*

  The site is within walking distance of tram services operating along Victoria Street. Rail services can be accessed from Collingwood railway station.

- *Multi-Purpose Trips within the Area.*

  Customers, clients and patrons might combine their visits to the development by engaging in other activities or business whilst in the area.

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 either 1P or 2P or 4P restriction. The availability of short to medium-stay parking would provide regular turnover throughout the day and allow visitors to park near the site. The lack of all-day parking in the area would serve as a disincentive for staff to commute to and from the site by private motor vehicle.

- *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 parking associated with the office, and food and drink uses is considered appropriate in the context of the development and the surrounding area. Employees would have not been allocated any on-site car parking would be inclined to take public transport or ride a bicycle. Any short-stay parking overflow could be accommodated on-street.

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 Impact is as follows:

Proposed Use	*Adopted Traffic Generation Rate*	*Daily Traffic*	*Peak Hour*	
			AM	*PM*
Commercial (Office/retail/ café staff)	*0.5 trips per space in each AM peak hour 0.35 trips per space in each PM peak hour**	*Not Provided*	*110*	*77*

** We would have preferred a PM peak hour rate of 0.5 trips per space. Notwithstanding, the rate of 0.35 trips in each peak hour is considered acceptable given that the site is well serviced by public transport.*

Commercial traffic directional split:

- *AM Peak – 10% outbound (11 trips), 90% inbound (99 trips); and*
- *PM Peak – 90% outbound (69 trips), 10% inbound (8 trips).*

The traffic directional split and distribution assumptions outlined in section 6.1 of the Impact Traffic Engineering report appear reasonable.

Traffic Impact of Development

Using the SIDRA intersection modelling programme, Impact Traffic Engineering had analysed the following intersection in the surrounding area:

- *Victoria Crescent/Site Access*
- *Mollison Street/Little Nicholson Street*

Traffic Distribution

The traffic distribution assumptions made by Impact for the development traffic are based existing traffic movements at the Victoria Crescent/Site Access and Mollison Street/Little Nicholson Street, and are considered reasonable.

Intersection Analysis

The two key intersections near the site were assessed using the SIDRA program, which measures intersection performance – under existing and post development conditions. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic. The results of the post-development modelling suggest that both the Victoria Crescent/Site Access and Mollison Street/Little Nicholson Street intersections would operate satisfactorily once the development is in use.

The post development conditions would see an increase to the traffic movements in the following intersections:

- *Right turn and left turn movements from Little Nicholson Street into Mollison Street;*
- *Right turn and left turn movements from Mollison Street into Little Nicholson Street;*
- *Right turn and left turn movements from the Site Access into Victoria Crescent; and*
- *Right turn and left turn movements from Victoria Crescent into the Site Access.*

It is agreed that the increase in traffic volumes at these movements should not adversely impact on the operation of the intersection once the development is operational.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Fieldwork Drawing Nos. TP210a, TP210b, and TP211 Revision C dated 5 July 2018

Item	*Assessment*
Access Arrangements	
Development Entrance – Unnamed Laneway	*The vehicle entry off the Unnamed Laneway is not clearly shown on the drawings.*

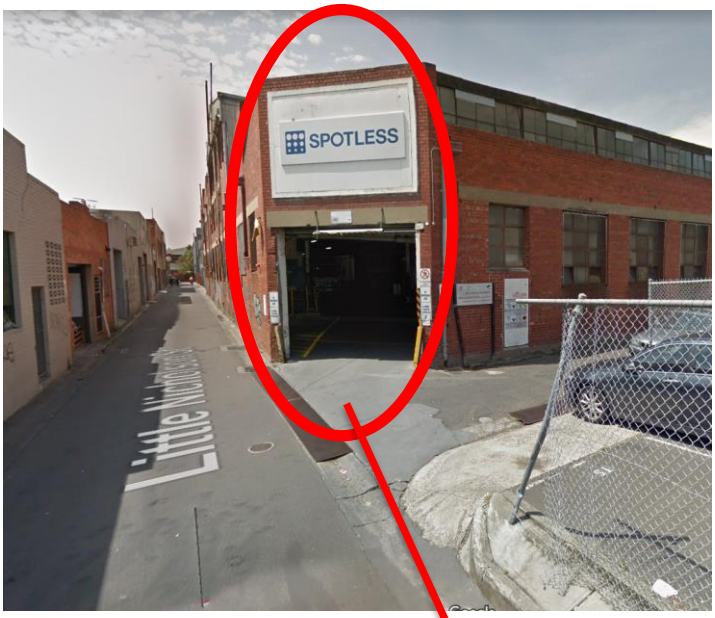
Unnamed Laneway	*The unnamed laneway has an existing carriageway width of 5.04 metres.*
Visibility – Unnamed Laneway	*A pedestrian sight triangle has not been provided for the exit lane of the entrance.*
Development Entrance – Victoria Crescent	*The vehicle entry off Victoria Crescent is not dimensioned on the drawings.*
Visibility – Victoria Crescent	*The pedestrian sight triangle is not shown on the drawings.*
Headroom Clearance	*The headroom clearance at the entrances has not been dimensioned on the drawings.*
Internal Ramped Accessways	*Widths of internal ramps have not been dimensioned.*
Car Parking Modules	
Regular Parking Spaces	*The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy Design standard 2: Car parking spaces of Clause 52.06-9.* *The dimensions of the parking spaces on the Mezzanine Level and Level 1 must be shown on the drawings.*
Accessible Parking Spaces	*Not dimensioned on the drawings.*
Aisles	*The widths of the aisles range from 6.13 metres to 6.9 metres and satisfy Table 2: Minimum dimensions of car parking spaces and accessways of Clause 52.06-9.*
Column Depths and Setbacks	*Not dimensioned on the drawings.*
Clearances to Walls	*Not dimensioned on the drawings.*
Gradients	
Ramp Grade for First 5.0 metres inside Property	*There are no ramps proposed for the first 5.0 metres inside the property.*
Ramp Grades and Changes of Grade	*Ramp grade lengths have not been dimensioned on the drawings.*
Transition Grade at Base of 1 in 8 Ramp Section	*The ramp section of 1 in 6 and 1 in 4 at the base of the 1 in 8 ramp section is considered satisfactory for the B99 design vehicle.*

Design Items to be Addressed

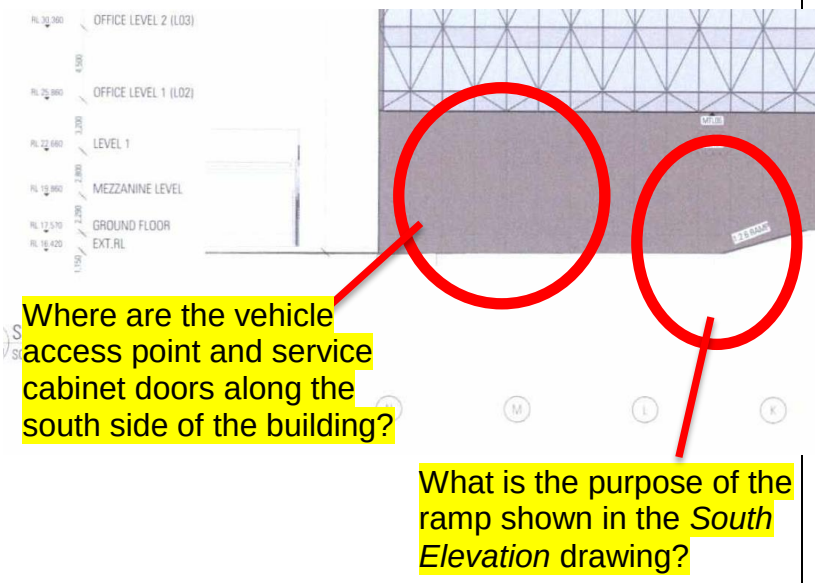
Item	*Details*
Development Entrance – Unnamed Laneway	*The entry doorway off the Unnamed Laneway must be clearly shown and dimensioned on the drawings.*

Visibility – Unnamed Laneway	*Impact has recommended the installation of a convex mirror to improve pedestrian and traffic visibility. Council has no objection with this proposal.*
Development Entrance – Victoria Crescent	*The width of the vehicle entry off Victoria Crescent must be dimensioned on the drawings.*
Visibility – Victoria Crescent	*The visibility triangles at entrance must be clearly shown and dimensioned.*
Headroom Clearance	*To be dimensioned on the drawings.*
Regular Parking Spaces – Mezzanine Level and Level 1	*To be dimensioned on the drawings.*
Accessible Parking Spaces	*To be dimensioned on the drawings.*
Column Depths and Setbacks	*To be dimensioned on the drawings. Column locations are to satisfy Diagram 1 Clearances to car parking spaces.*
Clearances to Walls	*To be dimensioned on the drawings and be no less than 300 mm.*
Ramp Grade Lengths	*Each ramp grade length to be dimensioned on the drawings.*
Internal Concrete Slab	*A 1 in 20 scale cross sectional drawing of the site's vehicular entrance must be submitted to Council, showing the internal slab; the existing bluestone invert; the lip of the bluestone channel, and the existing road profile of the Unnamed Laneway. It must be demonstrated to Council that the accessway slab and the Unnamed Laneway profile will not result in cars scraping or bottoming out.* *The plans submitted to Council must be accurately drawn, showing actual reduced levels of the invert and profile of the Unnamed Laneway. Failure to provide this information could lead to further internal modifications in the property.*
Corner Splay	*The proposed development plans show the corner splay at the south western corner of the property to be occupied by the development.* *The corner splay (Little Nicholson Street and Unanmed Laneway intersection) at ground level must remain intact. Regardless of whether the splay is in private ownership, it is deemed to be part of a Public Highway by virtue of its previous and existing use by the public (i.e. – pedestrians). The concrete apron adjacent to the splay must be demolished and reinstated with asphalt to match-in with the surrounding road surface of the surrounding streets. The splay can be occupied above ground level (i.e. first floor and upwards).*

Design Items to be Addressed

Item	*Details*
Corner Splay	
Reconstruction of Unnamed Laneway	*The laneway is to be reconstructed to Council's satisfaction and at the Permit Holder's cost, and Australian Standards. Vehicle access to abutting properties must be maintained and designed for a B99 design vehicle.* *All metal plates located in the laneway must be removed.* 

Design Items to be Addressed

Item	*Details*
South Elevation Drawing	*The South Elevation drawing appears to show an inaccurate depiction of the development.* *Is it unclear why there is a ramp shown in the laneway. The applicant is to provide details and function of this ramp.* *The vehicle access point and other building features are not depicted on the drawings.* 
Setback Area – Unnamed Laneway	*The setback area of 2.39 metres (inside the property) should be constructed in a different material to the bluestone open channel.*

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 Victoria Crescent road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.*
- *The footpath along the property's Victoria Crescent 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 new vehicle crossing on the west side of Victoria Crescent must be constructed in accordance with Council's Standard Drawings, Council's Infrastructure Road Materials Policy and engineering requirements. The vehicle crossing must satisfy the ground clearance requirements for a B99 design vehicle.*
- *The redundant vehicle crossing is to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.*
- *The half-width road pavement of Victoria Crescent (from centre line of road to west kerb line) along the property frontage must be profiled and re-sheeted to Council*

standard. Any isolated areas of pavement failure shall require full depth road pavement reconstruction.

- *All redundant property drains must be removed.*

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.*

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.*

Discharge of Water from Development 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.*
- *Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.*
- *Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.*
- *Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.*

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

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.*
Clearance from Electrical Assets	*Overhead power lines run along the east side of Church Street and west side of Brighton Street, close to the property boundary.* *The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website:* *http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs*
Existing Street Tree – Victoria Crescent	*Comment from Council's Arborist in relation to the canopies of the existing street trees in relation to the new building works on the site.*
Light Pole – Victoria Crescent	*The applicant is to liaise with Citipower regarding the relocation of the light pole (20764) to accommodate the new vehicle crossing. All cost for the relocation will be at the applicant's cost.*
Electricity Substation	*The applicant is to liaise with the relevant Service Authority in relation to the relocation of the substation.*
Gas Pipe and Valve	*The applicant is to liaise with the relevant Service Authority in relation to the relocation of the gas pipe and valves.*
Road Markings – Victoria Crescent	*All road markings in Victoria Crescent to be refreshed to Council's satisfaction.*

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Pedestrian/Vehicle Shared Path off Victoria Crescent	*The applicant is to provide an explanation on the purpose of the separate pathway to the EOT Bike Parking, which is adjacent to the Vehicle/Pedestrian Shared Path.* *What is the speed limit inside the shared path and how will the applicant improve the blind spot/conflict point at the entrance to the EOT Bike Parking – see Diagram 1.*

DIAGRAMS

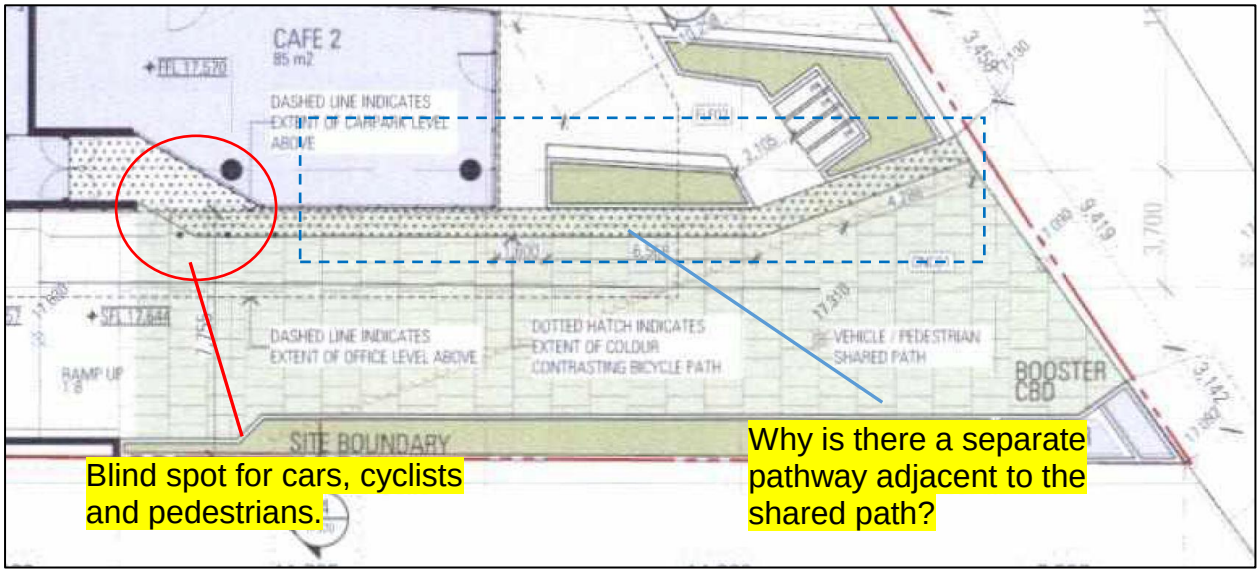


Diagram 1

Following further discussions, the following was provided on 19 November 2018 regarding traffic and access:

I refer to the above Planning Application received on 14 November 2018 and the accompanying traffic assessment reports prepared by Impact Traffic Engineering in relation to the access arrangements and traffic impact for the proposed development at 12-20 Victoria Crescent, Abbotsford. Council's Civil Engineering unit provides the following information:

Item	*Details*
Background	
Provision of Exclusive Access via Little Nicholson Street	*To assess the traffic impact of providing exclusive vehicular access via Little Nicholson Street for the development at 12-20 Victoria Crescent, Abbotsford.*
12-20 Victoria Crescent Development Proposal	*Mixed use development with road frontages off Victoria Crescent and Little Nicholson Street. Development comprises 12,079 m^2 of office and 187 m^2 of food and drink use. On-site parking for 220 spaces. Impact Traffic Engineering provided the original traffic report for the proposal (dated 4 July 2018) and provided the following volumes:* *AM peak hour volumes:* *Victoria Crescent – inbound: 55 trips outbound: 6 trips* *Little Nicholson Street – inbound: 54 outbound: 5 trips* *PM peak hour volumes:* *Victoria Crescent – inbound: 4 trips outbound: 35 trips* *Little Nicholson Street – inbound: 4 outbound: 34 trips*
Traffic Assessments by Cardno and Impact Traffic Engineering	

Cardno *Traffic Engineering Peer Review* *19 October 2018*	*Cardno has undertaken a traffic impact assessment of the subject site and has prepared traffic network diagrams for the AM and PM peak hours by incorporating traffic generation data and directional distributions for the nearby developments at 32-68 Mollison Street and 20-30 Mollison Street.* *Cardno has also undertaken SIDRA modelling of the Little Nicholson Street/Mollison Street intersection and the Mollison Street/Victoria Crescent, which would operate satisfactorily under post development conditions. For Little Nicholson Street, it is anticipated that approximately 244 vehicle trips would be generated in each peak hour:* *AM peak hour volumes – northbound: 202 trips southbound: 42 trips* *PM peak hour volumes – northbound: 43 trips southbound: 202 trips.*

Item	*Details*
Cardno *Traffic Engineering Peer Review* *(Continued)*	*Cardno had also conducted additional SIDRA modelling for the scenario where there is no vehicular access via Victoria Crescent for 12-20 Victoria Crescent. This analysis concluded that the Little Nicholson Street/Mollison Street intersection would continue to operate satisfactorily.* *In review of the option of removing the Victoria Crescent access point, Cardno provides the following information:* ▪ *Traffic generated by the site using the Little Nicholson Street access would now double.* ▪ *Little Nicholson Street already operates beyond its environmental capacity.* ▪ *Simultaneous passing movements to and from the site are recommended, but this would require the setting back of the development at 32-68 Mollison Street.* ▪ *A one-way traffic operation for Little Nicholson Street (southbound) could potentially work, however, swept paths for vehicles, including loading vehicles, for access into abutting developments would be crucial if this option were to be pursued.*
Impact Traffic Engineering Consultant Advice Notice 26 October 2018	*Impact Traffic Engineering has assessed the traffic generation of the subject site (site 1) and 32-68 Mollison Street (site 2). Traffic generated from sites 1 and 2 would result in an increase of 115 trips in Little Nicholson Street in each peak hour. Little Nicholson Street, between Gipps Street and Mollison Street, has a width of approximately 4.5 metres and has a two-way traffic operation. Impact Traffic Engineering make reference to the Australian/New Zealand Standard AS/NZS 2890.1:2004 for width requirements for a low volume connecting roadway (such as Little Nicholson Street) whereby passing opportunities should be provided every 30 metres where peak hour volumes exceed 30 vehicle trips per hour.* *Traffic counts conducted in Little Nicholson Street by Impact Traffic Engineering in August 2017 recorded peak hour*

	volumes ranging from 37 to 40 trips. The results indicate that the environmental capacity of Little Nicholson Street has been exceeded. With the addition of the post development volumes from the two sites (as well as 20-30 Mollison Street), vehicle conflict would be more evident. *For providing exclusive vehicular access via Little Nicholson Street for the subject site, Impact Traffic Engineering suggested the two following options:* *Option 1:* *Provision of four vehicle passing areas along Little Nicholson Street (each measuring 6.1 metres by 7.0 metres) at roughly 30 metre spacings.* *Option 2:* *Provide a one-way traffic operation of Little Nicholson Street in the southbound direction. With this option, it was also suggested that KEEP CLEAR road markings be provided at the intersection of Gipps Street and Little Nicholson Street to provide a gap for inbound right turn movements from Gipps Street into Little Nicholson Street.* *Traffic Impact Engineering have concluded that these two options could potentially work in the event that there is no vehicular access for the subject site via Victoria Crescent.*

Item	*Details*
Review by Council's Civil Engineering Unit	
Engineering Comments	*Originally, Little Nicholson Street was designed and constructed to provide a drainage and overland flow path for stormwater discharge from abutting properties and to provide occasional access to these properties. Both Cardno and Impact Traffic Engineering have indicated that the existing peak hour traffic volumes using Little Nicholson Street have exceeded its environmental capacity.* *The current development proposal almost evenly distributes its traffic across the Little Nicholson Street and Victoria Crescent road frontages (as opposed to a single concentrated point). Providing exclusive vehicular access for the subject site via Little Nicholson Street would highly likely exacerbate already strained conditions in Little Nicholson Street and increase the probability of vehicle conflict during peak hours.* *Although providing a one-way traffic operation in Little Nicholson Street may eliminate the problem of vehicle conflict, it may cause access or operational issues for other existing abutting commercial properties. When attempting to change the traffic operation of any road under Council's control, as a minimum a majority of support from abutting properties should be sought.* *Converting single lane width roads to having one-way traffic operations also potentially presents problems in terms of*

	intentional illegal traffic movements (in this case, by occupants of abutting properties) and the enforcement of moving traffic violations. *In light of the above, the Civil Engineering unit considers it inadvisable to concentrate all of the 12-20 Victoria Crescent's traffic generation via Little Nicholson Street, as this road's geometry would not adequately support higher traffic volumes.*

Further discussions on 26 November 2018

We would have no problem with a rate of 1.0 space per 100 square metres of office floor area.

The table below lists sites that have been approved with rates comparable to 1.0 space/100 sqm.

Cremorne	
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	*0.85 spaces per 100 m^2 (20 on-site spaces; 2,329 m^2)*
33 Balmain Street PLN15/0309 issued 21 October 2015	*0.78 spaces per 100 m^2 (14 on-site spaces; 1788.1 m^2)*
13 Cubitt Street PLN16/1022 issued 20 December 2016	*0.41 spaces per 100 m^2 (3 on-site spaces; 726.25 m^2)*
506 & 508-510 Church Street PLN17/0278 issued 11 January 2018	*1.09 spaces per 100 m^2 (226 on-site spaces; 20,744 m^2)*
Collingwood	
71-93 Gipps Street PLN16/1150 issued 30 August 2017	*0.96 spaces per 100 m^2 (86 on-site spaces; 8,923 m^2)*

2-16 Northumberland Street *PLN16/1150 issued 14 June 2017*	*0.89 spaces per 100 m^2* *(135 on-site spaces; 15,300 m^2)*

Further discussions on 27 November 2018

Assuming that the office floor area is unaltered (in this case, 12,079 m^2), this would equate to 120 spaces.

For the office's traffic generation, 120 spaces would equate to 60 trips per peak hour (using the rate of 0.5 trips per space in each peak hour). The original Impact Traffic Engineering report used a PM peak hour rate of 0.35 trips, which would equate to 42 trips in the PM peak hour). The food and drink use would also generate traffic (if assume one space is allocated to this use).

The AM peak hour traffic would reduce from 120 trips to 60 trips.
The PM peak hour would reduce from 77 trips to 42 trips.

Lowering the parking rate for the office would certainly reduce the traffic volume generated by this site.

If we were to support the deletion of the access point, the vehicle interface/access onto Little Nicholson Street needs to be better designed to provide ease of access and reduce vehicle conflict. In deleting the Victoria Crescent access point, it is suggested that Council's external urban designer provides some options for improving the site's interface/access onto Little Nicholson Street.

Further discussions on 28 November 2018

Certainly, providing a setback at ground level was what I had in mind.
Importantly, the design should allow for an exiting vehicle to have a clear sight line of a motorist exiting the development at 20-30 Mollison Street. If visibility were to be an issue, I would be suggesting a CCTV set-up for motorists exiting the subject site.

Further discussions on 29 November 2018

I would be aiming for a ground clearance height of 4.7 metres. This is based on the design clearance height of a truck (Australian Standard AS 2890.2-2002) plus 200 mm.

Anecdotally, trucks frequently use Little Nicholson Street. In the event that a travelling truck needs to pass or make a sudden movement, the headroom clearance of 4.7 metres would accommodate a truck.

Further discussions on 30 November 2018

The deletion of the Victoria Crescent access should result in the result in the reinstatement of footpath, kerb and channel along its alignment.

I would be opposed to a kerb outstand on the west side of Victoria Crescent as this would impact on drainage and channel flow.

Further discussions on 4 December 2018

For CCTV, the camera would face the junction of the Right of Way/Little Nicholson Street/the access point of 20-30 Mollison Street.

The applicant needs to:

1. *Determine if the sight lines for an exiting motorist can view the access point.*
2. *If no, then there is no need to set up a CCTV. If yes, the position of the camera and monitor need to be determined.*

Strategic Transport

Access and Safety

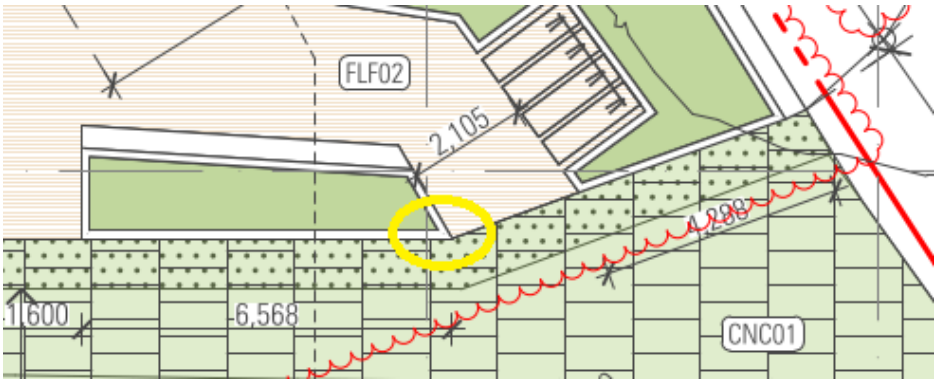
The following safety and access concerns should be addressed:

Delineated 'bicycle path'

The proposal includes a 'bike path' from Victoria Crescent through to the bicycle parking area adjacent the vehicle driveway. The path appears to be approximately 1m wide for the majority of its length, and 800mm wide at its narrowest point, which is too narrow to safely facilitate single directional travel and will not allow bi-directional travel. By including a path too narrow for purpose, the design will create a false expectation that cyclists will not enter the vehicle space.

To rectify this concern, ideally the delineated cycle-path should be widened to 2m (at minimum) to allow bi-directional travel. Failing this, no path should be delineated and the driveway should be treated as a shared vehicle/cyclist entrance.

Sharp corner adjacent 'bicycle path'



A sharp corner adjacent the 'bike path' is not supported as it is likely to cause injury in the event of a mishap.

Figure 1 (left)

Vehicle/Cyclist blind-spot

The current design of the vehicle ramp/cyclist entrance creates a blind-spot likely to result in conflict between vehicles and cyclists or pedestrians. In instances where cyclists/pedestrians are entering the building at the same time a cyclist/pedestrian is existing, the exiting cyclists will be forced onto the driveway close to the top of the ramp. A solid wall sits between the vehicle ramp and cyclists entrance which acts as a blind-spot increasing the likelihood of conflict in this situation (Figure 2).

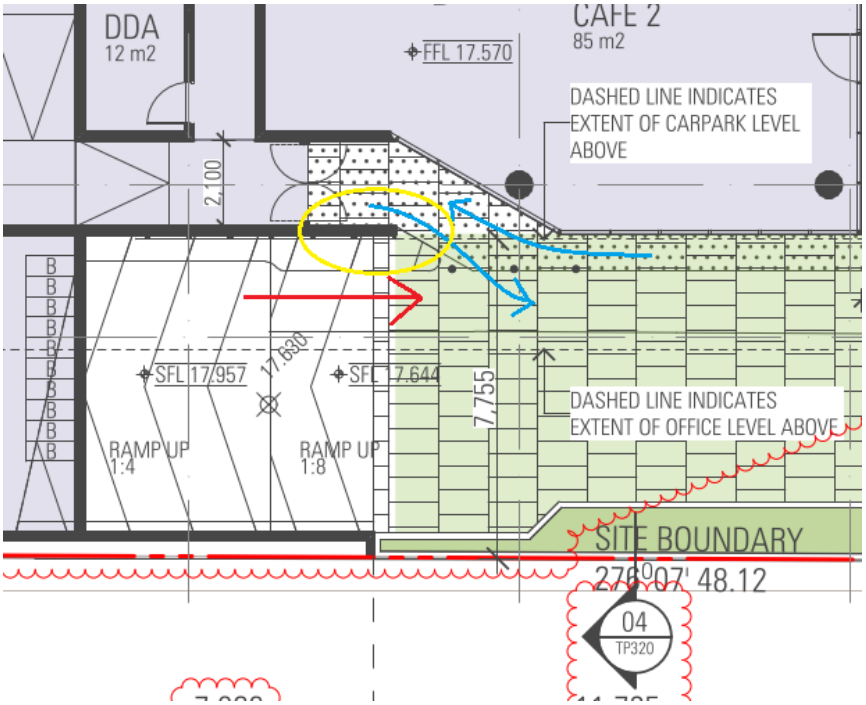


Figure 2 – Indicates a blindspot and likely conflict between vehicles and pedestrians/cyclists.

Blue indicates pedestrian cyclist movements.

Red indicates vehicle movements.

The yellow circle highlights the blindspot.

Ramp grades

A number of ramps are shown between the bicycle entrance and bicycle storage. The grade of these ramps is not noted. Pursuant to AS2890.3 it is recommend these ramps are limited to a grade of 1:12.

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)	*23127 sqm*	*1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm*	*40 employee spaces*	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	*12 visitor spaces.*	
Retail premises (other than specified in this table)	*187 sqm*	*1 employee space to each 300 sqm of leasable floor area*	*1 employee spaces*	
		1visitor space to each 500 sqm of leasable floor area	*0 visitor spaces.*	
		Bicycle Parking Spaces Total	*41 resident / employee spaces*	*179 resident / employee spaces*

		1 visitor spaces	*4 visitor spaces*
Showers / Change rooms	*1 to the first 5 employee spaces and 1 to each additional 10 employee spaces*	*5 showers / change rooms*	*14 showers / change rooms*

The development provides a total of 38 additional employee spaces and 3 additional visitor spaces above the requirements of the planning scheme.

Adequacy of visitor spaces

4 spaces are suitable as visitor bicycle parking spaces. Whilst the 4 existing visitor spaces are appropriately designed and located; the provision of the visitor spaces is inadequate for the following reasons:

- *Whilst 4 spaces exceeds the statutory requirement of 1 spaces it does not cater for Yarra's current or predicted future cycling demand. Best-practice recommends a rate of 1 visitor spaces to each 500sqm of office floor area[1], generating a requirement of 24 visitor spaces. Therefore 24 visitor spaces should be provided.*
    - *All additional visitor spaces should be provided as horizontal, at-grade level spaces.*
    - *All spaces and accessways should comply with the requirements of AS2890.3.*
    - *Visitor spaces must be in locations readily identifiable and accessible to visitors of the site, and should not be co-located with employee spaces given the differing access and security requirements.*

Adequacy of employee spaces

Number of spaces

The provision of 179 employee spaces is appropriate for the following reasons:

- *Best-practice recommends a rate of 1 space to each 100sqm of office floor space[2], generating a recommended rate of 121 employee spaces for the office use, in addition to the statutory rate of 1 space for the retail (café) uses. The proposed number of employee spaces exceeds 122 spaces and is therefore acceptable.*
    - *One additional bike space is shown within the end-of-trip facility; however this appears to be in error and should be removed.*
- *The number of showers and change rooms is not noted on the plans, but the Sustainable Management Plan (SMP) references 14 showers / change rooms.*
    - *Either notations should be added to the plans indicating at least 14 showers / change rooms will be provided within the end-of-trip facilities, or detail of end-of-trip facility should be shown on the plans.*
- *One locker per employee bicycle space should be provided*

Design and location of employee spaces and facilities

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[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers this advice.*

[2] *Category 6 of the BESS offers the following for best-practice guidance for '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.*

Employee spaces are adequately located and designed for the following reasons:

- *Employee bicycle parking is provided at ground-floor in a location easily accessible to cyclists (assuming the previously noted access and safety concerns are addressed).*
- *All spaces are located within a secure facility.*
- *Approximately 31% of employee spaces appear to be provided as horizontal at-grade level spaces, exceeding the AS2890.3 requirements for at least 20% of spaces to be provided in this fashion.*
    - *However, this information is assumed based on the dimensions of the bicycle storage spaces shown. It is recommended notations be added to the plans clearly indicating the number of hanging vs. horizontal spaces, or the spaces are otherwise more clearly delineated to show which spaces are horizontal vs. hanging spaces.*
- *The walkways and storage area dimensions appear to comply with AS2890.3.*

Despite the above, it is recommended a higher percentage of horizontal spaces are provided. The existing layout of the bicycle storage area would allow an additional 38 spaces to be provided as horizontal spaces, without contravening the requirements of AS2890.3 (Figure 3). In practice horizontal spaces are far more utilised than hanging spaces in any given storage space.

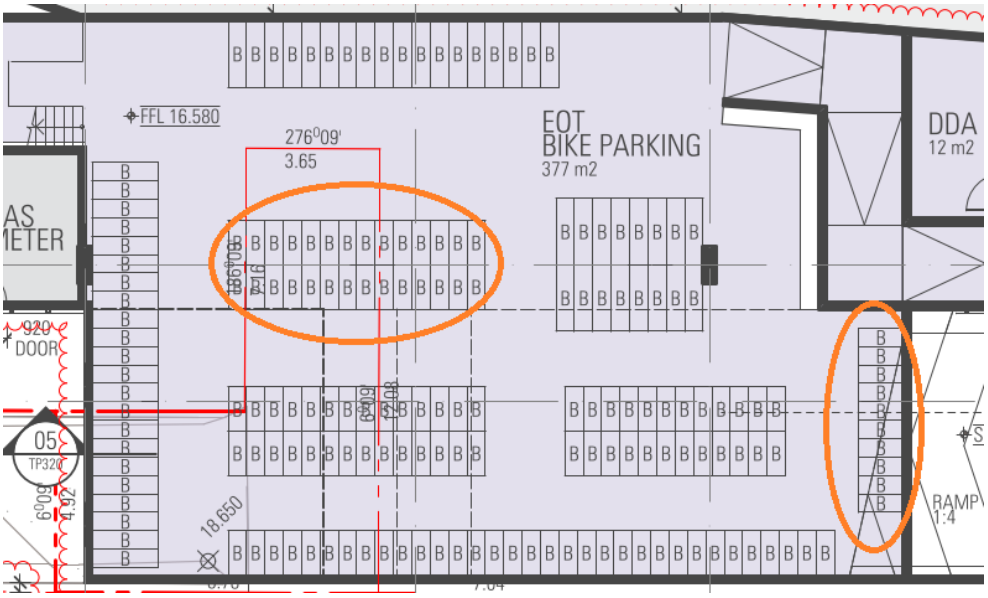


Figure 3 – The spaces circled could be converted to more accessible horizontal at-grade level spaces without contravening the requirements of AS2890.3 or unduly compromising access to any of the spaces.

Electric vehicles / share cars / other relevant topics?

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). In addition, the SMP makes reference to 10 EV charging bay, however I have been unable to identify these bays on the plans. The locations of EV charging bays should be noted on the plans Additionally, to allow for easy future expanded 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. The following information should be included:

- *(a) a description of the location in the context of alternative modes of transport;*
- *(b) employee and/or resident 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, and one locker per employee bicycle space;*
- *(i) security arrangements to access the employee bicycle storage spaces;*
- *(j) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;*
- *(k) Reference to EV charging points within the basement car park and provision of electrical infrastructure for future expanded provision; and*
- *(l) 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:

- *The delineated bicycle path widened to at least 2m. Alternatively the delineated bicycle path should be removed, and the driveway should be treated as a shared vehicle/cyclist entrance.*
- *Chamfering of all sharp building corners adjacent the bicycle path.*
- *The blind spot between the vehicle ramp and cyclist entrance addressed.*
- *Grades of all ramps between the cyclist entrance, and bicycle storage compound. It is recommended these ramps are no steeper than 1:12.*
- *At least 24 visitor bicycle parking spaces, clearly marked as for visitor use (or an equivalent rate if the scale of the development is altered):*
  - *All visitor spaces should be provided as horizontal-at-ground-level spaces.*
  - *Visitor spaces should continue to be provided in publically accessible locations, with convenient access to building entrances, lift shafts, etc.*
  - *Access ways and storage spaces should be designed to comply with AS2890.3.*
- *The bicycle space shown within the end-of-trip facilities deleted (this appears to be an error).*
- *Detail of the end-of-trip facilities showing at least 14 showers/changerooms or notations added indicating the end-of-trip facilities will include at least 14 showers/changerooms.*
- *Notations added indicating which bicycle spaces are horizontal, at-grade spaces and which spaces are hanging spaces.*

- *The 38 bicycle spaces identified in Figure 3 which currently appear to be hanging spaces provided as horizontal, at-grade spaces.*

A Green Travel Plan should be provided with the information outlined previously.

Open Space

Landscape Plan – Pop Plant Projects – July 2018

The general requirements for a landscape plan in a planning permit are that it include –

- The proposed plant schedule with botanical and common name, mature height and spread, installation size, spacing, location and quantities.

The plant schedule provided does not show quantities or plant spacing.

Plant Selection

- Plant selection looks generally acceptable, though the Lonicera japonica Japanese Honeysuckle, is an environmental weed in Victoria and a substitute plant should be used.
- Rooftop tree – has some sort of tree anchoring or stabilisation been considered for the rooftop tree?

Details

- There are no dimensions for the raised garden beds.
- There are no details or descriptive notes for the landscape materials e.g. the seating or paving.
- There are no details of climbing structures included.
- Notes have not been included regarding maintenance – short or long term.
- Notes have not been included regarding irrigation. Is rainwater being collected for reuse?

Streetscapes and Natural Values

Tree Protection Bond

Council arborists are of the opinion that the 3 x London Plane Trees (Platanus x acerifolia) in the Victoria Crescent Road Reserve adjacent to the development site will be impacted on by the proposed restoration works to the front wall and proposed construction works behind the wall.

The 3 x London Plane Trees (Platanus x acerifolia) will be retained and must be protected during construction works. An Asset Protection Permit Bond of $30,000 (ex GST) (see table below) should be applied to the 3 trees (10K per tree) to offset the cost of repairing any damage incurred during construction and/or for non-compliance with the tree protection management plan. The table below outlines the cost of replacement of each tree. Tree 1 is the most northern London Plane Tree.

Item	*Tree 1 Cost*	*Tree 2 Cost*	*Tree 3 Cost*	*Total*
Melbourne Valuation (Loss of Amenity Value)	*$41483*	*$81306*	*$41483*	*$164272*

Item	*Tree 1 Cost*	*Tree 2 Cost*	*Tree 3 Cost*	*Total*
Removal Tree Height 12 - 16m	*$1,226.54*	*$1,226.54*	*$1,226.54*	*$3,679.62*
Stump Removal ($6.48/2.5 cm)	*$181.44*	*$272.16*	*$181.44*	*$635.04*
Hard Surface Cut Out (2m x 1m)	*$196.82*	*$196.82*	*$196.82*	*$590.46*
Supply tree 100L	*$350*	*$350*	*$350*	*$1,050*
Planting in Hard Surface cost	*$120.17*	*$120.17*	*$120.17*	*$360.51*
Supply and Install Tree Hoops x 2	*$644.34*	*$644.34*	*$644.34*	*$1,933.02*
Maintenance 2 years	*$163.68*	*$163.68*	*$163.68*	*$491.04*
Supply and Install Granitic Gravel – 100mm depth ($59.05/m2)	*$118.10*	*$118.10*	*$118.10*	*$354.30*
SUB TOTAL	*$3,001.09*	*$3,091.81*	*$3,001.09*	*$9,093.99*
GST	*$300.11*	*$309.18*	*$300.11*	*$909.40*
TOTAL	*$3301.20*	*$3400.99*	*$3301.20*	*$10003.39*

Tree Protection Plan (TMP)

A Tree Protection Management Plan (TMP) is required by the applicant that is consistent with AS4970 - Protection of Trees on Development Sites and must show how the 3 x London Plane Trees (Platanus x acerifolia) are to remain viable in the long term, post development.

Tree Planting Opportunities

There is space for one London Plane Tree (Platanus x acerifolia) to be planted in the road reserve and still maintain the existing parallel parking arrangements.

The cost to supply, plant and maintain for 2 years is $1752.42 (Including GST) (see the table below). The final cost may change in line with contract specifications and annual CPI variations.

Item	*Tree 1 Cost*
Hard Surface Cut Out (2m x 1m)	*$196.82*
Supply tree 100L	*$350*
Planting in Hard Surface cost	*$120.17*
Supply and Install Tree Hoops x 2	*$644.34*
Maintenance 2 years	*$163.68*
Supply and Install Granitic Gravel – 100mm depth ($59.05/m2)	*$118.10*
SUB TOTAL	*$1,593.11*
GST	*$159.31*
TOTAL	*$1752.42*

Waste Services

The waste management plan for 12-20 Victoria Cres, Abbotsford authored by Leigh Design and dated 26/07/2018 is not satisfactory from a City Works branch's perspective. Issues to be rectified include, but may not be limited to:

1. *Waste collection should be within the development and collected by a private contractor.*
2. *An e-waste ban is commencing from 01/07/2019. Please detail how e-waste will be separated and disposed of accordingly.*
3. *The bin room is too small and does not allow for circulation. An expanded area would be of benefit.*

ESD Advisor

The standard of the ESD meets 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.

Applicant ESD Commitments:

- *10% improvement above the NCC thermal energy efficiency requirements for building fabric and at least a 40% reduction of greenhouse gases based on various initiatives.*
- *Increase on AS1668 air intake rates of at least 50%.*
- *Good daylight to most office areas.*
- *High efficiency VAV HVAC system, with full economy cycle and high efficiency chillers and boilers.*
- *A STORM report has been submitted with a 104% score that demonstrates best practice and relies on 2,892m2 of roof connected to 66,000 litres of rainwater storage proposed to flush toilets for equivalent of 1200 people, and an additional 550m2 of podium draining to another 4,000 litre tank captured for irrigation purposes.*
- *Energy efficient lighting.*
- *Water efficient fixtures and taps.*
- *180 bike parking spaces for ~12,349m2 of NLA.*
- *16 showers and at least 270 lockers to support cyclists riding to work.*
- *At least 10 electric vehicle charge points.*

Application ESD Deficiencies:

- *There are no outstanding ESD deficiencies identified at this time.*

Outstanding Information:

- *Please provide a completed JV3 energy modelling report, or equivalent, prior to occupation demonstrating 10% improvement in thermal energy efficiency of the building shell and at least 40% reduction in greenhouse gas emissions.*
- *Please include the type and efficiency standard of the hot water system in the JV3 energy modelling report provided to council prior to occupation.*
- *Ensure that the WMP has sufficient spaces allocated to recycling and all waste streams.*

ESD Improvement Opportunities

- *Recommend including an independent commissioning agent.*
- *Recommend a solar PV array to contribute to onsite electricity demands.*
- *Recommend providing a composting system.*

External Consultants

Urban Design (MGS Architects)

The development has a land use consistent with the ambitions sought for this precinct and the upgrading of workplace accommodation is an appropriate initiative in the light of its proximity to high concentrations of highly educated workplace talent.

Whilst the project incorporates widening of its small laneway interface to the south to accommodate two-way movement, no similar initiative has been undertaken to the more important Little Nicholson Street interface which interlinks Mollison Street connection to the south and Gipps Street to the north.

With Victoria Crescent providing an important cycle link to the adjoining Yarra River crossing and Capital City Trail network at its northern intersection with Gipps Street, maximising the utilisation of this rear laneway for car access to enterprises and minimising the impacts of intensification on Active Transport and pedestrian amenity in Victoria Crescent should be seen as a priority in the same manner that this has been sought for example along the Langridge Street and Wellington Street corridors.

The proposal in its current form suggests the inclusion of access from both Victoria Crescent and the Little Nicholson Street frontage to an expansive carpark comprising more than 220 car spaces for a proposed 1200 staff and with a lesser provision for car parking of 180 spaces noted in the planning report summary. The current arrangements are anticipated to provide a minimum of 1 car space every minute during peak periods across the western bike path.

The proposal is silent on a substantive green travel plan, an attribute of other key projects developed more recently within the municipality with success and as a direct corporately responsible initiative to limit unnecessary car use by private vehicles for enterprise purposes.

As a consequence of the current approach the proposed forecourt is primarily dedicated to vehicle access with more than 60% of the open space dedicated to this purpose providing as a consequence only modest external seating capacity and hence diminished street life

The proposal suggests a cantilever for approximately 6m to this area, building the office to between 7.76 and 7.64 m from the Victoria Crescent interface.

The development proposes an outcome with a 3 level podium car park built to the Little Nicholson Street interface with no setback, capped by office development of a further 6 levels resulting in a built form exclave of an indication of plant area of approximately RL53.7 to the top of plant or over 37m from natural ground.

The Section 1 and Level 1 plan indicates the proposed car park will interface directly with the proposed Level 1 terrace area and forecourt and the entire site perimeter.

Office Level 1 is nearly 9.5m above natural ground above this car park podium. Plan TP212 describes two separate towers divided by a landscaped area, with towers separated by a 7.6m break and with a 5.235m to 5.4m setback from its south-eastern neighbour, a setback of 10.6m from its northern neighbour in the front half of the site and a lesser 4.6m at the

uppermost two levels of the western tower. A chamfered treatment of the north east corner of the western tower amplifies the light and amenity for the space between towers and provides for substantially improved access to light and views in each instance. The setbacks proposed are substantially greater than that provided between the Building 2 tower and the southern and western neighbours with only 2.55m to the centre of the southern laneway and less than 2.4m to the centre of the western laneway.

The architecture, as could be expected from a firm of the calibre of Fieldwork, is competent generally save for the poor podium outcomes and as a consequence the absence of a strategy for an enhanced network of neighbourhood links and enabling neighbourhood regeneration initiatives.

The siting of the built form has also amplified the scale of development at interfaces with the western and southern neighbours and borrowed from the amenity and future development of these areas. One could not envisage a good outcome for either party for example with 4.8m between 30m+ buildings if development scale and use was replicated for example on the western neighbouring site.

CONCLUSION

The site offers a significant opportunity for workplace provision and urban renewal in a well located part of the municipality where these uses are welcome and where access to the regional capital city trail and nearby stations and PT networks and high density residential communities is supportive.

That said, the renewal of sites like this as early shapers of urban futures for city blocks incorporating substantial increases in workplace density, in turn need to provide the place that supports the proposed use and in its implementation needs to do this in a way that does not compromise broader State and Local policy initiatives aimed at enhanced Active Transport, place making and investment.

In this instance the precinct needs the service road network to be upgraded to maintain the primary avenues to the extent possible for people rather than unnecessary car movement and needs to invest projects with substantial green travel ambition. In this instance it is my view that the project has fallen well short of what needs to be done in this regard.

I am satisfied that Building 1 is appropriately scaled relative to the preferred future scale to the eastern side of the Street outlined in the DDO, the street width and amenity and the future character and amenity sought.

The western tower is in my view currently exhibiting major problems in regard to its siting, setbacks, resolution of detail, place making and height that need to be addressed if taller form is to be supported.

<u>Place making</u>

The southern and western laneway interfaces should in the interface with the site be amended to provide for two-way movement and pedestrian refuge to promote the western frontage as the exclusive access and egress point for motor vehicles to the site.

I accept in the short term this may mean that Little Nicholson Street movements will require a traffic management plan and holistic strategy but, like Cremorne and Fishermans Bend, in the transformation of areas such as this these initiatives are crucial to the sought after place making and reallocation of public realm space to provide for an enlarged workforce community looking to high quality external places and spaces for amenity and collaboration.

98. In the absence of this the development scale should be substantially curtailed to be able to operate exclusively from the Little Nicholson Street frontage for vehicle access without change.

This is a case that the applicant cannot rely on policy alone for support but must deliver the place and network that will ensure this ambition for intensification can be delivered without compromising the amenity and future development opportunities of others.

A proposal with over 12,000sqm of office space and 187sqm of retail space also needs a loading and dedicated waste management facility that similarly should be accessed exclusively off the western and southwestern laneway network.

Access from Victoria Crescent should be exclusively dedicated to the amenity needs of the high density workplaces and visitors increasingly using the precinct and the growing regional cycling and pedestrian population using this street. The expectation of high quality renewal of the precinct and complimentary responses on the site can deliver substantial complimentary outcomes in this location. Removal of the crossing in conjunction with overhead power and plant and fencing provides a number of exciting place upgrades. These include the following:

- *The inclusion of additional avenue tree planting to the South-east corner footpath in conjunction with a kerb outstand from the south boundary to the existing canopy street tree immediately north of the existing onsite parking zone.*

- *This space should incorporate short term bicycle parking and a new bicycle entrance and laneway extension to the site extended out to meet the regional bike path.*

- *Kerbside parking north of this existing southernmost street tree should incorporate both disability parking and share car facilities for the workforce and visiting community as part of an upgraded green travel plan. The building should have a green travel set of initiatives aimed at actively promoting PT and other active transport options through real time visible PT information and distances to destinations via the bike network as well as through enhanced pedestrian areas and linkages.*

- *A new east-west link along the southern boundary should link the existing laneway to the west with Victoria Crescent at ground level.*

- *The consequent expansion of sitting zones for the precinct for both the proposed café and the street users. The proposed treatments to the laneway interfaces of a 9m high plus inactivated wall network extended to the Victoria Crescent frontage in part ground and all first floor interfaces is not supported.*

- *Similarly the relative paucity of bicycle space provision currently provided only at a ratio of only one space to every seven staff is clearly not consistent with best practice. With one in three households in the municipality not having a car and with recent developments proposing substantially greater provisions particularly where they are in close proximity to the main capital city and regional networks, the current proposal falls short. Clearly in this instance the opportunities afforded by the location need to be significantly prioritised for other modes and activation and amenity for pedestrians over car access.*

<u>Recommendation 1</u>

Widen the Little Nicholson Street and adjoining southern laneway to a minimum of 6.5m to enable two-way movement and access for car parking and loading to the site and passing provision within the street network.

Recommendation 2

Update plans to show loading and waste management facilities within the development and revise parking layouts to delete the eastern parking ramp and to include waste management and loading facilities and enhanced laneway activation.

Recommendation 3

Provide a through-block southern pedestrian link connecting the western laneway and Victoria Crescent thereby avoiding dangerous dead-end space networks and enhancing connectivity to the adjoining railway station and PT networks.

Recommendation 4

Remove the crossover to Victoria Crescent and replace proposed vehicle crossing with a bike access crossing in conjunction with street improvements out to the bike lane zone including additional street planting, kerb outstands, short term bicycle parking, public furniture and an upgraded forecourt proposal to the satisfaction of the responsible authority.

Recommendation 5

Provide an upgraded bicycle strategy increasing the provision of bicycles on the site per employee to provide a substantially enhanced provision of bicycles for the development and reduced conflict between regional cycle paths and vehicles by deleting the Victoria Crescent crossing.

Interfaces and equitable development

The southern and western setbacks require substantial review in their provision of setback from neighbouring properties.

Similarly the Victoria Crescent frontage should not be the site for car parks to be visible at any level. The applicant should amend the upper and ground floor layouts to activate all street frontages to the Victoria Crescent to ensure that car parking is not visible at any level to this frontage.

The balance of laneway interfaces should incorporate interface treatments that activate them and address principles of safety by design and ambitions outlined in planning policy for enhanced streets and spaces. An integrated art plan should be provided as part of the design solution to these interfaces.

Recommendation 6

Provide a minimum setback at street level up to the top of carparking levels enabling a minimum 6.5m laneway width to Little Nicholson Street and the unnamed south western right angle laneway to allow two-way car and pedestrian movement and a refuge zone and manoeuvrability for loading dock areas in conjunction with revised elevations and layouts activating these interfaces.

Recommendation 7

a) *Reconfigure plans and elevations to the eastern elevations and Victoria Crescent frontage to ensure no car parking interfaces with the external frontages at any level.*

b) *To the balance of frontages reconfigure car parking and laneway interfaces to activate frontages and invest them with a high quality amenity consistent with safety by design and local policy goals.*

Recommendation 8

Provide a minimum setback of 4.5m from the centreline of the laneway for proposed upper level office space providing sufficient space between built form to enable future high environmental performance and amenity for new enterprise and mixed use development.

Recommendation 9

Provide details of the proposed soffit and boundary treatments to the revised entry forecourt to the satisfaction of the responsible authority.

Recommendation 10

Provide details of the proposed external level 6 terrace areas and of proposed plant area enclosures to the satisfaction of the responsible authority.

Landscape treatments

The Landscape plans and renderings indicate green wall growth on structures reliant on a podium level base for this planting. I am not aware of any successfully realised examples adopting this methodology anywhere in Melbourne that have been able to extend growth through the 15-16m as suggested in this instance though I agree that this softening treatment is important. Typically, successful solutions have required planting boxes every level that are well resolved regarding depth, metering of moisture and selection of plants and relied on inputs from experts. Renderings additionally show trees at level 6 and cascading planting over the heritage facades not shown on plans.

Recommendation 11

Provide upgraded landscape plans complete with expert advice from green wall consultants to demonstrate the necessary measures to implement strategies indicated on the three dimensional views of the proposal to the satisfaction of the responsible authority, demonstrating their long term efficacy and, additionally provision where depicted in renderings but not plans.

Integrated art and affordable workplace areas

The current provision of laneway interfaces and level 1 terrace interfaces with the heritage building as shown in the Overview from Victoria Crescent on TP400 indicate outcomes that fall well short of the Policy aspirations sought for streetscape interfaces.

Successful solutions that align with the needs of the municipality have included laneway interfaces that have included low rent studio spaces and commissioned high quality art programs.

In this instance these interfaces demand a substantial departure from the proposal currently adopted by the applicant for an area where a vibrant mix of small, medium and larger enterprises is sought and where the distinctive advantages of the area include its proximity

to the creative industry hubs of the inner north where enterprises are being displaced by rising rents.

Recommendation 12

Provide Laneway interface strategy and updated plans that ensures these areas are active, safe and invested with high quality urban design and placemaking solutions that build community capacity and support the proposed increased capacity and scale sought by the development wherein increased bulk and height and impacts on views to surrounding neighbourhoods is offset by the enhanced placemaking and community building and employment provided.

Considerable work needs to be undertaken on the project to strike the appropriate balance between the intensification and subsequent demand and pressures on the place and access networks sought by the applicant and the placemaking outcome required to both enable the precinct to equitably develop at the level of placemaking quality that will underpin the success.

In its current form it cannot be supported as it is an outcome that has unreasonable impacts on the orderly high quality development sought by State and Local policy and currently fails to provide the necessary resolution sought by the Planning Scheme.
I would invite the applicant to address these issues as a matter of urgency and resubmit rather than refuse at this stage

Traffic Consultant (Cardno)

Peer Review of Transport Impact Assessment

Development Proposition

A summary of the proposed development has been included in Table 1-1 and is based on plans of the development (in particular TP210a, TP210b and TP211) prepared by Fieldwork Projects Pty Ltd dated 5 July 2018.

Table 1-1 Development Schedule

Use	Description	Total Size (NLA)
Commercial (Office)		12,079m2
Retail	x2 café tenancies	187m2

Based on a review of town planning drawings, a total of 220 car parking spaces are supplied on-site across ground, mezzanine and first floors, inclusive of three (3) disabled spaces. Whilst specific allocation is not stated within the Impact report, Section 5.5.1 implies that two (2) of the 220 spaces are proposed to be allocated to retail staff, with the remainder allocated to office staff.

Additionally, Impact's traffic report and town planning drawings state that a total of 180 bicycle parking spaces are proposed within a secure bike store at ground level. Of these spaces, 56 are presented in the form of ground-mounted horizontal rails, with the remaining 124 bicycle parking spaces in the form of 'Ned Kelly' vertical wall-mounted racks (or similar).

We note the following minor observations with regard to proposed car and bicycle parking numbers:

- *A total of 179 bicycle parking "envelopes" appear to be included within the ground level bike store, with plans also indicating one (1) ground mounted horizontal rail "envelope" within the proposed "EOT Lockers + Showers" facility on the mezzanine level;*
- *Despite there appearing to be sufficient room to accommodate the proposed yield, bicycle parking envelopes appear to be shown incorrectly and should be amended to reflect layout requirements outlined in Figure B7 and Figure B5 (ci) within AS2890.3:2015;*
- *Cardno is not able to confirm the number of shower and changeroom/locker facilities proposed, given the nominated EOT store does not detail these items. It is noted that the Impact report states that "16 showers are proposed, and associated change and locker facilities."*

The adequacy of the proposed car and bicycle parking provisions, allocations and layouts will be discussed in the subsequent stages of this assessment.

Statutory Controls

Clause 52.06-9 Assessment

Cardno has reviewed Section 5.4.3 of the Impact report which relates to the development's car park layout design and access arrangements and is satisfied that the proposed car park layout has been generally designed in accordance with the relevant Planning Scheme and Australian Standard requirements, albeit noting:

As noted in Section 5.4.3.1, an area at least 50% clear of visual obstructions should be provided on the eastern side of the accessway to the unnamed laneway (ground level car park entry);

- *With regard to the ground level car park access;*
    - *Impact's swept path analysis for site access represented in sketch IMP170809-SK-02-B indicates that passing between a B99 car and B85 car will be achievable between Little Nicholson Street and the car park entry. This is considered appropriate considering the likelihood and frequency of conflicting inbound and outbound movements.*
    - *Whilst it is acknowledged that the majority of inbound movements will be generated via Mollison Street to the south, it is recommended that a swept path analysis be undertaken to confirm that inbound movements approaching the access from the north are:*
        - *Able to pass a stationary outbound vehicle; and*
        - *Able to enter the car park without the need of a corrective manoeuvre within the Unnamed Laneway.*

- *Whilst it is noted that some columns encroach the door opening areas, Cardno acknowledges that Impact's report states structural limitations often limit full compliance in these type of developments;*
- *Select columns throughout all three parking levels encroach the front clearance area. Whilst not referred to in the Impact report, we note that these spaces are generally provided access aisles in excess of the applicable statutory requirement in order to assist access; and*
- *With regard to parking spaces immediately adjacent to the western lift core on Level 1, the car space positioned between the core and adjacent 2 spaces should be offset by 300mm from these car spaces.*

Clause 52.06-5 Assessment

Acknowledging the town planning application for the subject development was submitted prior to the gazettal of Planning Scheme Amendment VC148 (which introduced an update to Clause 52.06 – Car Parking), Cardno supports Impact's assessment of the statutory car parking requirements for the proposed development.

It is agreed that, based on the above and the size and number of proposed new uses as outlined within Section 4.1 of the Impact report, the proposed development generates a statutory requirement to provide a total of 429 car parking spaces, comprised of 422 office spaces and seven (7) retail spaces. The proposal therefore represents a shortfall in the order of 209 spaces from the statutory requirement.

Accessible Parking Assessment

Based on an assessment of Part D3 to the Building Code of Australia, it is agreed that the various land uses contemplated as part of the proposed development generate a requirement for a minimum provision of three (3) disabled parking spaces on-site.

Consequently, the proposed on-site provision of thee (3) disabled spaces as stated in the Impact report is considered appropriate in this instance.

Car Parking Demand Assessment

In consideration of the various Council policies in effect, the proposed on-site parking provisions for office and retail uses are considered to be consistent with Council strategies to strongly encourage the use of alternative transport modes. Cardno is of the opinion that these rates are therefore appropriate.

Clause 52.34-3 Assessment

It is agreed that, based on the size and number of proposed new uses as outlined within Section 4.1 of the Impact report, the proposed development generates a statutory requirement to provide a total of 53 bicycle parking spaces, comprised of 41 staff and 12 visitor spaces. The provision of 180 bicycle parking spaces therefore represents a surplus of 127 spaces from the statutory requirement.
Further, based on the requirement for 41 employee bicycle parking spaces, a total of five (5) shower facilities are required. Should 16 showers and change room facilities be provided (as stated by Impact), this would comfortably exceed the associated Clause 52.34 requirement.

Traffic Considerations

Cardno has reviewed Section 6 of the Impact report which relates to the development's traffic considerations. We offer the following comments for your review.

Traffic Generation

Morning peak hour traffic generation rates adopted (0.5 movements/space) derived from case studies undertaken at two nearby commercial developments by Impact generally mirror those often presented by Cardno and other traffic engineering consultants. It is, however, noted that PM peak hour generation rates proposed by Impact (0.35 movements/space) appear to be slightly lower than those typically supported by Cardno and other consultancies (being ~0.5 movements/space – refer to Traffix Group and OneMileGrid reports for neighbouring developments). Outbound volumes across both site access points shown within Figure 9 Subject Site Traffic Generation within the Impact report suggests that a

generation rate of 0.5 has instead been applied. Cardno has conservatively adopted the higher generation rate volumes in our subsequent analysis included as appendices to this letter.

We agree that it is generally accepted that 10% of traffic will be generated in the counter peak direction. In this regard, page 23 of the Impact report states that a total of 109 inbound movements are anticipated during AM peak periods; this should in fact read 99 movements, with the 11 outbound movements forecasted constituting the net AM traffic movements anticipated to be generated by the proposed (note this appears to be only a computational error).

It is noted that the above mentioned rates have been adopted for both office and retail car spaces. It is typically argued that retail staff will arrive to and depart from a development during morning and evening peak hours, respectively (i.e. accounting for increased traffic generation levels than those allowed for by Impact). Considering only two (2) car spaces are understood to be allocated to the retail component, this represents an insignificant discrepancy.

Traffic Distribution

In consideration of the proportion of car spaces assigned to each parking level, Cardno is satisfied that a reasonable "access" distribution has been made by Impact based on stated traffic generation rates (see page 23).

We do, however, offer the following comments with the remainder of distribution assumptions and calculations:

- *Based on the minor computational error noted above, it is Cardno's opinion that the AM and PM peak hour distributional splits across Little Nicholson Street and Victoria Crescent are intended to read:*

    - *Little Nicholson Street*
      AM
      Inbound 49 vehicle movements
      Outbound 5 vehicle movements

    - *Victoria Crescent*
      AM
      Inbound 50 vehicle movements
      Outbound 6 vehicle movements

- *The Impact report doesn't provide justification as to why it has assumed that all vehicles accessing the car park via Little Nicholson Street will do so from Mollison Street to the south. Little Nicholson Street allows for two-way movements (noting it is restricted to one-way flows at any time), where it is likely that a percentage of these movements will originate from the north. Traffic surveys undertaken by Traffix Group indicate that the majority of movements within Little Nicholson Street are southbound in nature (i.e. originate from the north) during the AM peak;*

Notwithstanding, noting indiscernible differences between directional volumes noted above shown in the Impact report, Cardno's traffic network diagram attached as an appendix to this assessment provides adjusted movements for a complete analysis.

Traffic Considerations – Other Developments

Section 6.3 of the Impact report provides a review of likely traffic impacts to the surrounding road network as a result of the neighbouring redevelopments in conjunction with the proposed development. As requested by Council, Cardno has reviewed this Section of the Impact report as well as relevant traffic engineering documentation relating to nearby developments at 20-30 Mollison Street, 32-68 Mollison Street & 10 Victoria Crescent and 61-69 William Street in Abbotsford.
The locations of these developments in the context of the proposed development are shown in Figure 1-2.

Figure 1-2 Recently approved developments in the context of the proposed development



We offer the following comments for your consideration.

- *Whilst the Impact report for the 12-20 Victoria Crescent site does not state the origins of assumptions made regarding direction assignments, we note that these appear to generally be consistent with directional distributions at adjacent intersections sourced from turning movement count surveys and adopted within traffic reports for the neighbouring developments noted above;*
- *Noting the traffic engineering assessment for the proposed development at 61-69 William Street, Abbotsford has not been supplied, anticipated traffic generation and distribution associated with this development as provided within Section 4.8.2 of the Traffix Group report for the proposed 20-30 Mollison Street development has been assessed and is considered satisfactory (with regards to adopted traffic generation rates and directional distribution assumptions made by Traffix Group). See attached traffic network diagrams prepared by Cardno for a comprehensive breakdown of traffic distributions.*
- *Directional distributions either derived from survey data or stated in the associated traffic engineering reports was generally found to differ by no greater than 10%, offering a consistent analysis across the various traffic engineering assessments reviewed.*

The attached traffic network diagrams prepared by Cardno have calculated the anticipated total volumes or increase in volumes across the road network in the vicinity of the

abovementioned developments during both AM and PM weekday peak periods. A number of discrepancies were identified across the various consultant's reports relating to differences in assumptions stated and actual traffic distributions shown. Consequently, Cardno's traffic distribution assumptions rely on the latest turning movement surveys undertaken for the road network surrounding all neighbouring developments, sourced by:

- *Traffix Group: Intersection of Nicholson Street and Mollison Street, sourced on Wednesday 10th May, 2017 and Thursday 7th September, 2017; and*
- *Impact Traffic Engineering: Existing traffic movements along Victoria Crescent sourced from pneumatic tube counts undertaken between 23rd August, 2017 and 28th August, 2017.*

Traffic Impacts

Intersection Analysis

Cardno has reviewed Section 6.5 of the Impact report which relates to the anticipated traffic impacts of the proposed development in the context of recently approved neighbouring developments, supported by results obtained from the SIDRA Intersection analysis undertaken by Impact.

In order to validate the accuracy of results quoted by Impact, Cardno have created a SIDRA model for the intersection of Little Nicholson Street and Mollison Street, analysing post development AM and PM peak hour scenarios. It is noted that the accuracy of Cardno's model is limited to the available information provided within the Impact report. Discrepancies between the two models may be influenced by unknown inputs such as lane widths, gap acceptance, approach lengths and other model parameters.

Results of Cardno's SIDRA analysis comparison revealed similar outputs (negligible discrepancies) in degrees of saturation, average delays and queue lengths; we therefore consider Impact's analysis and results appropriate for this intersection. Overall, the intersection is anticipated to operate under "excellent" conditions post development, with minimal delays and queues anticipated for motorists.

It is noted that Impact's assessment did not include an analysis of the intersection of Mollison Street and Nicholson Street, situated approximately 50 metres west of the intersection of Mollison Street and Little Nicholson Street. Given a considerable amount of traffic movements attributed to the proposed development and surrounding developments will be distributed to this intersection, Cardno has also undertaken a SIDRA Intersection analysis to determine post development operating conditions of this intersection. The analysis confirmed that this intersection is also anticipated to operate under "excellent" conditions during both AM and PM peak hour scenarios. During the PM peak period (representing 'worst-case' conditions), the most heavily affected leg is predicted to be the eastern leg, with average delays and 95% queue lengths of 12 seconds and 27 metres, respectively. The post development intersection operation, including delays and queue lengths are anticipated to be manageable for motorists.

Further, Cardno is satisfied that the additional movements distributed to Victoria Crescent (namely at the intersection of Mollison Street and Victoria Crecent) will not cause detrimental impact to the operating conditions of this intersection or the surrounding road network.

Impact's SIDRA Intersection analysis of the proposed Victoria Crescent and Proposed Access intersection indicates that the intersection is anticipated to operate under excellent

conditions; a similar rating is anticipated for the proposed Victoria Crescent and proposed access intersection as part of the 32-68 Mollison & 10 Victoria Crescent development.

It is worth noting that the traffic analysis undertaken by Cardno and other traffic engineering consultants does not calculate the likely traffic volumes generated by the existing uses at each sites. Ideally, any existing traffic movements associated with the existing sites should be deducted from the post development traffic analysis. Therefore, traffic impact assessments offered to date are to some extent conservative in nature.

Operations of Little Nicholson Street (in the Vicinity of Mollison Street)

As indicated in Cardno's traffic network diagrams attached to this assessment, a total of approximately 244 vehicle movements are anticipated within Little Nicholson Street between Mollison Street and the Unnamed Laneway in both AM and PM peak hours. Of these movements:

- *202 northbound movements and 42 southbound movements are anticipated during the AM peak; and*
- *43 northbound movements and 202 southbound movements are anticipated during the PM peak.*

Considering this 50 metre section of Little Nicholson Street is proposed to provide connections to three (3) access points across three (3) different developments, it is suggested that all access points be designed to accommodate concurrent ingress and egress movements to mitigate the risk of traffic congestion within this portion of Little Nicholson Street. Considering the proposed localised widening of Little Nicholson Street as part of the 20-30 Mollison Street proposal, and acknowledging the anticipated low frequency of opposing movements, it is likely that the above will be achievable.

<u>Additional comments received on 31 October 2018 regarding moving all vehicle access to Little Nicholson Street:</u>

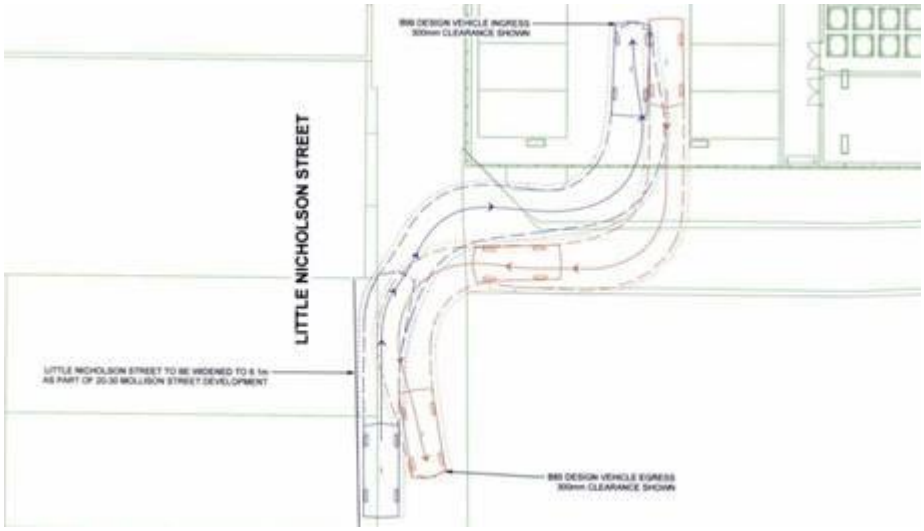
We have undertaken a preliminary updated SIDRA review adding the additional traffic to Little Nicholson Street (no vehicle access via Victoria Crescent).
Our initial analysis indicates that Little Nicholson Street and the surrounding intersections of Little Nicholson Street / Mollison Street and Mollison Street / Nicholson Street will continue to operate satisfactorily (in line with the original analysis).

You mentioned the applicant said the lane / Little Nicholson Street would fail – Do you have any further information on this from the applicant? Interested to understand how/when/why would the lane / Little Nicholson Street fail (queue lengths, conflicting movements etc.)?

Understandably, the access lane connecting to Little Nicholson Street does not currently allow simultaneous passing manoeuvres only an inbound vehicle passing a stationary outbound vehicle as shown below in Impact's swept path review.

Therefore, increasing the traffic movements to/from the site increases the probability of conflicting movements on this one way section of access lane.

Ideally, we would recommend that simultaneous passing movements are afforded to/from the site – this would likely require setbacks of the subject site and/or the adjacent building (32-68 Mollison Street).



Further comments provided on 31 October 2018 following the receipt of the applicant's additional traffic advice:

The advice notice prepared by Impact is considered appropriate, in particular the comments regarding the existing operating conditions of Little Nicholson Street noted to currently operate outside of its environmental capacity during the peak periods.

The advice notice doesn't seem to refer to the possibility of removing the Victoria Crescent access however.

Considering the possibility of removing the Victoria Crescent access and having all vehicle movements via Little Nicholson Street, we note the following:

- *Traffic movements generated by the subject site via Little Nicholson Street will essentially double.*
- *Little Nicholson Street currently operates outside of its environmental capacity during peak periods and the additional movements are unlikely to cause any additional major delays or queueing.*
- *As noted in Impact's advice notice, vehicle conflicts at Little Nicholson Street could be expected to be more pronounced however considering the majority of movements will be via the southern end of Little Nicholson Street and the accessway at this location is proposed to be widened to 6.1m, potential queuing or delays could be lessened.*
- *Office development peak hour flows (90% inbound in the AM and 90% outbound in the PM) lessen the likelihood of conflicting movements.*
- *The counter flow traffic movement is predicted to only increase by 5 movements and therefore only resulting in a minimal increase that there will be vehicles travelling in both directions on the one-lane section of road.*

Based on the above and review of the updated SIDRA analysis as well as a review of the probability of conflicting movements on a one-way roadway, vehicle access solely to/from Little Nicholson is considered okay.

Additionally, we agree that option 2 (noted in Impact's advice notice) to convert Little Nicholson Street to one-way southbound could benefit the access arrangements for the sites at the south.
Noting however, swept paths will need to be reviewed for the subject site, specifically in relation to entry manoeuvres via Little Nicholson Street and passing of exiting movements.

It's also worth noting that if we are unable to setback the adjacent site to the south, then there is no great advantage setting back the subject site as simultaneous passing manoeuvres will not be achieved, however noting setting back the subject site would improve sight lines for exiting vehicles to the south to view approaching vehicles – this could also be substituted with the use of a convex mirror/s.

Further comments on 2 November 2018:

Assuming you mean Little Nicholson Street is converted to one-way flow southbound, this arrangement is considered okay. Leaving Little Nicholson as two-way flow would likely cause congestion and issues surrounding priority and passing under the circumstances you mentioned.

Although Little Nicholson Street is operating in excess of its environmental capacity, our preliminary analysis indicates that the intersection of Mollison Street and Little Nicholson Street is anticipated to operate satisfactory with Little Nicholson Street converted to one-way southbound (i.e. all existing and anticipated traffic volumes heading south).
Preliminary results indicate queues are anticipated up to 2 vehicles in length on Little Nicholson Street and next to no queueing or delays on Mollison Street.

The one-way arrangement largely avoids two-way conflicts for the proposed developments however swept paths would need to be updated to ensure all vehicles (including loading vehicles) can ingress and egress from the three new sites.
Ingress/egress manoeuvres for the subject site in particular need to be reviewed, as mentioned, in relation to entry manoeuvres via Little Nicholson Street and passing of exiting movements.
I envisage a convex mirror or warning light system could assist subject site ingress and egress movements to function effectively and safely.

Additionally, it is worth considering pedestrians and cyclist movements through Little Nicholson Street – is it currently a heavily used route for pedestrians or cyclists?

1.6 PLN17/0251 - 1090-1092 Lygon Street, North Carlton - Demolition of the existing building (walk-up-flats) to allow for the construction of eight dwellings.

Executive Summary

Purpose

1. This report provides Council with an assessment of Planning Permit Application PLN17/0251 which affects land at 1090-1092 Lygon Street, North Carlton and recommends approval, subject to conditions.

Key Planning Considerations

2. Planning Scheme Amendment VC148 made changes to the Victorian Planning Provisions (VPP) and all Planning Schemes arising from the Victorian Government's Smart Planning program. Amendment VC148 was gazetted on 31 July 2018 and now forms part of the Yarra Planning Scheme (the "Scheme"). The assessment of this application is therefore against the provisions of the Scheme after the introduction of VC148. Relevant to this application, the requirement under the Scheme for the proposed development to provide on-site visitor car parking spaces has been removed.

3. Key planning considerations include:

   (a) Built form (Clauses 15.01, 21.05, 22.07, 52.35);
   (b) Heritage (particularly Clauses 43.01 and 22.02);
   (c) Car parking (Clause 52.06); and
   (d) Clause 65 (decision guidelines).

Key Issues

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

   (a) Planning Policy Framework and Local Planning Policy Framework;
   (b) Heritage;
   (c) Clause 55 (ResCode); and
   (d) Objector concerns.

Objector Concerns

5. Following advertising, a total of 13 objections were received to the application. Issues raised can be summarised as follows:

   (a) Neighbourhood character.
   (b) Design including height, massing, scale, bulk and site coverage and permeability.
   (c) Overdevelopment.
   (d) Lack of landscaping.
   (e) Off-site amenity including overshadowing / loss of daylight, overlooking, loss of views, noise from services (i.e. A/C units) and radiated light from external light fittings.
   (f) Car parking and traffic impacts.
   (g) Property devaluation and impact on airflow as result of the new built form extending across the communal area of two buildings to the south.
   (h) Construction issues such as damage to surrounding properties, disruption, early start times, traffic and noise.

Conclusion

6. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported, subject to conditions.

CONTACT OFFICER: **John Theodosakis**
TITLE: **Senior Statutory Planner**
TEL: **9205 5307**

[redacted] **PLN17/0251 - 1090-1092 Lygon Street, North Carlton - Demolition of the existing building (walk-up-flats) to allow for the construction of eight dwellings.**

Trim Record Number: D18/193901
Responsible Officer: Senior Co-ordinator Statutory Planning

Help

Proposal:	Demolition of the existing building (walk-up-flats) to allow for the construction of eight dwellings (townhouses).
Existing use:	Two-storey walk-up flats.
Applicant:	Urban Planning Mediation
Zoning / Overlays:	Neighbourhood Residential Zone (Schedule 1) (NRZ1) Design and Development Overlay (Schedule 2) (DDO2) Heritage Overlay (Schedule 326) (HO326) Special Building Overlay (SBO)
Date of Application:	24 March 2017
Application Number:	PLN17/0251

Planning History

7. Planning Permit PLN11/0975 was issued on 08 November 2012 for *part demolition to allow for the construction of nine (9) additional apartments to an existing residential building (that currently provides a total of six (6) apartments), including a reduction of the associated car parking requirement.* This permit was not acted on and has since expired.

Background

8. This application for Planning Permit (PLN17/0251) was received by Council on 24 March 2017 and following the submission of further information on 26 July 2017 the application was advertised on 29 August 2017. A total of thirteen (13) objections were received.

9. A planning consultation meeting was held on 27 November 2017 and was attended by seven objectors, the Applicant and Council Officers to discuss all issues and concerns raised in the letters of objection received.

10. The permit applicant submitted a set of amended plans in an attempt to address the concerns raised by Council's Urban Design Unit and Objectors. The amended plans were submitted to Council on 24 October 2018 and show the following changes to the advertised plans:

    (a) The deletion of the store room at the ground floor and the pantry to the kitchen at the first floor of Unit 1.
    (b) The setbacks (where adopted) from the northern boundary increased from 2.9m to between 2.9m and 3.64m at the first floor and from a minimum 1.85m to between 1.95m and 3.64m at the second floor.
    (c) The setbacks (where adopted) from the southern boundary increased from a minimum one metre to between 1.47m and 2m at the first floor and from a minimum one metre to between 1.66m and 2.92m at the second floor.
    (d) The adoption of a minimum setback of 879mm from the eastern (rear) boundary at the first and second floors.
    (e) The internal reconfiguration of the dwellings to accommodate the above changes.
    (f) Provision of a vehicle access sliding gate to the east (where currently there is none).

11. Said plans have not been formally submitted under Section 57(a) of the *Planning and Environment Act* (1987), neither have they been re-referred internally. The plans do however show improvements that respond to some of the Objector concerns and the referral advice provided by Council's Urban Design Unit on the advertised proposal.

12. For assessment purposes, the advertised plans are therefore the 'decision plans' considered within the 'Assessment' section of this report, and the plans submitted to Council on 24 October 2018 will be referred throughout the report as the 'amended plans'.

Planning Scheme Amendments

Amendment VC110

13. On 27 March 2017, an amended Neighbourhood Residential Zone was gazetted into the Yarra Planning Scheme ("the Scheme") that amongst other changes, introduced minimum garden area requirements at Clause 32.09-4 and maximum building height requirements at Clause 32.09-9. The application benefits from transitional provisions and the minimum garden requirements are not applicable in this instance.

Amendment VC134

14. On 31 March 2017, the amendment was gazetted into the Scheme and introduced the new Metropolitan Planning Strategy by making corresponding updates to the State Planning Policy Framework (SPPF). It also restructured Clause 11 (Settlement) and included policy-neutral updates and administrative changes and new and updated incorporated and reference documents.

Amendment VC139

15. On 29 August 2017, the amendment was gazetted to include the following policy references replacing the *Guidelines for Higher Density Residential Development*:

Apartment Design Guidelines for Victoria

(a) This reference document applies to all apartment buildings that are subject to the provisions of Clause 58 of the Scheme and provides three primary sections covering siting and building arrangement, building performance and dwelling amenity.

Urban Design Guidelines for Victoria

(b) This is a complementary reference document to the *Apartment Design Guidelines for Victoria* which provide best practice knowledge and advice to inform the design of buildings in relation to the function and amenity of the public realm.

(c) The above policy reference documents have been introduced into the Scheme to complement Clause 58 – Apartment Developments that was gazetted into the Scheme on 13 April 2017. The provisions of this clause apply to the application as it was lodged following this date.

Amendment VC142

16. On 16 January 2018, the amendment was gazetted by the Minister for Planning. Among other changes, this amendment removed the permit requirement at clause 52.07 of the Scheme to provide a loading bay on site for commercial uses.

Amendment VC148

17. On 31 July 2018, the amendment was gazetted by the Minister for Planning. Amongst other changes the amendment has deleted the State Planning Policy Framework (SPPF) and has replaced it with a new integrated Planning Policy Framework (PPF) in Clauses 10 to 19 of the Scheme.

The Proposal

18. The application is for the demolition of the existing building (walk-up-flats) to develop the land with a row of eight, three-storey dwellings in a townhouse-style development. The proposed development will be described as a "building" throughout this report given that all eight townhouses are in an attached row.

19. The facets of the proposed development can be summarised as follows:

Development

20. *Demolition*

(a) Demolition of the existing building (walk-up-flats) in its entirety and clearance of the land inclusive of the demolition of fences (not shown on plans).

21. *Layout*

(a) Construction of a row of eight, three-storey dwellings (the "building").
(b) Pedestrian entry to the building via Lygon Street.
(c) The building provides a total of 8 dwellings / townhouses (8 x 1 bedroom) ranging in size between 109sqm and 180.3sqm that would proceed in a consecutive manner from west to east (labelled as Units 1 to 8 on the plans).
(d) All dwellings will have balcony areas that would range between 10.7sqm and 15.9sqm to the north of their respective open plan, living and dining area (plus service amenities) at the first floor.
(e) The ground floor comprises of eight car spaces / garages accessed via a shared driveway (also providing common passage to the entry of each dwelling), together with bin stores, general storage facilities and stairwells.
(f) The second floor of each dwelling provides two bedrooms and service amenities.

22. *Heights and setbacks*

(a) Maximum building height of 9m above the natural ground level.
(b) To the west (front), the building is setback a minimum distance of 1.6m at the ground floor; a minimum distance of 1.32m at the second floor; and a minimum distance of 2.82m at the second floor (all associated with Unit 1).
(c) To the north, the building is setback between 3.9m and 6.37m at the ground floor; is setback between 2.78 and 2.9m at the first floor; and setback between1.85m and 2.92m at the second floor.
(d) To the south, the building is setback between zero and one metre from the southern boundary at the ground floor; is setback between zero and 2m at the first floor; and setback between zero and 2.9m at the second floor.
(e) The southern boundary wall lengths equate to a total of 33.84m at the ground floor (i.e. combined on-boundary wall lengths Units 1, 2, 3, 6, 7 and 8) decreasing to a total length of 13.53m at the first floor (i.e. combined on-boundary wall lengths of Units 1, 2, 7 and 8); and decreasing again to a total length of 11.24m at the second floor (i.e. combined on-boundary wall lengths of Units 1, 2, 7 and 8) with wall heights ranging between 3.3m and 8.8m above the natural ground level.
(f) To the east (rear), the building has a zero setback across all levels.
(g) The proposed site coverage will be approximately 94%, with some site permeability in the front and side setbacks.

23. *Design detailing, colours and materials*

(a) The building adopts a contemporary and angular design with the walls constructed primarily of cement sheets with rendered charcoal and white finishes, including timber cladding (or equivalent) and balustrades constructed of either glass or cement sheet cladding.
(b) The western (front), southern (side) and eastern (rear) elevations are punctuated with windows, whilst the northern (side) elevation is punctuated with a combination of balconies and windows.
(c) Some windows are screened with opaque glass to a height of 1.7m above the floor level, and several balconies have been screened with solid cement sheet cladding.
(d) A pergola structure at the north-west corner to emphasise the pedestrian entrance to Lygon Street.

24. *ESD Features*

(a) The building achieves an average 6.3 star energy rating.
(b) Operable windows and doors will be provided providing good cross-ventilation opportunities.
(c) Provision of a water tank below the driveway with a 16000lt water capacity.
(d) Living areas will be provided with large areas of north-facing glazing, providing for extensive areas of natural light to the main activity areas within each dwelling.
(e) Energy efficient fixtures within the building.
(f) Foldable clothes lines on the balconies.

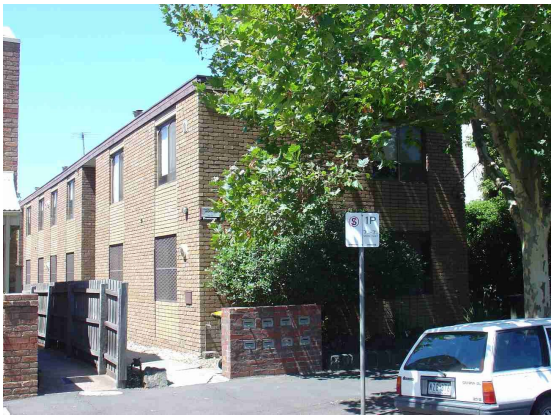
25. *Car parking and vehicle access*

(a) A total of 8 car spaces within garages associated with each dwelling on the ground floor / under-croft style arrangement.
(b) Vehicle access provided from the laneway to the east (i.e. there will be no vehicle access from Lygon Street).

Subject Site

26. The subject site is located on the eastern side of Lygon Street, between Park Street to the north and Mary Street to the south, in Carlton North. The land gradient falls from the west to the east by approximately 400mm and the site is rectangular in shape, with a frontage to Lygon Street of 12.36m and a depth of 50.03m, yielding an overall site area of approximately 618sq.m. The site comprises two lots, namely lots 1 and 2 on plan of subdivision LP 36212 associated with Certificate of Title Volume No. 01694 and Folio No. 651.

27. The subject site is developed with walk-up flats (as identified in the image below) that is setback approximately 3m from the Lygon Street boundary. The building was built circa 1960/70s and provides a communal open air car park at the rear with vehicle access from the rear laneway and pedestrian access to the north via Lygon Street.



28. There are no restrictive covenants, encumbrances or party wall easements detailed on the certificate of Title submitted with the application that extend across the northern or southern shared boundaries. The plan of subdivision was created in 1956 and identifies the pre-existing layout of two dwellings that have since been replaced with walk-up-flats.

Surrounding Land

29. The immediate surrounding area is residential with built form comprising a mixture of single storey period dwellings and high density residential developments. High density residential developments (i.e. three-storeys and above) in the immediate area include a three storey apartment building to the immediate south of the site at property no. 1086 Lygon Street, a further three storey development at property no. 1072 Lygon Street, and three to four storey residential development at property no's 1060 and 1102 Lygon Street. Further north, and beyond the municipal boundary line (i.e. beyond Park Street), buildings range between two and nine storeys, located within the City of Moreland.



30. To the north of the site is a double-storey apartment development comprised of two buildings (on one site) constructed circa 1960/70s in light brown brick with a central open communal area. The building fronting onto Lygon Street has a staggered setback ranging between 2.5m and 3.8m from the front boundary and is setback 1.3m from the shared boundary with the subject site. The building to the east is developed to the shared boundary at two-storeys and is setback approximately 1.8m from the rear boundary / laneway (east). This site is zoned Neighbourhood Residential.

31. To the west of the site is Lygon Street, a double-lane arterial road approximately 30m wide with central trams lines. Beyond that, are predominately single-storey dwellings of the Victorian and Edwardian eras, many of which are intact and of masonry construction, zoned Neighbourhood Residential.

32. To the south of the site is a three storey apartment development comprised of two buildings separated by a central common open area. The building contains 11 apartments, with several habitable room windows and balconies / terraces facing onto Lygon Street and into the common area, including the laneway to the east and two internal courtyards. Both buildings abut the shared boundary with high on-boundary double and triple storey wall construction. The building facing Lygon Street is setback approximately 4.9m whilst the building on the eastern portion of the lot, is developed to the rear boundary / laneway. This site is also zoned Neighbourhood Residential.

33. The eastern boundary abuts a rear laneway which intersects with Mary Street to the south and also accesses Pigdon Street further south and Park Street to the north. The laneway is primarily used for vehicle and pedestrian access to the rear of dwellings fronting Lygon Street and Drummond Street. On the opposite side of the laneway are the private open spaces and outbuildings / garages of dwellings that front onto Drummond Street, zoned Neighbourhood Residential.

34. The subject site is well serviced in terms of services, park land and public transport given that it is located (amongst other services):
    (a) on Lygon Street, with a tram stop at the front of the site with services to the CBD, northern and southern suburbs, including restaurant and cafes further north and beyond Brunswick Road located within the City of Moreland;
    (b) the Capital City Bike Trail, Gallagher Reserve and the restaurants / cafes and retail trade beyond Brunswick Road to the north of Park Street located within the City of Moreland;
    (c) Nicholson Street approximately 660m to the east that also provides tram services, including restaurants and cafes; and
    (d) a Flexicar car share pod is available in Pigdon Street (near the corner of Lygon Street), approximately 190 metres south-west of the site.

Planning Scheme Provisions

Zoning

Neighbourhood Residential Zone (Schedule 1)

35. The subject site is zoned Neighbourhood Residential Zone (Schedule 1) which contains the following provisions:

    (a) Pursuant to Clause 32.09-6, a planning permit is required to construct two or more dwellings on a lot.
    (b) Pursuant to Clause 32.09-9, a building used as a dwelling or residential building must not exceed the height of 9 metres and the building must contain no more than two storeys at any point.
    (c) Pursuant to Clause 32.09-4, a dwelling or residential building on a lot of 400sqm or greater must provide the minimum garden area requirements.

36. In relation to the above, (a) applies, however (b) and (c) do not apply. This is because the site benefits from transitional provisions at Clause 32.09-15 (Transitional Provisions) of the Scheme.

37. Accordingly, the minimum garden area requirements of Clause 32.09-4 and the maximum building height and number of storeys requirements of Clause 32.09-9 introduced by Amendment VC110 do not apply to a planning permit application for the construction or extension of a dwelling or residential building lodged before the approval date of Amendment VC110. Amendment VC110 was approved on 27 March 2017 and the application was lodged on the 24 March 2017 and therefore the application benefits from the transitional provisions at Clause 32.09-15 of the Scheme.

Overlays

Heritage Overlay (HO326 - North Carlton Precinct)

38. Clause 43.01-1 (Heritage Overlay) states that a planning permit is required to demolish or remove a building and construct a building or construct or carry out works.

City of Yarra Review of Heritage Areas 2007 Appendix 8 (Revised May 2018)

39. The building on the subject site is located within Schedule 326 and is identified as "not-contributory" to this precinct as outlined in the incorporated document.

Design and Development Overlay – Schedule 2 (DDO2)

40. Pursuant to Clause 43.02-2 of the Planning Scheme, a permit is required to construct a building or construct or carry out works.

41. The DDO2 recognises Lygon Street as one of the municipality's 'Main Roads and Boulevards' and provides a list of design objectives and decision guidelines that will be considered in the 'Asssessment' section of this report.

Special Building Overlay

42. Pursuant to Clause 44.05-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

43. Pursuant to Clause 44.05-6 of the Scheme an application must be referred to the relevant floodplain management authority under Section 55 of the Act. Melbourne Water is the relevant referral authority.

Particular Provisions

Clause 52.06 – Car Parking

44. 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.

45. The requirement of Clause 52.06-5 of the Scheme are shown below:

Proposed Use	No. of houses	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Provided
Two-bedroom dwellings	8	1 spaces per dwelling	8	8
		Total	**8**	**8**

46. The proposed two bedroom dwellings require one car parking space each. One space per dwelling is provided in the form of a secure garage. The proposal therefore meets the minimum Scheme requirement for on-site car parking provision. In relation to the requirements at Clause 52.06-9 (design standards for car parking) of the Scheme, Council's Engineer has reviewed the design including access and egress to the laneway, garage design and manoeuvrability on site, and found the design response to be satisfactory subject to conditions.

Clause 52.34 – Bicycle facilities

47. Clause 52.34 of the Scheme only applies to dwellings in developments of four or more storeys. The overall proposal is three storeys in height and therefore these provisions do not apply.

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

48. Pursuant to clause 55 of the Scheme this provision applies to an application to construct or extend two or more dwellings on a lot within the Neighbourhood Residential Zone. A development must meet the objectives of Clause 55 but does not need to meet the standard.

General Provisions

Clause 65 – Decision guidelines

49. 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 relevant State Planning Policy Frameworks, Local Planning Policy Frameworks and any Local Policy, as well as the purpose of the Zone, Overlay or any other Provision

Planning Policy Framework (PPF)

Clause 15.01-1S – Urban Design

50. The relevant 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 15.01-2S – 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".*

Clause 15.01-5S – Neighbourhood Character

52. 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

53. The objective of this clause is "*to encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions".*

Clause 15.03 Heritage

Clause 15.03-1S – Heritage conservation

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

55. Strategies include:

(a) *Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.*
(b) *Provide for the protection of natural heritage sites and man-made resources.*
(c) *Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.*
(d) *Encourage appropriate development that respects places with identified heritage values.*
(e) *Retain those elements that contribute to the importance of the heritage place.*
(f) *Encourage the conservation and restoration of contributory elements of a heritage place.*
(g) *Ensure an appropriate setting and context for heritage places is maintained or enhanced.*
(h) *Support adaptive reuse of heritage buildings where their use has become redundant.*

Clause 16.01 Residential Development

Clause 16.01-1S – Integrated housing

56. The objective of this clause is "*to promote a housing market that meets community needs"*.

Clause 16.01-1R – Integrated housing- Metropolitan Melbourne

57. Strategies for this clause are:

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

Clause 16.01-2S Location of residential development

58. The objective of this clause is "*to locate new housing in designated locations that offer good access to jobs, services and transport".*

59. Relevant strategies for this clause are:

    (a) *Increase the proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in Greenfield and dispersed development areas.*
    (b) *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
    (c) *Ensure an adequate supply of redevelopment opportunities within established urban areas to reduce the pressure for fringe development.*
    (d) *Facilitate residential development that is cost effective in infrastructure provision and use, energy efficient, water efficient and encourages public transport use.*
    (e) *Identify opportunities for increased residential densities to help consolidate urban areas.*

Clause 16.01-2R – Housing opportunity areas- Metropolitan Melbourne

60. Relevant strategies for this clause are:

    (a) *Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*
    (b) *Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:*

        (i) In and around the Central City.
        (ii) Urban-renewal precincts and sites.
        (iii) Areas for residential growth.
        (iv) Areas for greyfield renewal, particularly through opportunities for land consolidation.
        (v) Areas designated as National Employment and Innovation Clusters.
        (vi) Metropolitan activity centres and major activity centres.
        (vii) Neighbourhood activity centres - especially those with good public transport connections.
        (viii) Areas near existing and proposed railway stations that can support transit oriented development.

(c) *Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.*

Clause 16.01-3S – Housing diversity

61. The objective of this clause is "*to provide for a range of housing types to meet increasingly diverse needs*".

62. Strategies of this policy are:

(a) *Ensure housing stock matches changing demand by widening housing choice.*
(b) *Facilitate diverse housing that offers choice and meets changing household needs through:*

(i) A mix of housing types.
(ii) Adaptable internal dwelling design.
(iii) Universal design.

(c) *Encourage the development of well-designed medium-density housing that:*

(i) Respects the neighbourhood character.
(ii) Improves housing choice.
(iii) Makes better use of existing infrastructure.
(iv) Improves energy efficiency of housing.

(d) *Support opportunities for a range of income groups to choose housing in well-serviced locations.*
(e) *Ensure planning for growth areas provides for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.*

Clause 16.01-3R – Housing diversity - Metropolitan Melbourne

63. The strategy of this policy is "*create mixed-use neighbourhoods at varying densities that offer more choice in housing".*

Clause 16.01-4S – Housing affordability

64. The objective of this clause is *"to deliver more affordable housing closer to jobs, transport and services."*

Clause 18.01 – 1S – Land use and transport planning

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

Local Planning Policy Framework (LPPF)

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.03 – Vision

66. Clause 21.03 of the Scheme outlines strategic objectives for land use, built form, transport and environmental sustainability within the City. Strategies to achieve the objectives are set out in the following clauses of the MSS.

Clause 21.04 – Land use

Clause 21.04-1 – Accommodation and Housing

67. The objectives of this clause are:

    (a) *To accommodate forecast increases in population.*
    (b) *To retain a diverse population and household structure.*
    (c) *To reduce potential amenity conflicts between residential and other uses.*

    Clause 21.05 Built form

    Clause 21.05-1 Heritage

68. This clause acknowledges that new development can still proceed whilst paralleling the objective to retain the nineteenth century character of the City. Conservation areas seek to conserve the City's heritage places whilst managing an appropriate level of change.

69. Relevant objectives include:

    (a) *Objective 14 To protect and enhance Yarra's heritage places:*

        (i) Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.
        (ii) Strategy 14.2 Support the restoration of heritage places.
        (iii) Strategy 14.3 Protect the heritage skyline of heritage precincts.
        (iv) Strategy 14.4 Protect the subdivision pattern within heritage places.
        (v) Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.
        (vi) Strategy 14.8 Apply the Development Guidelines for site subject to a Heritage Overlay policy at clause 22.02.

    Clause 21.05-2 – Urban design

70. This clause incorporates the following relevant objectives:

    (a) *Objective 16 - To reinforce the existing urban framework of Yarra; and*
    (b) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric.*

    Clause 21.07 – Environmental Sustainability

71. The relevant objectives of this clause are:

    (a) *To promote environmentally sustainable development.*
    (b) *To improve the water quality and flow characteristics of storm water run-off.*

    Clause 21.08 Neighbourhoods

72. Clause 21.08-3 (North Carlton – Princes Hill) describes this area as follows:

    (a) *This residential neighbourhood is noted for the consistency of its spacious brick or render late Victorian and Edwardian streetscapes and for its consistent residential character. Linear Park is a significant park in this neighbourhood. The area has excellent accessibility to tertiary institutions in central Melbourne. Little change is expected for this neighbourhood.*

    Relevant Local Policies

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

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

74. The relevant policies with regard to demolition/removal of a building of this clause are:

    (a) *Generally encourage the retention of a building in a heritage place, unless:*

        (i) The building is identified as being not contributory
        (ii) The building is identified as a contributory building, and
            - *New evidence has become available to demonstrate that the building does not possess the level of heritage significance attributed to it in the incorporated document, City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time) and*
            - *The building does not form part of a group of similar buildings.*

    (b) *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.*
    (c) *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*

        (i) That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).
        (ii) For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.

75. The relevant policies with regard to alterations and additions of a building of this clause are:

    (a) *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*

        (i) Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape;
        (ii) Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place;
        (iii) Be visually recessive and not dominate the heritage place;
        (iv) Be distinguishable from the original historic fabric;
        (v) Not remove, cover, damage or change original historic fabric;
        (vi) Not obscure views of principle façades;
        (vii) Consider the architectural integrity and context of the heritage place or contributory element.

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

    (c) *Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.*

    (d) *Minimise the visibility of new additions by:*

        (i) Locating ground level additions and any higher elements towards the rear of the site;

(ii) Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1);
(iii) Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3);
(iv) Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.

(e) *Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.*

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

76. This policy applies to new buildings. The objective of this clause is *"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)".*

Clause 22.17 – Environmentally Sustainable Design

77. 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

78. The submitted application was advertised between August and September 2017 under the provisions of Section 52 of the *Planning and Environment Act* (1987) (the Act) by 177 letters sent to surrounding owners and occupiers, and by one (1) sign displayed on the Lygon Street frontage.

79. The grounds of the thirteen (13) objections received to the application are summarised as follows:

(a) Neighbourhood character.
(b) Design including height, massing, scale, bulk and site coverage and permeability.
(c) Overdevelopment.
(d) Lack of landscaping.
(e) Off-site amenity including overshadowing / loss of daylight, overlooking, loss of views, noise from services (i.e. A/C units) and radiated light from external light fittings.
(f) Car parking and traffic impacts.
(g) Property devaluation and impact on airflow as a result of the new built form extending across the communal area of two buildings to the south.
(h) Construction issues such as damage to surrounding properties, disruption, early start times, traffic and noise.

80. A Planning Consultation Meeting was held on 12 December 2017, attended by the Applicant, Objectors and Planning Officers. Following this meeting (on 24 October 2018), the Applicant informally submitted a set of amended plans to Council (the changes within these plans were outlined in detail at paragraph 10 of this report and the status of these plans set out at paragraph 11 and 12 of this report).

Referrals

External Referrals

81. The submitted application was referred to Melbourne Water who were supportive of the application subject to conditions requiring the floor levels at the site to be above the applicable flood level. Their comments are included as an attachment to this report, with their conditions included in the officer recommendation.

Internal Referrals

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

    (a) Urban Design (Internal);
    (b) Environmental Sustainable Development (ESD) Advisor;
    (c) Traffic Engineering Unit; and
    (d) Services and Contracts Unit.

83. Referral comments have been included as attachments to this report (attachments 3 to 8). The amended plans were not referred internally as the plans show improvements as per the recommendations of the referrals as will be discussed in the section below, and only have an informal status.

OFFICER ASSESSMENT

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

    (a) Planning Policy;
    (b) Heritage;
    (c) Clause 55 (ResCode); and
    (d) Objector concerns.

Planning Policy

85. When assessed against the Planning Policy Framework and Local Planning Policy Frameworks (PPF & LPPF), there is strategic support for the development with regard to its location being located on a main arterial road and within an area that contains many resources. It is also highlighted that the development will only increase the density on site by two dwellings.

86. The purpose of the NRZ is:

    (a) *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
    (b) *To recognise areas of predominantly single and double storey residential development.*
    (c) *To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.*

87. It considered that the proposal fulfils the above by providing a modern medium sized building on a site within an inner-city context that is ideally located to take advantage of existing public transport services including tram services available along Lygon Street (with a tram stop readily available at the front of the site).

88. Clause 11 of the Scheme aims for an increase in diversity of choice, economic viability, accessibility and land use and transport integration, whilst facilitating sustainable development that takes full advantage of existing settlement patterns. The future residents of the building will use the services available in the nearby commercial environments on Smith Street, Brunswick Street and Johnston Street.

89. The proposed building also accords with a number of key strategic policies within the Scheme, in particular clause 15.01-1S and 18.01-1S, by providing higher density housing with connections to public transport/cycling networks and by increasing and consolidating the supply and diversity of housing in existing urban areas. For all of the reasons outlined above, the proposal is considered to achieve sufficient compliance with the relevant planning policies.

90. Pursuant to clause 52.06 of the Scheme, the proposed building is required to provide a total of 8 car spaces, with 8 provided. Despite full compliance with this standard, objectors have raised concerns that insufficient on-site car parking has been provided particularly for visitors. As the Scheme has since been amended from the lodgement of the planning application to not require visitor spaces (i.e. under Amendment VC148), it is not reasonable to require visitor on-site car spaces. Encouraging the use of public transport as well as walking and cycling as modes of transport is central to Council policy objectives relating to sustainable transport. Forcing developments to provide additional parking, as set out in the Scheme, will not encourage achieving the objectives of sustainable transport that are outlined in clauses 18.02 and 21.06 of the Scheme. Further, residents will not be eligible for on-street resident or visitor parking permits which will ensure the development will not place undue strain on existing on-street car parking. The applicant would be reminded of this via a note on any permit issued.

Heritage

91. The urban design assessment for this proposal is principally guided by clauses 15.01-2 (Urban design principles), 21.05 (Urban design), 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay and 22.07 (Development Abutting Laneways) of the Scheme. The design objectives of the Design and Development Overlay (Schedule 2) will also be considered.

Demolition

92. As previously stated, the walk-up-flats on the subject site is classified as ‘not contributory’ to the North Carlton Heritage Precinct. Clause 22.02-5.1 generally discourages the full demolition of a building unless the building is not contributory. As the building is ‘not contributory’ the demolition of the building is acceptable and supported by heritage policy.

New built form

93. Surrounding built form along the eastern side of Lygon Street is a mixture of single and double-storey dwellings but a more predominant number of double and triple-storey apartment blocks from a range of construction eras mainly using brick and render. The eastern side of Lygon Street includes older, Victorian-era, single-storey dwellings and newer double, triple and four storey apartment buildings. The majority of the apartment buildings are constructed in a rectilinear form with flat roofs and a number of windows and balconies facing the street.

94. The western side of Lygon Street is significantly different in built form to the eastern side and is characterised by generally single-storey, double fronted dwellings. These two sides are separated by a 30m (approx.) wide street that is comprised of four lanes of cars, two lanes of tram tracks and two lanes of parked cars. This creates a significant visual separation of these two sides which is further accentuated by the difference in built form. It should be noted that considering existing conditions, the building on the site is consistent with the typology and appearance of the existing character along the eastern side and not the western side.

95. Immediately to the north and south of the site are double and triple storey (respectively) buildings which do not have any heritage value with the three buildings (including that on the subject site) being graded as ‘not-contributory’ to the heritage precinct.

A group of four single-storey dwellings ('contributory' to the heritage precinct) are further to the south with three and four-storey apartment buildings beyond these. Further to the north of the site are other double and triple-storey buildings. The building stock along the eastern side of Lygon Street between Park and Pigdon Streets has little heritage value with a small number dwellings being of heritage significance. The buildings of heritage significance are an anomaly on this side of Lygon Street. The proposal ensures that it is distinguishable from the heritage fabric of identified buildings with heritage significance further to the south and has also considered the context of the heritage place as policy at Clause 22.02-5.7.1 directs.

96. As such, the proposed building whilst comprised of a row of townhouses, will have the appearance of an apartment building which reflects the prevailing building form of the more contemporary buildings in the area (particularly that to the south) which is compliant with policy at Clause 22.02-5.7.1. This also satisfies design objectives of the Design and Development Overlay (Schedule 2).

Clause 55 (Rescode)

97. Clause 55 (ResCode) provides an assessment tool for the appropriateness of the design of two or more dwellings on a lot. Given the site's location within a built-up inner-city residential area, strict application of the standard is not always appropriate. The relevant test is whether the proposal meets the objectives. The following provides an assessment against the relevant standards of ResCode and shows the proposal achieves a reasonable level of compliance with relevant objectives.

Standard B1 – Neighbourhood Character (with regard to the design objectives of the DDO2 and Clause 22.07 - Development abutting laneways policy)

98. Complies. The proposal seeks to develop the site with a triple-storey building (townhouses style development) that will be fitting to the character of this precinct. As identified in earlier discussions, Lygon Street contains some triple-storey built forms, and the proposed interface is acceptable in this context. It would be a reasonable expectation that this site (and those surrounding it also without heritage value) would experience further intensification in use and development. The proposed building would replace an out-dated block of walk-up-flats that is appropriate within the context of its location on a major inner-city street such as Lygon Street.

99. In terms of more specific street interfaces, the proposed building reflects the existing character of high walls, high levels of glazing facing the street and rectilinear form with flat roofs. The proposal has responded to its context as per the objectives of clause 15.01-1. The proposed two-storey scale with a more recessive second-storey fronting Lygon Street has kept to a similar height and built form style as the immediately abutting building to the south and therefore complies with the design objectives of clauses 15.01 and 21.05 of the Scheme.

100. A visual connection with the immediately abutting buildings is provided through the inclusion of similar window levels as the building to the south and an emphasised double-storey podium height to match that to the north. Although the second-storey is only setback 1.52m behind the first floor to Lygon Street, this is considered to strike a reasonable balance between referencing the double-storey buildings to the north at the first floor and the three-storey building to the south at the second floor. The proposed podium height at the first floor and the windows and balcony along the façade create a visual connection with both abutting buildings.

101. The building provides windows and a balcony to the street therefore providing opportunities for passive surveillance over the public domain. The amended plans also provide a new front fence and increased landscaping in the front setback that further reference the minimal landscaping and fencing arrangements of surrounding properties.

102. The amended plans show further possible improvements at the street interface through the deletion of the store room at the ground floor and the pantry to the kitchen at the first floor of Unit 1 (corner section of the building) providing a transitional setback with the adjoining building to the south at the south-west corner of the building. The design changes will be required to be shown on plans, by way of a condition of permit.

103. Council's Urban Design Advisor supports the setbacks adopted to Lygon Street but raised concerns in relation to the visibility of the car park from Lygon Street. The amended plans provide a bin store area in the north-west corner (moved from the south-west corner) with a 1.8m high screen that will infill this section and consequently reduce the visual separation between the ground and the first floor to the street, hence making this less obvious as an under-croft. This is considered to go some way in addressing this concern and will be required to be adopted on plans by way of a condition of permit. A further condition will require the adoption of a lighter colour palette to the upper levels of Unit 1, to assist with a reduction in its visual mass to the street as requested by Council's Urban Designer.

104. The DDO2 also provides a number of design objectives to ensure a positive built form contribution to Lygon Street and to maintain a main road/boulevard presentation. The relevant DDO2 design objectives are:

    (a) *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
    (b) *To encourage high quality contemporary architecture.*
    (c) *To encourage urban design that provides for a high level of community safety and comfort.*
    (d) *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

105. The proposed building meets these design objectives given it is of a contemporary design with passive surveillance over Lygon Street achieved with the provision of fenestration, balcony and pedestrian access, including landscaping in the front setback.

106. This DDO2 encourages proposed development to respond to the existing neighbourhood character or to contribute to a preferred neighbourhood character of the area. An assessment of the proposed development in relation to neighbourhood character has been carried out and found the proposal provides an appropriate design response to respect both the existing and preferred neighbourhood character along the eastern side of Lygon Street.

107. The laneway interface is also another facet of the development that is required to be considered with regard to neighbourhood character. Council's Urban Designer raised concerns in relation to the zero setbacks adopted to the laneway because it was deemed that this interface would result in a dominant visual mass outcome. The amended plans have introduced a minimum setback of 879mm from the eastern (rear) boundary at the upper levels with the second floor staggering to a setback of 2m. This is a significant improvement on the laneway interface that would also provide visual relief through deletion of built form and mass. As such, the design changes will be required to be shown on plans, by way of a condition of permit.

108. The proposed building with the necessary plan changes shown in the amended plans will satisfy the Development abutting laneways policy at Clause 22.07 as follows:

    (a) Principle pedestrian access will continue to be provided at the Lygon Street frontage, away from the rear lane, as is encouraged by policy.
    (b) Vehicles will continue to ingress and egress efficiently within the laneway, without the need for multiple movements, pursuant to the Development abutting laneways policy at Clause 22.07 and Council's Engineering Services Unit is satisfied with vehicle access from the laneway.

(c) A condition will require all entries, including the laneway entry to provide external lighting for pedestrian safety. Pursuant to the policy requirements, lighting at the laneway interface must avoid light spill into adjacent private open space and habitable room windows. This will be facilitated by Council's standard condition of permit.
(d) Following the discussed plan changes of the amended plans that will be addressed with conditions, the development will provide setbacks to the laneway that will provide some visual relief and reduce the visual mass of this eastern / laneway elevation. This is considered to be in keeping with Council's preferred neighbourhood character.
(e) The amended plans provide a sliding gate to the vehicle entry that will not obstruct access to the laneway when open.
(f) The building will have a bin enclosure area on site at the north-west corner. As such, bins will not spill out onto or be stored within the laneway as required by policy. Further, the waste management plan that accompanied the planning application was reviewed by Council's Contract Services Unit and comments of support were provided. A further condition will require the submission of an updated waste management plan to reflect the changes to the building required by condition.
(g) Council's Engineering Unit have advised that safety can be further improved within the driveway to avoid vehicle/pedestrian conflicts through a clearly delineated pedestrian line of travel achieved with a varied surface material. This design change will be required to be shown on plans, by way of a condition of permit.

109. Overall, the modern rectilinear form as well as the colour (subject to a condition requiring a lighter colour palette at the second floor of Unit 1) and material scheme that include charcoal, black and off-white are considered to introduce an interesting design within the streetscape and will add to the vitality of the surrounding area. The proposed development will be an improvement from the existing solid, double-storey light brick building on the site which appears as out-dated and visually bulky within the street due to the repetitive use of bricks with no articulation.

Standard B2 – Residential Policy

110. Complies, subject to discussed plan changes. The building satisfies the PPF and LPPF given:

(a) It will provide higher density housing within close proximity to public transport and retail facilities; and
(b) It takes advantage of and maximizes the existing local infrastructure.

111. As demonstrated above, various plan changes are required to ensure that the new building meets Council's preferred neighbourhood character principles. Subject to the plan changes discussed and conditions referencing the amended plans, the building will adequately respect the neighbourhood character.

Standard B3 – Dwelling Diversity

112. This standard seeks, "*to encourage a range of dwelling sizes and types in developments of ten or more dwellings".* Accordingly, this standard is not applicable to this development.

Standard B4 – Infrastructure

113. The development is located within an existing established residential area. It is not expected the dwellings would overload the utility services and infrastructure. The proposed development would be readily connected to the required utility services and infrastructure which are present at the site.

114. Furthermore, the application has been referred to Council's Engineering Services Unit who has not objected to this aspect of the proposed development. As such the site is considered capable of supporting the proposed dwellings.

Standard B5 – Integration with the street

115. The primary pedestrian entrance of the building will be orientated to Lygon Street and Unit 1 will have windows and balcony, including secondary access into the garage that will allow for passive surveillance to the main street frontage in compliance with policy objectives. The building will give the impression of an apartment building to the street, which is fitting to the context and neighbourhood character as previously discussed.

Standard B6 – Street setback

116. Complies with the objective subject to discussed plan changes within the *Heritage* and *Neighbourhood Character* sections of this assessment. Based on the plan changes discussed under the Neighbourhood character assessment, the building will provide a good pedestrian link to Lygon Street. The building will have a westerly orientation with frontage and primary pedestrian access to Lygon Street.

117. The amended plans also show front fencing with a transparent design to allow for internal views from the street. Based on the required plan changes to bring the decision plans in line with the amended plans (i.e. the deletion of the store at the ground floor and the pantry at the first floor of Unit 1), the building will integrate well with Lygon Street, pursuant to the objective which is *"to ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site*".

Standard B7 – Building height

118. Complies with the standard and the objective. The total overall building height of 9m is proposed with a maximum of three storeys. This is in accordance with the maximum 9m prescribed by the standard. Furthermore, the tallest of the eight townhouses as measured above the natural ground level (i.e. at a maximum of 9m) is Unit 8 that interfaces the laneway at the rear.

Standard B8 – Site coverage

119. Complies with the objective. The overall degree of built form coverage on the site (as shown on the advertised / decision plans) equates to approximately 579.3sq.m. or 93.7% of the total site area, thereby exceeding the 60% standard specified in the Scheme. The degree of site coverage proposed is considered acceptable given the 618sq.m. size of the allotment and the context of the site within a dense inner urban area where there is an expectation of greater density.

120. The proposed site coverage is considered to be characteristic of the site coverage found within nearby sites such as that at the corner of Mary and Lygon Streets (i.e. property no. 1072 Lygon Street). The proposed site coverage in this instance is therefore considered to meet the objectives of this standard and is acceptable within its inner city context.

Standard B9 – Permeability

121. Variation required. Landscaping would be provided within the front setback to Lygon Street, and the side setbacks to the south. An underground rainwater tank with a 16,000lt capacity would also be provided beneath the driveway, north of Units 7 and 8. The percentage of permeability is in the order of 6% of the total area of the lot and whilst this is significantly less than that permissible by the standard, is considered to meet the objectives which include:

    (a) *To reduce the impact of increased stormwater run-off on the drainage system*
    (b) *To facilitate on-site stormwater infiltration.*
    (c) *To encourage stormwater management that maximises the retention and reuse of stormwater*

122. To compensate for the percentage of permeability and to bring this closer to compliance with the objectives, a condition will require a plan notation to state that the stormwater collected by the rainwater tank will be used for irrigation and flushing of toilets.

Standard B10 – Energy efficiency, Clause 22.16 – Stormwater Management (Water Sensitive Urban Design) and Clause 22.17 – Environmentally Sustainable Design

123. A Sustainable Management Plan (SMP) has been submitted with the application. It outlines the following proposed ESD features:

(a) Standard fluorescent and LED lighting throughout;
(b) Minimum average 6.3 NatHERS rating;
(c) 5 star electric heating and cooling systems;
(d) 4 star WELS rated toilets;
(e) 3 star WELS rated shower heads;
(f) Low VOC paints;
(g) Refuse 80% of construction waste; and
(h) A water tank below the driveway with a 16000lt water capacity.

124. Council's ESD advisor made several recommendations to improve the design of the building that include the provision of adjustable shading devices to the east, west and north facing windows, provision of double glazing and the adoption of either gas boosted solar hot water or high efficiency electric pumps and solar PV arrays to each dwelling. A condition requiring an updated SMP will be included addressing the items requested by Council's ESD advisor, but also confirming a minimum average NaTHERS rating of 6.3 Stars and the operable windows described as "Natural Ventilation" in lieu of "Mechanical Ventilation" as outlined at item 3 of Council's ESD advisor's advice.

125. A STORM report will also be required as part of that updated SMP report to ensure compliance with the Best Practice Standards outlined in Clause 22.16 – *Stormwater Management (Water Sensitive Urban Design)* and Clause 22.17 – *Environmentally Sustainable Design*.

Standard B11 – Open Space

126. Not applicable as no communal open space is proposed. However, landscaping is proposed along the northern stretch of the driveway.

Standard B12 – Safety

127. The primary pedestrian entrance to the site is located at the north-west corner of the site, accessed from Lygon Street, with pedestrian entrance into the shared driveway leading up to the door entrances of each dwelling. Council's Engineer has requested that a variation is provided in the surface material to clearly delineate a pedestrian line of travel for pedestrians. This will be addressed with a condition. A further condition will require the pathway to be illuminated to provide a clear line of sight to the entrances at night. There are no conflicts between the vehicle and pedestrian access given the number of townhouses (i.e. limited to eight). Moreover, the driveway is straight and does not provide areas that are highly concealed.

128. Having regard to the above, the proposed building will provide an acceptable level of safety for future residents.

Standard B13 - Landscaping

129. Landscaping opportunities are provided at the street frontage which is reflective of the character of the area. Other areas are provided on the southern sides Units 3, 4, 5 and 6 and within the narrow side setback to the north of the driveway of the building.

130. These areas as well as the amount of planting that would be achievable in each would be consistent with the character of the area which typically sees limited areas of landscaping, particularly within the front setbacks of medium density developments such as those previously described.

Standard B14 – Access

131. This standard is not applicable as there is no new vehicle crossover proposed to Lygon Street. Vehicles would only utilise the laneway for access into the site, similar to the existing conditions.

Standard B15 – Parking location

132. The on-site car parking spaces are conveniently located for the future residents of the proposed new dwellings in the form of a garage to each townhouse. The design of the garages and manouverability of vehicles within the site has been assessed by Council's Engineer and found to be satisfactory. A condition of any permit issued will require the plans to show the garage door widths, a delineated pedestrian line of travel and the slab of the finished floor level set 40mm above the edge of the laneway as requested by Council's Engineer.

133. Subject to these conditions, the garage openings will allow for the secure, safe and efficient movement of vehicles into the car spaces of each garage from the shared driveway and on this basis, the objectives of the standard are met.

Standard B17 – Side and rear setbacks

134. This standard stipulates the following:

"A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:

(a) *At least the distance specified in a schedule to the zone, or*
(b) *If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres".*

135. The relevant ground floor walls with a minimum setback of 1m comply with the standard. The following table identifies the compliant first floor walls and the variations required with regard to the advertised plans:

Proposed wall	**Proposed setback**	**Wall height**	**Complies with Standard B17**
First floor setbacks from the north.	Between 2.78m and 2.9m.	5.6m above the natural ground level.	Complies (minimum setback of 1.6m required).
Second floor setbacks from the north.	Between 1.85m and 2.92m.	9m (max) above the natural ground level.	Does not comply (setbacks of 3.9m - 4m required)
First floor setbacks from the south.	Between 1m and 2.07m	5.6m (max) above the natural ground level.	Partially complies (minimum setback of 1.6m required).

Proposed wall	Proposed setback	Wall height	Complies with Standard B17
Second floor setbacks from the south.	Between 1m and 2.9m.	9m (max) above the natural ground level.	Does not comply (setbacks of 3.9m - 4m required).

136. The amended plans provide the following improvements to the setbacks of the advertised plans:

Proposed wall	Proposed setback	Wall height	Complies with Standard B17
First floor setbacks from the north.	Between 2.9m and 3.64m.	5.6m above the natural ground level.	Complies (minimum setback of 1.6m required).
Second floor setbacks from the north.	Between 1.95m and 3.64m.	9m (max) above the natural ground level.	Does not comply (setbacks of 3.9m - 4m required)
First floor setbacks from the south.	Between 1.47m and 2.07m	5.6m (max) above the natural ground level.	Partially complies (minimum setback of 1.6m required).
Second floor setbacks from the south.	Between 1.66m and 2.9m.	9m (max) above the natural ground level.	Does not comply (setbacks of 3.9m - 4m required).
First floor setback from the east (rear).	Minimum 879mm.	5.6m above the natural ground level.	Does not comply (minimum setback of 1.6m required).
Second floor setback from the east (rear).	Between 879mm and 2.07m	9m (max) above the natural ground level.	Does not comply (setbacks of 3.9m - 4m required).

137. Based on a comparison of the setbacks between the advertised plans and the amended plans, it becomes apparent that the amended plans provide significant improvements in terms of reducing visual bulk and massing. Whilst not fully compliant, the setbacks adopted in the amended plans are more generous and are considered to improve the presentation of the building from both adjoining communal open areas associated with the adjoining two and three-storey, multi-dwelling buildings to the north and south and for the reasons detailed below a variation to the standard in all instances is supported. The setbacks shown on the amended plans will therefore be required to be shown on updated plans for endorsement, by way of a condition of permit.

138. The setbacks from the north site boundary range between 2.9m and 3.64m at the first floor and between 1.95m and 3.64m at the second floor. The greatest setback of 3.64m has been adopted to Units 4, 5 and 6. This portion of the building would be most visible as it would be located opposite the communal open area of the adjoining two–storey, multi-dwelling buildings. On this basis, there will be minimal visual bulk as a result of the continuous built form to the north. When viewed in association with the balconies and fenestration, the northern elevations would provide an appropriate height transition of only one-storey compared to the adjoining buildings.

139. The buildings to the north also largely present sheer double-storey walls along their southern side with windows associated with a light well at the south-west corner which face the subject site.

Considering that this light well is setback 2.9m from the shared boundary, and the northern walls of the proposal are setback a further maximum of 2 -2.9m, there is a significant distance (a minimum 4.9m between them) to limit visual bulk. Additionally, there is currently a double-storey wall opposite them so there is already a higher built form element.

140. There is also a first floor balcony on the abutting building to the north built along the shared boundary and located opposite the balcony associated with Unit 6. In terms of visual impact these balconies are at the same level. It is commonplace for balconies to be next or close to one another, however there is a separation distance of 1.8m between them and a 1.7m high screen across those proposed to limit overlooking.

141. The setbacks to the south range between 1.47m and 2m at the first floor and between 1.66m and 2.9m at the second floor. A predominant setback of 1.47m has been adopted at the first floor and a predominant setback of 1.66m has been adopted at the second floor. Some variation in the massing has been provided midway (i.e. associated with Units 4 and 5) as a result of the adopted setback of 2m at the first floor and 2.92m at the second floor. At the ground floor the building has adopted a setback of 1.47m, for the majority of the building's length where located opposite the communal open area of the adjoining three-storey apartment buildings. This setback will provide some variation in the building's presentation to the south and thereby reduce the visual mass. The height of the building is also comparable to the adjoining three-storey scale of the built forms to the south, and whilst this elevation will read in a continuous form, the communal open area is extensive in its area (i.e. 210sq.m.). On this basis, the building with a combination of varied setbacks and maximum building height of only 9m is contextually appropriate.

142. Furthermore, the site to the south does not have windows that directly face the subject site thus restricting views to oblique angles which lessens the visual impact of the southern elevation. The most northern apartments of the buildings to the south include balconies which are adjacent to the proposed building. However, the adjoining buildings (separated by a common area) are three-storeys and the proposed building will be comparable in size with a similar three-storey scale. Furthermore, the east-facing balconies / terraces of the adjoining building face the laneway and as such have an open outlook when looking in an easterly direction which decreases the visual impact of the proposed building on them.

143. The adoption of setbacks (shown on the amended plans) from the eastern boundary have improved the eastern interface as previously discussed under the *Standard B1 – Neighbourhood Character (with regard to the design objectives of the DDO2 and Clause 22.07 - Development abutting laneways policy)* heading of this assessment. In short, the setbacks adopted are acceptable as the width of the laneway and the abutting garages of the sites fronting Drummond Street, significantly reduce the visual bulk impacts of the proposal when viewed from the rear of the sites fronting Drummond Street. The adopted setbacks have also reduces the amount of built form adjacent to the first level terrace to the south of the adjoining building facing the laneway. As such, the design changes will be required to be adopted, by way of a condition of permit.

Standard B18 – Walls on boundaries

144. This standard stipulates the following:

> *A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary:*
>
> (a) *For a length of more than the distance specified in a schedule to the zone; or*
> (b) *If no distance is specified in a schedule to the zone, for a length of more than:*
>
> *(i). 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or*

(ii). Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports whichever is the greater.

145. Applying the standard, an on-boundary wall length of 20m is permitted along the northern boundary (i.e. 10 metres plus 25 per cent of the remaining length of the boundary), an on-boundary wall length in the order of 29m (combined on-boundary wall lengths of existing buildings) is permitted along the southern boundary and an on-boundary wall length of 12.5m is permitted on the eastern boundary (rear).

146. In this instance the development will provide on-boundary walls to both southern and eastern boundaries. The proposal does not propose any on-boundary walls to the north.

147. The southern boundary wall lengths equate to a total of 33.84m at the ground floor (i.e. combined on-boundary wall lengths Units 1, 2, 3, 6, 7 and 8) decreasing to a total length of 13.53m at the first floor (i.e. combined on-boundary wall lengths of Units 1, 2, 7 and 8); and decreasing again to a total length of 11.24m at the second floor (i.e. combined on-boundary wall lengths of Units 1, 2, 7 and 8) with wall heights ranging between 3.3m and 8.8m above the natural ground level. In all instances, a variation to the standard is supported. This is because, the most exposed on-boundary wall associated with the garage of Unit 3 is short whilst the remainder of the walls would be constructed to abut the two and three-storey on-boundary walls of the south adjoining three-storey apartment buildings. The amended plans have further reduced the on-boundary wall lengths at the ground and first floors by deleting the storage and pantry of Unit 1 at the south-west and decreasing the height at the south-east corner through setting back the upper levels. The design changes will be required to be adopted by way of a condition of permit.

148. To the east (rear), the building has a zero setback across all levels. However, the amended plans have improved this, by setting back the building at the ground floor by approximately 350mm with only the south-east corner of the garage of Unit 8 extended across the boundary for a length of approximately 2.2m. The upper levels have also been setback as previously discussed, and given these improved changes, these will required to be shown on plans, by way of a condition of permit.

Standard B19 – Daylight to existing windows

149. This standard stipulates the following:

Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot. Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window.

150. Complies with the standard and the objective. The windows of adjoining properties to the north and south would receive adequate daylight levels in accordance with the standard as these would all continue to face into areas greater than the minimum light court area of 3sq.m.

Standard B20 – North-facing windows

151. This standard stipulates the following:

'If a north-facing habitable room window of an existing dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window'.

152. There are no north-facing windows located within 3m for the subject site.

Standard B21 – Overshadowing

153. Standard B21 of Clause 55 seeks to ensure buildings do not significantly overshadow existing secluded private open space. The only areas of secluded private open space within the site to the south are the two ground floor areas in the central area, and the east-facing terrace at the rear of the southern site. It should be noted that in the morning and afternoon, due to the existing built form on the site and the orientation of these areas, they are significantly shadowed by their own built form at the equinox.

154. For the purpose of the following assessment the western-most building on the south adjoining site will be referenced as Building A and the eastern-most building will be referenced as Building B as shown in the diagram below (yellow indicates the subject site):



155. At 9am, the proposal results in further shadows to the most northern of the central private open space areas (not clearly shown on the plans) associated with Building A, however existing conditions also result in approximately 60 percent of it being in shade due to the existing double storey walls opposite. The proposal will result in its full shadow in the early hours of the morning but by 12 noon approximately 80 percent of this space will be shaded and therefore the increase is not unreasonable given that the impact is limited to this single area of private open space, amongst so many others within a single site. The southern-most of these two courtyards is unaffected by the proposal. At 3pm, the northern-most courtyard will be self-shadowed as a result of shadows cast by its own building. Whilst there is an increase, it must be accepted that in an inner city context, where density is greater, that shadowing will occur. Further, the additional shadowing cast by the proposal, would not impact the useability of this space as there is already an expectation of shadowing given the west-east orientation of lots and buildings.

156. The closest west-facing balconies of Building B are not secluded as these are open to the communal area and the same protection cannot be expected. However, at 9am, the proposed shadows cast over the first and second floor balconies would be imperceptible and would mainly fall over roof. At 12noon, there is an evident increase and by 3pm, these will be in shadow. The east-facing terraces of Building B face into the laneway and will continue to benefit from the morning sun with an increase in the shadow evident from 12 noon onwards. By 3pm, the balconies / terraces are self-shadowed with the proposal mainly causing additional shadows over the rear laneway and roof structures of the outbuildings opposite.

157. There is a smaller shadow impact cast into the secluded areas of private open space of two dwellings fronting onto Drummond Street at 3pm. The proposal does not result in unreasonable levels of shadowing and meets the policy objective which is *to ensure buildings do not significantly overshadow existing secluded private open space*.

158. The amended plans increase the setbacks to the south and will result in some marginal improvement (decreases) to the shadows evident in the advertised plans. Therefore, subject to a condition requiring design changes to be consistent with those shown on the amended plans, shadows to the south adjoining property will be improved.

Standard B22 – Overlooking

159. The standard requires *a habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.*

160. Plans show the balconies at the first floor screened with either opaque glass or scyon matrix cement sheets to a height of 1.7m above the floor level, with the north-facing windows screened with opaque glass to a height of 1.7m above the floor level. The first floor windows to the south will be screened with opaque glass at a height of 1.7m above the floor level, whilst the second floor windows to the south will have minimum sill heights of 1.7m above the floor level. The upper level east-facing windows will also be screened with opaque glass to a height of 1.7m with the exception one window at the second floor that will have a sill height of 1.7m above the floor level.

161. Similar methods of screening have been adopted to the northern, southern and eastern elevations of the amended plans, with the exception of the introduction of louvered screening mechanisms in lieu of opaque glass to several windows at the second floor. Whilst attempts have been made to achieve compliance with the standard, a condition will require the plans to show the screening methods on the amended plans and to be further amended to include a plan notation specifying that the adopted louvered screens will be no more than 25% transparent. Subject to this, the screening for all townhouses within the building will be in accordance with the standard.

Standard B23 – Internal views

162. It is unclear whether the internal partitions between the balconies go far enough to address internal overlooking requirements of the standard. A condition will require the plans to be updated to demonstrate full compliance with the standard.

Standard B24 – Noise impacts

163. The dwellings are not located in close proximity to existing noise sources and it is not considered necessary to require additional acoustic treatments for the proposed dwellings. With no large plant areas proposed, it is not necessary to require to protect nearby dwellings (especially as the use as dwellings do not require a planning permit).

Objectors have raised noise from mechanical services as a concern. However mechanical systems such as A/C units are generally designed to meet the relevant EPA noise requirements and so are not considered to have unreasonable nose impacts.

Standard B25 – Accessibility objective

164. The entrances of each new townhouse are located at ground floor, and will be generally accessible for those with limited mobility in accordance with the standard. The objective of the standard is met.

Standard B26 – Dwelling entry objective

165. Complies with the standard and the objective subject to conditions. The primary pedestrian entrance is from Lygon Street (similar to the existing condition) with the entrances to the new dwellings clearly visible from within the shared walkway and vehicle driveway. The building will be clearly identified as one that houses multiple dwellings similar to any apartment building. Mail boxes have also been included across the western elevation, immediately adjacent to the principal entrance to Lygon Street.

Standard B27 – Daylight to new windows

166. The above standard requires all habitable room windows to face an "*outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky".* The position of all new windows satisfies this standard.

Standard B28 – Private open space

167. Standard B28 generally requires that:

..a dwelling or residential building should have private open space consisting of:

(a) *An area of 40 square metres, with one part of the private open space to consist of secluded private open space at the side or rear of the dwelling or residential building with a minimum area of 25 square metres, a minimum dimension of 3 metres and convenient access from a living room, or*
(b) *A balcony of 8 square metres with a minimum width of 1.6 metres and convenient access from a living room, or*
(c) *A roof-top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room.*

168. The balconies range between 10.7sqm and 15.9sq.m. with a minimum dimensions of 2m and comply with the standard. The amended plans provide smaller balconies that range between 8.8sq.m and 15.9sq.m. but these also comply with the standard.

Standard B29 – Solar access to open space

169. The open spaces to dwellings will have an outlook to the north with the balcony of Unit 1 that would have an outlook to the west and the balcony of Unit 8 that would have an outlook over the laneway to the east. As such, the balconies would receive adequate solar access given the northern orientation.

Standard B30 – Storage

170. The standard requires that all dwellings are provided with 6 cubic metres of externally accessible storage. Storage areas have been provided and range between 3.2 cubic metres and 6.9 cubic metres in the form of individual stores and above-bonnet stores in the garages at the ground floor of the townhouses.

Whilst not compliant with the standard, ample space to accommodate further storage is provided in each garage (and a variation to the standard is supported.

Standard B31 – Design detail

171. Complies with the standard. The proposed development is contemporary in design, yet complementary to the existing surrounding built form in terms of typology, form and materiality. It will integrate into the surrounding context along Lygon Street and the laneway which hosts three-storey blocks of apartments with a mix of styles from the 1970's through to contemporary along the eastern side of Lygon Street.

172. The development will include cement sheets with rendered charcoal and white finishes, including timber cladding (or equivalent) and balustrades constructed of either glass or cement sheet cladding and a pergola structure at the north-west corner to emphasise the pedestrian entrance to Lygon Street. The selected materials are supported given the location of the development and surrounding context.

173. The design of the garages at the ground floor effectively integrates into the development and is visually compatible with the local area, and other vehicle access points along the laneway. The dwellings will contribute to the design styles and housing choice found within the area. The proposal will present a development of acceptable quality within a built-up inner-city context and residential area. The varied materials and contemporary approach, will emphasize a clear delineation between the old and new built form therefore providing an appropriate and distinguished built form outcome very separate to the heritage dwellings evident on the western side of Lygon Street.

174. As discussed throughout this assessment, the amended plans provide improvements that will be required to be shown on plans for endorsement by way of a condition of permit.

Standard B32 – Front fences

175. Complies. A 0.9m high front fence is proposed (shown on the amended plans), in compliance with the maximum 1.5m height recommended by the standard. Melbourne Water requires the fence to be at least 50% transparent and a condition will address this.

Standard B33 – Common property

176. Common property is appropriately located to ensure its efficient ongoing management (likely to be a Body Corporate), in compliance with the standard.

Standard B34 – Site Services

177. There is bin storage and meters enclosures proposed, in compliance with the standard.

Standard B35 – B49 Energy efficiency

178. Not applicable as these provisions are only relevant to apartments.

<u>Objector concerns</u>

179. The majority of the issues which have been raised by the objectors have been addressed within this report. However, each point will be addressed for clarity.

    (a) Neighbourhood character.
    (b) Design including height, massing, scale, bulk and site coverage and permeability.
    (c) Overdevelopment.

180. Neighbourhood character, height, massing, scale, bulk, site coverage and permeability have been discussed at paragraphs 93 to 122 with setbacks and walls on boundaries discussed at paragraphs 134 to 148. The strategic context, zoning of the land and size of the lot supports higher density. The site area is 618sq.m and occupied by six dwellings (i.e. the form of walk-up-flats over two levels) with on-site car parking located over an asphalt surface at the rear of the site. The difference being one level and two dwellings. As such, the replacement building is not an overdevelopment within this context.

(d) Lack of landscaping.

181. Landscaping has been discussed at paragraphs 129 and 130. The development will provide landscaping within the front setback that is consistent with the landscape character of the broader area, including properties to the immediate north and south. A landscape plan will also be requested by condition that includes irrigation methods to ensure the survival of all plant species within the front and side setbacks.

(e) Off-site amenity including overshadowing / loss of daylight, overlooking, loss of views, noise from services (i.e. A/C units) and radiated light from external light fittings.

182. Off-site amenity impacts have been discussed at paragraphs 134 to 163. More specifically:

(a) overshadowing has been discussed at paragraphs 153 to 158;
(b) loss of daylight has been discussed at paragraphs 149-150; and
(c) overlooking has been discussed at paragraphs 159-161.

183. Daylight to surrounding dwellings will not be impacted as a consequence of the additional shadows given that windows of existing dwellings closest to the development are either west or east-facing or in the case of the building to the north, south-facing with clearances to the sky in excess of a 1m dimension and 3sq.m.

184. A/C units are required to comply with EPA requirements. As such, a condition will require noise emissions from plant and equipment to comply with the State Environment Protection Policy or any other standard recommended by the EPA (including but not limited to SEPP N-1).

185. Blocking views of the skyline is not a planning consideration. A condition of permit will require any external lights to be appropriately baffled to avoid light spill into adjoining properties to address this concern.

(e) Car parking and traffic impacts.

186. The development will provide the required number of car parking spaces prescribed under Clause 52.06 of the Scheme and will utilise the existing laneway for vehicle access, similar to the existing conditions. As such, there are no negative traffic implications anticipated. Council's Engineer is also supportive of the car park arrangement in terms of access and egress and manoeuvrability within the site.

(f) Property devaluation and impact on airflow as a result of the new built form extending across the communal area of two buildings to the south.

187. Property devaluation is not a planning consideration. It is highly unlikely that the development will have any impact on airflow at three-storeys in height. This issue is generally associated with much taller buildings.

(g) Construction issues such as damage to surrounding properties, disruption, early start times, traffic and noise.

188. A Construction Management Plan (CMP) will be required by way of condition and will manage any impacts during the construction stage. This will be further considered during the building permit stage.

Conclusion

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

190. The proposal, subject to the conditions recommended and adoption of the design changes and revisions shown in the amended plans, is an acceptable planning outcome that demonstrates clear compliance with the relevant policies of the Scheme.

RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN17/0251 for the demolition of the existing building and the development of the land with eight dwellings at 1090 – 1092 Lygon Street North Carlton 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 advertised plans received by Council on 26 July 2017 but modified to show the following:

    (a) Design changes shown on the "amended plans" submitted to Council on 24 October 2018, including:
        (i) The deletion of the ground floor store room and the first floor kitchen pantry (Unit 1);
        (ii) The setbacks from the northern boundary increased to between 2.9m and 3.64m at the first floor and to between 1.95m and 3.64m at the second floor;
        (iii) The setbacks from the southern boundary increased to between 1.47m and 2m at the first floor and to between 1.66m and 2.92m at the second floor; and
        (iv) The adoption of a minimum setback of 879mm from the eastern (rear) boundary at the first and second floors (Unit 8).
    (b) Demolition plan to include all fencing;
    (c) A clearly delineated footpath / line of travel for pedestrians within the shared driveway achieved with a variation in surface material and / or colour;
    (d) The garage doorway widths dimensioned and the finished floor levels along the edge of the slab of the driveway set 40mm above the edge of the laneway;
    (e) All Melbourne Water requirements (Conditions 7 to 11 of this permit), including the floor levels in accordance with Melbourne Water's conditions at 8 and 9 with no increase to the overall building height, vehicle access or vehicle manoeuvrability on site ;
    (f) Plan notations confirming that the storm water collected on site will be used for irrigation and the flushing of toilets within the development;
    (g) Details to demonstrate that overlooking is limited (i.e. the louvered screens to be no more than 25% transparent), in accordance with Clause 55.04-6 (Overlooking) of the Yarra Planning Scheme;
    (h) Provision of screens between the balconies in accordance with Clause 55.04-7 (Internal views) of the Yarra Planning Scheme;
    (i) The provision of lighting to the primary pedestrian entrance and under-croft entrances of each dwelling including garages, appropriately shielded and of limited intensity so as to avoid any light spillage into existing adjoining properties;

(j) All site services including meters (to be designed and integrated into the development where possible);
(k) A landscape plan that includes irrigation methods to ensure the survival of all plants within the front and side setbacks;
(l) Any changes to implement recommendations of the Sustainable Management Plan under condition 11;
(m) An updated schedule of all external materials and finishes showing the materials colour, finish and application methods of all external walls, roof, fascias, window frames, glazing types, cladding, doors and fences (the materials of all front fencing and level of transparency in accordance with Melbourne Water's condition 10 and a lighter colour palette at the second floor of Unit 1).
(n) Further design changes required by any other condition of this permit.

Endorsed Plans

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

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

4. 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.

5. 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.

6. 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.

Melbourne Water's Conditions 7 - 11

7. Amended plans must be submitted to Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with ground and finished floor levels to Australian Height Datum (AHD).

8. The dwellings must be constructed with finished floor levels a minimum of 400 mm above natural ground surface level.

9. The garages must be constructed with finished floor levels a minimum of 250 mm above natural ground surface level.

10. Open style fencing (e.g. paling fences) will allow the free passage of flood flows through the fence, and thereby preventing floodwaters backing up behind solid structures which can increase flood levels on neighbouring properties. More resilient brick and steel fences may increase upstream flood levels, if not provided with a means to allow the passage of floodwaters. Any new front boundary fences or gates must be of an open style of construction (minimum 50% open) to allow for the passage of overland flows.

11. No fill is permitted outside of the proposed dwelling envelope with the exception of achieving minimal ramping into proposed garages.

Environmentally Sustainable Design Principles (SMP)

12. Before the plans are endorsed, 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 include the details in the Sustainable Management Plan prepared by Rachael Stefanis dated July 2017 and must include:

    (a) reference to the modified development as required by Condition 1 (a);
    (b) reference to the provision of adjustable shading devices to the east, west and north facing windows;
    (c) provision of double glazing to all windows;
    (d) the adoption of either gas boosted solar hot water or high efficiency electric pumps and solar PV arrays to each dwelling;
    (e) confirmation that the development will achieve a minimum average NaTHERS rating of 6.3 Stars;
    (f) operable windows described as “Natural Ventilation” in lieu of “Mechanical Ventilation”; and
    (g) Inclusion of a STORM report ensuring compliance with the Best Practice Standards outlined in Clause 22.16 – *Stormwater Management (Water Sensitive Urban Design)* and Clause 22.17 – *Environmentally Sustainable Design*.

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

    Lighting

14. 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 entries and ground level car parking area must be provided. Lighting must be:

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

    to the satisfaction of the Responsible Authority.

    General Parking Areas

15. The area set aside for the parking of vehicles, together with the associated access lanes as delineated on the endorsed plan must:

    (a) be designed, provided and completed to the satisfaction of the Responsible Authority;
    (b) thereafter be maintained to the satisfaction of the Responsible Authority;
    (c) be made available for such use at all times and not used for any other purpose;
    (d) be properly formed to such levels that it can be used in accordance with the endorsed plan; and
    (e) be drained and sealed with an all-weather seal coat.

    all to the satisfaction of the Responsible Authority.

    Council Infrastructure

16. Within 2 months of the completion of the development or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated (including the full re-sheeting of the footpath at the front of the property if required by Council):

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

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

    Waste Management

18. Before the plans are endorsed, 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 David Fairbairn Consulting Engineer dated 15th June 2017 but modified to include:

    (a) Reference to the modified development as required by all Condition 1 requirements of this permit.

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

    Construction

20. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
    (b) works necessary to protect road and other infrastructure;
    (c) remediation of any damage to road and other infrastructure;
    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land,
    (e) facilities for vehicle washing, which must be located on the land;
    (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
    (g) site security;
    (h) management of any environmental hazards including, but not limited to:
        (i) contaminated soil;
        (ii) materials and waste;
        (iii) dust;
        (iv) stormwater contamination from run-off and wash-waters;
        (v) sediment from the land on roads;
        (vi) washing of concrete trucks and other vehicles and machinery; and
        (vii) spillage from refuelling cranes and other vehicles and machinery;
    (i) the construction program;
    (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
    (k) parking facilities for construction workers;
    (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
(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

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; and
(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

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

22. Noise emissions from plant and equipment must comply with the State Environment Protection Policy or any other standard recommended by the Environment Protection Authority (including but not limited to SEPP N-1).

23. The development, once commenced, must be completed to the satisfaction of the Responsible Authority.

24. 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.

25. This permit will expire if:

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

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

Notes:

This site is subject to a Heritage Overlay. A planning permit may be required for any external works.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

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.

Public lighting for pedestrian access must comply with the minimum lighting level of P4 as per the Australian Standard AS/NZS 1158.3.1:2005 *Lighting for roads and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements.*

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

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

CONTACT OFFICER: **John Theodosakis**
TITLE: **Senior Statutory Planner**
TEL: **9205 5307**

Attachments

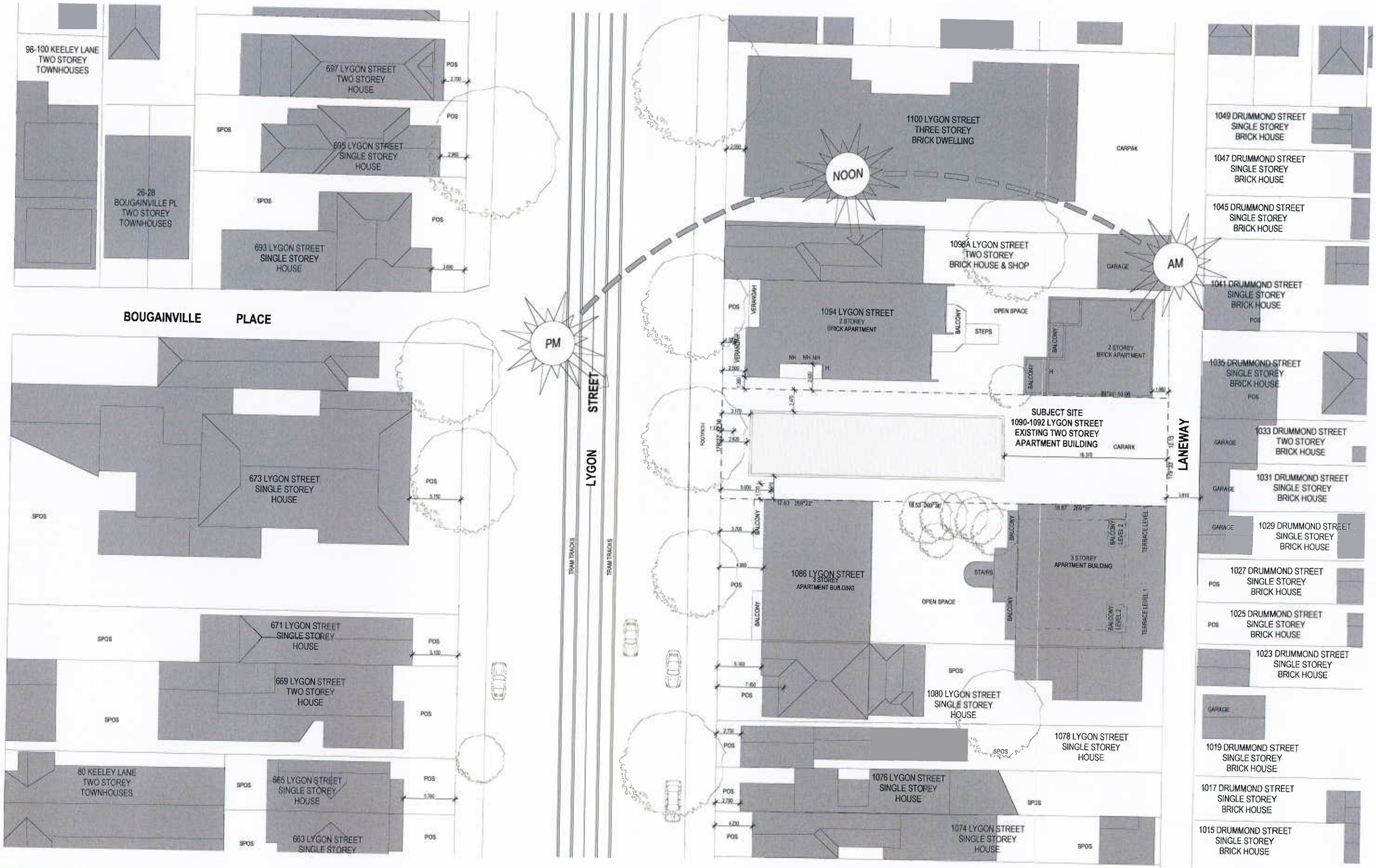
1 Site Location Map - 1090 -1092 Lygon Street, North Carlton
2 Advertised plans - 1090 - 1092 Lygon Street, North Carlton
3 Melbourne Water's Response
4 Urban Design Advice
5 Environmental Sustainable Design Referral Advice
6 Engineering Service Unit Referral advice
7 Waste Management Referral advice
8 Amended plans - 1090 -1092 Lygon Street, North Carlton

SUBJECT LAND: 1090 – 1092 Lygon Street, North Carlton



⇧ **North**

★ **Subject Site**



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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

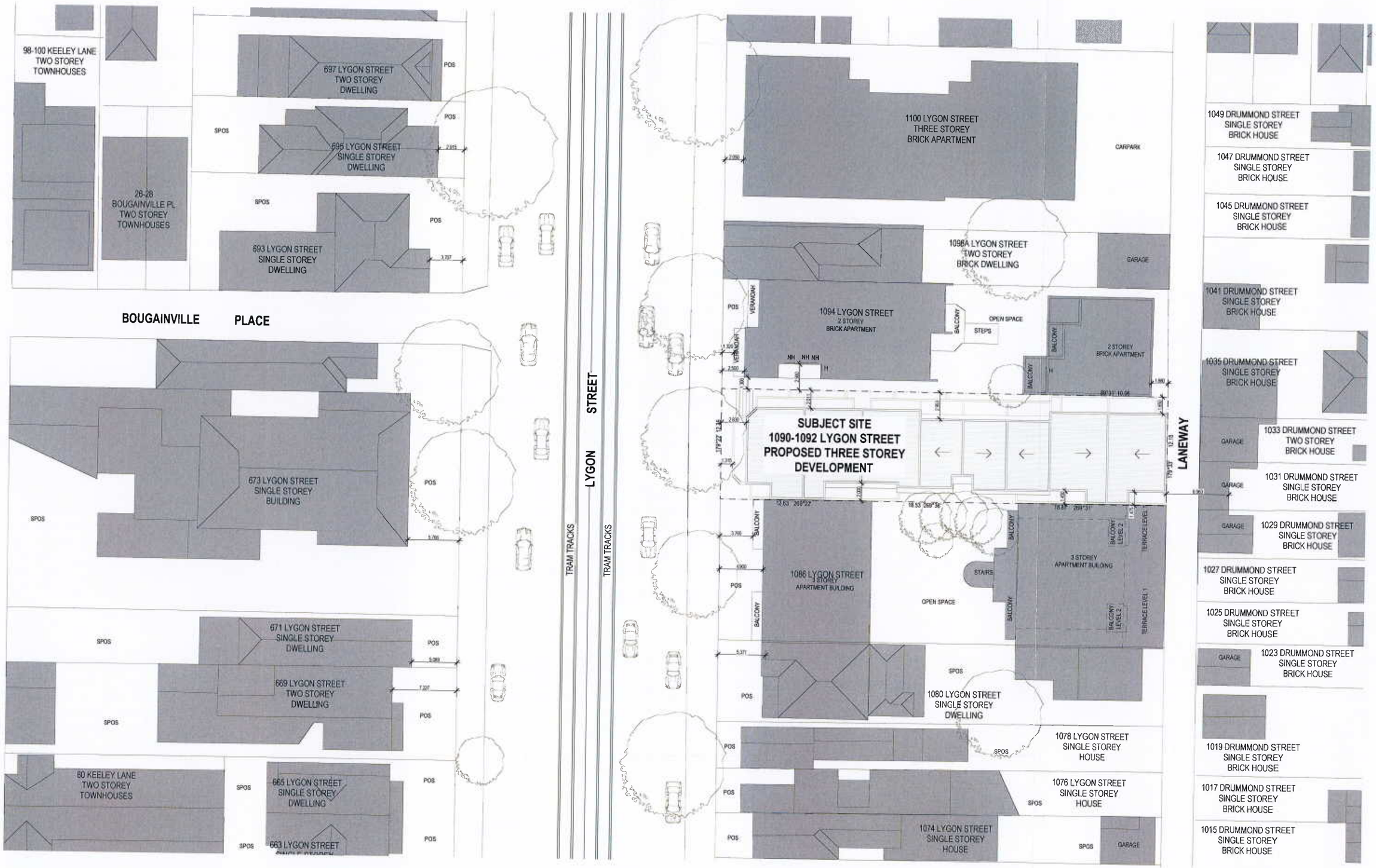
CLIENT
#Client Name

REV NO	DATE	AMENDMENTS ISSUE	DRAWN
A	#####	TOWN PLANNING SUBMISSION	A

DRAWING
SITE ANALYSIS

SCALE	DATE
1:200 @ A1; 1:400 @ A3	JUNE 2017
DRAWN JL / CHECKED TL	JOB NO 17005
PROJECT STATUS: TOWN PLANNING	DRAWING NO TP-02 / REV NO A

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV NO	DATE	AMENDENTS / ISSUE	DRAWN
A	#####	TOWN PLANNING SUBMISSION	A

DRAWING
DESIGN RESPONSE - SITE PLAN

SCALE: 1:200 @ A1; 1:400 @ A3
DATE: JUNE 2017
DRAWN: JL
CHECKED: TL
JOB NO: 17005
PROJECT STATUS: TOWN PLANNING
DRAWING NO: TP-03
REV NO: A

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LYGON STREET

1094 LYGON STREET
2 STOREY
BRICK APARTMENT

OPEN SPACE

BALCONY

STEPS

2 STOREY
BRICK APARTMENT

BALCONY

BALCONY

SCREEN PLANTING

FOOTPATH

NEW 1.9M H TIMBER PAILING FENCE

89°48'

40.01

89°31'

10.06

1F ABOVE

1F ABOVE

16000L RW TANK
BELOW DRIVEWAY

LETTER BOXES

METER ROOM

POS

UNIT 1

UNIT 2

UNIT 3

UNIT 4

UNIT 5

UNIT 6

UNIT 7

UNIT 8

GAR

STORAGE

2 x GENERAL WASTE BINS (240 L)

SIN AREA

STR

4 x RECYCLE BINS (240 L)

1.5m H. ALUCOBOND FENCE

ON-STREET PARKING

LANEWAY

GARAGE

GARAGE

GARAGE

BALCONY

1086 LYGON STREET
3 STOREY
APARTMENT BUILDING

BALCONY

BALCONY

OPEN SPACE

3 STOREY
APARTMENT BUILDING

1080 LYGON STREET
1 STOREY
HOUSE

SPOS

STORAGE 2.8m³

BONNET STORAGE 3.2 m³

STORAGE 3.7m³

BONNET STORAGE 3.2 m³

NEW 1.9M H TIMBER PAILING FENCE

BONNET STORAGE 3.2 m³

STORAGE 2.8m³

STORAGE 3.7m³

BONNET STORAGE 3.2 m³

AREA SCHEDULE

UNIT	G/F	1/F	2/F	TOTAL	POS	BAL/TER	TOTAL
UNIT 1	47.6m²	70.3m²	62.4m²	180.3m²	-	12.3m²	12.3m²
UNIT 2	49.7m²	54.5m²	61.0m²	156.2m²	-	12.3m²	12.3m²
UNIT 3	40.9m²	52.2m²	58.8m²	152.2m²	-	12.1m²	12.1m²
UNIT 4	30.9m²	39.7m²	38.8m²	109.4m²	3.5m²	10.7m²	14.2m²
UNIT 5	30.9m²	39.7m²	38.8m²	109.4m²	2.4m²	10.7m²	13.1m²
UNIT 6	33.6m²	40.8m²	40.8m²	112.4m²	-	10.9m²	10.9m²
UNIT 7	40.0m²	54.5m²	61.1m²	155.6m²	-	15.4m²	15.4m²
UNIT 8	41.7m²	56.7m²	63.5m²	161.9m²	-	15.9m²	15.9m²

SITE AREA	618.1 m²
SITE COVERAGE	548.9 m² (88.8 %)
PERMEABLE AREA	38.8 m² (6.27 %)
IMPERMEABLE AREA	579.3 m² (93.73 %)

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV NO	DATE	AMENDMENTS / ISSUE	DRAWN
A	[illegible]	TOWN PLANNING SUBMISSION	JL

DRAWING
GROUND FLOOR PLAN

SCALE: 1:100 @ A1; 1:200 @ A3
DATE: JUNE 2017
DRAWN: JL
CHECKED: TL
JOB NO: 17005
PROJECT STATUS: TOWN PLANNING
DRAWING NO: TP-05
REV NO: A

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LYGON STREET

1094 LYGON STREET
2 STOREY
BRICK APARTMENT

OPEN SPACE

BALCONY

STEPS

2 STOREY
BRICK APARTMENT

METAL PERGOLA

FOLDABLE CLOTHLINES

SCREEN PLANTING

1.8m H. SCREEN WALL

PLANTER BOX

UNIT 1 | UNIT 2 | UNIT 3 | UNIT 4 | UNIT 5 | UNIT 6 | UNIT 7 | UNIT 8

LANEWAY

GARAGE

GARAGE

GARAGE

1086 LYGON STREET
3 STOREY
APARTMENT BUILDING

OPEN SPACE

3 STOREY
APARTMENT BUILDING

1080 LYGON STREET
1 STOREY
HOUSE

SPOS

AREA SCHEDULE

UNIT	G/F	1/F	2/F	TOTAL	POS	BAL/TER	TOTAL
UNIT 1	47.6m²	70.3m²	62.4m²	180.3m²	-	12.3m²	12.3m²
UNIT 2	40.7m²	54.5m²	61.0m²	156.2m²	-	12.3m²	12.3m²
UNIT 3	40.9m²	52.2m²	58.8m²	152.2m²	-	12.1m²	12.1m²
UNIT 4	30.9m²	39.7m²	38.8m²	109.4m²	3.5m²	10.7m²	14.2m²
UNIT 5	30.9m²	39.7m²	38.8m²	109.4m²	2.4m²	10.7m²	13.1m²
UNIT 6	30.8m²	40.8m²	40.8m²	112.4m²	-	10.9m²	10.9m²
UNIT 7	40.0m²	54.5m²	61.1m²	155.6m²	-	15.4m²	15.4m²
UNIT 8	41.7m²	58.7m²	63.5m²	161.9m²	-	15.9m²	15.9m²

SITE AREA	618.1 m²
SITE COVERAGE	548.9 m² (88.8 %)
PERMEABLE AREA	38.8 m² (6.27 %)
IMPERMEABLE AREA	579.3 m² (93.73 %)

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV NO	DATE	AMENDENTS / ISSUE	DRAWN
A	#####	TOWN PLANNING SUBMISSION	JL

DRAWING
FIRST FLOOR PLAN

SCALE
1:100 @ A1; 1:200 @ A3

DRAWN JL | CHECKED TL

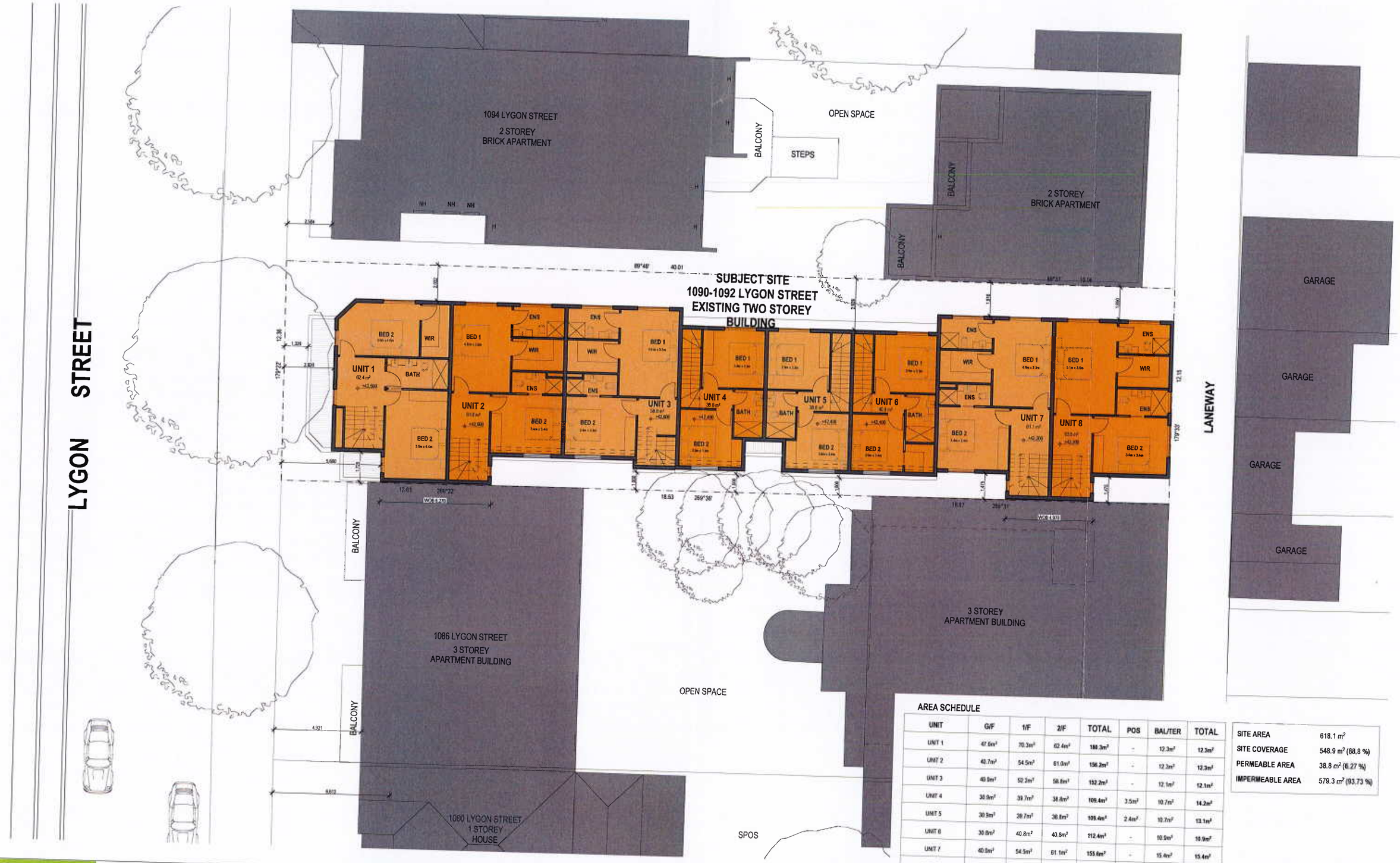
PROJECT STATUS
TOWN PLANNING

DATE
JUNE 2017

JOB NO.
17005

DRAWING NO. TP-06 REV NO. A

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AREA SCHEDULE

UNIT	G/F	1/F	2/F	TOTAL	POS	BAL/TER	TOTAL
UNIT 1	47.6m²	70.3m²	62.4m²	180.3m²	-	12.3m²	12.3m²
UNIT 2	40.7m²	54.5m²	61.0m²	156.2m²	-	12.3m²	12.3m²
UNIT 3	40.9m²	52.2m²	58.8m²	152.2m²	-	12.1m²	12.1m²
UNIT 4	30.9m²	39.7m²	38.8m²	109.4m²	3.5m²	10.7m²	14.2m²
UNIT 5	30.9m²	39.7m²	38.8m²	109.4m²	2.4m²	10.7m²	13.1m²
UNIT 6	30.8m²	40.8m²	40.8m²	112.4m²	-	10.9m²	10.9m²
UNIT 7	40.9m²	54.5m²	61.1m²	155.6m²	-	15.4m²	15.4m²
UNIT 8	41.7m²	56.7m²	63.5m²	161.9m²	-	15.9m²	15.9m²

SITE AREA	618.1 m^2
SITE COVERAGE	548.9 m^2 (88.8 %)
PERMEABLE AREA	38.8 m^2 (6.27 %)
IMPERMEABLE AREA	579.3 m^2 (93.73 %)

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV NO	DATE	AMENDMENTS / ISSUE	DRAWN
A	#####	TOWN PLANNING SUBMISSION	JL

DRAWING
SECOND FLOOR PLAN

SCALE
1:100 @ A1; 1:200 @ A3

DATE
JUNE 2017

DRAWN JL | CHECKED TL

JOB NO
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PROJECT STATUS
TOWN PLANNING

DRAWING NO TP-07 | REV NO A

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LYGON STREET

1094 LYGON STREET
2 STOREY
BRICK APARTMENT

BALCONY

STEPS

OPEN SPACE

BALCONY

BALCONY

2 STOREY
BRICK APARTMENT

GARAGE

GARAGE

GARAGE

LANEWAY

FALL 2°

FALL 2°

FALL 2°

FALL 2°

FALL 2°

FALL 2°

FALL 2°

FALL 2°

BALCONY

1086 LYGON STREET
3 STOREY
APARTMENT BUILDING

BALCONY

BALCONY

1080 LYGON STREET
1 STOREY
HOUSE

OPEN SPACE

3 STOREY
APARTMENT BUILDING

SPOS

AREA SCHEDULE

UNIT	G/F	1/F	2/F	TOTAL	POS	BAL/TER	TOTAL
UNIT 1	47.6m²	70.3m²	62.4m²	180.3m²	-	12.3m²	12.3m²
UNIT 2	40.7m²	54.5m²	61.0m²	156.2m²	-	12.3m²	12.3m²
UNIT 3	40.9m²	52.3m²	58.8m²	152.2m²	-	12.1m²	12.1m²
UNIT 4	30.9m²	39.7m²	38.8m²	109.4m²	3.5m²	10.7m²	14.2m²
UNIT 5	30.8m²	39.7m²	38.8m²	109.4m²	2.4m²	10.7m²	13.1m²
UNIT 6	33.8m²	40.8m²	40.8m²	112.4m²	-	10.9m²	10.9m²
UNIT 7	40.0m²	54.5m²	61.1m²	155.6m²	-	15.4m²	15.4m²
UNIT 8	41.7m²	56.7m²	63.5m²	161.9m²	-	15.9m²	15.9m²

SITE AREA	618.1 m²
SITE COVERAGE	548.9 m² (88.8 %)
PERMEABLE AREA	38.8 m² (6.27 %)
IMPERMEABLE AREA	579.3 m² (93.73 %)

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV NO	DATE	AMENDENTS / ISSUE	DRAWN
A		TOWN PLANNING SUBMISSION	A

DRAWING
ROOF PLAN

SCALE
1:100 @ A1; 1:200 @ A3

DRAWN JL CHECKED TL

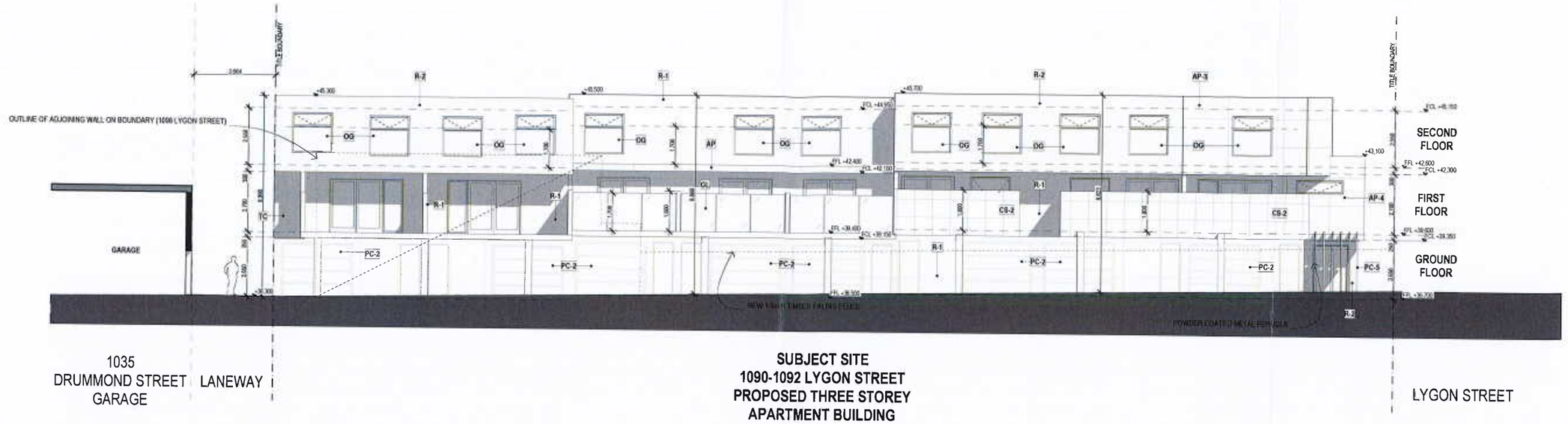
PROJECT STATUS
TOWN PLANNING

DATE
JUNE 2017

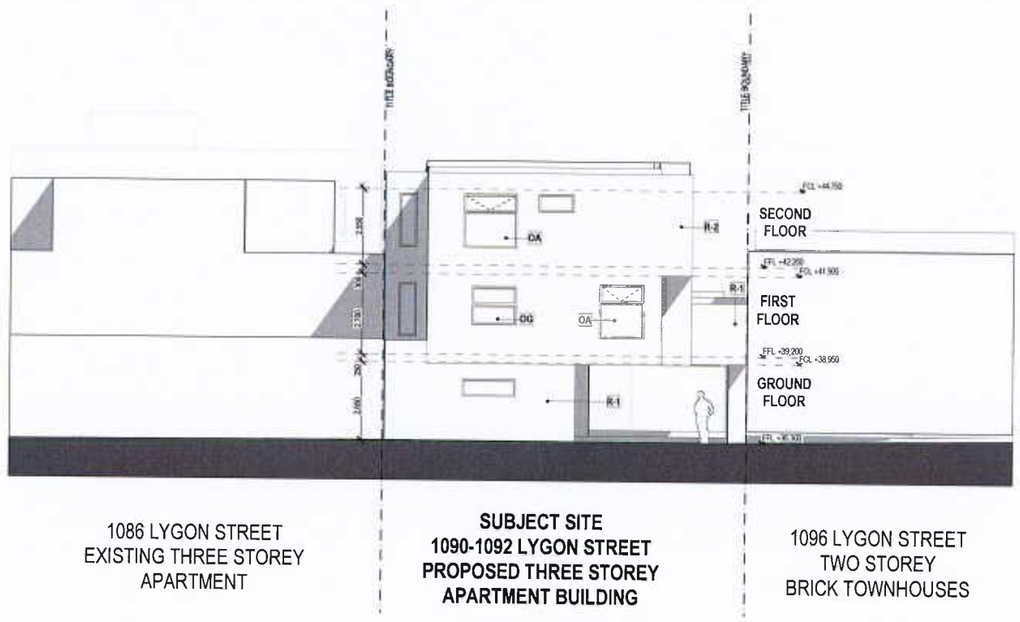
JOB NO
17005

DRAWING NO TP-08 REV NO A

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NORTH ELEVATION



FINISHES LEGEND

R-1 — BUILDING SUBSTRATE & FINISH
COLOUR (WHERE APPLICABLE)

- TC — TIMBER CLADDING OR ARTIFICIAL TIMBER EQUIVALENT
- AP — ALUMINIUM PANELS
- GL — GLASS
- PC — POWDERCOAT FINISH
- OG — OPAQUE GLASS
- OA — OPAQUE AWNING WINDOW WITH RESTRICTED OPENING OF NO MORE THAN 125mm
- R — RENDER FINISH
- CS — SCYON MATRIX CEMENT SHEET CLADDING. PAINT FINISH

1. COLOUR 1 - OFF WHITE
2. COLOUR 2 - CHARCOAL
3. COLOUR 3 - GUN METAL
4. COLOUR 4 - SILVER
5. COLOUR 5 - BLACK

EAST ELEVATION

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

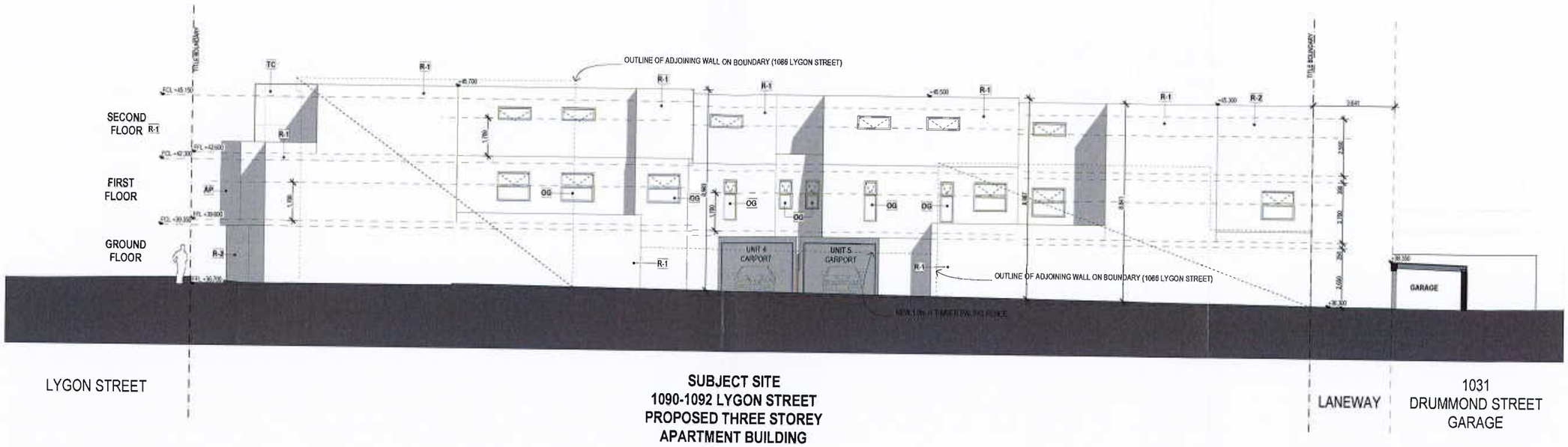
CLIENT
#Client Name

REV NO	DATE	AMENDMENTS / ISSUE	DRAWN
A	##/##	TOWN PLANNING SUBMISSION	JL

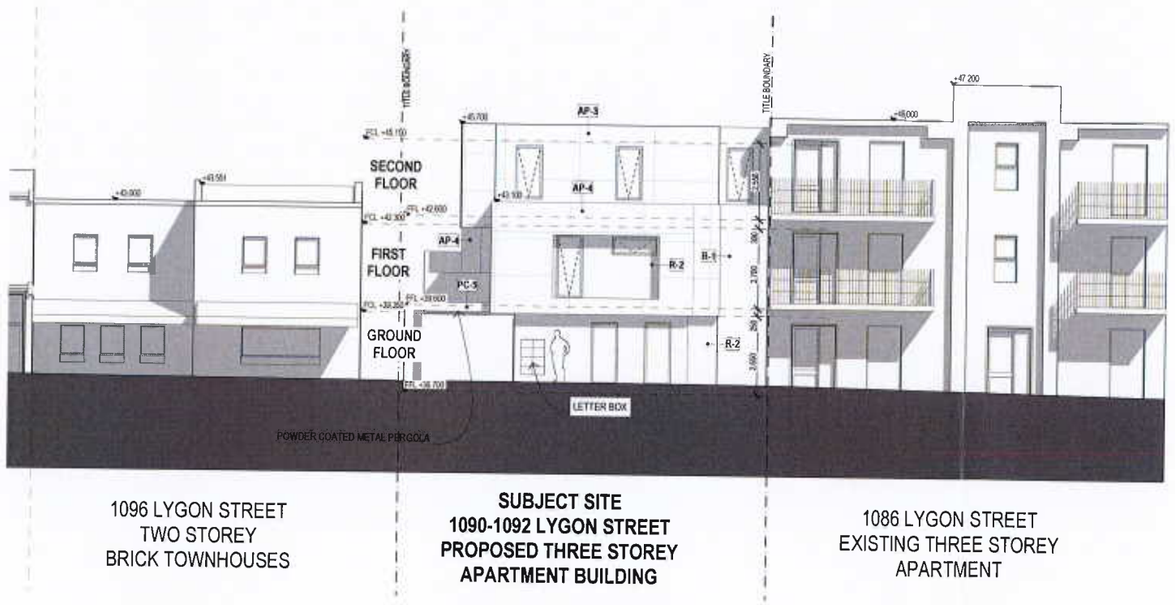
DRAWING
NORTH & EAST ELEVATIONS

SCALE: 1:100 @ A1; 1:200 @ A3
DRAWN: JL
CHECKED: TL
PROJECT STATUS: TOWN PLANNING
DATE: JUNE 2017
JOB NO: 17005
DRAWING NO: TP-09
REV NO: A

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SOUTH ELEVATION



WEST ELEVATION

FINISHES LEGEND

R-1 — BUILDING SUBSTRATE & FINISH / COLOUR (WHERE APPLICABLE)

TC	TIMBER CLADDING OR ARTIFICIAL TIMBER EQUIVALENT
AP	ALUMINIUM PANELS
GL	GLASS
PC	POWDERCOAT FINISH
OG	OPAQUE GLASS
OA	OPAQUE AWNING WINDOW WITH RESTRICTED OPENING OF NO MORE THAN 125mm
R	RENDER FINISH
CS	SCYON MATRIX CEMENT SHEET CLADDING PAINT FINISH

1. COLOUR 1 - OFF WHITE
2. COLOUR 2 - CHARCOAL
3. COLOUR 3 - GUN METAL
4. COLOUR 4 - SILVER

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

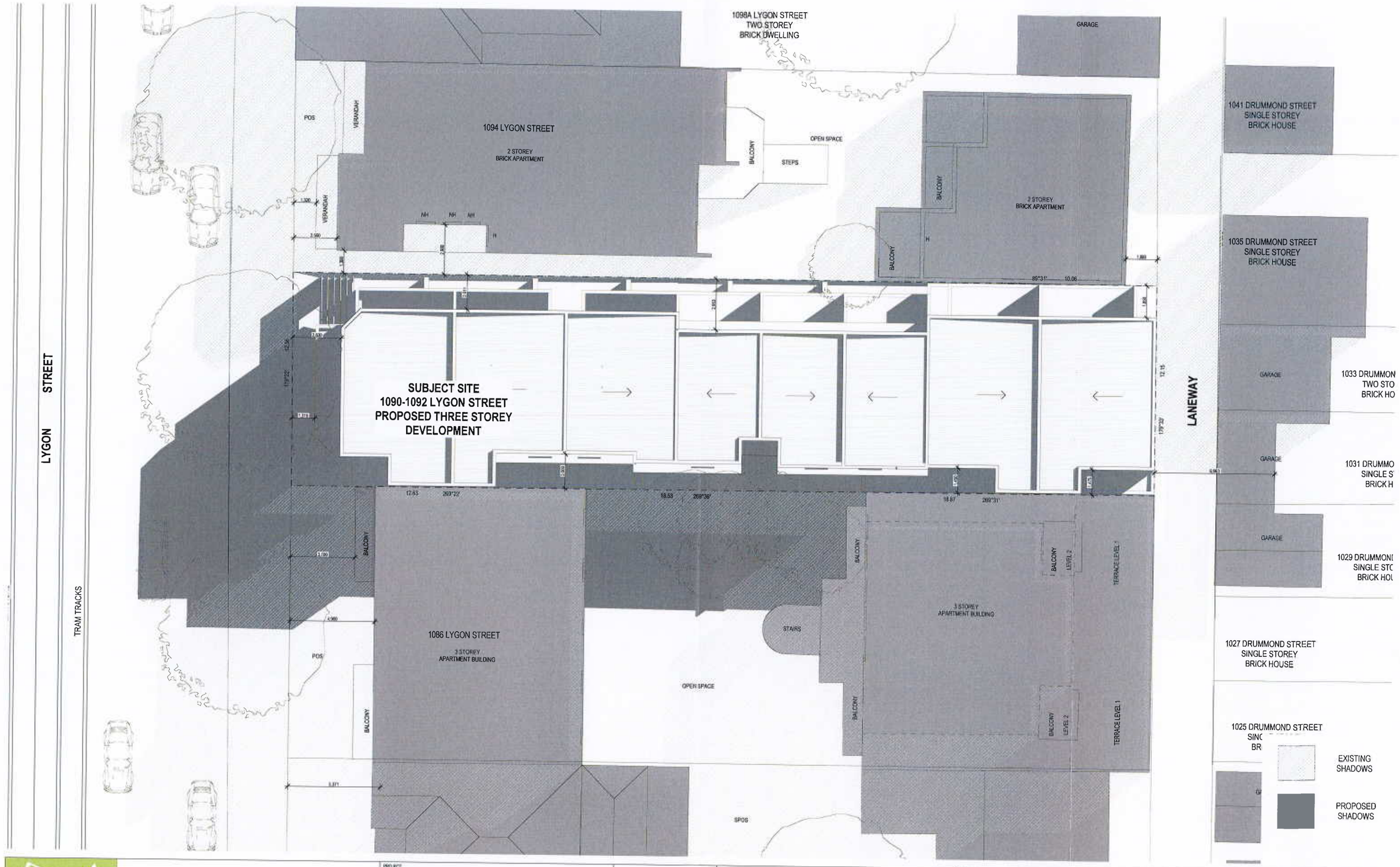
CLIENT
#Client Name

REV NO	DATE	AMENDMENTS / ISSUE	DRAWN
A	#####	TOWN PLANNING SUBMISSION	JL

DRAWING
SOUTH & WEST ELEVATIONS

SCALE	1:100 @ A1; 1:200 @ A3
DATE	JUNE 2017
DRAWN	JL
CHECKED	TL
JOB NO	17005
PROJECT STATUS	TOWN PLANNING
DRAWING NO	TP-10
REV NO	A

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV NO	DATE	AMENDMENTS / ISSUE	DRAWN
A	#####	TOWN PLANNING SUBMISSION	JL

DRAWING
SHADOW DIAGRAM 22 SEPT 9AM

SCALE	1:100 @ A1; 1:200 @ A3
DRAWN	JL
CHECKED	TL
PROJECT STATUS	TOWN PLANNING
DATE	JUNE 2017
JOB NO	17005
DRAWING NO	TP-11
REV NO	A

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LYGON STREET

TRAM TRACKS

1098A LYGON STREET
TWO STOREY
BRICK DWELLING

GARAGE

1094 LYGON STREET
2 STOREY
BRICK APARTMENT

POS

VERANDAH

OPEN SPACE

STEPS

BALCONY

2 STOREY
BRICK APARTMENT

SUBJECT SITE
1090-1092 LYGON STREET
PROPOSED THREE STOREY
DEVELOPMENT

1086 LYGON STREET
3 STOREY
APARTMENT BUILDING

OPEN SPACE

STAIRS

3 STOREY
APARTMENT BUILDING

TERRACE LEVEL 1

BALCONY LEVEL 2

SPOS

LANEWAY

1041 DRUMMOND STREET
SINGLE STOREY
BRICK HOUSE

1035 DRUMMOND STREET
SINGLE STOREY
BRICK HOUSE

GARAGE

1033 DRUMMON
TWO STO
BRICK HO

GARAGE

1031 DRUMMO
SINGLE S
BRICK H

GARAGE

1029 DRUMMONI
SINGLE STC
BRICK HOU

1027 DRUMMOND STREET
SINGLE STOREY
BRICK HOUSE

1025 DRUMMOND STREET
SINC
BR

EXISTING
SHADOWS

PROPOSED
SHADOWS

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

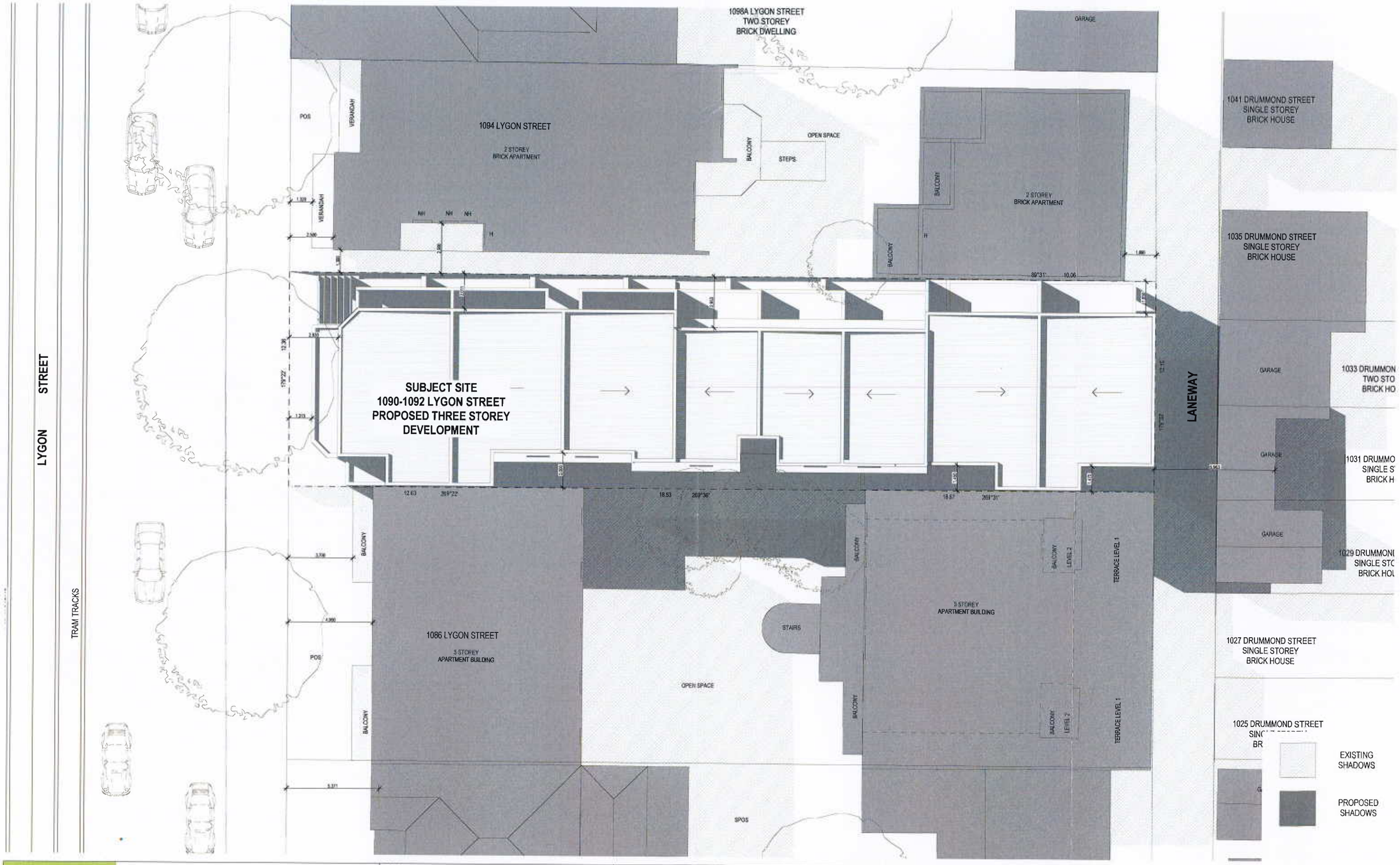
CLIENT
#Client Name

REV NO	DATE	AMENDMENTS / ISSUE	DRAWN
A	#####	TOWN PLANNING SUBMISSION	JL

DRAWING
SHADOW DIAGRAM 22 SEPT 12AM

SCALE: 1:100 @ A1; 1:200 @ A3
DRAWN: JL
CHECKED: TL
PROJECT STATUS: TOWN PLANNING
DATE: JUNE 2017
JOB NO: 17005
DRAWING NO: TP-12
REV NO: A

20 JUL 2017



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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV NO	DATE	AMENDENTS / ISSUE	DRAWN
A	#####	TOWN PLANNING SUBMISSION	JL

DRAWING
SHADOW DIAGRAM 22 SEPT 3PM

SCALE
1:100 @ A1; 1:200 @ A3

DATE
JUNE 2017

DRAWN JL
CHECKED TL

JOB NO
17005

PROJECT STATUS
TOWN PLANNING

DRAWING NO
TP-13

REV NO
A

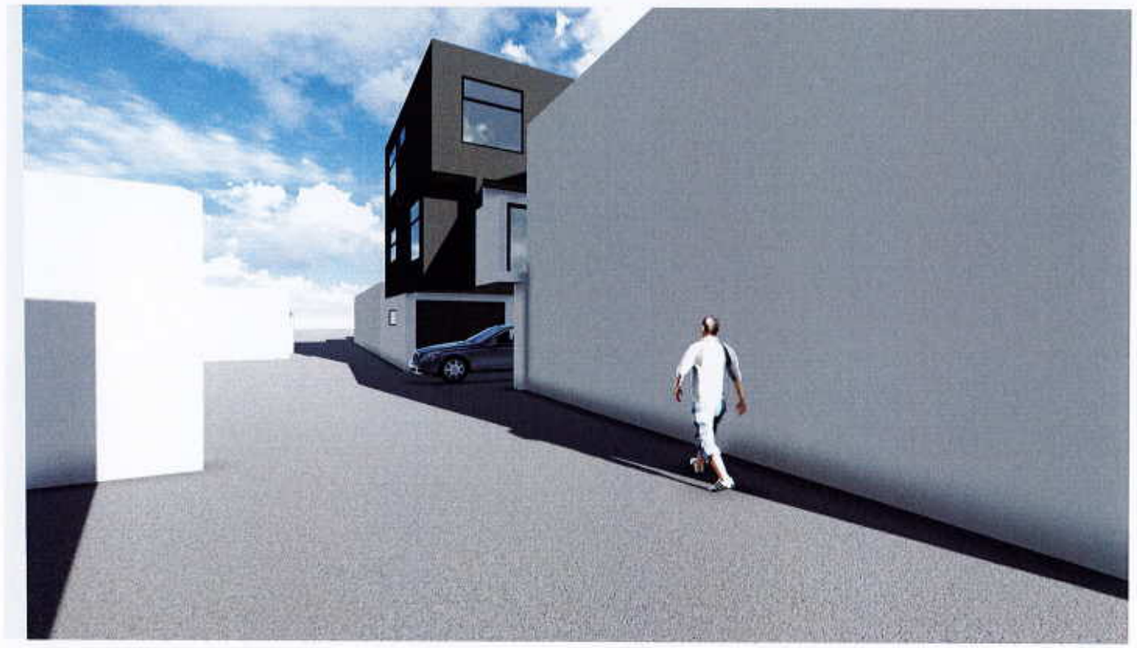
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VIEW FROM LYGON STREET



VIEW FROM LYGON STREET



VIEW FROM REAR LANEWAY OF DEVELOPMENT

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

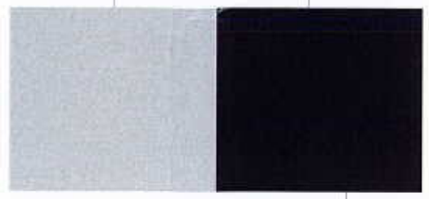
REV NO	DATE	AMENDENTS / ISSUE	DRAWN
A	#####	TOWN PLANNING SUBMISSION	JL

DRAWING
PERSPECTIVES

SCALE: N.A.
DRAWN: JL
CHECKED: TL
PROJECT STATUS: TOWN PLANNING
DATE: JUNE 2017
JOB NO: 17005
DRAWING NO: TP-14
REV NO: A

RECEIVED
25 JUL 2017

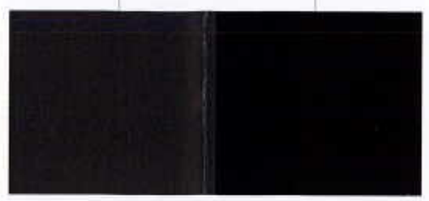




ALUCOBOND PANEL
COLOUR: SILVER

ALUCOBOND PANEL
COLOUR: GUN METAL

DULUX PAINT
COLOUR: OFF WHITE

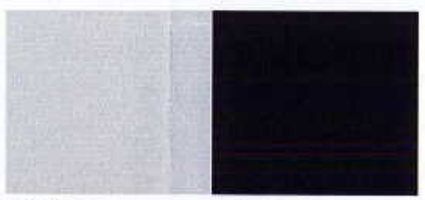


DULUX PAINT
COLOUR: DOMINO

COLORBOND PAINT
COLOUR: BLACK







ALUCOBOND PANEL
COLOUR: SILVER

ALUCOBOND PANEL
COLOUR: GUN METAL

DULUX PAINT
COLOUR: OFF WHITE



DULUX PAINT
COLOUR: DOMINO

COLORBOND PAINT
COLOUR: BLACK

YBL REMMUS
ABN 96 603 071 969
A: 26/374-378 Lygon Street Brunswick East 3057
T: +613 8538 2699 F: +613 8538 2600
E: remmus.architecture@yblgroup.com.au

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV NO	DATE	AMENDMENTS / ISSUE	DRAWN
A	##/##	TOWN PLANNING SUBMISSION	JL

DRAWING
MATERIALS PALETTE

SCALE: N.A.
DRAWN: JL
CHECKED: TL
PROJECT STATUS: TOWN PLANNING
DATE: JUNE 2017
JOB NO: 17005
DRAWING NO: TP-15
REV. NO: A

RECEIVED
28 JUL 2017

19 September 2017

Danielle Connell
Yarra City Council
PO Box 168
Richmond VIC 3121

Dear Danielle,

Proposal: Planning permit for development - Construction of eight (8) dwellings and garages
Site location: 1/1090-1092 LYGON STREET CARLTON NORTH 3054

Melbourne Water reference: MWA-1029705
Council reference: PLN17/0251
Date received: 30/08/2017

Our Decision

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal, subject to the following conditions:

Conditions

1. Amended plans must be submitted to Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with ground and finished floor levels to Australian Height Datum (AHD).

2. The dwellings must be constructed with finished floor levels a minimum of 400 mm above natural ground surface level.

3. The garages must be constructed with finished floor levels a minimum of 250 mm above natural ground surface level.

4. Open style fencing (e.g. paling fences) will allow the free passage of flood flows through the fence, and thereby preventing floodwaters backing up behind solid structures which can increase flood levels on neighbouring properties. More resilient brick and steel fences may increase upstream flood levels, if not provided with a means to allow the passage of floodwaters.

Any new front boundary fences or gates must be of an open style of construction (minimum 50% open) to allow for the passage of overland flows.

5. No fill is permitted outside of the proposed dwelling envelope with the exception of achieving minimal ramping into proposed garages.

Advice

Preliminary land and flood level information available at Melbourne Water indicates that the above property is subject to overland flooding from the Lygon Street Main Drain. For a storm

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

event with a 1% chance of occurrence in any one year, the applicable flood level for the property is 37.14 metres to Australian Height Datum (AHD).

For the purpose of the Building Code of Australia - Building in Flood Hazard Areas, Melbourne Water has determined that during a flood event that has a probability of occurrence of 1% in any one year, the maximum flow rate of flood water (velocity) will be below 1.5 metres per second.

To access more information regarding other services or online applications that Melbourne Water offers please visit our website.

For further enquiries contact our Customer Service Centre on 131 722.

Yours sincerely,

Ezreena Aladin
Customer and Planning Services

Cc:Lygon Corporation Pty Ltd,
Email: urbanplanningmediation@hotmail.com

CITY OF YaRRA

MeMO

TO:	John Theodosakis
FROM:	**Andrew Shaw**
DATE**:**	**16 October 2017**
SUBJECT:	Urban Design Referral
APPLICATION NO:	**PLN17/0251**
DESCRIPTION:	Demolition of the existing dwelling to allow for the construction of eight dwellings and a reduction in the car parking requirement.

COMMENTS SUMMARY

- The use of a 'mews' typology on this site leads to poor amenity outcomes for both neighbouring sites, and dwellings in the proposed development.
- The long undercroft space is a poor urban design outcome. An access control solution should be considered which might offer some visual screening of the undercroft space.
- Setbacks to the Lygon Street site boundary are acceptable.
- A set back to the upper storey at the rear R.O.W. should be incorporated into the design.
- The proposed material palette with high-contrast commercial finishes is not sympathetic to the existing streetscape. The use of very dark cladding to the upper floor mass is not recessive and will be visually dominant. The proposed material selection should be revised to reflect a more sympathetic palette

Site and context

General: The site is situated in Carlton North on the eastern side of Lygon Street near the boundary with the city of Moreland. This stretch of Lygon Street between Pigdon Street and Park Street, has a mix of single and multi-residential buildings and some commercial uses. The building stock is a mix of higher value heritage and some residential infill of poor architectural quality.

The existing building on the subject site, and the adjoining buildings to the north and south, are non-contributory. There are contributory buildings on both sides of Lygon Street consisting of single and double storey terrace houses on the east side and detached and semi-detached Edwardian houses on the west side. Contributory buildings are located at corner sites on the west side of Lygon Street at the intersection of Lygon and Park Streets, and Lygon and Holtom Street East. The material palette of the existing buildings on this section of Lygon Street consists of Edwardian red brick and terracotta or slate tiled roofs, with painted timber trim and verandah detailing, renderedand painted masonry is also commonly used. More recent post-war infill has used brown brick or painted and rendered concrete panels. Commercial glazing suites have been used in some of the newer

residential developments. A commercial building near the corner of Pigdon and Lygon Streets is constructed in precast concrete panels with perforated metal screens.



Figure 1. West side of Lygon Street (Corner of Park Street).

Views of the site on Lygon Street are obscured by street trees, with a large plane tree immediately in front of the site, and evergreen native trees in front of the neighbouring sites.



Figure 2. East side of Lygon Street including the subject site.

The properties to the northern and southern boundaries are residential buildings. Both sites have similar massing, with buildings fronting both Lygon Street and the rear ROW, separated by a shared open space, with good solar access to the north.

Built Form

The proposed development adopts a ‘mews’ configuration with an internal street running along the northern boundary providing access to garages and apartment entries. The apartments are arrayed along this internal street with balconies above the street projecting the full width of the driveway leaving a narrow strip of land along the northern boundary that

is not covered. The first floor extends all the way to the northern boundary where the building to the north of the development abuts the boundary. The development comprises 8 three storey units with ground floor entry and carparking, living spaces at first floor level with open space provided by north facing balconies, and two bedrooms at second floor level.

The use of this typology on this site leads to poor amenity outcomes. The six intermediate dwellings have screened windows or balconies up to 1.8m and offer no outlook, as they would overlook the properties to the north and south. The uniform three storey mass running the entire length of the lot overshadows the neighbouring open space. It is unclear, as no section is provided, but it appears the south boundary setback would not comply with Standard B17 and B20.

The potential for the internal site circulation to form an urban ‘street’ is not taken up. There appears to be a pedestrian entry to the site from Lygon Street, with vehicular access from the rear laneway. The resultant space has the look of an undercroft due to the building volume above at first floor level. It is unclear how access to the site is to be controlled. Based on the drawings provided, it would appear that this ‘street’ is open to public rights of way at both ends, and the Lygon Street site entry offers un-obstructed views to the undercroft space running the length of the site. An access control solution should be considered which might offer some visual screening of the undercroft space.



Figure 3. View of proposed development, Lygon Street.

Setbacks and Massing

Setbacks to the Lygon Street site boundary are acceptable, mediating between a three storey apartment building to the south and a two storey townhouse with verandah to the north. The setbacks and building heights along this section of Lygon Street are not uniform, with some buildings built to the street frontage and others set back. While there is an argument that the third storey mass should be set back to the level of the adjacent apartment building to the south, it would make little practical difference due to the lack of a

dominant built form pattern. Further, the two storey Victorian shop and residence at 1098 Lygon Street is of a similar overall height and has no setback.

The proposal includes a three storey sheer wall to the rear right of way. While the presence to three-storey residential buildings on the corner of this right of way and Mary Street to the south of the subject site offer precedent for a three storey mass along the right of way, the proposal will be visually dominating from the rear of dwellings on Drummond Street between Mary Street and Park Street. A set back to the upper storey should be incorporated into the design.

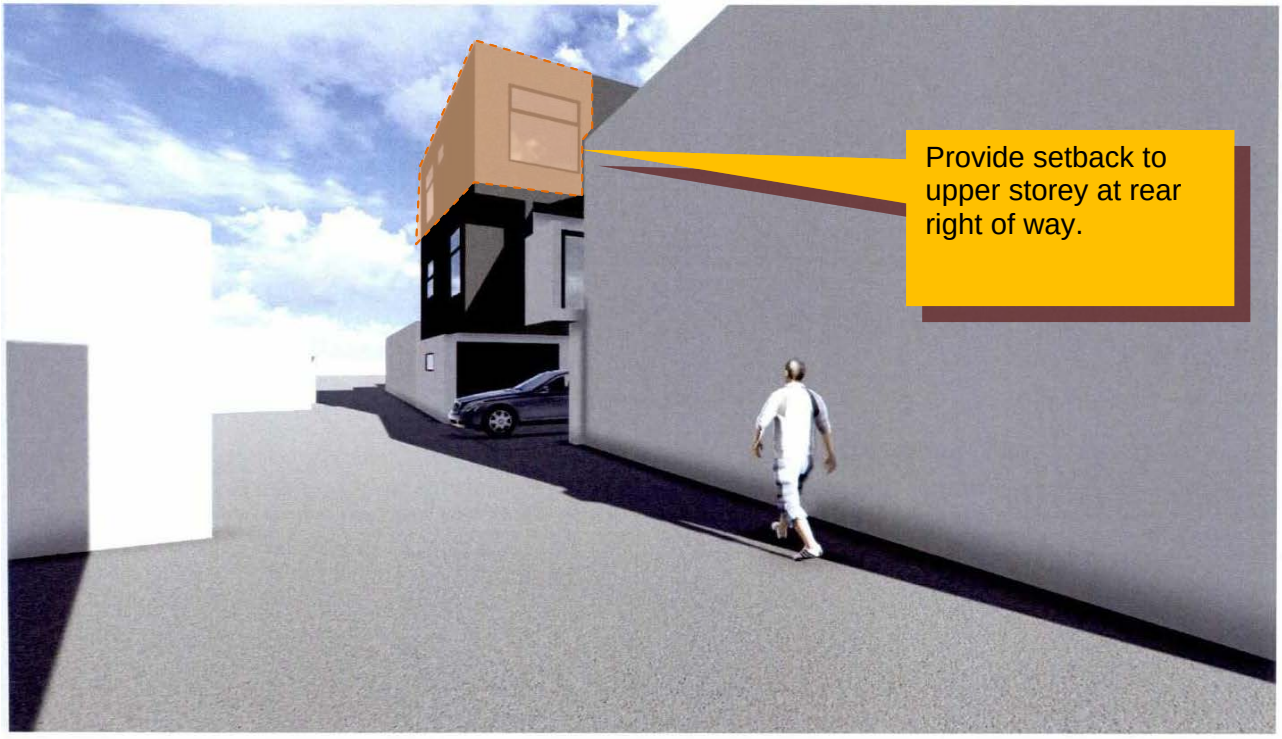


Figure 4. View of proposed development, rear right of way.

Materials

The proposed west elevation (Lygon Street) material palette comprises silver and gun-metal Alucobond panels, with blank two storey wall painted in ‘off-white’. This palette with high-contrast commercial finishes is not sympathetic to the existing streetscape. The use of very dark cladding for the upper floor mass is not recessive and will be visually dominant. As mentioned above, the characteristic material palette along this section of Lygon Street, particularly the more contributory western side is brick, terracotta/slate, painted timber, painted render. The proposed material selection should be revised to reflect a more sympathetic palette.

Notice of works - Holden St/Bennett St sign works

Sat 13/10/2018 3:31 PM

To:City of Yarra Info <info@yarracity.vic.gov.au>;

Hello,

I am responding to the Notice of works for the Holden St/Bennett St Sign Works - Fitzroy Norh, left at my premises at 4/230 Holden St on Saturday 13 October.

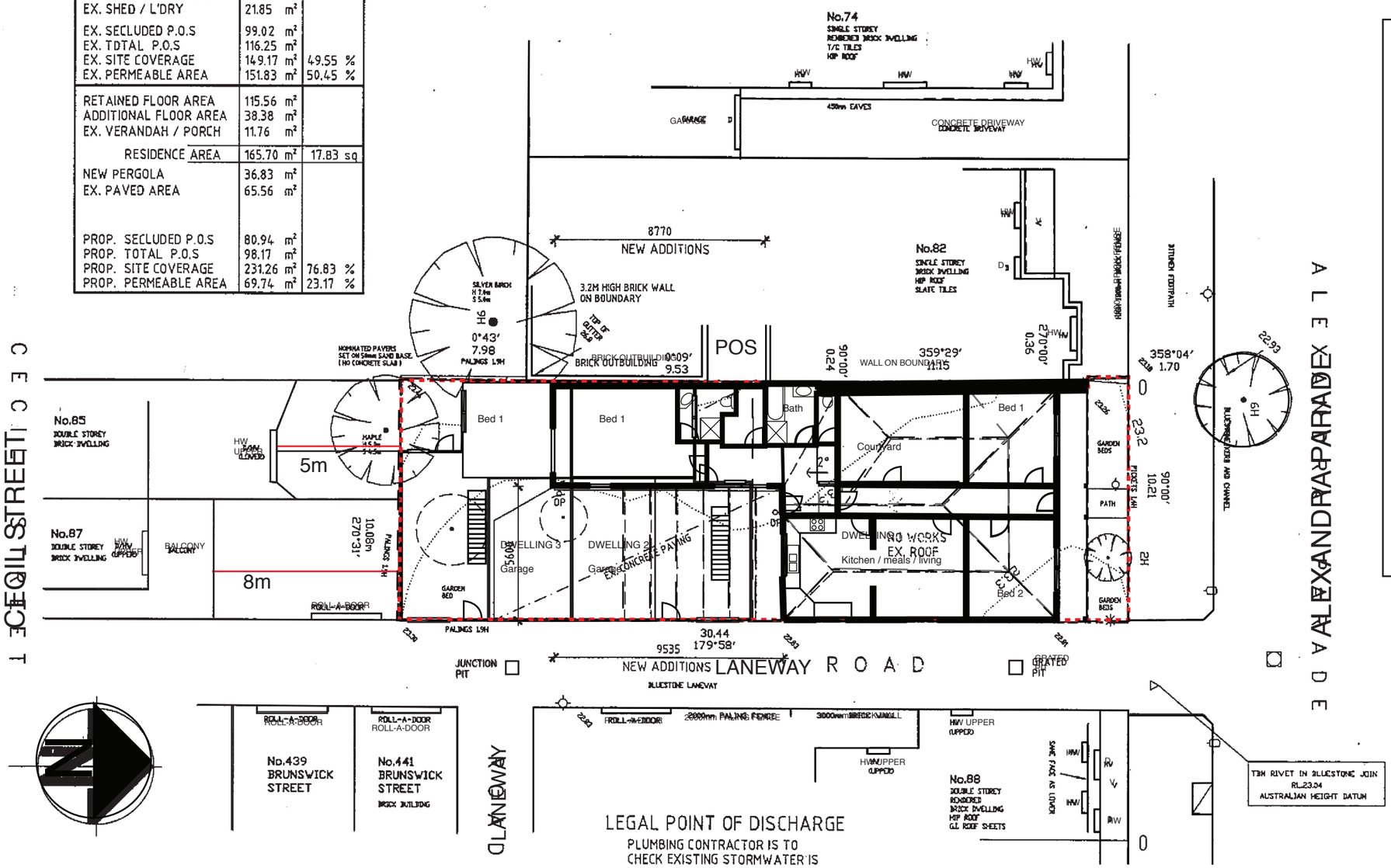
I would like to confirm my preferred option, which is Option 2. Refurbishment and repainting of the sign to restore original character.

Kind regards,
Ben Watson
0418160408

SITE AREA:	301.00 M²	
EXISTING FLOOR AREA	115.56 m²	
EX. PERGOLA	36.45 m²	
EX. VERANDAH / PORCH	11.76 m²	
EX. SHED / L'DRY	21.85 m²	
EX. SECLUDED P.O.S	99.02 m²	
EX. TOTAL P.O.S	116.25 m²	
EX. SITE COVERAGE	149.17 m²	49.55 %
EX. PERMEABLE AREA	151.83 m²	50.45 %
RETAINED FLOOR AREA	115.56 m²	
ADDITIONAL FLOOR AREA	38.38 m²	
EX. VERANDAH / PORCH	11.76 m²	
RESIDENCE AREA	165.70 m²	17.83 sq
NEW PERGOLA	36.83 m²	
EX. PAVED AREA	65.56 m²	
PROP. SECLUDED P.O.S	80.94 m²	
PROP. TOTAL P.O.S	98.17 m²	
PROP. SITE COVERAGE	231.26 m²	76.83 %
PROP. PERMEABLE AREA	69.74 m²	23.17 %

ARCHITECTURAL DWGS NOTE

THESE DWGS ARE TO BE READ IN CONJUNCTION WITH A GENERAL SPECIFICATION PREPARED BY THIS OFFICE FOR THIS PROJECT AND MUST FORM PART THE BUILDING APPLICATION



LEGAL POINT OF DISCHARGE

PLUMBING CONTRACTOR IS TO CHECK EXISTING STORMWATER IS IN WORKING CONDITION AND IF SO CONNECT NEW DOWN PIPES INTO EXISTING STORMWATER TO LOCAL AUTHORITIES REQUIREMENTS. (STORM WATER SYSTEM IS TO COMPLY WITH AS/NZS 3500.5.)

DP: NEW DOWN PIPE.

SITE & FLOOR PLAN

SCALE 1:200

LEVELS & SETOUT

1 SHOULD LEVELS BE PROVIDED THE BUILDER IS TO CHECK AND CONFIRM ALL SITE LEVELS AND PROPOSED FLOOR LEVES ARE CORRECT AS DRAWN. ANY DISCREPANCY MUST BE REPORTED TO THIS OFFICE. START OF WORK IS TAKEN TO BE ACCEPTANCE OF THE INFORMATION PROVIDED AS CORRECT.

SITE AREA	301 SQM	
EXISTING		
EXISTING FLOOR AREA	165.70 SQM	
EX. PERGOLA	36.80 SQM	
EX. VERANDAH/PORCH	11.76 SQM	
EX. SECLUDED P.O.S	80.94 SQM	
EX. SITE COVERAGE	231.26 SQM	76.83%
EX.PERMEABLE AREA	69.74 SQM	23.17%
PROOSED DWELLING 1		
TOTAL AREA	**181SQM**	
GROUND FLOOR AREA:	119.34 SQM	
PRIVATE OPEN SPACE:	25.0 SQM + 8.7 SQM + 31.2 SQM = 64.9 SQM	
PROPOSED DWELLING 2		
TOTAL AREA	**120SQM**	
GROUND FLOOR AREA:	88.5 SQM	
FIRST FLOOR AREA:	64.0 SQM	
PRIVATE OPEN SPACE:	31.5 SQM	
BALCONY:	11.7 SQM	
OVERALL PROPOSED		
SITE COVERAGE:	203.5 SQM	= 67.6%
PERMEABLE AREA:	61.3 SQM	= 20.1%

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) LEGAL POINT
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TION OPENING

SHALL BE PROVIDED AT MAJOR DIRECTION CHANGES AND 9.0m (MAX.) CTRES.

5 PIPES SHALL BE LAID NO CLOSER THAN 600mm FROM BUILDING LINE. THIS MUST BE INCREASED AS TO NOT TO IMPINGE ON THE BUILDING'S FOUNDATIONS BEARING (UNDERMINE) IN CASES OF DEEP EXCAVATIONS.

6 PIPES SHALL HAVE 150mm MINIMUM COVER TO NON TRAFFICABLE AREAS AND 300mm (MIN) TO TRAFFICABLE OR UNDER PATHS, DRIVEWAYS ETC.

7 SUSPENDED STORMWATER PIPES MUST BE MINIMUM 100mmØ UPVC & INSTALLED ONLY WITH A 450mm (MIN) SUBFLOOR CLEARANCE BETWEEN UNDERSIDE OF BEARERS & FINISHED GROUND. ANCHORS & FIXING CENTRES AS APPROVED BY BBUILDING SURVEYOR.

8 OBTAIN AUTHORITY INSPECTIONS & APPROVALS BEFORE BACKFILLING.

9 PROVIDE AGRICULTURAL DRAINS (AG DRAIN) TO ALL SITE CUTS OR BATTERS EXCEEDING 600mm IN HEIGHT. AG DRAINS TO BE CONNECTED TO APROVED STORMWATER SYSTEM VIA SILT PIT.

DOWNPIPES

1 PROVIDE & INSTALL DOWNPIPES OF COMPATIBLE MATERIAL TO SELECTED OR EXISTING GUTTER MATERIAL.

2 DOWNPIPES TO BE LOCATED AT MAXIMUM 12m SPACINGS & WITHIN 1.2M OF ANY VALLEY JUNCTION IN THE ROOF.

3 SECURE ALL DOWNPIPES TO WALLS WITH STRAPS/BRACKETS AT MAXIMUM 1800mm CENTRES.

4 CONNECT ALL DOWNPIPES TO APPROVED STORMWATER SYSTEM THAT IS CONNECTED TO LEGAL POINT OF DISCHARGE.

ED Solutions
0430 794 138

Site Context Plans
Rev A
16.03.16

ASSOCIATES
ACN 054 942 317

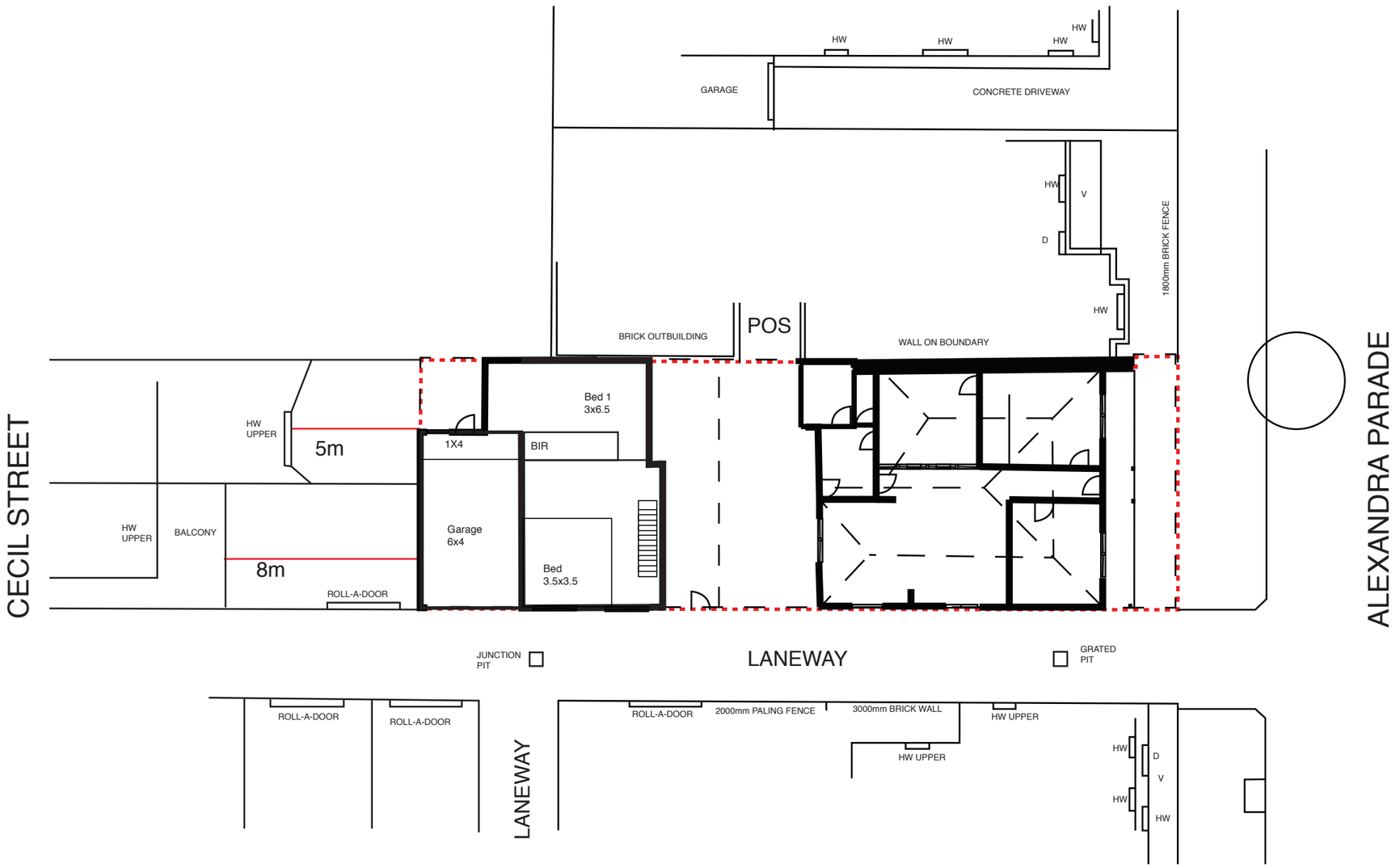
These offices by appointment only
MOUNT WAVERLEY Phone 9887 7125
EAST BRUNSWICK Phone 9380 2396

FOR
RHONDA WATSON & PHIL EDWARDS

commencing any work or making shop drawings
Contractor shall co-ordinate all trades
Timber framing to comply with latest AS1684
IF IN DOUBT ASK

B.A.
PLOT DATE: 31/08/04
COMPUTER ID: \PROJECTS\03PROJ\03006\03006BA FILE ID:

TOTAL TIME: ACTIVE TIME:
START DATE:
EDIT DATE:



SITE AREA	**301 SQM**	
EXISTING		
EXISTING FLOOR AREA	165.70 SQM	
EX. PERGOLA	36.80 SQM	
EX. VERANDAH/PORCH	11.76 SQM	
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PROOSED DWELLING 1		
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BALCONY:	11.7 SQM	
OVERALL PROPOSED		
SITE COVERAGE:	203.5 SQM	= 67.6%
PERMEABLE AREA:	61.3 SQM	= 20.1%

84 ALEXANDRA PDE FITZROY
0430 794 138

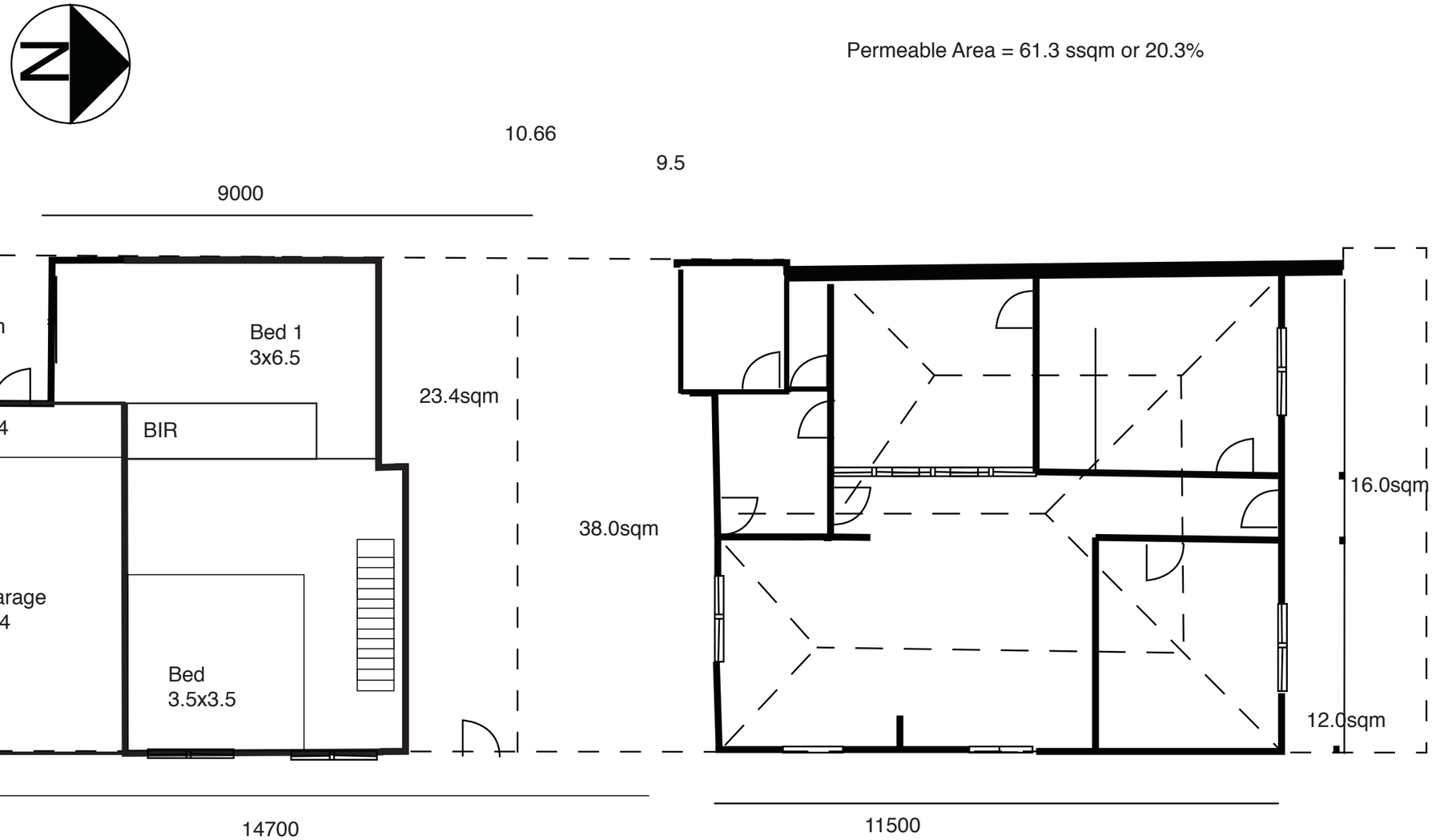
SCALE 1:200

Site Context Plans
Rev A
16.03.16

Site Area = 301 sqm

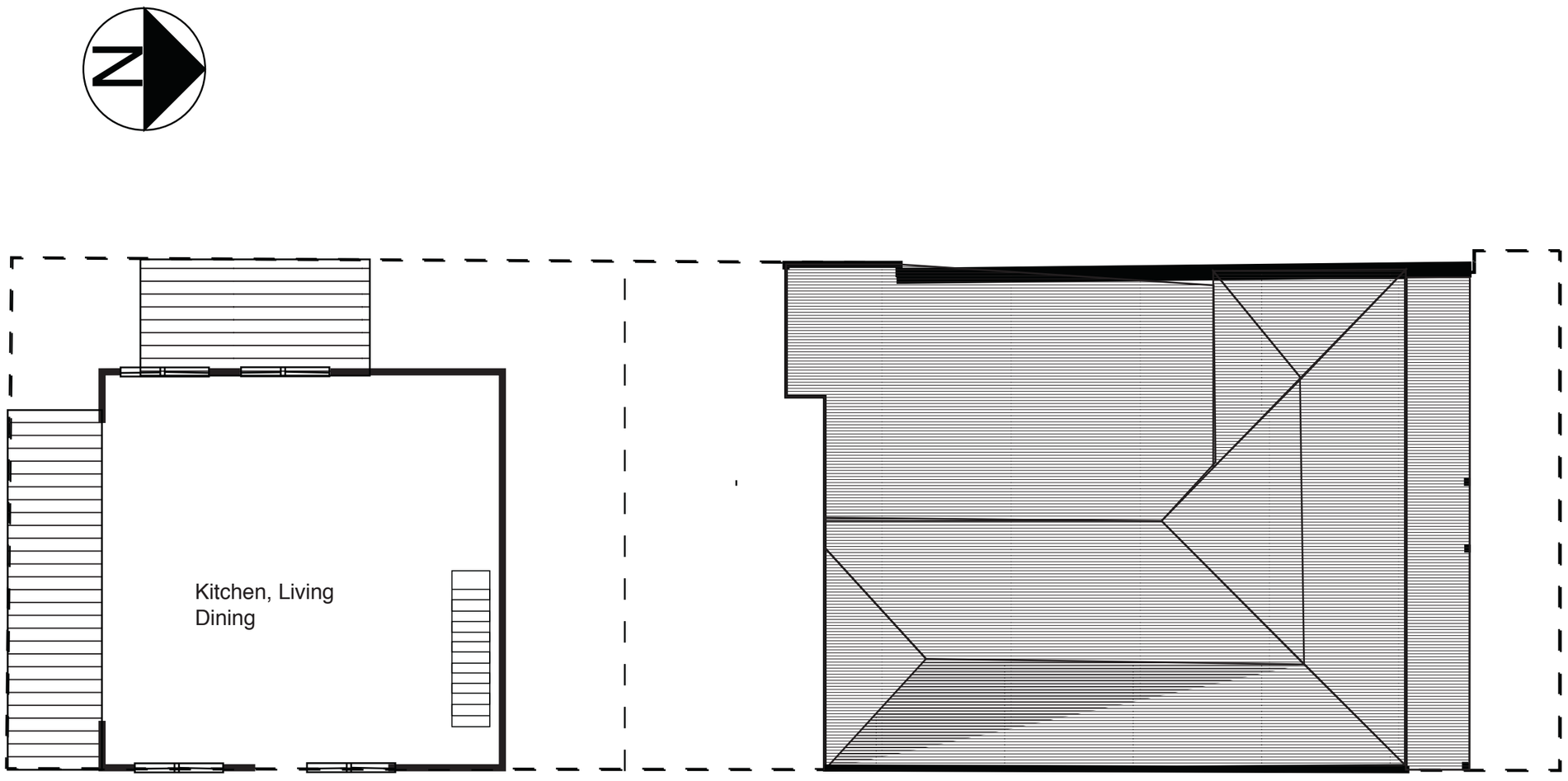
Site Coverage = 203.5 or 67.6%
92.1

Permeable Area = 61.3 ssqm or 20.3%

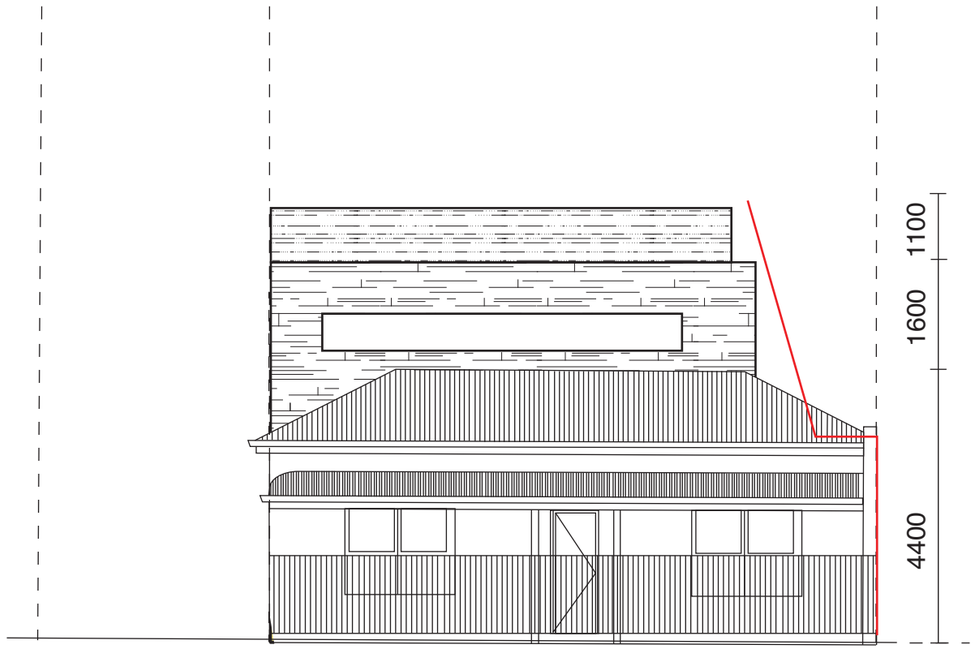


ED Solutions
0430 794 138

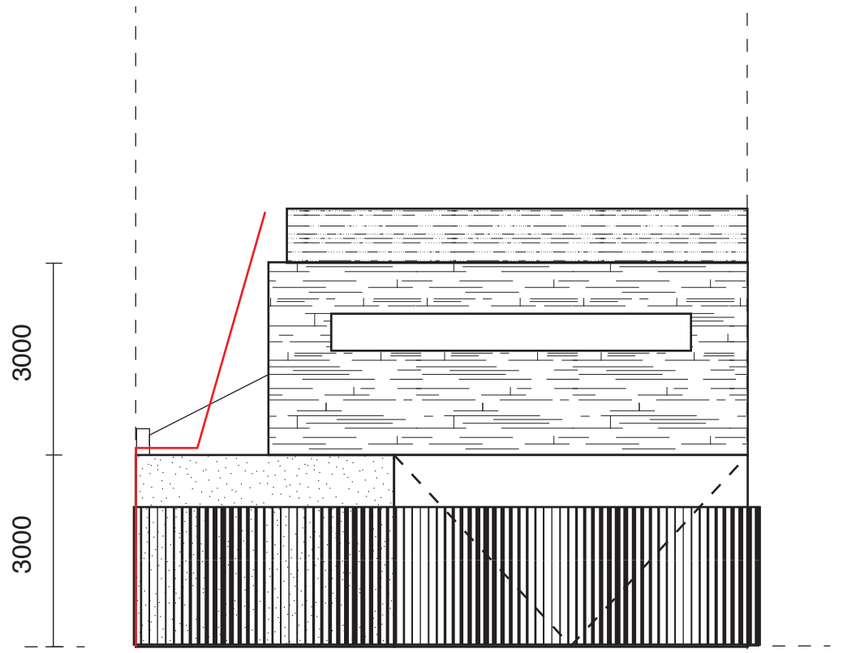
Ground Floor Plans
Rev A
16.03.16


N
Kitchen, Living
Dining

North Elevation

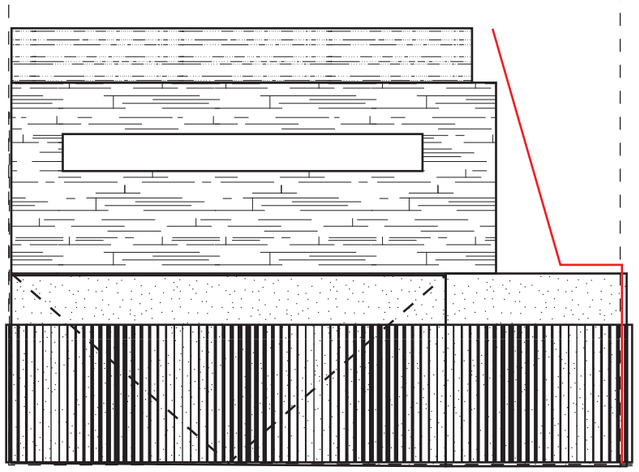


South Elevation



B18 - Wall on boundary = 6.0m

Internal North Elevation

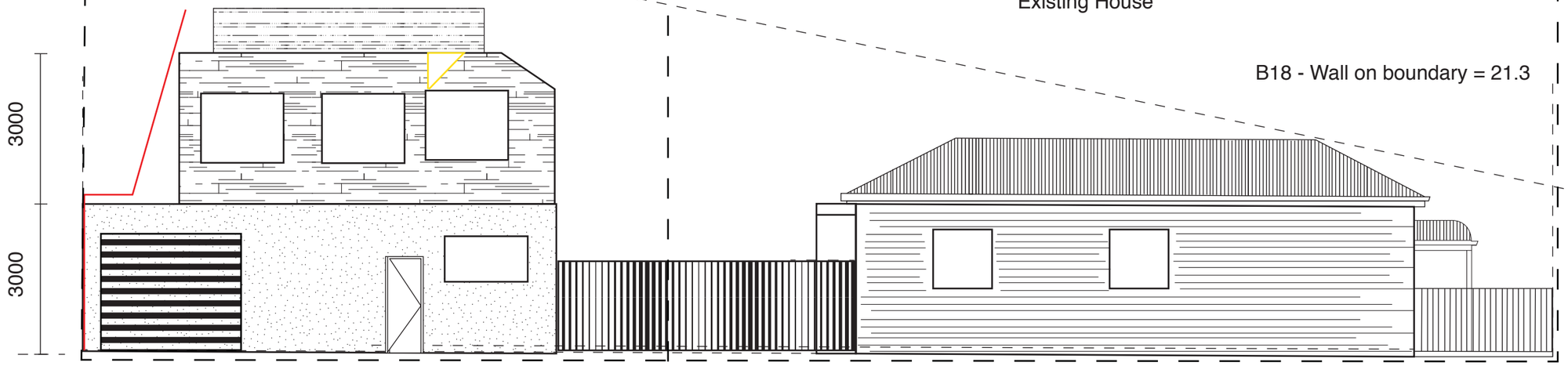




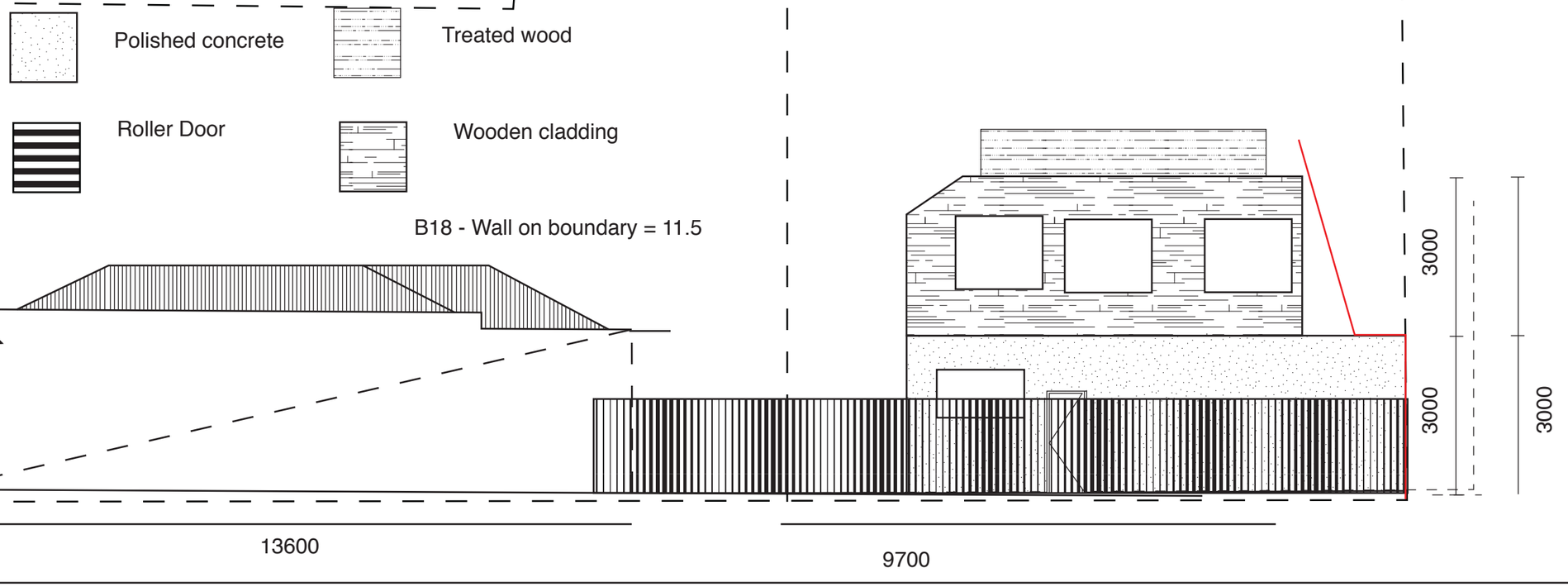
ED Solutions
0430 794 138

Elevation Plans
Rev A
16.03.16

East Elevation



West elevation



ED Solutions
0430 794 138

Elevation Plans
Rev A
16.03.16

Theodosakis, John

From: Agostino, Joe <Joe.Agostino@yarracity.vic.gov.au>
Sent: Tuesday, 12 September 2017 8:57 AM
Subject: RE: Waste management referral - planning application no. PLN17/0251, 1090 - 1092 Lygon Street Carlton

Hi John

The waste Management Plan prepared by David Fairbairn Consulting Engineer dated 15th June 2017 for 1090 – 1092 Lygon Street Carlton is satisfactory from the City works Branch's perspective. If you have any queries please give me a call.

Kind Regards

Joseph Agostino
Project Officer
City Works
Yarra Operations Depot, Clifton Hill

City of Yarra PO Box 168 Richmond 3121
T(03) 9205 5540 **F**(03) 8417 6666
E Joe.Agostino@yarracity.vic.gov.au **W** www.yarracity.vic.gov.au

6 *Please consider the environment before you print this email!*

From: Valente, Enzo
Sent: Monday, 28 August 2017 12:26 PM
To: Agostino, Joe
Cc: Theodosakis, John
Subject: FW: Waste management referral - planning application no. PLN17/0251

Hi Joe

Please assess and advise John accordingly.

Regards

Enzo

Enzo Valente

Waste Management and Cleansing Services Coordinator
City of Yarra PO Box 168 Richmond 3121
T (03)9205 5475 F(03)8417 6666
E enzo.valente@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

From: Theodosakis, John
Sent: Monday, 28 August 2017 10:58 AM
To: Valente, Enzo
Subject: Waste management referral - planning application no. PLN17/0251



YBL REMMUS
ABN 96 603 071 969
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T: + 613 8538 2699 F: + 613 8538 2600
E: remmus.architecture@yblgroup.com.au

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV. NO.	DATE	AMENDENTS / ISSUE	DRAWN
A	07-2017	TOWN PLANNING SUBMISSION	JL
C	10-2018	TOWN PLANNING SUBMISSION	EL

DRAWING
GROUND FLOOR PLAN

SCALE
1:100 @ A1; 1:200 @ A3

DRAWN JL CHECKED TL

PROJECT STATUS
TOWN PLANNING

DATE
MARCH 2018

JOB NO.
17005

DRAWING NO. TP-05 REV. NO. C



YBL REMMUS
ABN 96 603 071 969
A: 26/374-376 Lygon Street Brunswick East 3057
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E: remmus.architecture@yblgroup.com.au

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV. NO.	DATE	AMENDENTS / ISSUE	DRAWN
A	07-2017	TOWN PLANNING SUBMISSION	JL
C	10-2018	TOWN PLANNING SUBMISSION	EL

DRAWING
FIRST FLOOR PLAN

SCALE
1:100 @ A1; 1:200 @ A3

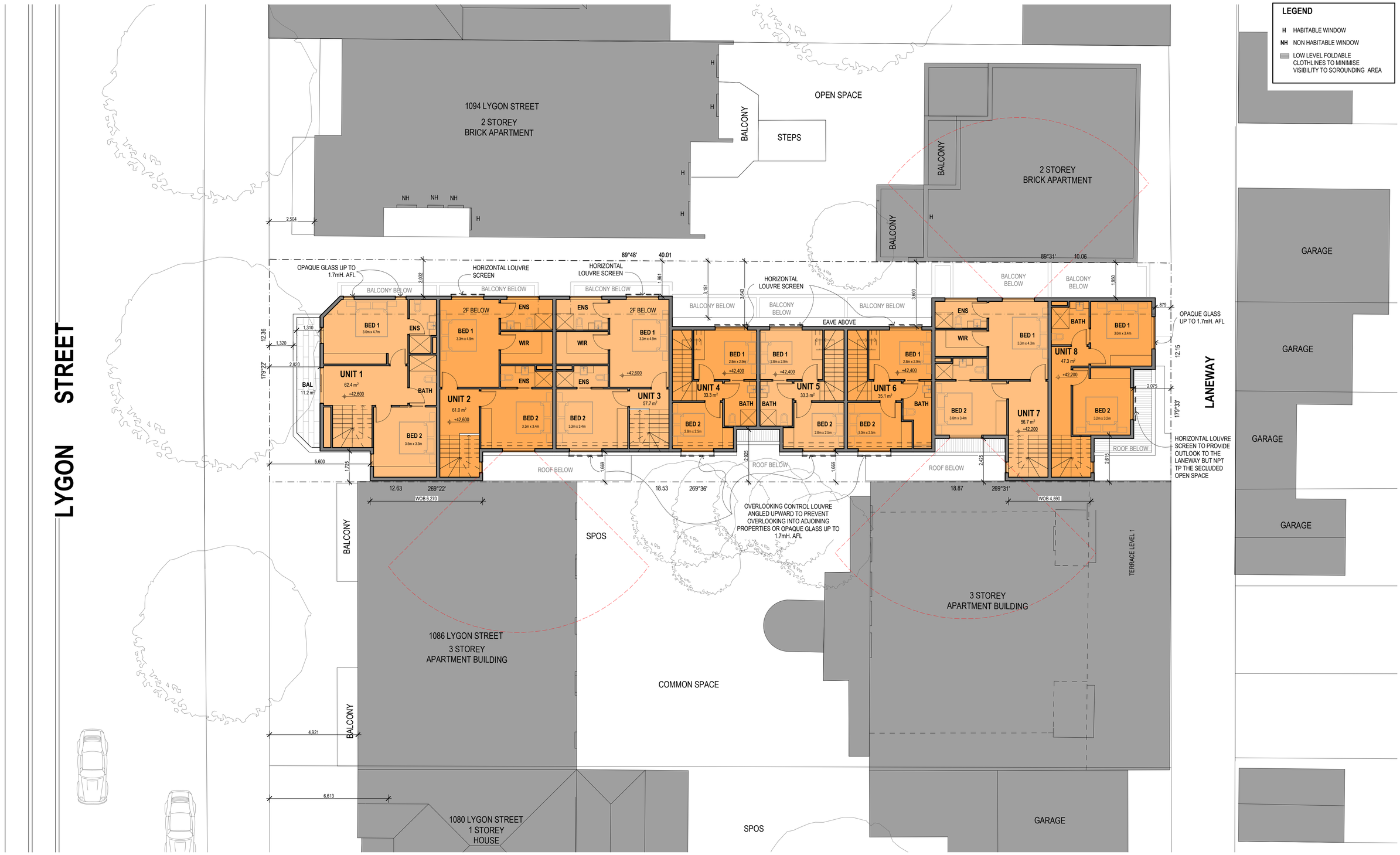
DRAWN JL | CHECKED TL

PROJECT STATUS
TOWN PLANNING

DATE
MARCH 2018

JOB NO.
17005

DRAWING NO. TP-06 | REV. NO. C



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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV. NO.	DATE	AMENDENTS / ISSUE	DRAWN
A	07-2017	TOWN PLANNING SUBMISSION	JL
C	10-2018	TOWN PLANNING SUBMISSION	EL

DRAWING
SECOND FLOOR PLAN

SCALE
1:100 @ A1; 1:200 @ A3

DRAWN JL | CHECKED TL

PROJECT STATUS
TOWN PLANNING

DATE
MARCH 2018

JOB NO.
17005

DRAWING NO. TP-07 | REV. NO. C



AREA SCHEDULE

UNIT	G/F	1/F	2/F	TOTAL	POS	BAL/TER	TOTAL
UNIT 1	43.8m²	66.7m²	62.4m²	**172.9m²**	21.3m²	9.9m²	**31.2m²**
UNIT 2	42.1m²	54.5m²	61.0m²	**157.6m²**	-	9.9m²	**9.9m²**
UNIT 3	38.2m²	51.1m²	57.7m²	**147.0m²**	3.2m²	10.0m²	**13.2m²**
UNIT 4	29.6m²	34.3m²	33.3m²	**97.2m²**	1.9m²	8.8m²	**10.7m²**
UNIT 5	29.6m²	34.3m²	33.3m²	**97.2m²**	1.9m²	8.8m²	**10.7m²**
UNIT 6	29.6m²	35.0m²	35.1m²	**99.7m²**	1.9m²	8.8m²	**10.7m²**
UNIT 7	41.4m²	54.5m²	56.7m²	**152.6m²**	-	15.4m²	**15.4m²**
UNIT 8	41.9m²	49.8m²	47.3m²	**139.0m²**	-	15.9m²	**15.9m²**

SITE AREA	618.1 m²
SITE COVERAGE	515.9 m² (83.5 %)
PERMEABLE AREA	50.1 m² (8.1 %)
IMPERMEABLE AREA	568.0 m² (91.9 %)

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV. NO.	DATE	AMENDENTS / ISSUE	DRAWN
A	07-2017	TOWN PLANNING SUBMISSION	JL
C	10-2018	TOWN PLANNING SUBMISSION	EL

DRAWING
ROOF PLAN

SCALE
1:100 @ A1; 1:200 @ A3

DRAWN JL CHECKED TL

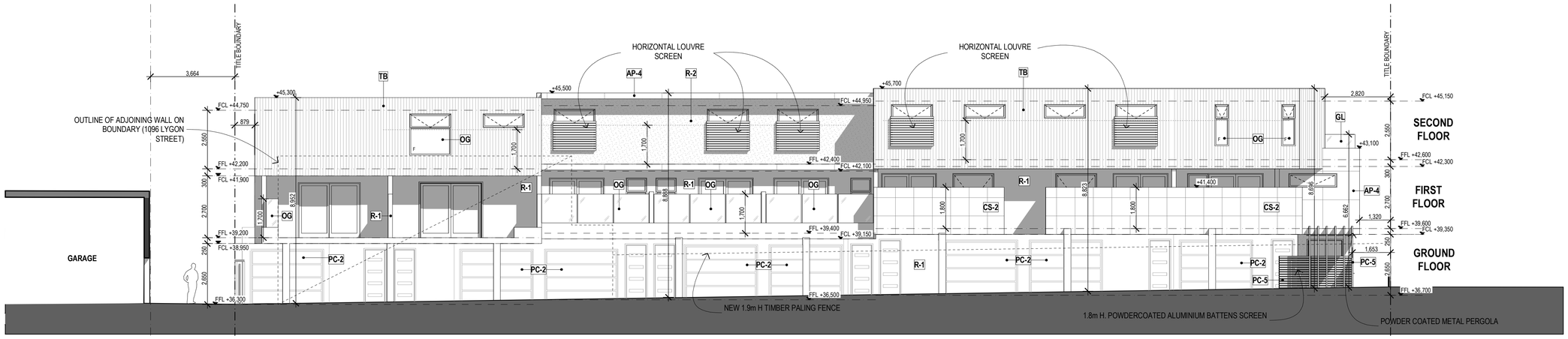
PROJECT STATUS
TOWN PLANNING

DATE
MARCH 2018

JOB NO.
17005

DRAWING NO. TP-08 REV. NO. C

NORTH ELEVATION

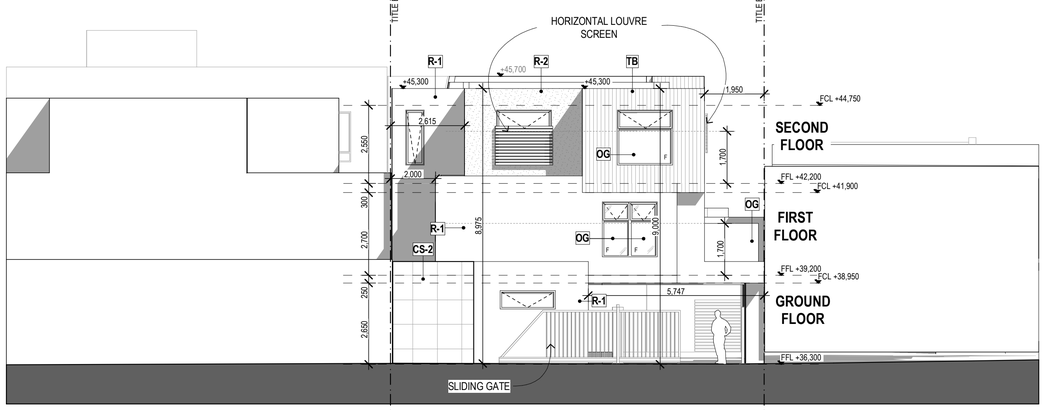


1035 DRUMMOND STREET GARAGE | LANEWAY

SUBJECT SITE
1090-1092 LYGON STREET
PROPOSED THREE STOREY
APARTMENT BUILDING

LYGON STREET

EAST ELEVATION



1086 LYGON STREET
EXISTING THREE STOREY
APARTMENT

SUBJECT SITE
1090-1092 LYGON STREET
PROPOSED THREE STOREY
APARTMENT BUILDING

1096 LYGON STREET
TWO STOREY
BRICK TOWNHOUSES

FINISHES LEGEND

R-1 — BUILDING SUBSTRATE & FINISH; COLOUR (WHERE APPLICABLE)

- TB — TIMBER CLADDING OR ARTIFICIAL TIMBER EQUIVALENT
- AP — ALUMINIUM PANELS
- GL — GLASS
- PC — POWDERCOAT FINISH
- OG — OPAQUE GLASS
- OA — OPAQUE AWNING WINDOW WITH RESTRICTED OPENING OF NO MORE THAN 125mm
- R — RENDER FINISH
- CS — SCYON MATRIX CEMENT SHEET CLADDING. PAINT FINISH

1. COLOUR 1 - OFF WHITE
2. COLOUR 2 - CHARCOAL
3. COLOUR 3 - GUN METAL
4. COLOUR 4 - SILVER
5. COLOUR 5 - BLACK

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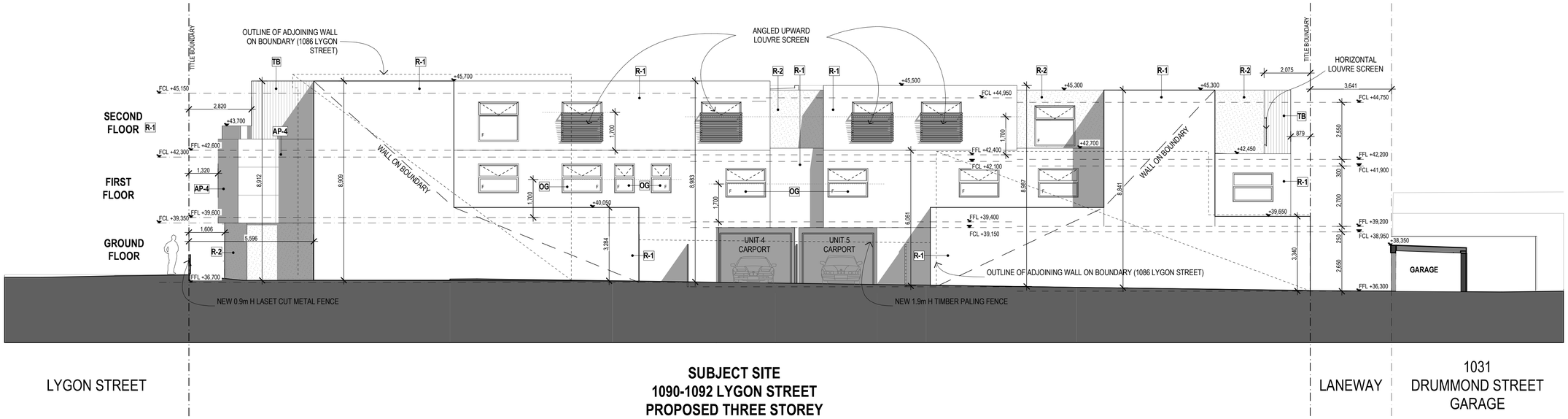
PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

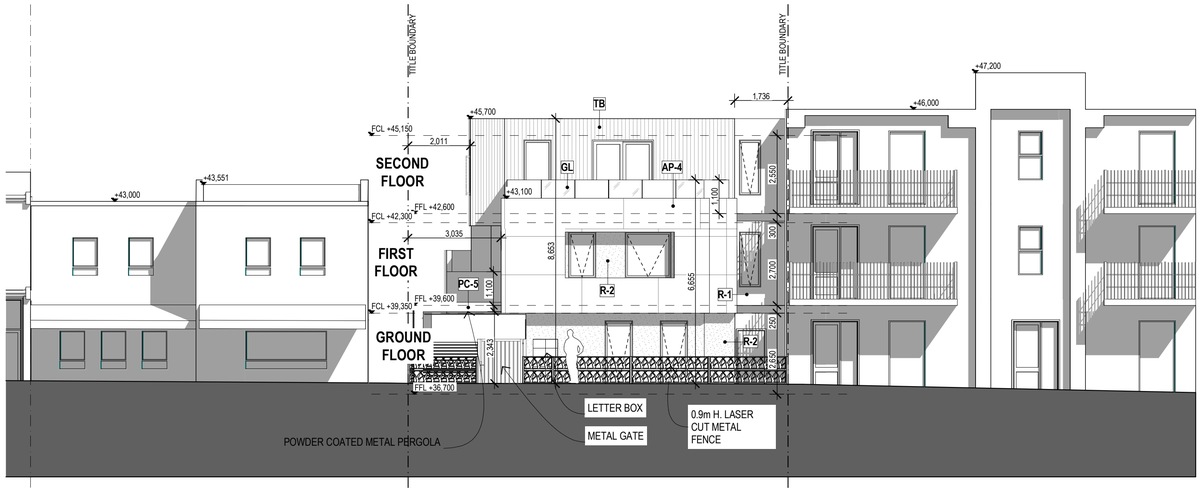
REV. NO.	DATE	AMENDENTS / ISSUE	DRAWN
A	07-2017	TOWN PLANNING SUBMISSION	JL
C	10-2018	TOWN PLANNING SUBMISSION	EL

DRAWING: NORTH & EAST ELEVATIONS
SCALE: 1:100 @ A1; 1:200 @ A3
DATE: MARCH 2018
DRAWN: JL
CHECKED: TL
JOB NO.: 17005
PROJECT STATUS: TOWN PLANNING
DRAWING NO.: TP-09
REV. NO.: C

SOUTH ELEVATION



WEST ELEVATION



FINISHES LEGEND

R-1 — BUILDING SUBSTRATE & FINISH; COLOUR (WHERE APPLICABLE)

- TB — TIMBER CLADDING OR ARTIFICIAL TIMBER EQUIVALENT
- AP — ALUMINIUM PANELS
- GL — GLASS
- PC — POWDERCOAT FINISH
- OG — OPAQUE GLASS
- OA — OPAQUE AWNING WINDOW WITH RESTRICTED OPENING OF NO MORE THAN 125mm
- R — RENDER FINISH
- CS — SCYON MATRIX CEMENT SHEET CLADDING. PAINT FINISH

1. COLOUR 1 - OFF WHITE
2. COLOUR 2 - CHARCOAL
3. COLOUR 3 - GUN METAL
4. COLOUR 4 - SILVER

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PROJECT
PROPOSED TOWNHOUSES
1090-1092 LYGON STREET
CARLTON NORTH VIC 3054

CLIENT
#Client Name

REV. NO.	DATE	AMENDENTS / ISSUE	DRAWN
A	07-2017	TOWN PLANNING SUBMISSION	JL
C	10-2018	TOWN PLANNING SUBMISSION	EL

DRAWING: SOUTH & WEST ELEVATIONS

SCALE: 1:100 @ A1; 1:200 @ A3
DRAWN: JL
CHECKED: TL
PROJECT STATUS: TOWN PLANNING
DATE: MARCH 2018
JOB NO.: 17005
DRAWING NO.: TP-10
REV. NO.: C

1.7 271 Bridge Road, 208, 224,228,230 and 238 Church Street, 42 and 46 Cameron Street and 25 and 37 - 39 Bank Street, Richmond - PLN11/0834.02 - Section 72 Amendment to the endorsed plans and permit conditions including: incorporating the approved development for 42 Cameron Street (PLN14/0314) into the permit, amendments to the plans to including modifications to the internal uses and layouts and exterior changes in height and design and increase in car parking, motorcycle and bike parking provision.

Executive Summary

Purpose

1. This report provides Council with an assessment of planning application PLN11/0834.02 being an amendment to the Coles Plaza redevelopment which affects land at 271 Bridge Road, 208, 224, 228 230 and 238 Church Street, 42 and 46 Cameron Street and 25 and 37 – 39 Bank Street, Richmond and recommends approval subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Section 72 of the *Planning and Environment Act 1987*;
   (b) Accrued rights under the planning permit;
   (c) Built form and Heritage (clause 15.01, 15.03, 21.05, 22.02, 34.01. 32.08, 43.01 and 43.02-21;
   (d) Amenity; and
   (e) Car Parking and Bicycle provision (clause 52.06 and 52.34)

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Strategic Context;
   (b) Existing use rights and accrued rights within the General Residential Zone'
   (c) Use and liquor
   (d) Built form (Urban Design and Heritage);
   (e) On site amenity - Clause 58;
   (f) Off site amenity
   (g) Car & bicycle parking and traffic and access;
   (h) Contaminated land; and
   (i) Objector concerns.

Submissions Received

4. Nineteen objections were received to the application, these can be summarised as:
   (a) design (height, scale, bulk, character, overdevelopment, impact on park);
   (b) amenity (off-site, on-site, overlooking, overshadowing, loss of light, location of substation and plant);
   (c) traffic and car parking;
   (d) Loss of views and loss of property values
5. One letter of support were received to the application.

Conclusion

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

   (a) Additional setbacks to address amenity concerns;

   (b) Detailed thumb nail sketches of the elevations to ensure a quality outcome for the site;

   (c) Additional acoustic information; and

   (d) Requirement for an environmental audit for the site.

CONTACT OFFICER: **Mary Osman**
TITLE: **Manager Statutory Planning**
TEL: **9205 5300**

271 Bridge Road, 208, 224,228,230 and 238 Church Street, 42 and 46 Cameron Street and 25 and 37 - 39 Bank Street, Richmond - PLN11/0834.02 - Section 72 Amendment to the endorsed plans and permit conditions including: incorporating the approved development for 42 Cameron Street (PLN14/0314) into the permit, amendments to the plans to including modifications to the internal uses and layouts and exterior changes in height and design and increase in car parking, motorcycle and bike parking provision.

Trim Record Number: D18/186609
Responsible Officer: Manager Statutory Planning

Help

Proposal:	Amendment to the endorsed plans and permit conditions of PLN11/0834 including: • Incorporating the approved development for 42 Cameron Street (PLN14/0314) into the permit for the main site • Amendments to the plans to including modifications to the internal uses and layouts and exterior changes in height and design; Increase in car parking, motorcycle parking and bike parking.
Existing use:	Richmond Plaza Shopping Centre and Residential Apartment building
Applicant:	Coles Group Property Development Pty Ltd – C/- SJB Planning Pty Ltd
Zoning / Overlays:	Commercial 1 Zone, General Residential Zone (Schedule 1 & 2), Design and Development Overlay (Schedule 2 and 21), Heritage Overlay (Schedule 310) and Public Acquisition Overlay**.**
Date of Application:	26 April 2018
Application Number:	PLN11/0834.02

Planning History

1. Planning permit PLN11/0834 was issued at the direction of the Victorian Civil and Administrative Tribunal (VCAT) on 20 December 2012 permitting the demolition, buildings and works, use of the land for dwellings, shop, restricted recreation facility, food and drinks premises, restaurant, office, childcare centre, use of part of the land for the sale and consumption of liquor, reduction in car parking requirements, and use of the northern part of the land for loading/unloading bay and waste collection.
2. The permit was subsequently amended by VCAT on 27 March 2013 with plans endorsed on 14 December 2017.
3. A further amendment to the permit was recently issued on 26 June 2018 which approved an internal reconfiguration of the uses and layout of the buildings approved generally relating to minor increases and decreases to the various floor areas of the uses across the site, a decrease in the number of apartments, modifications to the car park layout including loss of 2 spaces and minor changes to the external presentation of the building. Plans were also endorsed on 26 June 2018.
4. An extension of time to the commencement and completion date of the permit was also approved, requiring the development to commence no later than 20 December 2019 and be completed no later than 20 December 2021.

5. Planning permit PLN14/0314 (42 Cameron Street) was issued on 14 January 2015 and permits the development of the land to construct a multi-storey building (over a basement car park), and a reduction in the car parking requirement. Plans were endorsed on 5 October 2017.

6. An amendment to the development via the secondary consent mechanism was approved on 28 November 2017 and in general terms approved minor design changes with plans being endorsed on 28 November 2017.

7. An extension of time to the commencement and completion date of the permit was also approved, requiring the development to commence no later than 20 December 2019 and be completed no later than 20 December 2021.

Henty Street Process

8. A condition of planning permit PLN11/0834 (condition 5) required the following occur prior to the commencement of the development:

   (a) 'Except with the written consent of the Responsible Authority, prior to the commencement of the development, the land known as Henty Street, or the land marked green on plan of consolidation 105419 and land known as Lot 1 Title Plan 843675B must be discontinued.'

9. A request was lodged with Council to discontinue both these parcels of land and this was considered and supported at the Council meeting of 18 March 2014.

10. Forming a recommendation of this report will be the deletion of condition 5 from the permit as its requirements have been met.

11. Subsequent to the discontinuance process, an amendment application to the Yarra Planning Scheme was lodged by SJB Planning acting on behalf of the Coles Group.

12. Amendment C138 sought approval for the rezoning of land known as 46 – 48 Cameron Street, Richmond also land formerly known as Henty Street from General Residential Zone to Commercial 1 Zone.

13. Council adopted the request at its meeting of 19 September 2014 with the amendment gazetted on 14 May 2015.

Background

Application Process

14. The application was lodged with Council on 26 April 2018. A further information letter was sent on 22 May 2018 with all matters addressed by 11 July 2018.

15. The application was then advertised and received 19 objections and one letter of support.

16. A consultation meeting was held on 25 September 2018 and was attended by the permit applicant, objectors and Council officers.

17. During this process, Council had sought and received external referral advice from various consultants in the fields of urban design, acoustics, wind, traffic and land contamination, as well as Council Internal units including waste management, engineering, strategic transport, construction management, urban design, heritage, landscape and environmental sustainable development (ESD). Referrals were also sought and received from Transport for Victoria and VicRoads.

18. The applicant in response to the objections and referral comments has submitted additional documentation on a without prejudice basis, this will be referenced where relevant throughout the report.

Planning Scheme Amendments

Amendment VC110

19. Amendment VC110 was gazetted on 27 March 2017, the amendment did not alter the zoning of the land (continuing to be within the GRZ2), and however the amendment introduced a mandatory garden area requirement.

20.

Amendment VC134

21. Amendment VC134 was gazetted on 31 March 2017, and aligns State Policy with the new Metropolitan Planning Strategy.

Amendment VC136

22. Amendment VC136 was gazetted on 13 April 2017 and introduced the Apartment Development guidelines (clause 58). The guidelines include a number of standards (similar to ResCode), including urban context, site layout, amenity impacts, on-site amenity and facilities, detailed design and internal amenity.

23. The standards only apply to application lodged after the amendment was gazetted

Amendment VC142

24. Amendment VC142, gazetted on 16 January 2018, made a wide range of reforms across the VPP that generally removes permit triggers, expand permit exemptions for land uses and buildings and works, remove superfluous and outdated provisions, update references, improve and update definitions, clarify common points of confusion and improve the usability of the VPP.

25. Of relevance, the requirements of Clause 52.07 (Loading and unloading of vehicles) has been deleted from the planning scheme and the consideration relating to loading and unloading facilities has been added to Clause 65 as a general decision guideline. Should the development approved by the permit be considered under the current provisions, consideration of loading matters would still form part of the assessment.

Amendment VC148

26. On 31 July 2018, Planning Scheme Amendment VC148 was gazetted by the Minister for Planning. Amongst other changes the amendment has deleted the State Planning Policy Framework (SPPF) and has replaced it with a new integrated Planning Policy Framework (PPF) in Clauses 10 to 19 of the Scheme.

27. The introduction of VC148 amended Clause 52.06 (Car parking) so that the car parking rates of Column B applies if any part of the subject site is identified as being within the Principal Public Transport Network Area (PPTN).

28. The subject site is located within the PPTN Area and, therefore, the Column B car parking rates apply to this planning permit application which means that there is no requirement to provide any visitor car parking spaces as part of the proposal as well as modified rates associated with dwellings and those for the food and drinks premises, childcare, office, restaurants, shop.

The Proposal

29. The application proposes amendments to both the permit and endorsed plans:

Permit

30. The proposal seeks approval for the following amendments to the planning permit:

(a) Incorporating the approved development for 42 Cameron Street, Richmond (PLN14/0314);

(b) Design changes resultant from the merging of two Planning permits; and

(c) Modifications to a number of conditions of the original permit as a result of the deletion of the restaurant use and modifications to the internal uses and layouts and exterior changes in height and design.

Endorsed Plans

31. The proposal seeks approval for the following changes to the endorsed plans, in a general sense the changes proposed can be summarised as follows:
    (a) Incorporation of 42 Cameron Street into the overall development site and merging the approved built form with Building 'D';
    (b) Modified apartment mix and layouts resulting in an overall reduction in the number of dwellings from 313 to 307;
    (c) Amended car parking layout and increased car parking provision from 570 to 624 spaces;
    (d) Increased provision of motorcycle spaces from 28 to 52;
    (e) Increased provision of bicycle spaces from 363 to 375 spaces;
    (f) Reduction in retail floor area from 8,655sqm to 7,706sqm;
    (g) Increase in office floor area from 1,041sqm to 2,115sqm;
    (h) Deletion of restaurant and roof top terrace;
    (i) Changes to various setbacks;
    (j) Building heights increased as follows (excluding plant and architectural features):
        (i) Building A – from 37.6m to 38.35m;
        (ii) Building B – from 28.4 to 32.8m;
        (iii) Building C – from 25.5m to 25.78m; and
        (iv) Building D – from 25.3m to 27.2m
    (k) Modified architectural treatment to the exterior of the building including materials and design composition.
32. The amendment in retains the fundamental components of the approved development being a shopping centre with various commercial uses with car parking and a residential development above.
33. For ease of reference the image below shows the locations of the various residential buildings and outlines the overall height:
    (a) Building A – 11 storey
    (b) Building B – 9 storey
    (c) Building C – 7 storey
    (d) Building D – 7 storey
    (e) Building E – 4 storey (not visible in image below orientated to Bank Street)



34. Further the table below provides greater detail of the amendments proposed to the already approved development:

Level	Proposed Amendments
Demolition Plan	• Inclusion of 42 Cameron Street, Richmond
Basement	• Increase in size of basement towards Bridge Road but not within the Public Acquisition Zone; • Reduction in basement to avoid easements under ROW off Church Street; • Internal rearrangement of car park (ramps, columns); • Provision of 10 additional car parking spaces; and • Additional bike parking, end of trip facilities and residential storage cages.
Podium Ground Floor	• Setback from the rear of 267 Bridge and creation of a walkway; • Grading of the laneway providing entry into the site from Bridge Road eliminating the need for stairs; • Residential waste storage area adjacent to western boundary removed to facilitate residential furniture holding area; • Increased western setback adjacent to residential properties fronting Bank Street; • Rearrangement of access and loading areas to Cameron Street; • Internal rearrangement of commercial floor area layout; • Core/lobby areas reconfigured.
Podium Level 01	• Increased setbacks (no on boundary construction) to the rear and sides of 267 Bridge Road; • Variations to setback along western boundary with mostly increased setbacks, a minor encroachment to the central plant area. • Childcare relocated to level above; • Changes to commercial floor plates • Changes to the apartment mix and layouts; • Internal rearrangement of car park (ramps, columns); • Provision of 18 additional car parking spaces; and • Revised design treatment (setbacks and form) to the south eastern corner of the site.
Podium Level 02	• Increased setbacks (no on boundary construction) to the rear and sides of 267 Bridge Road;

	• Minor increases to setbacks along the western boundary; • Increased setbacks from Cameron Street with area used as large terrace spaces. • Increased setback from eastern boundary adjacent to properties fronting Church Street. • Changes to commercial floor plates • Changes to the apartment mix and layouts; • Internal rearrangement of car park (ramps, columns); • Provision of 42 additional car parking spaces; and • Revised design treatment (setbacks and form) to the south eastern corner of the site.
Podium Level 3	• Increased setbacks (no on boundary construction) to the rear and sides of 267 Bridge Road; • South west commercial roof terrace top deleted; • Increased setback from the western boundary except for the north west corner were setbacks have slightly reduced in part; • Building D and 42 Cameron Street merge; • Increased setback to Cameron Street; • Encroachment of Building C to Church Street; • Building B setback reduced towards Bridge Road, now generally aligning with setback for Building A; • Design of the central landscape area updated. • Changes to the apartment mix and layouts;
Level 4	• Changes to the apartment mix and layouts; • Variations to setbacks including Building B setback from southern boundary reduced from 21.2m to 15.2m. • Terrace area for building D closer to Cameron Street. • Building separation distances between Building B & C increased to 9 metres;
Level 5	• Changes to the apartment mix and layouts; • Variations to setbacks • Building separation distances between Building B & C increased to 9 metres;
Level 6	• Changes to the apartment mix and layouts; • Variations to setbacks • Building separation distances between Building B & C increased to 9 metres; • Building C northern setback reduced from 16.4 metres to 5.9 metres and Church Street setback reduced facilitating additional dwellings; • Building D setback to the west and north reduced to facilitate additional dwellings.
Level 7	• Changes to the apartment mix and layouts; • Variations to setbacks
Level 8	• An additional level prosed for Building B facilitating dwellings. • Changes to the apartment mix and layouts; • Variations to setbacks
Levels 9 & 10	• Changes to the apartment mix and layouts; • Variations to setbacks
Elevations	• Increased height of Building A, B, C, & D as outlined above; • Architectural treatment of all facades updated.

Existing Conditions

Subject Site

35. The subject site is located on the north side of Bridge Road, between Church Street to the east, Cameron Street to the north and Bank Street to the west in Richmond (See figure 1) and is known as the Coles Richmond Plaza.

36. Highlighted in the red outline is the property boundary for planning permit PLN11/0834 as originally issued, with the green outline showing the property boundary for planning permit PLN14/0314. The subject site as relevant for this application combines both areas encompassing:

    (a) 271 Bridge Road;

    (b) 208, 224, 228, 230 and 238 Church Street;

    (c) 42 and 46 Cameron Street; and

    (d) 25 and 37 – 39 Bank Street, Richmond



Subject Site

37. The subject site is irregular in shape and comprises a total area of approximately 13,6600m^2. The subject site has a frontage of approximately 33m to Bridge Road in two separate frontages, 123m to Church Street, 52m to Cameron Street and 37.8m to Bank Street.

38. The site has an approximately 1 metre fall across the site.

39. The subject site comprises 7 lots that are legally described as follows (taken from previous officer report):

Address	Lot	Title Plan/ Plan of Subdivision	Volume	Folio	Area (approx)
37 – 39 Bank Street	1	707109Y	01712	375	186m^2
42 Cameron Street	Lots 1-8	335273U	01644	751	448m^2

46 Cameron Street	1	238647G &955857U	0206 & 0170	962 & 682	440m^2
Former Henty Street	1	955857U	09296	682	297m^2
271 Bridge and 224, 230 and 238 Church Street		TP955858S			12,100m^2
25 Bank Street	1	897636H	01715	833A	187m^2
Substation (Church St)	1	843675B	03603	553	46m^2

40. The subject site (Richmond Plaza) is a shopping complex within the Bridge Road Major Activity Centre (**MAC**), comprising the Coles supermarket and a range of specialty retail, café, pharmacy and offices with a total commercial floor are of 11,687m^2.



41. The main pedestrian entries into the shopping centre are from Bridge Road and Church Street with vehicular access available from Cameron and Bank Streets.

42. The site has four street frontage each described as:

    (a) Bridge Road – Two double storey buildings well setback from Bridge Road. The forecourt areas have some non-descript landscaping and seating. The buildings are simple two storey forms with glazed shopfronts at ground floor.

    (b) Church Street – Two to three storey building form with ground floor glazed shopfronts with regular upper level windows. Ad hoc signage is affixed to the building with roof top ancillaries above.

    (c) Cameron Street – An at grade carpark leading to a multi deck presents to Cameron Street for most of the site with a two storey walk-up flats (42 Cameron Street) with on street garages present for the remainder of the site.

    (d) Bank Street – a single storey brick dwelling and a single storey weatherboard dwelling flank an existing hardstand area currently used for some parking and loading activities.

Easements and Laneways

43. There are numerous easements registered on title, these include:

(a) An easement in the south east corner of the site in favour of the Gas and Fuel Corporation of Victoria leading from Church Street and immediately adjacent to 285 Bridge Road;

(b) An 'unspecified' easement immediately adjacent to the easement referenced above and both easements are shown as ROW on Council's register; and

(c) An 'unspecified' easement to the eastern portion of the site extending from Cameron Street (north – south orientated laneway which is in part shown as a ROW on Council's register).

Surrounding Land

44. The subject site is located within the Bridge Road Major Activity Centre (MAC). The Bridge Road MAC is a linear commercial shopping strip running between Hoddle Street/Punt Road to the west and the Yarra River to the east. It comprises an array of retail, dinning, community, health and business services in addition to residential uses.

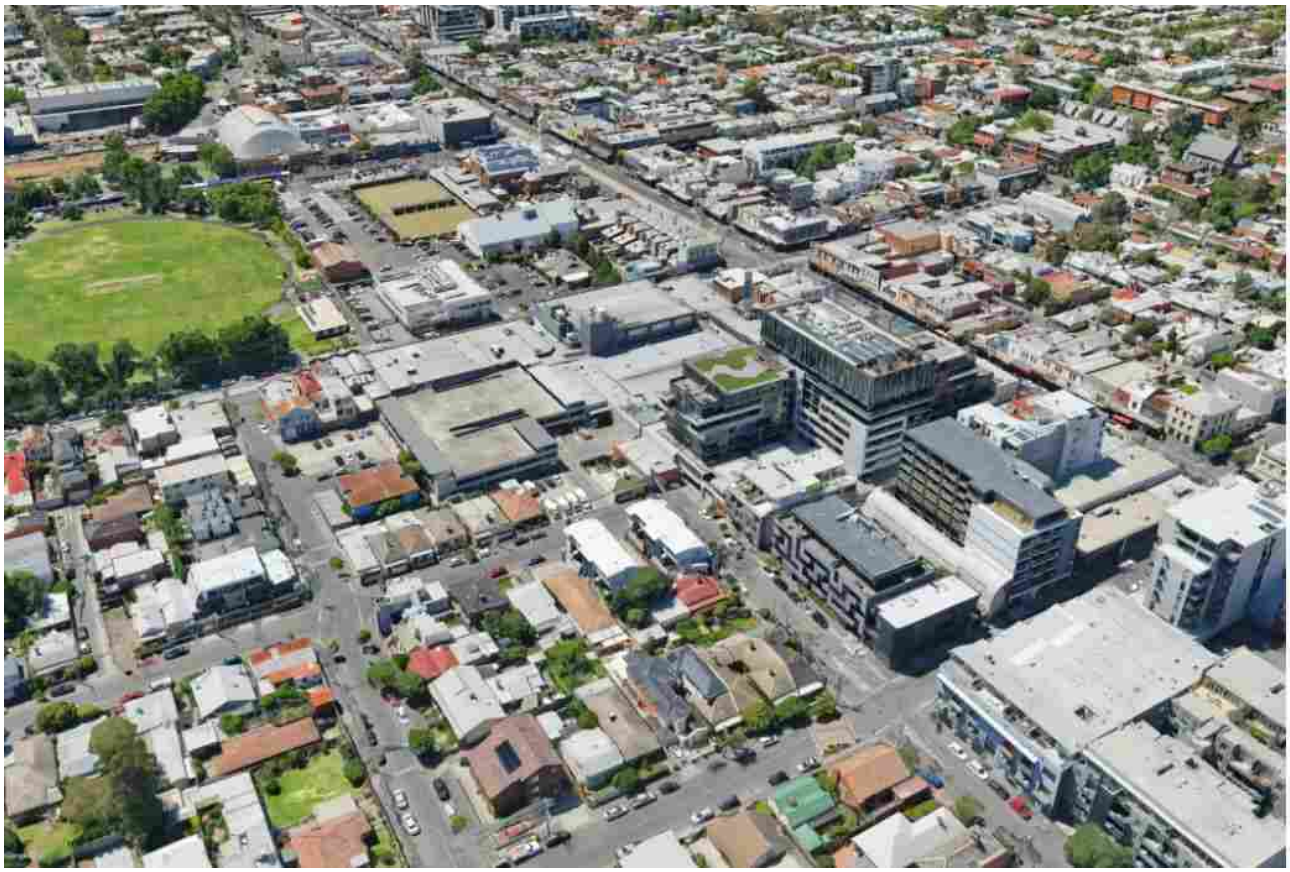
45. The site is located within the Principal Public Transport Network (PPTM), which includes Tram Routes 48 and 75 along Bridge Road, Tram Route 78 along Church Street, Routes 12 and 109 along Victoria Street and West Richmond and Jolimont train stations both within walking distance of the site.

46. Built form in the Bridge Road MAC is varied in style, scale and era with the traditional building stock generally Victorian era shopfronts one to two storey in scale with taller built form behind.

47. The north side of the Bridge Road MAC has experienced, and is continuing to experience significant redevelopment. Recently constructed buildings and current approvals range in scale between seven and 12 storeys. Upper levels of these developments are set back between 12 – 19m from Bridge Road, maintaining the existing shopfronts as the dominant element within the streetscape. (see images below)



(Looking north – west along Bridge Road)



Looking south to the rear of Bridge Road developments

48. The south side of the Bridge Road MAC has conversely experienced relatively limited development.

49. The subject site's immediate surrounds are identified by four distinct interfaces each described below:

North

50. To the north of the subject site is Cameron Street, which runs from Church Street at its eastern end to Lennox Street to its west and forms the public interface of the sites northern boundary.

51. On the opposite site of Cameron Street is a single storey brick commercial building interfacing with Bridge Road, the remaining section of the street can generally be described as a mix of single and double storey dwellings with taller (approximately three storey) multi unit developments.

52. To the west of the subject site and beyond the ROW at the intersection of Bank and Cameron Streets is 13 Bank Street which is the first of a row of six, single storey residences fronting Bank Street.

53. At the corner of Cameron and Church Street is a part one and two commercial period building. The rear half is two storey in form and provides for vehicular access from Church Street.

South

54. To the south the site interfaces with Bridge Road.

55. In between the two sections of Bridge Road frontage, is a two storey individually significant heritage building used for both commercial and residential purposes.

56. A lane separates the subject site and the 196-198 Bridge Road (western boundary) with vehicular and pedestrian access via this laneway. There are a series of windows along the boundary at both ground and first floor level with some of the first floor windows providing light and air to a bedroom and bathroom. An 'L shaped' deck which is partially roofed is attached to the common boundary with the subject site to the east.

57. South of the subject site is the southern side of Bridge Road. Development is generally characterised by one, two and three storey commercial heritage buildings with retail/commercial uses at ground floor with some shop-top housing and commercial uses at first floor.

58. The south side of Bridge Road has not experienced the same level of development pressure as the north. Lot sizes are typically small and recent strategic work (DDO21) recognises that the development potential for the south side is not as great as the north side.

East

59. The east of the site interfaces with Church Street for its majority which contains one and two storey commercial buildings including the Richmond Police Station.

60. To the south-east of the subject site, fronting onto Bridge Road are a row of four, two storey Victorian terraces and a two storey more modern building setback from Bridge Road. The terraces are occupied by retail and food and drinks premises uses at ground level, with the building on the corner (former ANZ bank) occupied by a shop.

61. A rear laneway accessed from Church Street, allows for vehicular access to an informal parking area at the rear of these tenancies and allows for some commercial loading activities.

62. The corner of Bridge Road and Church Street is used as an informal plaza with seating and some vegetation.

63. At the northern end of the subject site is a series of five properties which front Church Street that sit between the subject site and Cameron Street. These properties are commercial in nature some having a residential interface at the upper levels.

64. An existing 3m laneway separates the rear of the Church Street properties and the subject site.

West

65. Fronting Bridge Road to the west of the site is a row of three, two storey Victorian era terraces occupied as shops at the ground floor. These building separate the subject site from the "ARK" development being a mixed use development rising to 10 storeys. The ARK development extends to Hull Street and has a significant immediate interface with the subject site.

66. At its tallest, the ARK building is setback approximately 42 metres from Bridge Road. A three storey podium presents to Bridge Road, providing a series of shops and a pedestrian entry to the residential component well setback from the street.

67. The ARK development presents 9 levels of dwellings orientated towards the subject site. As is visible from the aerial image below, many of these dwellings have sole outlook towards the subject site, with balconies and habitable room windows having a direct interface with setbacks of 3.5 – 5m (to bedroom edge) to 5.5m – 7.5m (to living room edges behind balconies) from the common boundary.



Looking west from the subject site

68. At the northern end of the subject site's western interface, the site abuts a single storey warehouse building at 41 Bank Street, which occupies most of the site.

69. Further north again, are 6 single storey dwellings from different eras, many are constructed to the boundary with only small areas of open space at the rear. A laneway/carriageway easement separates these properties from the subject site. There is no vehicular access to these properties from the rear, with bollards positioned at the northern end of the laneway adjacent to Cameron Street.

70. The west side to Bank Street is a mix of single storey dwellings with newer infill development rising up to three storey.

General

71. As outlined earlier, the north side of the Bridge Road MAC is continuing to transition from a low rise Victorian shopping street to a commercial strip which has and will continue to include higher density development.

72. Relevant for context, recent approved developments which are currently under construction or have progressed beyond the planning permit stage and are within proximity to the site are listed as follows:

    (a) Epworth Hospital redevelopment, a 9 storey building recently completed.



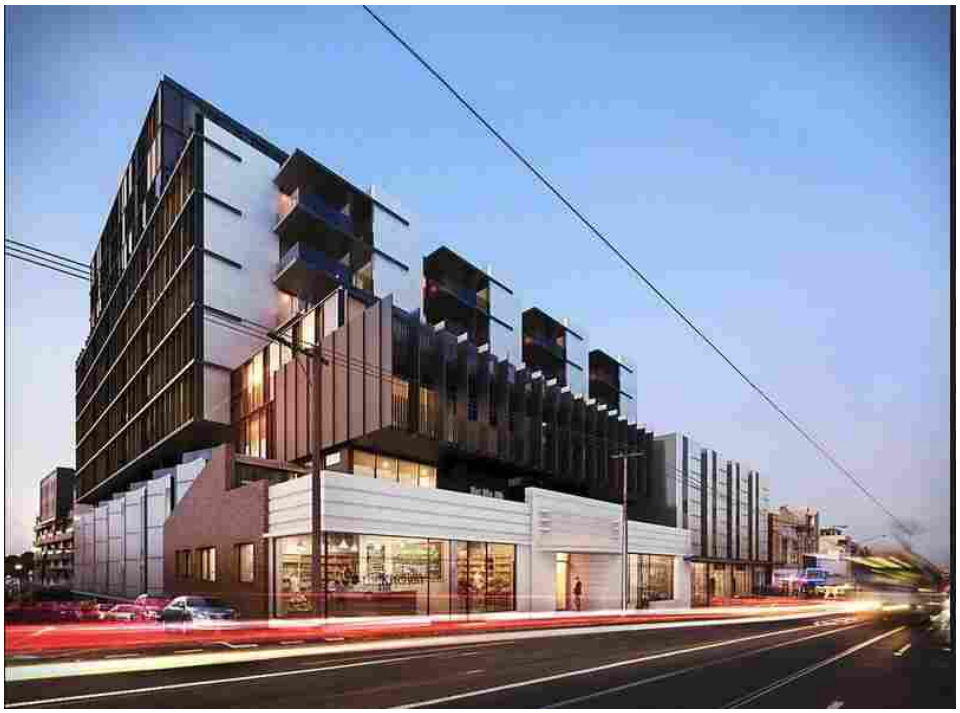
(b) An 8 storey building at 79 Bridge Road containing a residential hotel (currently under construction).

(c) A 7 storey building at 113-115 Bridge Road containing offices and shops (currently under construction).

(d) A 7 storey building at 123-125 Bridge Road containing dwellings and shops (recently completed).

(e) A 7 storey building at 127 Bridge Road, Richmond containing dwellings and café (recently approved).

(f) A 12 storey building at 153-177 Bridge Road containing shops and dwellings (Thomas Dux site).



(g) A 10 storey building at 183-189 Bridge Road containing dwellings and shops located (currently under construction).



(h) A 9 storey building at 203-207 Bridge Road comprising shops and dwellings.

(i) A 12 storey building also proposed for 203 – 207 Bridge Road comprising a restaurant bar lounge with a hotel above (currently on further information).

(j) An 8 storey building at 209-211 Bridge Road comprising shops and dwellings.

(k) A 7 storey building at 231 Bridge Road comprising shops and dwellings.

(l) A 10 storey building at 243 Bridge Road comprising shops and dwellings (ARK development).

73. The above list of developments demonstrates the change that has been occurring and continues to occur on the north side of Bridge Road.

Planning Scheme Provisions

Legislative Provisions

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

75. Section 72 of the Act states:

(1) A person who is entitled to use of develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.
(2) The section does not apply to -
(a) A permit or part of a permit issued at the direction of the Tribunal, if the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or
(b) A permit issued under Division 6.

76. The original permit PLN11/0834 issued on 20 December 2012 at the direction of VCAT (and was further amended on 27 March 2013 at the direction of VCAT), however the order did not specify that the Responsible Authority must not further amend the permit, and in fact Council has amended the permit earlier this year.

77. The permit was not issued under Division 6.

78. Section 73 of the Act states that Section 47 to 62 of the Act apply to the amendment application. This allows the Responsible Authority to apply the above-mentioned sections of the Act to the amendment application as if it was an application for a permit.

79. Accordingly the relevant sections will be addressed in this report.

Zoning

80. The planning controls that affect the subject site have changed since the original approval. The Business 1 Zone has been amended to now be the Commercial 1 Zone, the rezoning of the northern segment of the site of the former Henty Street from Residential 1 Zone to Commercial 1 Zone and the rezoning of the Bank Street parcels of land and 42 Cameron Street from Residential 1 Zone to the General Residential 1 Zone – Schedules 1 & 2).



Current Zoning of the subject site

*Commercial 1 Zone (**C1Z**)*

81. Commensurate with the former Business 1 Zone, pursuant to the Commercial 1 Zone, the use of the land as an office, food and drinks premises, supermarket (within retail premises) continue to be section 1 uses under clause 34.01-1 of the Yarra Planning Scheme (**the Scheme**) – meaning no permit required.

82. The use of the site as dwellings requires a planning permit under clause 34.01-1 of the Scheme as the ground floor frontage exceeds 2m and a child care centre and restricted recreation facility continue to be section 2 use.

83. Under clause 34.01-4 of the Scheme, a permit is required to construct a building or construct or carry out works. It is noted that under this clause, transitional provisions apply to Section 72 application meaning clause 58 – Apartment developments does not apply.

*General Residential Zone – Schedule 1 (**GRZ1**)*

84. The GRZ1 affects the Bank Street residential properties along the western end of the site. Under clause 32.08-2 of the Scheme, the use of the land for dwellings is a section 1, permit not required use.

85. The use of the Bank Street land however, for car parking and access and loading/unloading of goods associated with the retail use is prohibited under the zone.

86. The original Council report for PLN11/0834 (dated 21 August 2012) established existing use rights for this portion of the site.

87. Clause 32.08-4 of the Scheme was introduced on 27 March 2017 to include a minimum garden area requirement. This does not apply to the three lots fronting Bank Street as they are all individually under the 400sqm threshold.

88. Under clause 32.08-6 of the Scheme, a permit is required to construct a building or construct or carry out works. It is noted that under this clause, transitional provisions apply to Section 72 application meaning clause 58 – Apartment developments does not apply.

89. Clause 32.08-10 of the Scheme was introduced and now states that:

    (a) *A building must not be constructed for use as a dwelling or a residential building that:*

        (i) *Exceeds the maximum building height specified in a schedule to this zone; or*

        (ii) *Contains more than the maximum number of storeys specified in a schedule to this zone.*

90. The site is partially included in the GRZ – Schedule 1 which has maximum 10.5 metre height requirement with the zone default of 3 storey.

91. With respect to the provisions of 32.08-6 and 32.08-10, this will be discussed in detail within the assessment section of this report under the section accrued rights.

*General Residential Zone – Schedule 2 (**GRZ2**)*

92. The GRZ2 affects 42 Cameron Street along the north. Under clause 32.08-2 of the Scheme, the use of the land for dwellings is a section 1, permit not required use.

93. Clause 32.08-4 of the Scheme was introduced on 27 March 2017 to include a minimum garden area requirement. This applies to 42 Cameron Street, Richmond as it meets the 400sqm lot threshold being approximately 466sqm therefore the scheme requires 25% of the let to be set aside as garden area.

94. Under clause 32.08-6 of the Scheme, a permit is required to construct a building or construct or carry out works. It is noted that under this clause, transitional provisions apply to Section 72 application meaning clause 58 – Apartment developments does not apply.

95. Clause 32.08-10 of the Scheme was introduced and now states that:

    (a) *A building must not be constructed for use as a dwelling or a residential building that:*

        (i) *Exceeds the maximum building height specified in a schedule to this zone; or*

        (ii) *Contains more than the maximum number of storeys specified in a schedule to this zone.*

96. The site is partially included in the GRZ – Schedule 2 which has maximum 9 metre height requirement with the zone default of 3 storey.

97. With respect to the provisions of 32.08-6 and 32.08-10, this will be discussed in detailed within the assessment section of this report under the section accrued rights.

*Road Zone – Category 1 (**RDZ1**)*

98. The subject site adjoins two (2) roads (Bridge Road and Church Street) which are included in a Road Zone Category 1. Pursuant to clause 36.04-2 of the Scheme, buildings and works associated with a section 2 use (including Church Street canopies and built form along Bridge Road) require a planning permit.

99. The application was referred to VicRoads as the relevant road authority.

Overlays

Heritage Overlay – HO310 – Bridge Road Precinct

100. This overlay only applies to the southern segment of the site.

101. Clause 43.01-1 (Heritage Overlay) states that a planning permit is required to demolish or remove a building and construct a building or construct or carry out works.

102. The schedule to the Heritage Overlay outlines that external paint controls apply in this precinct.

City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)

103. The existing buildings on-site have been graded as having 'no contributory' value to the Bridge Road Heritage Precinct.

*Design and Development Overlay (Schedules 2 and 21) (**DDO2** & **DDO21**)*

104. Pursuant to clause 43.02-2, a permit is required to construct a building or construct or carry out works within the overlay area. Buildings and works must be constructed in accordance with any requirement in a schedule to this overlay.

Schedule 2 - Main Roads and Boulevards

105. The eastern (Church Street) portion of the site is affected by the DDO2.

106. Design objectives at Clause 1 of the DDO2 include:

(a) *To recognise the importance of main roads to the image of the City.*

(b) *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*

(c) *To reinforce and enhance the distinctive heritage qualities of main raids and boulevards.*

(d) *To recognise and reinforce the pattern of development and the character of the street including traditional lot width, in building design.*

(e) *To encourage high quality contemporary architecture.*

(f) *To encourage urban design that provides for a high level of community safety and comfort.*

(g) *To limit visual clutter.*

(h) *To maintain and where needed create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

Schedule 21 – Bridge Road Activity Centre

107. DDO21 covers most of the subject site excluding the properties fronting onto Bank Street and 42 Cameron Street.



108. As outlined earlier clause 43.02-2 of the scheme states a planning permit is required to construct a building or to construct or carry out works. The DDO21 schedule provides specific controls relevant to the overall Bridge Road precinct and divides the precinct into 3 sections, the subject site is in Precinct 1.

109. The design objectives for Precinct 1 – Bridge Road West are: Development must

    (a) Retain the visual prominence of heritage buildings in the streetscape and the significant 'High Street' streetscape in the vista along Bridge Road;

    (b) Retain the visual prominence of the return facades of buildings;

    (c) Be consistent in form, massing and façade treatment as existing upper level development (where this exists) for any upper level development behind rows of identical or similar residences;

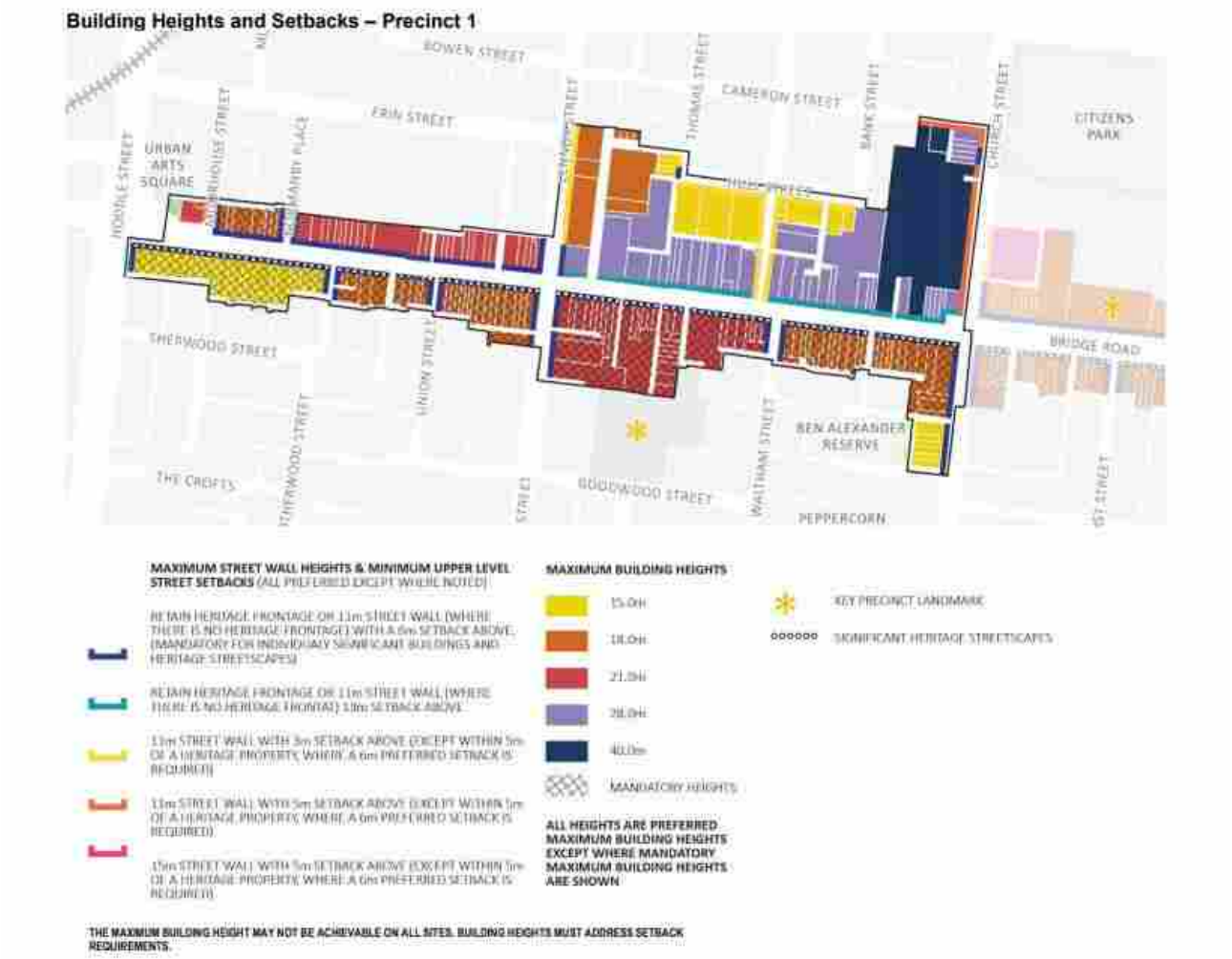
    (d) Maintain and reinforce the prominence of the street wall character of Bridge Road and Church Street;

    (e) Maintain the sense of openness along Bridge Road and Church Streets;

    (f) Respect the low scale existing development adjoining the activity centre;

    (g) Provide a transition in height along Lennox Street and Church Street from the taller forms on Bridge Road to the adjacent low rise residential neighbourhoods.

110. Specific to the subject site as shown in the figure below are maximum building heights and maximum street wall heights and minimum upper level setbacks all of which are preferred.



111. The subject site has a preferred maximum height of 40 metres.
112. The preferred maximum street wall heights and setbacks vary as follows:
    (a) To Bridge Road – '*retain heritage frontage or 11m street wall (where there is not heritage frontage) 13m setback above'.*
    (b) To Church and Cameron Streets – *'11m street wall with 5m setback above (except within 5m of a heritage property, where a 6m preferred setback is required).*
113. In addition to the above, the control outlines a number of general requirements needing to be met including general design guidelines including residential interface and setbacks, views to landmarks (not applicable to this application), overshadowing, access and building design requirements.
114. Over and above the heritage overlay which applies to the site, the DDO also includes a section relating to Heritage building design requirements which apply to the subject site which requires the following (relevant section only):

Design Element	Design Requirement
Building facades and street frontages	**Infill Buildings and Development Adjoining a Heritage Building** Façade treatments and the articulation of infill buildings on land affected by a heritage overlay and of new buildings on land immediately adjoining a heritage building must: ▪ Ensure the façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of the adjoining heritage building(s); ▪ Respect the vertical proportions of the nineteenth and early

	twentieth century facades of the heritage streetscape and/or adjoining heritage building(s); ▪ Avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts; ▪ Maintain the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building; ▪ Be articulated to reflect the fine grained character of the streetscape.

115. As detailed assessment against this control is offered in the built form assessment section of this report.

*Public Acquisition Overlay - (Schedule 1) (**PAO1**)*

116. The subject site southern interface with Bridge Road is included within the PAO. A permit is required under clause 45.01-1 of the scheme to construct a building or construct or carry out works. An application must be referred under Section 55 of the Act to the Roads Corporation (VicRoads). As the amendment proposes to make changes to the Bridge Road frontage, the application was re-referred to VicRoads for comment.

Particular Provisions

Clause 52.06 – Car Parking

117. Pursuant to clause 52.06-2, the car parking spaces required under 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.

118. It is noted that the introduction of VC148 amended clause 52.06 so that the car parking rates of Column B applies if any part of the land is identified as being within the Principal Public Transport Network Area. The subject site is within this area and therefore the Column B car parking rates apply to this amendment application.

119. The table below shows clause 52.06-5 requirements, the proposed provisions, and the subsequent shortfall.

Use	Bedroom/s / Floor Area	Rate	No. required	No. proposed	Reduction
Dwelling	5 x studio 57 x 1 bedroom 191 x 2 bedroom 54 x 3 bedroom	1 space per 1 or 2 bedroom dwelling 2 spaces per 3 or more bedroom dwelling	253 108 **Total: 361**	**320**	41
Supermarket	4,047sqm	5 per 100sqm	203	**Total proposed 260**	79
Shop and Food and Drinks premises (café)	3603	3.5 per 100sqm	127		
Childcare	40 places	0.22 spaces per child	9		

Office	2,115sqm	3 per 100sqm	64	**44**	20
Gym and Yoga studio	469sqm	To our satisfaction			
TOTAL			764 spaces	624 spaces	140 spaces

120. A reduction in car parking of over 400 spaces was already permitted by the original permit. Clause 52.06-6 of the scheme, outlined a range of decision guidelines and 52.06-8 outlines a range of design standards, these will be discussed where relevant in the assessment section of the report.

Former 52.07 – Loading and Unloading of vehicles

121. The requirements of Clause 52.07 (Loading and unloading of vehicles) has been deleted from the planning scheme and the consideration relating to loading and unloading facilities has been added to Clause 65 as a general decision guideline. This arrangement is not proposed to be amended.

122. In addition, an existing use rights discussion regarding loading from Bank Street will form part of the assessment.

Clause 52.27 – Licensed Premises

123. The permit already allows the licencing of the bottle shop, however the proposal seeks to increase the area of the bottle shop from 273sqm to 342sqm.

124. Pursuant to clause 52.27, a planning permit is required if:

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

Clause 52.29 – Land Adjacent to a Road Zone Category 1, or a Public a Public Acquisition Overlay for a Category 1 Road.

125. A permit is not triggered under this provision as the proposal does not create or alter access to Church Street or Bridge Road.

Clause 52.34 – Bicycle Facilities

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

127. The clause 52.34-5 requirements are shown below:

Use	Bedroom/s / Floor Area	Rate	No. required	No. proposed
Dwelling	307 dwellings	Residential – 1 to each 5 dwellings Visitor – 1 to each 10 dwellings	**62** **31**	
Supermarket and shops	6,732sqm	1 to each 600sqm of leasable floor area if floor area exceeds 1000sqm Visitor 1 to each 500sqm of leasable floor area if floor area exceeds 1000sqm	12 14	
Food and Drinks premises (café)	918smq	1 to each 300sqm of leasable floor area Visitor 1 to each 500sqm of leasable floor area.	4 2	

Office	2,115sqm	1 to each 300sqm of leasable floor area if floor area exceeds 1000sqm Visitor 1 to each 1000sqm of leasable floor area if floor area exceeds 1000sqm	8 3	
Childcare	40 places	Non specified		
Gym and Yoga studio	469sqm	Non specified		
TOTAL			136 spaces	375 spaces

128. It is also noted that condition 39 of the permit requires a minimum of 333 bicycle parking spaces, with the amendment seeking to provide 375 bicycle spaces exceeding the requirements of the condition however the allocation of the spaces will be resolved by way of a condition on any permit issued.

General Provisions

Clause 63 – Existing Use Rights

129. Clause 63 of the Scheme sets out the requirements for establishing an existing-use-right in relation to the use of land, including (amongst others) proof of continuous use for 15 years is established under clause 63.11 (Proof of continuous use).

130. Under clause 63.11, an existing use right may be established under this clause even if the use did not comply with the scheme immediately prior to or during the 15 year period, unless either:

(a) *At any time before or after commencement of the 15 year period the use has been held to be unlawful by a decision of a court or tribunal.*

(b) *During the 15 year period, the responsible authority has clearly and unambiguously given a written direct for the use to cease by reason of its non-compliance with the scheme.*

131. Under clause 63.05 (section 2 and 3 uses), a use in Section 2 or 3 of a zone for which an existing use has been established (as is the case) may continue provided:

(a) *No building or works are constructed or carried out without a permit. A permit must not be granted unless the building or works complies with any other building or works requirement in this scheme.*

(b) *Any condition or restriction to which the use was subject continues to be met. This includes any implied restriction on the extent of land subject to the existing use right or the extent of activities within the use.*

(c) *The amenity of the area is not damaged or further damaged by a change in the activities beyond the limited purpose of the use preserved by the existing use right.*

132. The Cameron Street segment of the site is now part of the C1Z, the proposed continued use of part of the Bank Street land for the purposes of loading/unloading of goods associated with a Coles Supermarket as part of the proposed development requires a planning permit under this provision. This has already been established under the previous application and has continued to be used since then.

Clause 65 – Decision Guidelines

133. The decision guidelines outlined at clause 65 of the scheme are relevant to all applications. This clause notes *'because a permit can be granted does not imply that permit should or will be granted. The responsible authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause'.*

Clause 65.01 – Approval of an application or plan

134. The planning scheme requires:

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

(a) *The matters set out in section 60 of the Act;*

(b) *The Municipal Planning Strategy and the Planning Policy Framework;*

(c) *The purpose of the zone, overlay or other provisions;*

(d) Any matter required to be considered in the zone, overlay or other provision;

(e) The orderly planning of the area;

(f) The effect on the amenity of the area;

(g) The proximity of the land to any public land;

(h) The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

Planning Policy Framework (PPF)

135. Relevant clauses are as follows:

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of Urban Land)

136. The objective is:

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

137. A relevant strategy:

(a) Planning for urban growth should consider:

(i) Opportunities for the consolidation, redevelopment and intensification of existing urban areas

Clause 11.03 (Planning for Places)

Clause 11.03-1S Activity Centres

138. The relevant objectives of this clause include:

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

139. Relevant strategies include:

(a) Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

(i) Comprises a range of centres that differ in size and function.

(ii) Is a focus for business, shopping, working, leisure and community facilities.

(iii) Provides different types of housing, including forms of higher density housing.

(iv) Is connected by public transport.

(v) Maximises choices in services, employment and social interaction.

(b) Undertake strategic planning for the use and development of land in and around activity centres.

(c) Encourage a diversity of housing types at higher densities in and around activity centres.

(d) Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

(e) Improve access by walking, cycling and public transport to services and facilities.

(f) Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

(g) Encourage economic growth activity and business synergies.

(h) Improve the social, economic and environmental performance and amenity of activity centres.

Clause 13.04-1S Contaminated and potentially contaminated land

140. The relevant objective of this clause is:

(a) To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.

Clause 13.05-1S Noise abatement

141. The relevant objective of this clause is:

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

Clause 13.07 Amenity

Clause 13.07-1S Land use compatibility

142. The objective of this clause is:

(a) To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.

Clause 15 (Built Environment and Heritage)

Clause 15.01-1S Urban design

143. The relevant objective of this clause is:

(a) To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

144. Relevant strategies include:

(a) Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.

(b) Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

(c) Ensure the interface between the private and public realm protects and enhances personal safety.

(d) Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

(e) Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

(f) Promote good urban design along and abutting transport corridors

Clause 15.01-2S Building design

145. The relevant objective of this clause is:

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

146. Relevant strategies include:

(a) Require a comprehensive site analysis as the starting point of the design process.

(b) Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.

(c) Ensure development responds and contributes to the strategic and cultural context of its location.

(d) Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

(e) Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

(f) Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

(g) Ensure development 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.

Clause 15.01-4S Healthy neighbourhoods

147. The objective is:

(a) To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

Clause 15.01-4R Healthy neighbourhoods - Metropolitan Melbourne

148. The strategy is:

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

Clause 15.01-5S Neighbourhood character

149. The relevant objective of this clause is:

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

Clause 15.02 Sustainable Development

Clause 15.02-1S Energy Efficiency

150. The objective of this clause is:

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

Clause 15.03 Heritage

Clause 15.03-1S – Heritage conservation

151. The objective of this clause is:

(a) To ensure the conservation of places of heritage significance.

152. Strategies include:

(a) Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

(b) Provide for the protection of natural heritage sites and man-made resources.

(c) Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

(d) Encourage appropriate development that respects places with identified heritage values.

(e) Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Clause 16.01 Residential Development

Clause 16.01-1S – Integrated housing

153. The objective of this clause is:

(a) *To promote a housing market that meets community needs*

154. Strategies include:

(a) Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.

(b) Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.

Clause 16.01-1R – Integrated housing- Metropolitan Melbourne

155. Strategies for this clause are:

(a) Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.

(b) Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

Clause 16.01-2S Location of residential development

156. The objective of this clause is:

(a) *To locate new housing in designated locations that offer good access to jobs, services and transport.*

157. Relevant strategies for this clause are:

(a) Increase the proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in greenfield and dispersed development areas.

(b) Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

(c) Ensure an adequate supply of redevelopment opportunities within established urban areas to reduce the pressure for fringe development.

(d) Facilitate residential development that is cost effective in infrastructure provision and use, energy efficient, water efficient and encourages public transport use.

(e) Identify opportunities for increased residential densities to help consolidate urban areas.

Clause 16.01-2R – Housing opportunity areas- Metropolitan Melbourne

158. Relevant strategies for this clause are:

(a) Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.

(b) Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:

(i) In and around the Central City.

(ii) Urban-renewal precincts and sites.

(iii) Areas for residential growth.

(iv) Areas for greyfield renewal, particularly through opportunities for land consolidation.

(v) Areas designated as National Employment and Innovation Clusters.

(vi) Metropolitan activity centres and major activity centres.

(vii) Neighbourhood activity centres - especially those with good public transport connections.

(viii) Areas near existing and proposed railway stations that can support transit oriented development.

(c) Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.

Clause 16.01-3S – Housing diversity

159. The objective of this clause is '

(a) *to provide for a range of housing types to meet increasingly diverse needs*.

160. Strategies of this policy are:

(a) Ensure housing stock matches changing demand by widening housing choice.

(b) Facilitate diverse housing that offers choice and meets changing household needs through:

(i) A mix of housing types.

(ii) Adaptable internal dwelling design.

(iii) Universal design.

(c) Encourage the development of well-designed medium-density housing that:

(i) Respects the neighbourhood character.

(ii) Improves housing choice.

(iii) Makes better use of existing infrastructure.

(iv) Improves energy efficiency of housing.

(d) Support opportunities for a range of income groups to choose housing in well-serviced locations.

(e) Ensure planning for growth areas provides for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

Clause 16.01-3R – Housing diversity - Metropolitan Melbourne

161. The strategy of this policy is:

(a) Create mixed-use neighbourhoods at varying densities that offer more choice in housing

Clause 16.01-4S – Housing affordability

162. The objective of this clause is*:*

(a) to deliver more affordable housing closer to jobs, transport and services.

Clause 17 Economic Development

Clause 17.01-1S

163. The objective of this clause is:

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

164. Relevant strategies for this policy 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 17.02-1S Business

165. The objective of this clause is:

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

166. Relevant strategies include:

    (a) *Plan for an adequate supply of commercial land in appropriate locations. Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*

    (b) *Locate commercial facilities in existing or planned activity centres. Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.*

    (c) *Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.*

    Clause 18.01 Integrated Transport

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

167. The objective of this clause is:

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

    Clause 18.02 Movement Networks

    Clause 18.02-1S – Sustainable personal transport

168. The relevant objectives of this clause is:

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

    Clause 18.02-2S Public Transport

169. The objective of this clause is:

    (a) To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.

    Clause 18.02-2R Principal Public Transport Network

170. A relevant strategy of this clause is to:

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

    Clause 18.02-4S – Car Parking

171. The objective of this clause is:

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

172. A relevant strategy is:

    (a) Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

    (b) Encourage the efficient provision of car parking by consolidating car parking facilities.

    (c) Design and locate local car parking to:

        (i) Protect the role and function of nearby roads.

        (ii) Enable easy and efficient use.

(iii) Enable the movement and delivery of goods.

(iv) Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.

(v) Create a safe environment, particularly at night.

(vi) Facilitate the use of public transport.

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

Local Planning Policy Framework (LPPF)

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

Clause 21.04 – Land use
Clause 21.04-1 – Accommodation and Housing

174. The relevant Objectives and Strategies of this Clause are:

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

(i) Strategy 1.1 Ensure that new residential development has proper regard for the strategies applicable to the neighbourhood in question identified in clause 21.08;

(ii) Strategy 1.2 Direct higher density residential development to Strategic Redevelopment Sites identified at clause 21.08 and other sites identified through any structure plans or urban design frameworks.

(ii) *Strategy 1.3 Support residual population increases in established neighbourhoods;*

(b) Objective 2 To retain a diverse population and household structure; and

(c) Objective 3 To reduce potential amenity conflicts between residential and other uses.

Clause 21.04-2 – Activity Centres

175. The relevant objective of this clause is:

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

176. Strategies to achieve this objective include:

(a) Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres;

(b) Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day; and

(c) *Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.*

Clause 21.04-3 – Industry, office and commercial

177. The objective of this clause is '

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

Clause 21.05 Built Form
Clause 21.05-1 – Heritage

178. The relevant objective and strategies of this clause are:

(a) Objective 14 - To protect and enhance Yarra's heritage places:

(i) Strategy 14.3 Protect the heritage skyline of heritage precincts;

(ii) Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas; and

(iii) Strategy 14.8 Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02.

Clause 21.05-2 – Urban design

179. The relevant Objectives of this Clause are:

(a) Objective 16 - To reinforce the existing urban framework of Yarra;
(b) Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:

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

- Significant upper level setbacks

- Architectural design excellence

- Best practice environmental sustainability objectives in design and construction

- High quality restoration and adaptive re-use of heritage buildings

- Positive contribution to the enhancement of the public domain

- Provision of affordable housing.

(c) Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;

(d) Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;

(e) *Objective 21 - To enhance the built form character of Yarra's activity centres;*

(i) Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and

(ii) Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.

Clause 21.05-4 Public environment

180. 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 28.4 Require new development to consider the opportunity to create public spaces as part of new development.

(v) Strategy 28.5 Require new development to make a clear distinction between public and private spaces.

(vi) Strategy 28.6 Require new development to consider the creation of public access through large development sites, particularly those development sites adjacent to waterways, parkland or activity centres.

(vii) Strategy 28.8 Encourage public art in new development.

(viii) Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.

Clause 21.06 – Transport
Clause 21.06-1 – Walking and cycling

181. This Clause builds upon the Objectives outlined at Clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

(a) *Objective 30 - To provide safe and convenient bicycle environments:*

(i) Strategy 30.2 Minimise vehicle crossovers on street frontages.

(b) *Objective 32 - To reduce the reliance on the private motor car:*

(i) Strategy 32.1 Provide efficient shared parking facilities in activity centres.

(ii) Strategy 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.

(c) *Objective 33 - To reduce the impact of traffic:*

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

Clause 21.07 Environmental Sustainability
Clause 21.07-1 – Ecologically sustainable development

182. The relevant Objective of this Clause is:

(a) Objective 34 To promote ecologically sustainable development:

(i) Strategy 34.1 Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation; and

(ii) Strategy 34.2 Apply the environmental sustainability provisions in the Built Form and Design policy at clause 22.10-3.5.

Clause 21.08-9 North Richmond (area north of Bridge Road)

183. Although the site is north of Bridge Road, clause 21.08-10 (Central Richmond (area between Bridge Road and Swan Street) is more relevant given the site's position within the Bridge road MAC.

184. Clause 21.08-10 identifies Bridge Road as a MAC and states that the landmark role of the Richmond Town Hall should be protected. Specifically, this clause separates the Bridge Road Activity Centre into three distinct precincts. The subject site is located at the border of the following two precincts:

(a) Bridge Road West, from Punt Road to Church Street, encompasses a variety of retail outlets, with an emphasis on fashion, clothing and footwear. The precinct includes the Epworth Hospital and associated health services; and

(b) Church Street to Coppin Street is diverse in its array of land uses with cafes, bars and restaurants dominating the south side and the Town Hall dominating the north side. This part of the centre does not have a consistent built form.

Relevant Local Policies

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

185. This policy only applies to a section of the site with frontage to Bridge Road which extends approximately 32m into the subject site.

186. The relevant objectives of this clause are:

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

(b) To retain significant view lines to, and vistas of, heritage places;

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

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

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

187. This policy refers to an incorporated document (City of Yarra Review of Heritage Overlay Areas 2007 *Appendix 8 (as updated from time to time)*, which identifies the level of significance for all buildings/sites within the Heritage Overlay. Notably, the subject site is nominated as being of 'no contributory' value to the Bridge Road Heritage Precinct.

188. At clause 22.02-5.7.1 (General), it is policy to:

(a) *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*

(i) Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape;

(ii) Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place;

(iii) Be visually recessive and not dominate the heritage place;

(iv) Be distinguishable from the original historic fabric;

(v) Not remove, cover, damage or change original historic fabric;

(vi) Not obscure views of principle façades; and

(vii) Consider the architectural integrity and context of the heritage place or contributory element.

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

(c) *Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height;*

(d) *Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.*

189. At clause 22.02-5.7.2 (Specific Requirements [where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail]), it is relevant policy to:

Corner Sites and Sites with Dual Frontages

(a) Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place; and

(b) Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

Industrial, Commercial and Retail Heritage Place or Contributory Elements

(c) *Encourage new upper level additions and works to:*

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

(ii) Incorporate treatments which make them less apparent.

Carports, Car Spaces, Garages, and Outbuildings

(d) *Encourage carports, car spaces, garages and outbuildings to be set back behind the front building line (excluding verandahs, porches, bay windows or similar projecting features) of the heritage place or contributory element or to be reasonably obscured. New works should be sited within the 'envelope' shown in Figure 1 of 22.02-5.7.1.*

(e) *Discourage:*

(iii) new vehicle crossovers in streets with few or no crossovers;

(iv) high fencing, doors and boundary treatments associated with car parking that are unrelated to the historic character of the area; and

(v) new vehicle crossovers in excess of 3 metres wide in residential streets.

Ancillaries and Services

(f) *Encourage ancillaries or services in new development to be concealed or incorporated into the design of the building; and*

(g) *Encourage ancillaries or services to be installed in a manner whereby they can be removed without damaging heritage fabric.*

Clause 22.03 – Landmarks Policy

190. The objective of this clause is:
(a) To maintain the prominence of Yarra's valued landmarks and landmark signs

191. The clause continues to state that (relevant elements):

(a) New buildings within the vicinity of the following landmarks should be designed to ensure the landmarks remain as the principal built reference:

(i) Clocktower of Richmond Town Hall; and

(ii) Spire of St Ignatius Cathedral, Church Street, Richmond.

Clause 22.05 – Interface uses policy

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

193. At clause 22.05-3 it is policy that:
   (a) *New residential use and development in or near commercial centres and activity centres and near industrial uses includes design features and measures to minimise the impact of the normal operation of business and industrial activities on the reasonable expectation of amenity within the dwellings.*
   (b) *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 22.07 – Development abutting laneways

194. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal. The objectives of this clause are:

   (a) To provide an environment which has a feeling of safety for users of the laneway;

   (b) To ensure that development along a laneway acknowledges the unique character of the laneway;

   (c) To ensure that where development is accessed off a laneway, all services can be provided to the development;

   (d) *To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Clause 22.09 – Licensed premises

195. The relevant objectives of this policy are:

   (a) To protect the amenity of nearby properties and areas by effectively managing the location, size, operation and hours of licensed premises.

Clause 22.10 – Built form and design policy

196. The policy applies to all new development not included in a Heritage Overlay (noting that the eastern section of the site is not within a Heritage Overlay). Clause 22.10-3.1 does not apply to residential development. The objectives of this clause are:
   (a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*
   (b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
   (c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
   (d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
   (e) *Create a positive interface between the private domain and public spaces.*
   (f) *Encourage environmentally sustainable development.*

Clause 22.12 – Public open space contribution

197. This policy applies to all residential proposals, mixed use proposals incorporating residential uses and proposals incorporating residential subdivision. The relevant objectives of this clause are:
    (a) *To implement the Yarra Open Space Strategy.*
    (b) *To identify when and where land contributions for public open space are preferred over cash contributions.*
    (c) *To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, in satisfaction of the public open space contribution requirement.*

198. The site is located in an area where cash in lieu of land is the preferred method of contribution. Should the site be subdivided, a cash contribution would be required.

Clause 22.16 – Stormwater management (water sensitive urban design)

199. This policy applies to new buildings (amongst others) and aims to achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999; promote the use of water sensitive urban design, including stormwater re-use; mitigate the detrimental effect of development on downstream waterways; minimise peak stormwater flows; reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and wellbeing.

Clause 22.17 – Environmentally sustainable development

200. The most relevant objective of this clause is '…that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation'.

201. This policy includes 7 categories in which to assess ESD outcomes. An application of this scale requires the Applicant to submit a Sustainable Management Plan, prepared by a suitably qualified expert.

Other Documents

202. Clause 15.01-2 states that planning must consider as relevant:

    (a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017). (UDG)*

    (b) *Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017). (ADG)*

Interim Planning Controls for Bridge Road – Amendment C248

203. At its meeting of 19 June 2018, Council adopted interim planning controls for the Bridge Road activity centre. This initiative is part of the work occurring across all the major activity centres in Yarra in response to community concerns about the extent of development occurring and the need for better planning controls and heritage protection.

204. Council subsequently requested the Minister for Planning to prepare, adopt and approve an amendment to the Yarra Planning Scheme to introduce new planning controls for the Bridge Road activity centre for a period of two years.

205. The Minister for Planning advised Council by letter dated 10 October 2018 that amendment C248 Bridge Road Interim Built form Controls has been approved, the amendment was gazetted on 15 November 2018 and now forms part of the scheme.

206. Specifically relevant to the site is the overall height control has been amended to 40 metres preferred height.

207. In the coming months and into 2019, Council will commence the preparation of a structure plan (or similar strategy) that will inform the preparation of planning scheme amendments to introduce a permanent DDO control for Bridge Road. This amendment will be subject to a formal public exhibition process and potentially consideration by an independent planning panel appointed by the Minister for Planning.

Advertising

208. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 895 letters sent to surrounding owners and occupiers and by 6 signs displayed on site two facing Bridge Road, two facing Church Street, one to Cameron Street and one to Bank Street.

209. Council received 19 objections, the grounds of objection are summarised as follows:

    (a) design (height, scale, bulk, character, overdevelopment, impact on park);

    (b) amenity (off-site, overlooking, overshadowing, loss of light, location of substation, noise from plant);

    (c) traffic and car parking;

    (d) Loss of views and loss of property values (cannot be considered by planning);

210. The grounds of objections raised will be addressed where relevant throughout the assessment section of the report

211. Council also received a letter of support which is summarised as follows:

    (a) Development will lift the neighbourhood.

212. A planning consultation meeting was held on 25 September 2018 and attended by one objector, the Applicant, a Councillor and Council Officers to discuss all issues and concerns raised in the letters of objection.

213. The Applicant has submitted a response to objector concerns and referral comments. The proposal as originally submitted to Council, forms the basis of assessment and decision with reference as relevant to the without prejudice plans.

Referrals

214. The referral comments are based on the application plans

    <u>External Referrals</u>

215. The application was referred to the following authority/ies:

    (a) VicRoads

    (b) Transport for Victoria

216. Referral responses/comments have been included as attachments to this report.

    <u>Internal Departments</u>

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

    (a) Heritage;

    (b) Strategic Transport;

    (c) Engineering

    (d) Urban Design

    (e) Open Space, Streetscapes and Natural Values

    (f) ESD Advisor

    (g) Construction Management;

(h) Waste Services

External consultants

218. The application was referred to the following consultants:

(a) Urban Design (Rob McGauran – MGS)

(b) Traffic and Car Parking (Cardno)

(c) Acoustic (Marshall Day)

(d) Wind (Mel Consultants)

(e) Contaminated Land (Coffey)

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

OFFICER ASSESSMENT

220. The considerations for this application are as follows:

(a) Strategic Context;
(b) Existing use rights and accrued rights within the General Residential Zone'
(c) Use and liquor
(d) Built form (Urban Design and Heritage);
(e) On site amenity – (including Clause 58);
(f) Off site amenity
(g) Car & bicycle parking and traffic and access;
(h) Contaminated land; and
(i) Objector concerns.

Strategic Context

221. The proposed redevelopment of the site is already permitted and since the original approval in 2012, the strategic context for the subject site has been strengthened.

222. The proposal in its amended form, continues to satisfy the various land use and development objectives within the SPPF and LPPF, providing an acceptable level of compliance with the relevant policies within the Scheme, and is considered to provide an improved positive strategic opportunity for development within a well-resourced inner-urban environment.

223. State and Local Policies (such as clause 16.01-2S) encourage the concentration of development near activity centres and intensifying development on sites well connected to public transport such as the subject site. It is clear that this part of Richmond is undergoing change and there is strong State policy support for increased density in this area as shown through Clause 16.01-1S (amongst others) and further supported by the most recent strategic work undertaken for Bridge Road which identifies this site as being able to rise higher than adjacent developments to a 40m preferred maximum height (DDO21).

224. In this instance the site is located close to several public transport options with trams operating along Bridge Road and Church Street, the nearby West Richmond train station as well as the Hoddle Street/Punt Road bus routes. Bicycle tracks along the Yarra River provide a better connected journey for cyclists. Locating such a development in this area satisfies the objectives of clauses 11.02-1S, 11.03-1 and 18.01-1S of the Scheme.

225. The site continues to be located in an area identified as being suitable for redevelopment, with the proposed amendment proposing a modified development more responsive to its built form context and more responsive to the diverse pattern of urban form and uses in the neighbourhood.

226. While the proposed amendment results in less dwellings, the modified proposal continues to offer higher density residential development with a broader mix of dwellings types contributing to the diversity of housing stock in Richmond, which are predominantly detached or attached dwellings. This ensures efficient use of infrastructure and supports Council's preference that established residential areas experience residual increases in population and density.

227. The scheme also recognises the importance of Activity centres, with the redevelopment of the Coles Plaza site assisting in the reinvigoration of the Bridge Road MAC with the insertion of a contemporary shopping and commercial complex complementing the already changing Bridge Road.

Existing use rights and accrued rights within the General Residential Zone

Existing Use Rights

228. As outlined in the planning controls section of the report, existing use rights were established by the original officers report for:

(a) 46 Cameron Street – car parking, access and loading/unloading of goods associated with a supermarket;

(b) Supermarket plant room at Level 1 over land at 46 Cameron Street; and

(c) Bank Street land (area between 25 and 37 – 39 Bank Street) – car parking with access to loading activities for a supermarket.

Please Note: both points (a) & (b) are no longer relevant as this site has now been rezoned to Commercial 1 Zone

229. The original approval also granted (pursuant to clause 63.08) commercial loading and waste collection to occur within the segment of land which enjoys existing use right. The amendment is consistent with the original approval.

Accrued rights within the General Residential Zone

230. Since the original approval was granted, the residentially zoned land was rezoned from Residential 1 Zone to General Residential – Schedule 1 (parts of Bank Street) and Schedule 2 (parts of Bank and Cameron Street).

231. The two issues raised by this new zoning of the land relates to :

(a) Exceeding the height requirements for both Cameron and Bank Streets; and

(b) Garden area requirements for the Cameron Street property only.

232. At the time of the original determination, there were no mandatory height limits or minimum garden area requirements applicable to the site. If the application were lodged afresh today, the controls relevant to the GRZ – Schedules 1 & 2 would apply and would provide for a different outcome on the site relevant to these two portions of land.

233. However, the Act allows for the amendment of permits. While the Responsible Authority must consider the relevant planning scheme requirements before deciding on an application, it does not provide guidance on how this is done where an existing planning permit allows a development that is inconsistent with the planning scheme now.

234. This question of accrued rights has been addressed in a number of VCAT decisions where the Tribunal has amended permits for the development of land which has become prohibited after the grant of a permit.

235. In *Caydon High Street Development Pty Ltd v Darebin CC (2017)* the issue of accrued rights was discussed in detail:

[39] On numerous occasions, the Tribunal has held that a permit can lawfully be amended so as to permit alteration to or expansion of an approved use or development that would otherwise be prohibited under the current planning scheme controls.[18] The recent decision of the Tribunal in Gembrook Pines Pty Ltd v Glen Eira CC.[19] further confirms the existence of accrued rights and opportunities for lawful amendment of the original permission in these circumstances

[40] Although the detailed reasoning in some Tribunal decisions on this point differs to some extent, I find that the underlying reasoning remains equally applicable to the facts of this proceeding. The answer hinges on the concept of accrued rights under the permit, in so far as these are protected by section 28(2)(e) of the Interpretation of Legislation Act 1984 (ILA). That section provides:

(2) Where a subordinate instrument or a provision of a subordinate instrument—

(a) is repealed or amended; or

(b) expires, lapses or otherwise ceases to have effect—

the repeal, amendment, expiry, lapsing or ceasing to have effect of that subordinate instrument or provision shall not, unless the contrary intention expressly appears –

. . .

(e) affect any right, privilege, obligation or liability acquired, accrued originally under that subordinate instrument or provision.

[41] The parties agreed that the development has been approved at a number of storeys and a maximum height which are above those now specified for the relevant area in the DDO.[20] It has also been approved with reduced setbacks compared with the current mandatory suite of provisions. Essentially, the current approval takes the benefit of the earlier suite of planning scheme provisions which did not prescribe mandatory controls pertaining to height or setbacks.[21]

[42] It is relevant that there is no indication in the current DDO3 provisions that the maximum height restriction or staggered setback requirements are intended to operate retrospectively.

[43] In my opinion, in line with relevant case law, this has significant consequences for opportunities to vary this permit, which extend beyond the current requirements in the planning scheme. This represents rights or privileges that have been accrued under the permit to exceed the current controls pertaining to maximum building height and minimum setbacks, amongst other restrictions.

[44] Further question that arose in the current proceeding is how to define the right that has accrued under the permit – is it a right to construct a building above the current prescribed maximum height, or is it a right to construct a building to a specified level?

[45] The responsible authority submitted that the extent of any accrued right in this case is confined by the precise maximum height of the building depicted on the set of plans endorsed under the permit immediately before the gazettal date. Consequently, it submitted that the accrued right is to construct a building with a maximum height of 20.55 metres. The amended proposal would seek to increase this maximum height by approximately 500mm in addition to providing an extra storey of apartments.[22]

[46] With respect, I find this submission misguided. At the time the permit was granted, a building could lawfully be approved on the subject land to an unrestricted height. In this context, the measurement of 20.55 metres is almost arbitrary since it was not referenced to any height limitation in the scheme at the time. A building of seven storeys could have been approved consistently with the Tribunal's decision at a height of 22 metres, for example.[23] Therefore, I find that it is not reasonable to seek to limit the accrued right in this case to the measure of maximum height depicted on the currently endorsed set of plans.

[47] A more vexed question may be whether there is an accrued right to construct above a mandatory height where there is an existing permit for a building that is below that height, as was considered in Pantas v Boroondara City Council.[24] In such a case, it was arguably relevant to consider the maximum height approved on the plans for that purpose. That aspect of the reasoning in that case is distinguished on the basis that the approval at present is above the height stipulated in the newly introduced control.

[48] In summary, I find that the opportunity to increase the height or number of storeys or to make other changes to the permission that has been granted is preserved in the current proceeding because the proposed amendment sits outside the application of the mandatory controls that would presently apply to a new proposal.

[49] In Gembrook Pines, Senior Member Wright held that there was no warrant to impose a strict literal interpretation since section 28(2) of the ILA is a permissive provision. However, he observed that clearly the right could not extend to a 'transformation' of the development.[25] I would agree.

[50] The Tribunal in that case nevertheless considered that there were limitations on the scope of the accrued rights that had been conferred, by virtue of section 35(a) of the ILA. That section provides:

In the interpretation of a provision of an Act or subordinate instrument—

(a) a construction that would promote the purpose or object underlying the Act or subordinate instrument (whether or not that purpose or object is expressly stated in the Act or subordinate instrument) shall be preferred to a construction that would not promote that purpose or object.

[51] Adopting a purposive approach, Senior Member Wright considered that the right retained under the permit should be identified in a planning context which seeks to avoid or control land use conflict. Therefore, the accrued right should be interpreted consistently with this objective. In Gembrook Pines, it was considered that changes that could be allowed under the secondary consent mechanism would satisfy this objective.

[52] With respect, I am not persuaded that the tests for secondary consent should be applied by this Tribunal in the current proceeding, which is an application under section 87A of the PE Act.[26] There is no such direction in the provisions pertaining to section 87A. Instead, it confers an extremely broad power. It would also extend to amending the permissions granted by the permit (i.e. the preamble), as has been sought in the current proceeding.

236. Based on the above an amendment to a permit can consider changes that could not be contemplated by a new application for permit.

237. In accepting the above, the merits of the amendment needs to be determined.

Cameron Street – Building D

238. As outlined in the proposal section of this report, the amendment seeks to merge the site at 42 Cameron Street into the main permit site and reconcile the design of Building D.

239. To understand the extent of change proposed it is important to review the building envelopes of both the existing approvals and that proposed to ensure that what is being proposed is not a transformation in form that would push the boundaries of an accrued right or make the outcome worse.

240. The image below outlines the endorsed plans for 42 Cameron Street which shows the following:

Site Coverage	100% - basement construction
Street setback	Generally constructed to the boundary with balconies inset.
Podium height	3 storey – 12.86 – 13m in height
Upper level setbacks	2.0m setback at third floor increasing to 8.7m at fourth floor.
Overall height	16m to top of building, 18.3m to top of plant



North and West Elevation of Development approved under PLN14/0314

241. In comparison, the proposed amendment is shown below (red dotted outline shows that outlined of what was previously approved) and can be described as the following:

Site Coverage	100% - basement construction
Street setback	Setback of 2m with a small section constructed to the boundary.
Podium height	3 storey – 9.5m in height
Upper level setbacks	9m setback at the equivalent third floor increasing to 9.2m at the equivalent fourth floor.
Overall height	16.2m to top of building – no plant in this section.





242. In a general sense the envelope of the original approval and that of the proposed amendment are comparable. It is suggested to seek to reduce the scale or to address a garden area requirement as per the zone requirements would undermine the strategic importance of the broader site.

243. In this context it is considered that the accrued right correctly allows for the site to continue to be developed in a similar manner to which it is already approved.

Bank Street – Building E

244. In a similar context Building E – Bank Street the amendments proposed are minor changes to a built form outcome already approved, the height is the same at 12.7m and the building remains as four storey (see images below). It is acknowledged that the height limit expressed within Schedule 2 to the GRZ zone has a height of 9m, however the proposed scale of the development remains comparable to surrounding building form.



Endorsed Bank Street Building



Proposed amended Bank Street Building

Use and liquor

245. The amendment seeks an internal reconfiguration of the shopping centre resulting in a number of the uses moving location and changes to the floor areas of these uses.

246. In summary, the proposed floor area changes include:

    (a) A reduction in the number of dwellings from 313 to 307;

    (b) Reduction in retail floor area from 8,655sqm to 7,706sqm;

    (c) Increase in office floor area from 1,041sqm to 2,115sqm;

    (d) Deletion of restaurant and roof top terrace;

247. While the amendment seeks a change in the number of dwellings and floor area of uses, the proposal for all intent remains the same being a shopping centre with dwellings above.

248. The proposed amendment is still complaint with Activity Centre policy, supporting the Bridge Road MAC by maintaining active commercial frontages to both Bridge Road and Church Street while also supporting urban consolidation policy with a higher density residential development above.

249. There are no new uses proposed to be included, however the restaurant use and rooftop terrace area are proposed to be deleted and this will require all conditions referencing these uses be deleted from the permit. The amendment also proposes no changes to hours of operation or patron numbers of any of the uses, but does seek to increase the floor area of the internal bottle shop from 273sqm to 342sqm.

250. Car parking will need to be considered as a result of floor area changes and this will be discussed later in the report.

Built form (Urban Design and Heritage)

251. When considering the design and built form changes proposed by the amendment, the most relevant aspects of the scheme are provided at Clause 15 (Built form and Environment), Clause 21.05 (Built Form), Clauses 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) Clause 22.10 Built form and Design Policy) and the more recently approved Design and Development Overlay – Schedule 21 (Bridge Road Activity Centre).

252. The suite of policy directed to built form outcomes support development that responds to its existing or preferred neighbourhood character with particular regard given to height, massing, street setbacks, relationships to the adjoining buildings and heritage.

253. When considering policy, the consideration needs to be limited to the proposed amendments and not a complete reassessment of the application. The site already has an approval for a substantive redevelopment of the site.

Context

254. The immediate site context for the site has not really changed since the original approval was granted in 2012. The broader context of the Bridge Road MAC has continued to be developed with numerous higher density developments being approved and constructed as described in the site and surrounds section of the report.

255. As outlined earlier, the approval already permits a significant redevelopment of the site and the proposed amendments seek to refine this approval.

Bridge Road Interface

256. To Bridge Road, the most visible change to the development can be described as:

    (a) Architectural response to the two infill pieces of the Bridge Road streetscape;

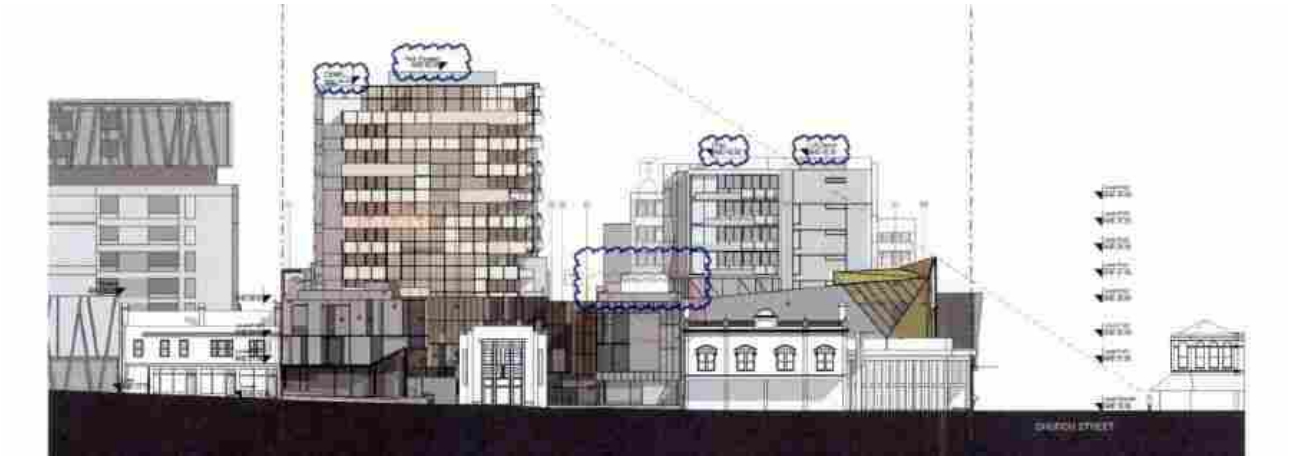
    (b) Building massing changes:

        (i) Building A – height increased from 37.6m to 38.35m

        (ii) Building B – construction of an additional level (height increase from 28.4m to 32.8m) and reduced setback from Bridge Road.

(c) Modified architectural language

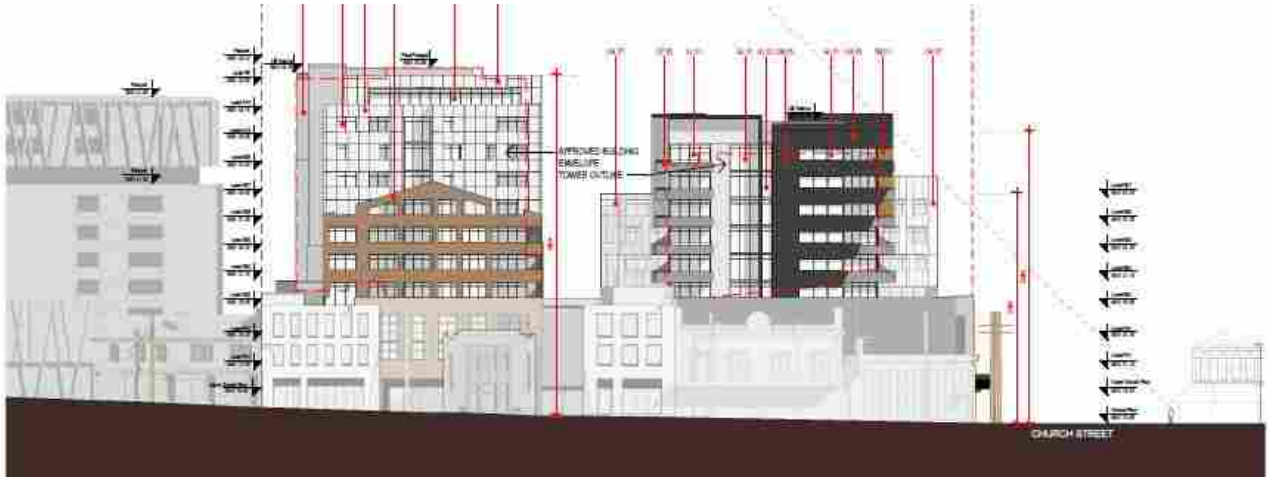
257. The images below show a visual comparison between the approved and proposed development.



Endorsed Development – Bridge Road



Endorsed Development



Proposed Development – Bridge Road



Proposed Development

Bridge Road infill

258. To Bridge Road, the proposal always incorporated a 3 storey form presenting to the street with two laneway interfaces flanking the heritage building which divides the site.

259. The original proposal sought two pre-cast concrete buildings with clear gazing in black aluminium frames punctuating the façade. The backdrop to the heritage building was a terracotta façade panel clad building in olive green with a feature terracotta panel in brown copper. The scale of the building was readily interpreted as 3 storey with each level clearly distinguishable.

260. The proposed amendment has retained the general form of this important interface but has simplified the fenestration of the buildings to more regular window punctuations with deep reveals and a simplified pallet of materials being mainly brick. The two lead buildings with direct interface to Bridge Road are proposed to be clad in a white brick with chamfered corners at the laneway interface which appear to widen and mark the entry ways into the shopping centre. Forming the backdrop to the heritage building, the building is proposed to be clad in red brick.

261. The amendment also removes built form which was previously abutting the individually significant heritage building and now simplifies the built form and is separated from this building allowing it to be read in the round.

262. Council's heritage advisor was not supportive of the brick material and preferred that it be a render finish and that the three storey form of the buildings to Bridge Road be disguised more akin to the façade treatment of the ARK development.

263. Conversely, Council's Urban designer was supportive of the concept subject to clearer details of the artisanship to ensure the detailing of the building including the textured and protruding details proposed are clearly shown and articulated on plan.



264. Importantly Council's recent DDO21 also provides clear design requirements which include:

    (a) Façade treatments and the articulation of infill buildings on land affected by a heritage overlay and of new buildings on land immediately adjoining a heritage building must:

        (i) Ensure the façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of the adjoining heritage building(s);
        (ii) Respect the vertical proportions of the nineteenth and early twentieth century facades of the heritage streetscape and/or adjoining heritage building(s);
        (iii) Avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts;
        (iv) Maintain the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building;
        (v) Be articulated to reflect the fin grained character of the streetscape.

265. When considering the above design objectives which seek to ensure new infill development complement and does not compete with the significant heritage building stock it is considered that while Council's heritage advisor would prefer a rendered building, the proposal appropriately responds to its context through use of a material which is present in the streetscape, and adopts a built form outcome which can be absorbed in the street and with appropriate detailing to ensure a high quality presentation to the street.

266. A condition on permit will require the submission of thumb nail sketches of key elements of the proposal to detail the artisanship of the proposal.

Building Height Changes

267. DDO21 states the a preferred maximum building height of 40 metres, the proposed amendment sits below this height limit.

268. Building A being closest to the ARK development seeks an increase in height of approximately 750mm which will not be discernible from the street. The issue of amenity as a consequence of this height increase however will be discussed later in the report.

269. The massing changes to Building B (being closer to Church Street) will be more obvious as the height of the building will increase by a level and the setback from Bridge Road will lessen by approximately 6m.

270. The plans below show the difference in plan view (taken at level 4) and which show the setback of the tallest section of the ARK development and the differences in setback proposed by the amendment.

271. The amendment proposes to lessen the staggering of Buildings A and B however the setback generally sits with the setback line of the tallest section of the ARK.



Approved Development



Proposed Development

272. The proposed reduced setback and increase in height will be perceivable but subject to detailed design drawings of the finishes of the building is considered to be an acceptable outcome. The staggering of taller elements along this section of Bridge Road will be maintained along with a similar setbacks to ensure that the upper levels do not overwhelm the street. The composition of built form stays the same with Building A being the tallest building in this section of Bridge Road with Building B maintaining a lower scale than the approved ARK development. Additionally, Buildings A & B's architectural presentation are different but present a coherent language across the site.

Please note – ARK building shown on the left, Building A being central in the image below and Building B on the right.



273. Council's heritage advisor had no concern with the scale changes to the proposal, Council's Urban Designer similarly was comfortable with the scale but raised questions regarding the clarity of materials proposed.

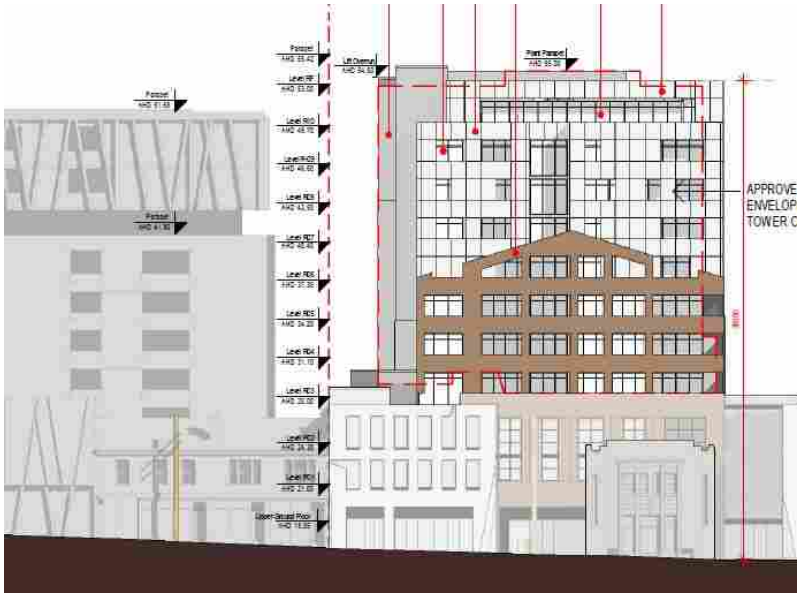
274. Subject to some minor conditions and further assessment of amenity impacts, the scale difference between the approved and proposed development are an acceptable addition to the Bridge Road streetscape.

Modified Architectural Language

275. The external presentation of Buildings and A and B propose a simpler façade treatment being more tempered in presentation. Building A as endorsed presented as a heavily articulated building comprising anodised metal sheet cladding in magenta and orange, terracotta cladding in brown copper and bronze glazing in black aluminium frames. The presentation was bold however was considered to appropriately mark an important strategic site.



276. The proposed composition of Building A now includes a strong red brick base visible over the Bridge Road infill buildings and heritage building detailing a remnant industrial built form typology, with the upper most levels detailed on elevations to be shown as a white aluminium cladding with the lift core expressed as concrete panel.



277. Council's urban designer queried the materials and finishes of the building and the operability of screens to ensure a dynamic but highly finished building presentation to Bridge Road.

278. The permit applicant has submitted some reference imagery and a more detailed perspective showing that the upper levels will be a metal mesh with some form of pattern with the incorporation of operable screens to the balconies. A condition on permit will require clarity around the materials for the entire site but as outlined earlier, the detailed thumb nail sketches will ensure the detailing of the building is correctly shown on plan.



279. This elevation also shows a prominent lift core area treated in concrete. The return of this element along the western boundary is treated in a patterned concrete and this should be returned to the Bridge Road façade.

280. The presentation of Building B has also been modified. The building as endorsed presents as a dark grey concrete panel building with clear, grey and dark grey glazing elements and atypical shaped buildings at the lower levels.



Endorsed Development



Proposed Development

281. The proposed Building B modifications seek to split the external presentation of the building into two vertical elements. The western portion of the façade is to be a grey patterned concrete with geometric clear glazing, and a, projecting framed element accents the building with a visible timber soffit lining. The eastern building presents as an aluminium clad building in a dark grey with clear glazing with a geometric slice through the façade accentuating the balconies which are treated in a different material.

282. Also maintained rectilinear forms at the lower levels in keeping with existing along Bridge Road.

283. Council's urban designer queried the quality of the northern and southern ends of Building B and sought refinements to what could be considered to be expanses of blank unarticulated blade wall treatments.

284. In response, the permit applicant submitted additional material further refining and clarifying the materiality of the north and south ends of Building B. At the northern end of the building the applicant has clarified that the façade will comprise, textured concrete panels, standing seam metal cladding, fine handrail detail, full height glazing to end of corridor, angular window shrouds and a 3 dimensional hood with a sculptural form.

285. The image below shows a detail of this end treatment to the building. With the additional clarification submitted by the permit applicant, presenting an appropriate façade treatment to the building, this will be conditioned on the permit.



286. Again the southern end of the building as it is presented in the elevations submitted with the application, does not demonstrate the quality of finish proposed by the application. The additional information details that the western portion of the building will include a detailed brick treatment to the central 'T' portion of the building with the patterned concrete focussed to the balcony ends. The eastern portion of the building will include the same detailed treatment shown on the northern end of the building.



Proposed



Additional detail

287. These images will form conditions on permit.

Church Street Interface

288. To Church Street, the most visible change to the development can be described as:

(a) Building massing changes:

(i) Design of corner building (Church Street and laneway)

(ii) Building B – construction of an additional level; and

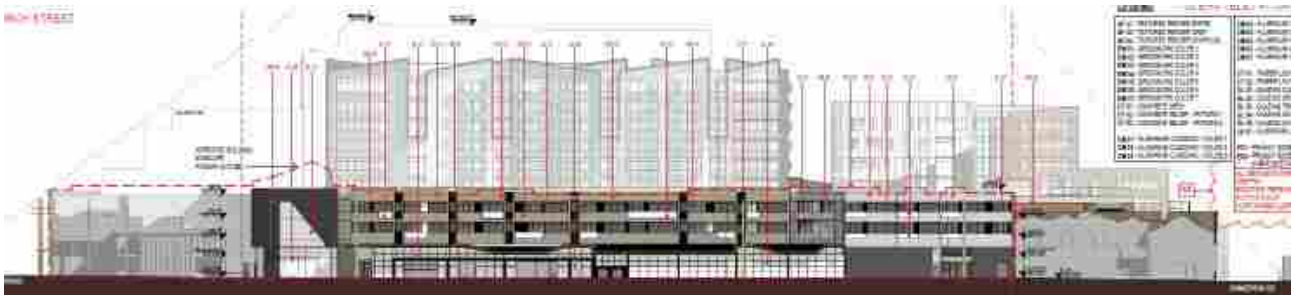
(iii) Building C – reduced setbacks to Church Street and northern interface.

(b) Modified architectural language

289. The images below show a visual comparison between the approved and proposed development.



Endorsed



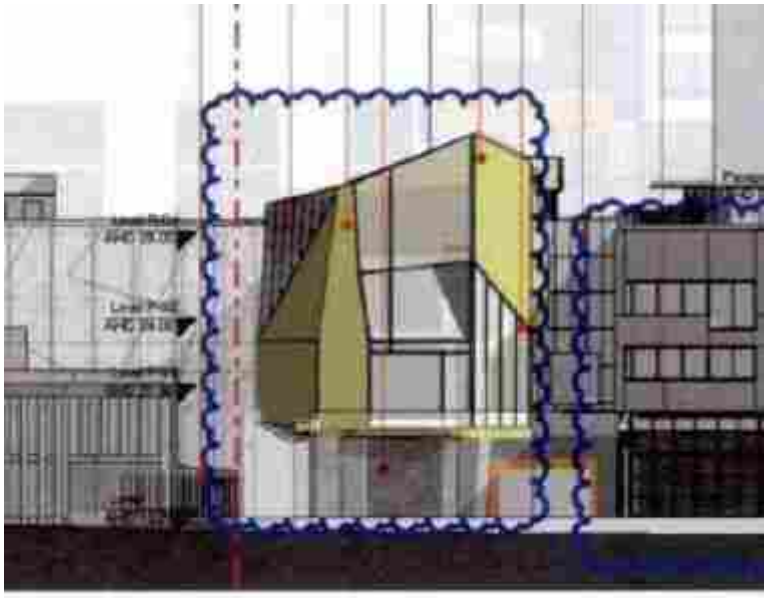
Proposed

Corner Building

290. The corner building in both the original and amended application presents as a 2 storey commercial building with a roof terrace associated with the childcare facility.

291. The amendment does include layout modifications to this building footprint but ostensibly the changes are design focussed.

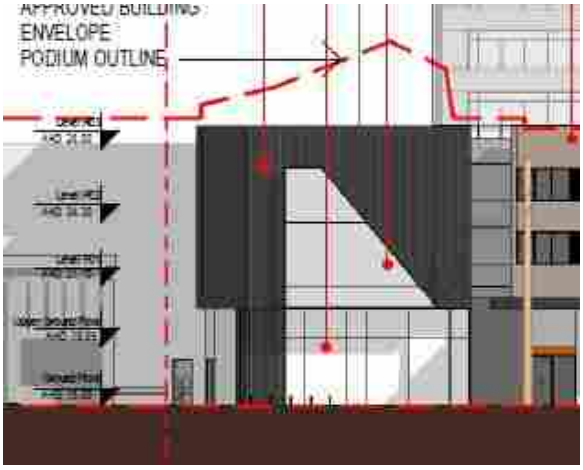
292. The original application detailed this section of building as a tall and bold structure with chamfered upper levels clad in a lime green aluminium sheet with bronze glazing.



Endorsed

293. The amendment seeks to modify the design and shape of the building to a more sleek contemporary building being a standing seam, aluminium clad building in dark grey with feature glazing.





Proposed

294. The proposed design treatment is an appropriate addition to the Church Street Streetscape and better reflects the rectilinear forms in the area.

Building B

295. As described in the Bridge Road section, Building B's footprint is proposed to increase in height by a storey and to move closer to Bridge Road. The setbacks to Church Street are generally the same as the endorsed plans with some balconies projecting into this setback.

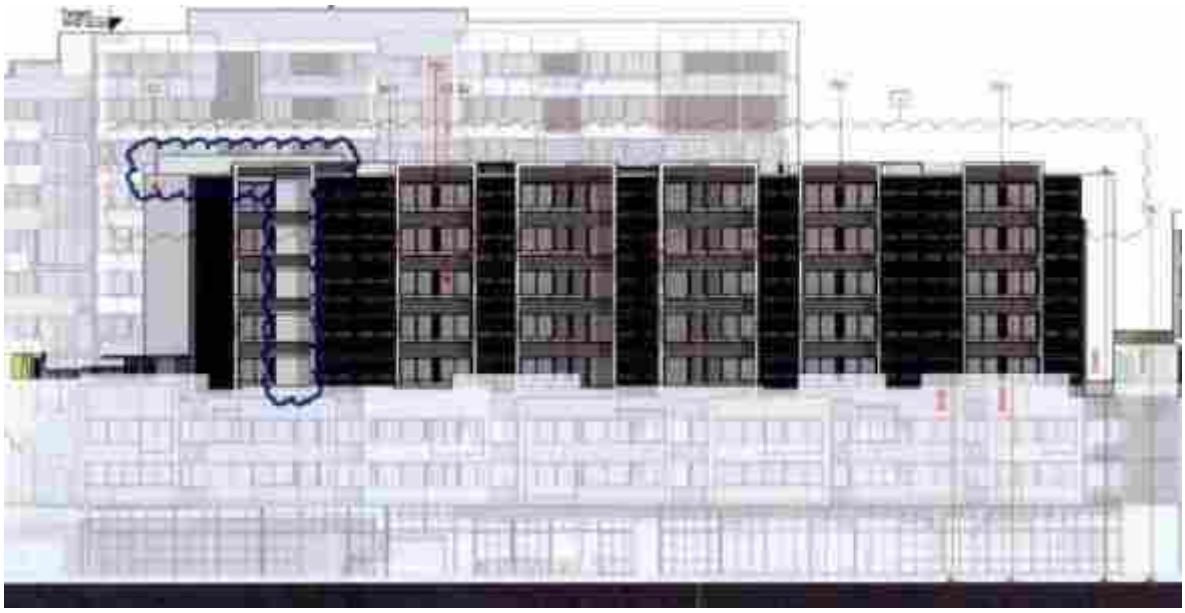
296. The most obvious change is the architectural expression of the building. Both schemes show a 3 storey podium (ground floor commercial and two levels of residential above) and a tower form behind.

297. The original scheme shows glazed shop fronts at ground level interfacing with Church Street with the residential components above being concrete panels with two accent colour (light grey and mid grey).



Endorsed

298. The tower above presents as a vertically segmented façade comprising black louvered sections with a framed white section with balcony and window openings



Proposed

299. The proposed design composition now proposes to use a red brick material above the glazed shopfronts with the two end pieces being an aluminium grey mesh finish where the building interfaces with Building C and the corner building.



Proposed



Proposed

300. The tower element proposed to introduce a new silloute reminiscent of roof forms (skillion roofs) rather than a flat presentation. Feature shrouds mark the vertical alignment of the façade with each piece presenting a different brick in a grey or light grey colour, balconies are patterned concrete with clear glazing.

301. The refined façade strategy as depicted in the 3D image below will present a well resolved building to the street. Conditions will require consistency between the montages and elevations to ensure the quality of built form.



Proposed

302. Council's urban designer has suggested that two of the northern most dwellings at the upper most level need to be deleted and replaced with a terrace area. The rational for this is to improve the transition in scale to Building C.

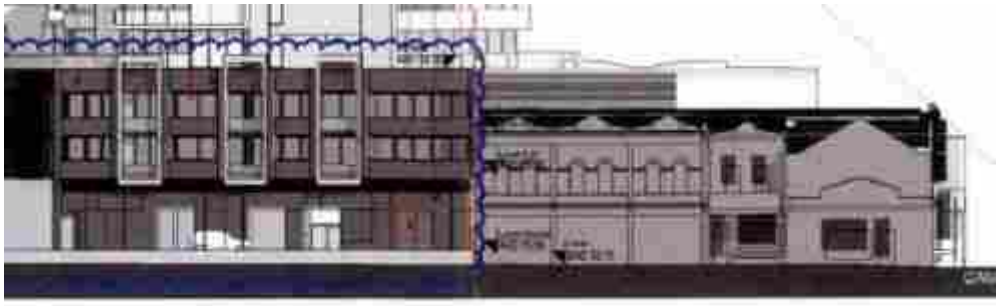


303. Officers disagree with this, the separation between Buildings B & C is 11.7m and a difference in scale of two levels. The deletion of the top most corner will not visibly achieve a greater transition but will erode the architectural treatment of this building. It is not considered necessary to make this amendment to the design.

Building C

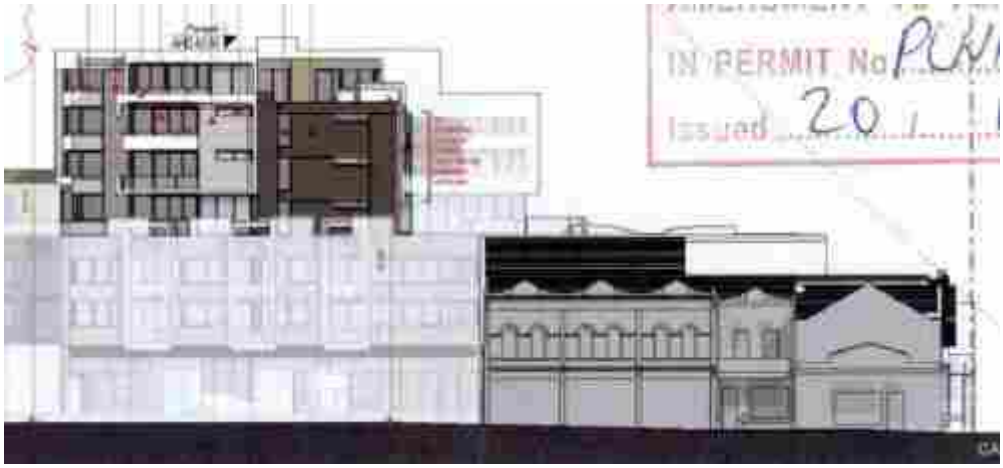
304. Building C is located towards the northern end of the site and sits adjacent to a row of Victorian two storey buildings and a part one and two storey building marking the corner with Cameron Street.

305. The general composition of the podium level for building C remains the same. The ground floor is occupied by shopfront with the entry to the apartments above and a substation. The changes to the podium levels are again mainly architectural. The endorsed plans show a consistent material pallete with the remaining portion of the podium, with the introduction of two storey framed elements to break up the façade.



Endorsed

306. The tower above presents as modulated façade with reconstituted stone in a light grey and terracotta façade panel in copper brown accented with white and clear glass balcony balustrades.



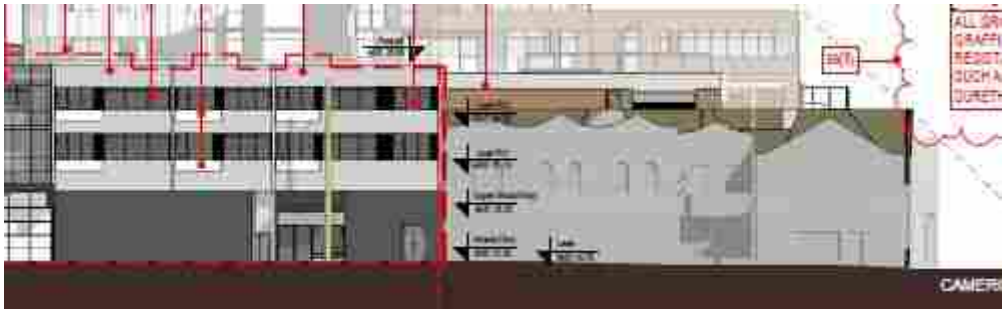
Endorsed

307. The amendment simplifies the podium to a textured white building with glazed cut out sections in the balconies. The ground floor maintains the entry into the apartment building and the substation however introduces a large blank wall to the street.

308. The permit applicant has submitted details of this section of wall and proposes to clad this in patterned brick similar to the reference image below:

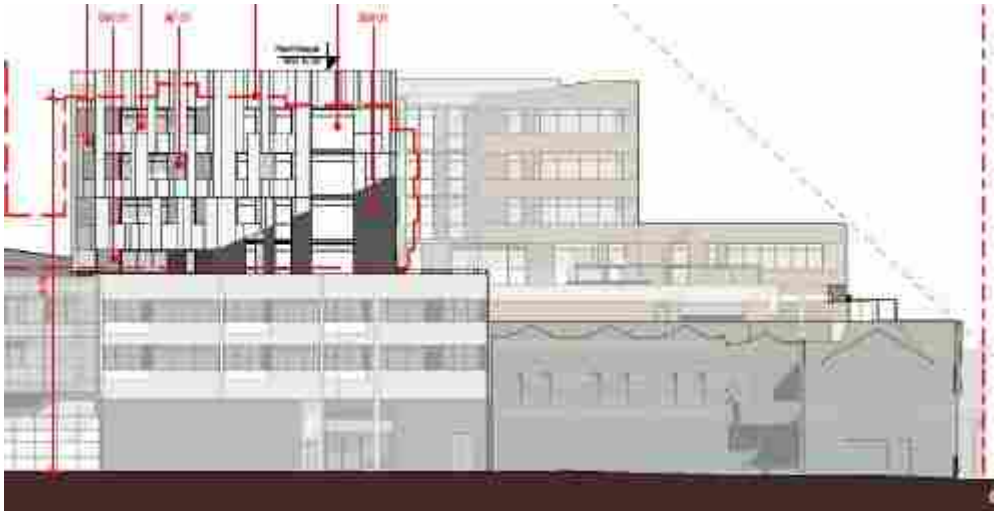


309. Subject to the reference image, this blank section of the wall is considered acceptable.



Proposed

310. However, it is suggested that the upper section of the building (levels 1 & 2) lack the detailing and quality shown on the remainder of the Church Street podium which details a red brick façade with brick patterned detailing. A condition will require the fenestration of this building to match the remainder of the podium but instead of red brick will be required to be a white or lighter coloured brick to match the colour scheme of the tower above.



Proposed

311. The tower above proposes both massing changes and fenestration changes. The envelope of Building C proposes to increase the minimum separation distance between Building B and C of 9m, reduces the front setback to Church Street – originally 5-7.8m to 4- 8m at levels 3 – 5. At level 6, the endorsed drawings show a setback to Church Street of 12m, the amendment seeks 4 – 8m consistent with the levels below and reduces the setback from the northern boundary from 16.4m to 6 – 8m.

312. Council's urban designer was generally comfortable with the change to Building C, however suggested the deletion of the bedrooms to dwelling C6.01 and replace this area as terrace space (see image below). This was to aid in the transitioning of built form.



313. The permit applicant suggested that an alternative response would be to reduce the parapet height from 1.6m to 300m in this area as shown in the image below.



314. It is considered that this variation to the parapet line would be a more obvious transition and one which would comfortably reflect the roof line of Building B and would provide the requested transition in scale.

315. The issue of amenity as a consequence of this height increase and variation to the setback will be discussed later in the report.

316. The tower architectural presentation has been simplified and presents as a white aluminium cladding with feature dark grey brick and clear glazing. The design of the building and its materiality will sit comfortably with the other buildings in the complex and subject to detailed imagery of the materials is an appropriate outcome.



317. Again the disparity between the elevations and the 3D montages will be corrected via conditions on the permit.

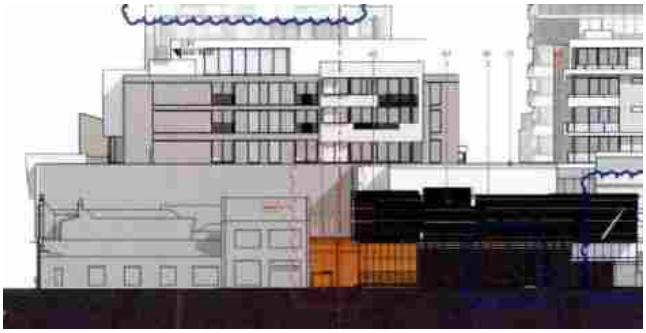
Cameron Street Interface

318. To Cameron Street, the most visible change to the development can be described as:

(a) Building massing changes as a result of combining 42 Cameron Street into the design and

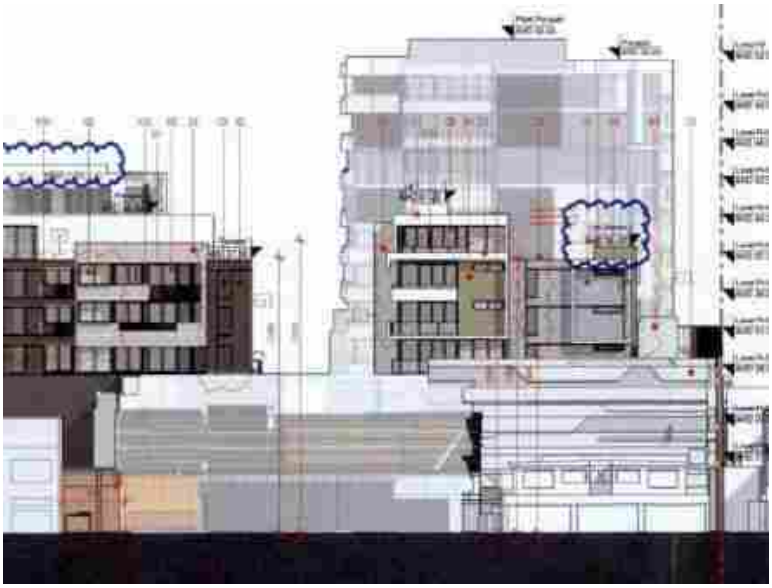
(b) Modified architectural language

319. The Cameron Street building or Building D originally only extended for part of the site and in effect was the loading and parking area with plant and equipment above and a residential terrace at level 2.



Endorsed

320. The tower was then setback 28m from Cameron Street, and setback from the western laneway as it rose for an additional 4 levels.



Endorsed

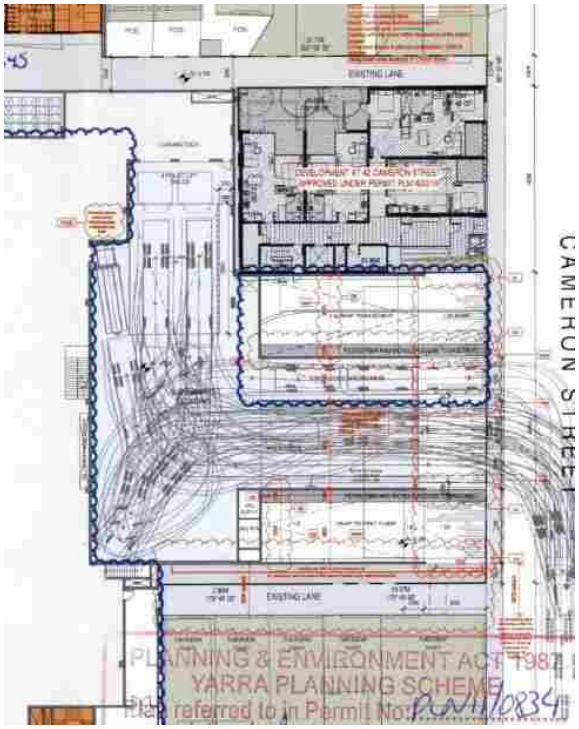
321. The lower levels of the building were metal cladding in orange, white, olive and grey, with the upper level tower being a modulated form with white framing element with the building clad in terracotta façade panel in olive green and concrete panels.

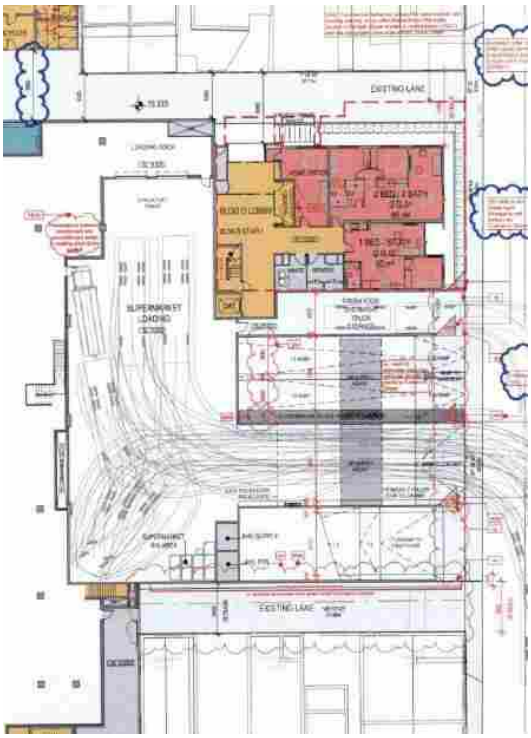
322. Immediately adjacent to this is the approved development at 42 Cameron Street which was approved at later date once the site was purchased by Coles. The approved development is for a 5 storey multi unit development which presents a three storey red brick podium with the upper levels setback and clad in lightweight materials



Endorsed

323. The proposal seeks to combine the sites and redesign the Cameron Street façade. At ground level, the loading and parking facilities remain, with the pedestrian walkway which previously existed between the site and 42 Cameron Street deleted and replaced with fresh food overnight truck storage. Beyond this are dwellings orientated to Cameron Street with the lobby area for Building D being off the laneway.





Endorsed **Proposed**

324. Above this level plant and equipment are proposed above the loading areas with more dwellings located above the ground floor apartments with the car park behind.

325. Similar to the approved development, at level 2 a communal terrace is proposed but is proposed to be setback 3.5m from the boundary (previously constructed on boundary). A terrace is located above with the apartment building line setback 9m from the boundary.

326. The tower above at level 3 is proposed to be setback 9.2m with the approval of 42 Cameron Street setback 2m. Above this the tower sets back between 22 – 24.7m comparable to what was approved by the original development. (see comparison images below)



Endorsed



Proposed

327. The façade treatment proposed for Building D now presents a coherent streetscape response. The ground floor materials are not clear from the plans, with the upper levels of the podium clad in timber in a geometric pattern with the upper most levels being red brick.



Proposed

328. Subject to details of materials and details of the doors to the loading area, the presentation of Building D is considered an appropriate response.

Bank Street Interface

329. The amendment seeks minor modifications to the presentation of Building E and changes to layouts which are inconsequential to the amendment. The proposed form and architectural treatment is similar however details are lacking from the elevations. A condition will require these details.



Design Development Overlay 21 – Bridge Road Activity Centre

330. The introduction of DDO21 includes specific design requirements of Precinct 1 which the site sits within, these requirements state: Design must:

    (a) Retain visual prominence of heritage buildings in the streetscape and the significant 'High Street' streetscape in the vista along Bridge Road;

    (b) Retain the visual prominence of the return facades of corner buildings;

    (c) Be consistent in form, massing and façade treatment as existing upper level development (where this exists) for any upper level development behind rows of identical or similar residences;

    (d) Maintain and reinforce the prominence of the street wall character of Bridge Road and Church Street;

    (e) Maintain a sense of openness along Bridge Road and Church Streets;

    (f) Respect the low scale existing development adjoining the activity centre;

    (g) Provide a transition in height along Lennox Street and Church Street from the taller forms on Bridge Road to the adjacent low rise residential neighbourhoods.

331. When assessing the application for amendment against these design principles, the proposal has adopted these requirements, in response:

    (a) The proposal successfully maintains the visual prominence of heritage buildings by adopting a streetwall scale comparable to what already exists and significantly setsback the taller forms;

    (b) Incorporates laneways and sets back built form around the heritage building on Bridge Road so it can readily be read in the round;

    (c) The upper level setbacks are consistent with those adopted by the ARK development;

    (d) Adopts a strong podium / streetwall along both Bridge Road and Church Street.

    (e) Incorporates setbacks from both Bridge Road and Church Street at the upper levels;

    (f) The scale of development on the site is commensurate with the site's strategic importance while addressing lower built form interfaces; and

    (g) Appropriately transitions in scale across the site.

332. With some minor changes to the plans, it is submitted that the amendments proposed to the built form show an improved design response for the site.

Landscape architecture

333. The proposal includes significant landscaping as part of the development, the majority of which is within the private realm of communal terraces.

334. The plan was referred to Council's open space unit who subject to minor conditions are satisfied with the plans. The applicant has responded to these queries by way of sketch plans and these will be the basis for conditions on the permit.

335. Council's internal urban design unit has requested that delineation be shown on the landscape plans between private and Council owned land, this is considered necessary for ownership, maintenance and liability issues and will be conditioned on permit.

336. Also requested by urban design are additional communal facilities be provided in the communal terrace at level 3 including toilets, sinks and BBQ, this will be form a condition of permit.

Environmentally Sustainable Design

337. Policy requires the redevelopment of a site located in an existing built up area should make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes which reduces reliance on private vehicles. Additionally, 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 maintenance.

338. The applicant submitted a Sustainable Management Plan and Daylight availability Assessment both prepared by Cundall. These documents were prepared in accordance with the existing condition 18 of the permit and reflect the proposed amendments.

339. Council's ESD officer has reviewed the documents and was satisfied that the reports meet the condition of the permit and Council's expectations for best practice ESD.

340. However, as changes have been made to the layout of some of the units (addressed in the next section of this report) an updated report confirming the same ESD targets are met will be required by condition on any permit issued.

<u>On site amenity – Clause 58</u>

341. As outlined in the policy section of the report, pursuant to clause 34.01-4 of the Scheme, transitional provisions apply to Section 72 applications meaning clause 58 – Apartment developments does not apply. The applicant has however provided information to show how the amendment addresses many of the elements of Clause 58 and therefore a brief assessment is outlined below.

342. This particular provision comprises 27 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.

Standard D1 – Urban context

343. Already discussed within the *Built Form and Design* section of this report. The standard and objective is met.

Standard D2 – Residential Policies

344. Already discussed within the *Strategic Context* section of this report. The standard and objective is met.

Standard D3 –Dwelling diversity

345. The proposal is providing a mixture of studios, one, two and three bedroom dwellings. The standard and objective is met.

Standard D4 - Infrastructure

346. The proposal is located within an established area with existing utility services and infrastructure; there is no evidence to suggest that the proposed development would unreasonably overload the capacity of these existing services. The standard and objective is met.

Standard D5 – Integration with the street

347. The proposed development adequately integrates with the street.

348. To Bridge Road and Church Street, the interface with the street is a commercial one with shopfronts.

349. To Cameron Street, where not used for loading facilities, Building D includes two ground floor dwellings which interface with the street (small front courtyards) with their main access to the dwellings via the internal lobby.

350. To Bank Street, dwellings EG.01 –EG.03 all have direct access to the street.

351. Above the ground floor, the proposal incorporates glazing and private open spaces facing out onto all street frontages which provides passive surveillance.

352. Overall, the proposal complies with both the standard and the objective.

Standard D6 – Energy efficiency

353. As already outlined, Council's, ESD officer was satisfied with the submitted Sustainability Management Plan (SMP) and Daylight Availability Assessment. In response to concerns with some of the apartment layouts, a modified SMP and Daylight report will be required addressing the submitted sketch plans.

Standard D7 – Communal open space

354. The proposal provides approximately 2,900sqm of communal open space. This is provided in 1 main area located on level 3 and supplemented by two north facing courtyards on level 4 of Building D and level 8 of Building A, well exceeding this requirement.

355. The main communal open space area allow for the passive surveillance of the internal areas of the site as it forms part of the internal connections of all the buildings. The internal facing dwellings are orientated towards the space and the upper levels have windows and balconies which have downwards views. This meets the objective as they are accessible, practical, attractive (subject to landscape plan conditions), easily maintained (subject to landscape plan conditions) and integrate with the layout of the development.

Standard D8 – Solar access to communal open space

356. The standard requires that:

(a) The communal outdoor open space should be located on the north side of a building, if appropriate.

(b) At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.

357. The standard is met, the proposal incorporates 545sqm of north facing open space which will be unencumbered by shadow. The larger communal open space area will have some areas which would also meet this standard.

Standard D9 – Safety

358. The Standard is as follows:

(a) Entrances to dwellings should not be obscured or isolated from the street and internal accessways.

(b) Planting which creates unsafe spaces along streets and accessways should be avoided.

(c) Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal access ways.

(d) Private spaces within developments should be protected from inappropriate use as public thoroughfares.

359. The proposal includes a total of 5 residential lobby's, each will be discussed in turn:

    (a) Building A - lobby area accessed off the Bridge Road lane, this area has 24hr public access and lighting details for this space will form a condition of the permit;

    (b) Building B – Lobby accessed from Church Street;

    (c) Building C - Lobby accessed from Church Street;

    (d) Building D – Lobby accessed from laneway off Cameron Street, built form is setback from the laneway so a clear line of sight to the street is available (see image below), additionally, lighting details for this space will form a condition of the permit;



    (e) Building E – Lobby accessed from Bank Street and 3 dwellings with direct access from Bank Street.

    Standard D10 – Landscaping

360. Landscaping is not a strong feature of the Bridge Road or Church Street character.

361. To Cameron and Bank Streets where small front courtyards are common, landscaping has been incorporated.

362. On a broader scale, all of the 2900qm of communal open space proposes detailed landscape plans which have (subject to some minor additions) been supported by Council's Open Space unit.

    Standard D11 – Access

363. All car access is from a single point located to Cameron Street.

364. Loading facilities are mainly concentrated to Cameron Street with some loading occurring from Bank Street and off a ROW from Church Street.

365. The Standard and Objective is met.

    Standard D12 – Parking location

366. The proposal includes one basement level and 2 podium levels of car parking. Accessing parking is via the ingress and egress point from Cameron Street. There are multiple options for stair or lift access from the parking spaces up to the apartment levels.

367. This complies with the objective and the standard.

    Standard D13 – Integrated water and stormwater management

368. The plans show a total capacity of 100,000l litre rainwater collection tanks located in the basement. These will provide in excess of 1 months' capacity to meet the toilet flushing demands for the 7 retail toilets on the ground floor and toilet facilities on podium level 1 and 2 as well as the average monthly public landscaping irrigation demands.

369. The STORM score provided within the SMP achieved a score of 102%, which is in line with the policy direction under clause 22.16 – Stormwater Management (Water Sensitive Urban Design). This complied with the objective and the standard.

Standard D14 – Building setbacks

370. This Standard aims to avoid direct views into habitable room windows and private open space of new and existing dwellings, thereby reducing the reliance on screening to inhibit these views.

371. As outlined earlier in this report, subject to conditions, the height and massing of the building are considered to achieve an acceptable design response to the character of the surrounding area.

372. All dwellings have outlook, some with dual aspect and either face a street, a side boundary (set back) or face internal to the site. Building separation where they interface with another site are generally in the order of 8.8 – 10.7m to the west and 5.9m to the north providing a good level of separation between buildings. This will be discussed in more detail below.

373. This Standard aims to avoid direct views into habitable room windows and private open space of new and existing dwellings, thereby reducing the reliance on screening to inhibit these views.

374. The subject site has sensitive interfaces to the west of Building A; south of the podium; north of Building E; west of Building D; and eastern interface Loading Area, each interface will be discussed in turn in the off site amenity section of this report.

Standard D15 – Internal views

375. The internal separation of the buildings is as follows:

(a) Building A & B is 12.1m;

(b) Building A & D – 10.8m;

(c) Building D & C – 8.6 – 10.4m

(d) Building B & C – 7.5 – 11.7m

376. Based on the above separation distances, there appears to be the potential for windows and balconies to overlook private open space. This will be required to be addressed by way of condition as well as compliance with this objective.

Standard D16 – Noise impacts

377. The amendment was accompanied by an acoustic report prepared by Acoustic Logic in response to condition 15 of the permit. Council sought a peer review of the report by Marshall Day Acoustic who required the following additional information for:

(a) childcare centre and gym and yoga studio; and

(b) supermarket condenser plant room

378. The permit applicant responded with a letter dated 16 October 2018, which provides some additional information.

379. The acoustic reports submitted, omit consideration of any impacts on 42 Cameron Street and do not include a discussion with any interface issues between the fresh food truck store and dwellings DG.02, D.104 and D.203, or recognises the internal changes to the loading area.

380. A condition on any permit issued will require an amended acoustic report.

Standard D17 – Accessibility objective

381. To ensure the design of dwellings caters for people with limited mobility, the Standard notes that at least 50% of new dwellings should provide:

(a) A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;

(b) A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area;

(c) A main bedroom with access to an adaptable bathroom;

(d) At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.

382. As outlined earlier in the report, the provisions of clause 58 are not applicable to this application, however condition 1(uuu) requires a minimum of 5% of the dwellings to be shown as including internal layouts supporting adaptation for persons with limited mobility.

383. Plans have been submitted which shows that based on schematic typical Apartment types 100 apartments could be adapted being 33% of dwellings. It is acknowledged that this is less than the 50% required by this standard, however is significantly greater than the 5% required by the condition. As the development is not required to meet these standards, a condition will not require the 50% compliance.

Standard D18 – Building entry and circulation

384. The proposal incorporates 5 entries into the complex. All are considered to have an acceptable level of visibility and safety subject to some additional details regarding lighting.

385. Within the development, apartments will have their own entry at each level which will be directly accessible from lifts or stairs.

Standard D19 – Private open space

386. Of relevance to this development, a dwelling should provide balconies meeting the dimensions outlined in Table 5 of this Standard. This table specifies that:

(a) A Studio or one bedroom dwelling should have access to a balcony with a minimum area of 8sqm and a minimum dimension of 1.8m, with convenient access from a living room.

(b) A two bedroom dwelling should have access to a balcony with a minimum area of 8sqm and minimum dimension of 2m, with convenient access from a living room

(c) A three (or more) bedroom dwelling should have access to a balcony with a minimum area of 12sqm and minimum dimension of 2.4m, with convenient access from a living room.

387. The applicant submitted schematic apartment layout addressing internal amenity concerns raised by Council's consultant urban designer, these did not include a BADS compliance schedule and so compliance with standard has been approximated.

(a) 30% of the apartment comply with both the minimum area and minimum dimension requirements;

(b) 65 % of the apartment comply with the minimum area but not the minimum dimension requirements;

(c) 5% of the apartment don't comply with the minimum area and minimum dimension requirements;

388. It is reiterated that compliance with clause 58 is not required.

Standard D20 – Storage

389. Of relevance to this development, the total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table 6 of this Standard. This table specifies that:

(a) A studio dwelling should have a total minimum storage volume of 8 cubic meters with a minimum storage volume within the dwelling of 5 cubic metres

(b) A one bedroom dwelling should have a total minimum storage volume of 10 cubic meters with a minimum storage volume within the dwelling of 6 cubic metres

(c) A two bedroom dwelling should have a total minimum storage volume of 14 cubic meters with a minimum storage volume within the dwelling of 9 cubic meters.

(d) A three (or more) bedroom dwelling should have a total minimum storage volume of 18 cubic meters with a minimum storage volume within the dwelling of 12 cubic meters.

390. Storage cages are shown in the basement and level 2 car parking area. Condition 1(rrr) require provision of an average 4 cubic metres of storage, this was a figure accepted by VCAT. The floor layouts show that storage is also provided for within the cabinetry of the dwelling.

Standard D21 – Common property

391. The common property areas within the development are generally clearly delineated and would not create areas which were difficult to maintain into the future. The lobby and vehicle access areas are well conceived and are generally cohesive with the overall building design and are therefore considered to be in line with the objectives of this Standard.

392. Condition 1(mmm) also require a plan to show all publically accessible areas.

Standard D22 – Site services

393. Services are located in different locations within the site with some facing the street and some being internal. Locations are all easily accessible and maintained. A new substation is proposed to Church Street.

394. The location of mailboxes is shown on plan except for Building E. This will be required by way of condition on the permit.

Standard D23 – Waste and recycling

395. The applicant's Waste Management Plan (WMP) prepared by Leigh Design dated 26 April 2018 has been found to be unsatisfactory by Council's Waste Management Unit.

396. The applicant submitted an amended Waste Management Plan again prepared by Leigh Design dated 3 August 2018 which was assessed by Council' Waste Management Unit as acceptable. A condition will required compliance with this updated report.

Standard D24 – Functional layout

397. This Standard requires that main bedrooms should have a minimum width of 3m and minimum depth of 3.4m, with other bedrooms to be 3m x 3m in dimensions (any wardrobes should be additional to this). Living area dimensions (excluding dining and kitchen areas) should have a minimum width of 3.3m and a minimum area of 10sqm for a Studio or one bedroom dwelling and minimum width of 3.6m and minimum area of 12sqm of two or more bedrooms.

398. As previously noted, apartment type plans have been submitted but no BADS schedule. A review of the layout plans show approximately 87% of the apartments are compliant with this standard. As these controls do not apply to the site, on balance this is an acceptable outcome.

Standard D25 – Room depth

399. This standard requires that single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height; the depth can be increased to 9m if the room combines the living, dinning and kitchen with the kitchen being the furthest from the window, and finished floor level to ceiling is 2.7m

400. There are multiple single aspect habitable rooms within the development however approximately 79% comply with this requirement. As these controls do not apply to the site, on balance this is an acceptable outcome.

Standard D26 – Windows

401. All habitable rooms within the proposed development contain a window within an external wall to the building, except for 9 of the dwellings within Building E.

402. Additionally, Council's urban designer raised concerns with the typical apartment layouts of 6 apartment types. The applicant has submitted plans detailed revised apartment layout plans showing how these can be improved to address internal amenity considerations raised satisfying this requirement, these will be conditioned to form part of the application.

Standard D27 – Natural ventilation

403. The standard requires that at least 40 percent of dwellings should be provided with effective crossover ventilation that has a maximum breeze path through the dwelling of 18m and a minimum breeze path of 5m.

404. This information has not been submitted although there are 90 dwellings with dual aspect equating to approximately 30% of dwellings.

Off site amenity

Interfaces

405. The subject site has sensitive interfaces to the:

(a) west of Building A,

(b) South of podium levels

(c) north of Building E,

(d) west of Building D and

(e) eastern interface to Loading Area

406. However, the context of the site and its immediate interfaces with Commercial 1, Mixed Use and some residential land tempers amenity outcomes due to their location abutting the Bridge Road MAC and a strategically important site zoned Commercial 1.

407. The policy framework for amenity considerations is contained within the decision guidelines of the Commercial 1 Zone, clause 15.01-2S (Building Design) and clause 22.05 (Interface uses policy). Clause 55 of the Scheme (Rescode) provides some guidance on these matters (although not strictly applicable). Whilst Clause 22.05 applies to this proposal, the policy is mainly centred on impacts from a mixture of uses, eg commercial use impacts onto residences, or new dwelling impacts onto commercial areas.

408. The appropriateness of amenity impacts including visual bulk, shadowing and overlooking need to be considered within their strategic context, with the site being located within a Commercial 1 Zone.

409. The appropriateness of the setbacks and walls on boundaries provided in this instance need to be considered within their strategic context, being located within a Commercial 1 Zone (previously Business 1 Zone) and adjacent to a MAC. This issue was discussed within the Tribunal decision *Phillip Crouch Architects v Bayside CC [2009] VCAT 2719 (21 December 2009)*. The following statement was made:

> *[16] It is normal in commercial developments within a Business 1 zone to build to the boundary, as there are no side or rear boundary setback requirements. There is no site coverage or setback requirements specified for developments located in Business 1 zones and 100% site coverage or 'boundary to boundary' developments are not uncommon on commercial land in strip shopping centres*.

410. Following on from this, there would be an expectation within this area that buildings would include on-boundary walls and limited setbacks, particularly as this area is earmarked for higher density developments.

411. The issue of impacts to residential land in the instance where it abuts a commercial zone has been discussed many times at VCAT, one such decision (*Calodoukas v Moreland CC* [2012] VCAT 180) made the following comments:

> *[13] I accept the well established view that interface properties, on which ever side of a zone boundary, have different opportunities and constraints than sites well removed from zone boundaries. Owners of residential properties next to a business or industrial zone cannot realistically expect the same level of residential amenity as someone residing in the middle of a purely residential area. Similarly, owners of commercial or industrial sites abutting residential properties cannot expect the same opportunities as owners of sites well removed from residential areas. This is explicitly recognised in planning policy as evidenced by the many references to commercial development maintaining and enhancing residential amenity and interfaces.*

412. Additional to the above, as the application is an amendment to an already approved development, the starting point for consideration is the impact of the already approved development and what impact the amendment would have, if any, to these interfaces.

Western interface – Building A

413. The ARK development presents 9 levels of dwellings towards the subject site, many of which have sole outlook towards the subject site with balconies and habitable room windows, havin a direct interface with setbacks of 3.5 – 5m (bedroom edge) to 5.5 – 7.5m living room edge behind balconies from the common boundary (see image below).



414. The council report for the original application outlined the following assessment for this interface which is still relevant to this application:

> *'To the south-west, the ARK development has adopted a podium and tower configuration, being the same typology as is proposed in this instance. The proposal has considered the impact on the adjacent site through a three storey podium and 3.3m to 8.6m tower setbacks from the west title boundary.*

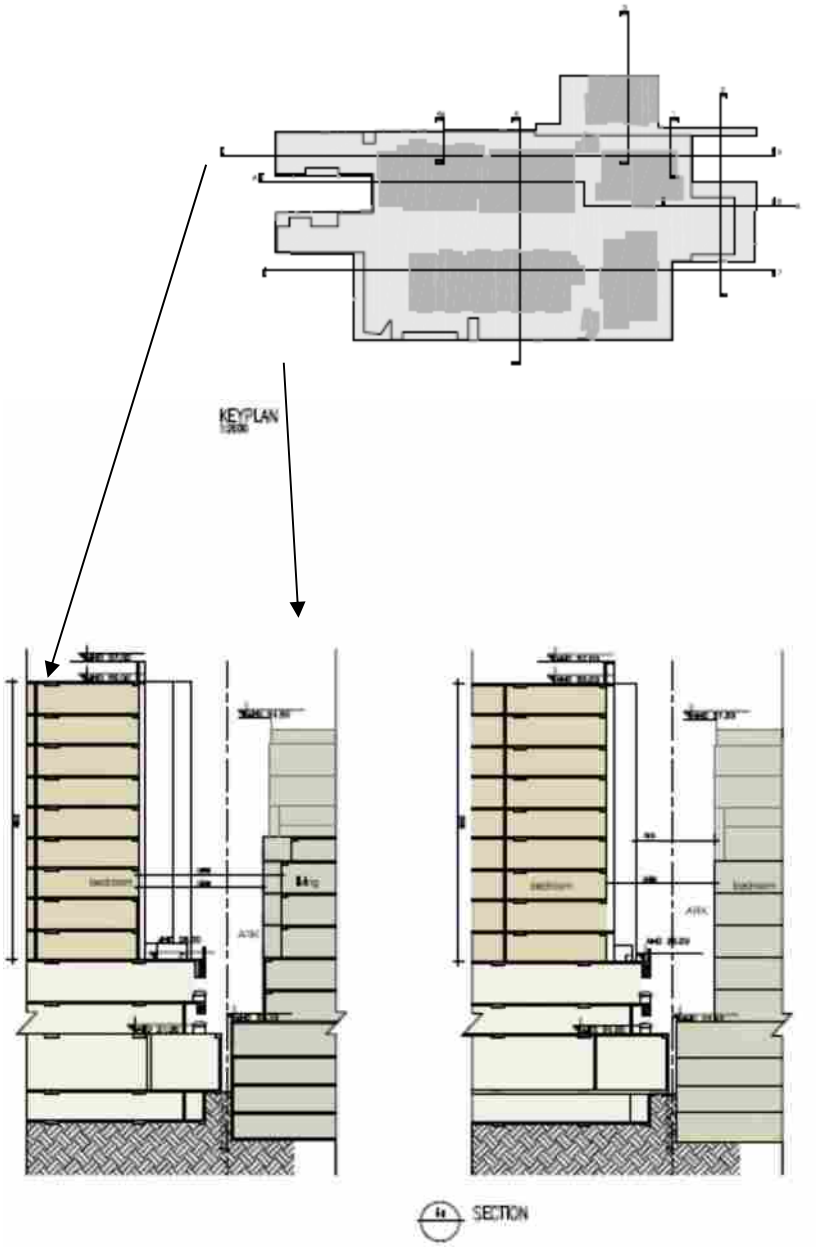


Figure 19: Section through building A (proposed) and ARK (TP-30, Revision 1)

It has been established that a 4.5m side boundary setback was envisaged by VCAT for the ARK development and any future development of the Richmond Plaza site. This would ensure a reasonable separation between towers so that residents could enjoy reasonable daylight levels without the need for extensive screening (preventing overlooking). In this instance, apart from the lift core with a 3.3m west boundary setback, the development has offered setbacks exceeding the minimum 4.5m approach.

The ARK development presents 9 residential levels towards the subject site, with many adjacent dwellings having a sole outlook towards Richmond Plaza. The setbacks proposed range from 10.4m to 12m (building edge to building edge), with the setbacks to habitable living spaces within the ARK development increasing to as much as 13.8m in some instances given their positioning behind balconies. The exception to the minimum 9m suggested 'test' established in the ARK VCAT decision is the proposed lift core, which is setback 7.6m from ARK (or 3.3m from the shared boundary). However, the lift core is only 6m long and is adjacent to a segment of two units across each of the lower levels of the ARK development (as opposed to extending the full extent of only one adjacent dwelling). This ensures that the encroachment is minimal and will not unreasonably impact the amenity of adjacent dwellings, which for most part, enjoy setbacks ranging from 10.4m to 13.8m.

Many objections raised issue with a loss of views from the ARK development. Council's Urban Design comments confirmed that there is '…no support in the planning scheme for such a proposition and the

matter of view protection has been discussed and rejected in areas of significant change such as Major Activity Centres in previous VCAT matters'. This statement is correct and the issue of loss of view will not be considered as part of this assessment.

415. Council has received a number of objections from the residents of ARK relevant to the impact of the proposal on a number of the apartments.

416. In response, the applicant has provided detailed plans showing the endorsed and proposed setbacks from the ARK apartments to demonstrate the impact, if any, from the amendments.

417. Levels 1 & 2 – At these levels the separation distance between ARK and the subject site was 7.4m, the amendment seeks to reduce this separation to 6.8m in one area (central plant) at Level 1 and three sections at level 2.

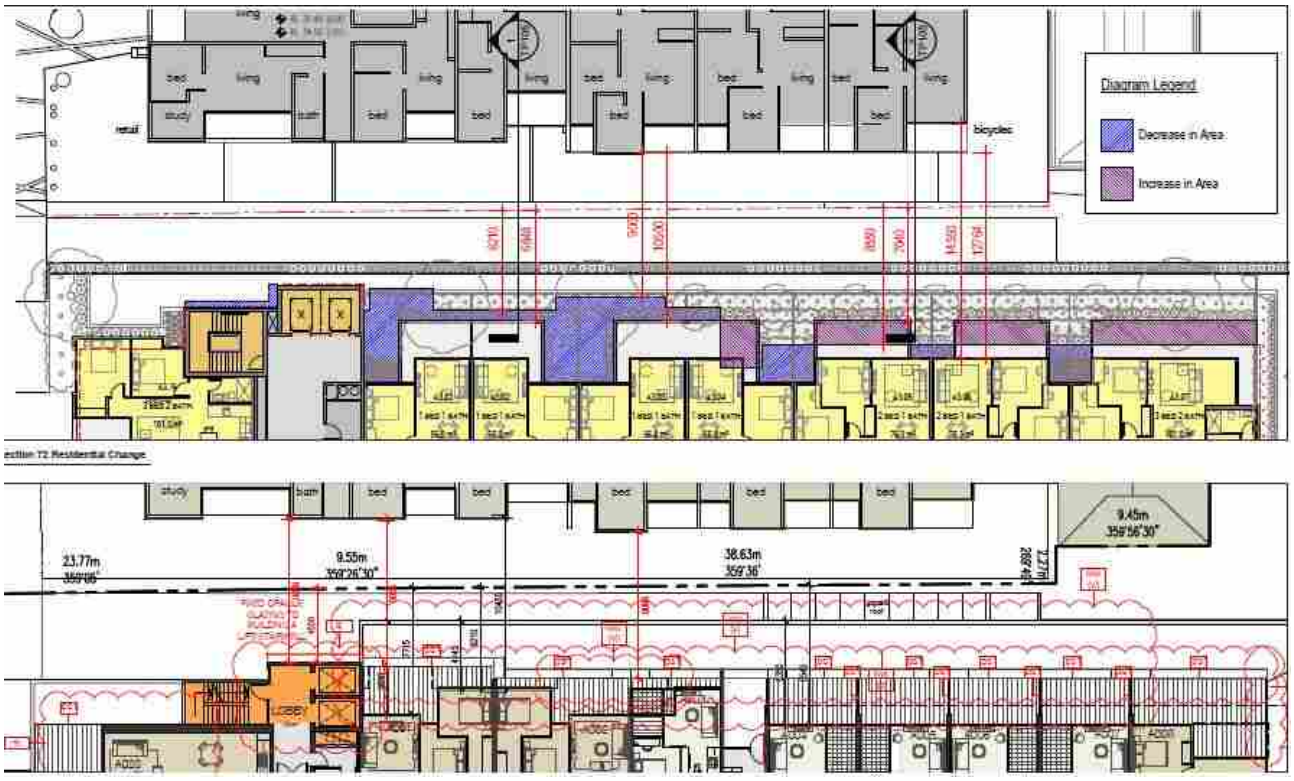


418. While arguably the impact attributed to this reduced setback of 600mm would be negligible when considering the broader tower impact on these apartments, it is considered that the size of the Coles site can readily absorb these projections back into its site rather than impose any greater impact to ARK than has already been approved by Council.

419. This will form a condition of permit.

Levels 3 – 5

420. The image below (reading bottom up) shows the endorsed building setbacks from ARK, with the top image showing the amendment proposed. The blue highlights where the built form decreases and where there are increases.



421. The endorsed scheme generally approves a separation distance of 9m from balcony edge to building face of ARK increasing to 12m towards the north end of this elevation. The amendment seeks approval to have a consistent setback of 10m. The reduced setback would impact most on the end unit (northern) of ARK which has dual aspect (see image below). It is considered that as the main building line of the subject site sits further setback with the balcony line only projecting into the setback, the impacts of this change are acceptable.



Level 6

422. Similarly to the levels below, the endorsed scheme generally approved a building separation of 9m from balcony edge to building face, increasing to approximately 10.6m to the rear. The amendment seeks to generally increase the setbacks to a minimum 10.3 metres increasing to 11.15m. There is one small section of increased built form (shown in red in the image below) however this space maintains a separation distance of 10.3m to the balcony edge of the ARK apartment.



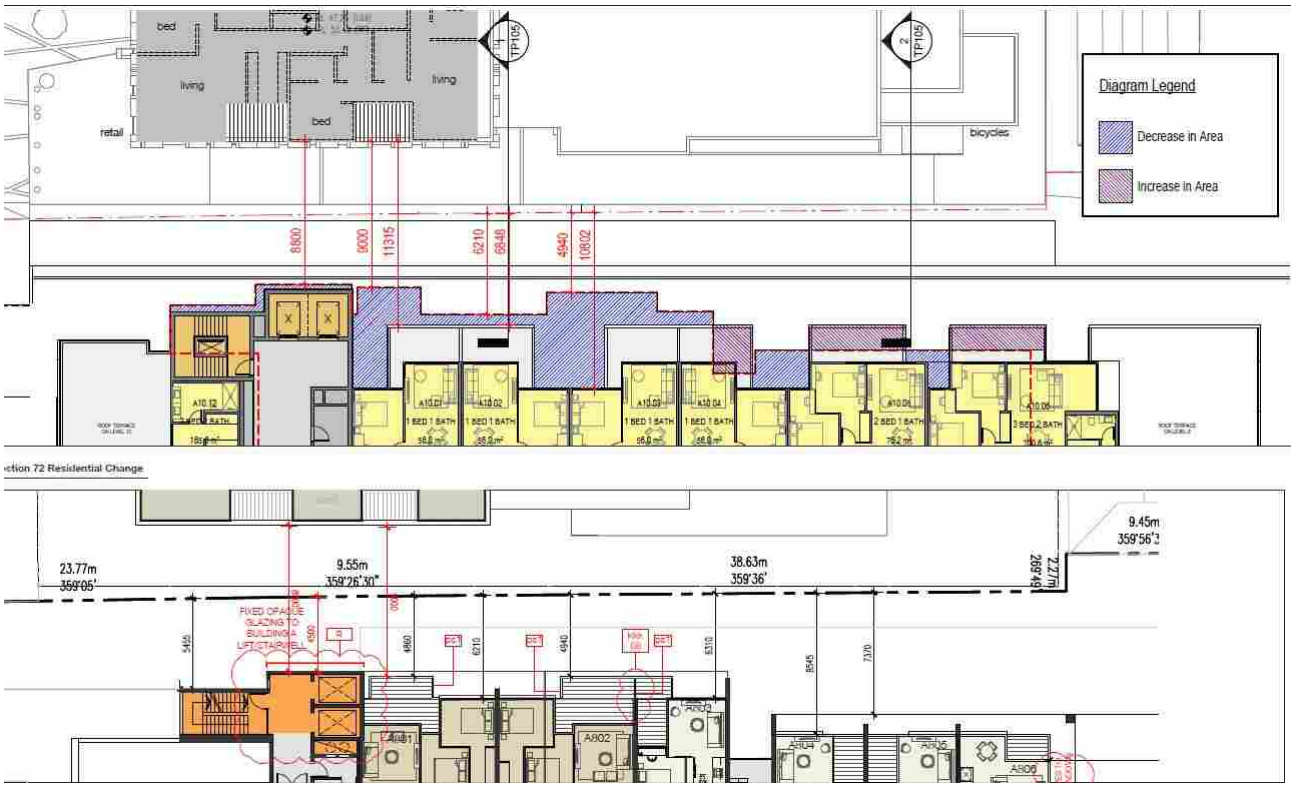
Level 7

423. At this level, the ARK apartment constrict to a smaller dual apartment footprint. Again the approved development typically has separation distances of between 8.8m – 9m. The amendment proposes to maintain the 8.8m separation for the lift core (no change) and increase the setback for the remaining section of building to 11m.



Level 8 - 10

424. Again at these levels the interface is similar to that described above. Separation distances as endorsed 8.8m – 9m with some sections setback 10.3m. The amendment proposes retaining the 8.8m to the lift core and then increasing to 11m.



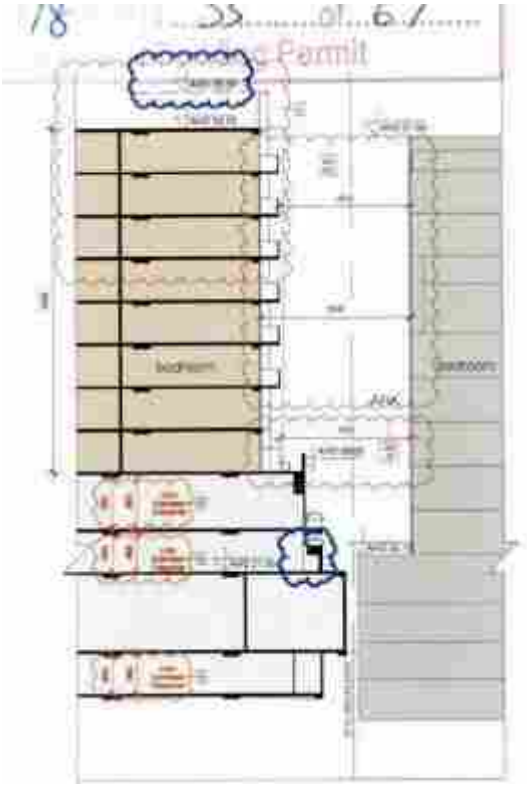
425. The proximity of dwellings to the Coles common boundary was a concern raised by Council at the VCAT hearing which determined the ARK development. In the decision (*Cremorne Corporation Pty Ltd v Yarra City Council 2008)* the Tribunal clearly acknowledged this concern and adopted an approach that the 9 metres separation distance could be achieved and in principal set out that as the Coles site was the larger parcel that it could readily accommodate additional setbacks to achieve this.

> *63. The council and Richmond Plaza argue that the east side setbacks proposed do not provide for an equitable sharing of development opportunities between the site and the Plaza's land. Essentially it was argued that a 4.5 metre setback to the edge of walls and balconies should be provided on this site, replicated on the Richmond Plaza site so as to achieve the desired 9 metre separation between dwellings, a concept that accords with some of the standards set out in clause 55.*
>
> *64. The Guidelines for higher density residential development include the objective 2.6 w*
>
> > *To ensure areas can develop with an equitable access to outlook and sunlight.*
>
> *65. Design Suggestion 2.6.1 under this objective is:*
>
> > *Consider the possible future development of adjoining sites and allow, as best as possible, or [sic] an equitable spread of development potential throughout the area.*
>
> *66. Essentially, the above support the notion of equity with respect to the potential for sunlight access and outlook and that new development not unduly prejudice their availability to another site.*
>
> *67. We have little doubt that the Richmond Plaza site is also ripe for redevelopment given its size, corner location and context. However, save for the balconies at the lowest residential level that come to about 1 metre off the common boundary, we are satisfied that the proposal has made enough effort to setback from its neighbour. As indicated by Ms Ring these balconies can be reduced so as to provide greater separation, to say 3.35 metres, like the levels above.*

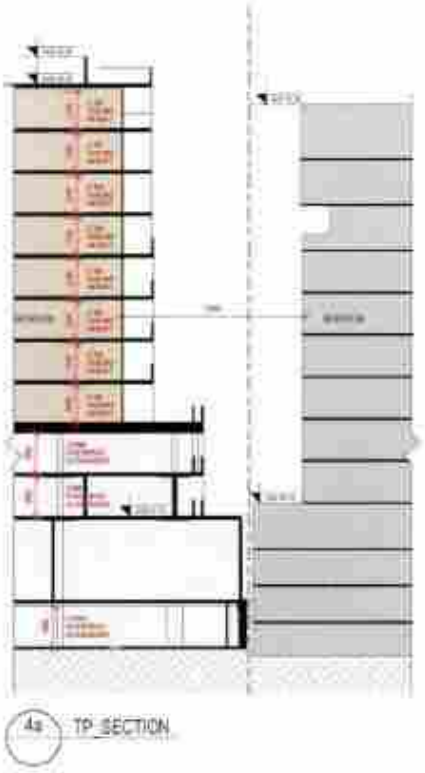
68. The notion of equity does not in itself mean equal. The reality is that expectations as to what can be achieved from site to site varies. For example, we do not apply the standards of clause 54 for the redevelopment of small inner suburban lots in the same way as they may be applied to a larger site. The site size, proportion and context all come into play.

69. What is to happen on the Richmond Plaza site is unclear. However, as this is a larger site, much wider than the subject site and having the added benefit of a corner location, we do not think that the development potential of the site would be unreasonably prejudiced by this proposal. There is plenty of room to move. Rather, the expectation that all sites contribute equally, as opposed to equitably, may well stifle the development potential of smaller, narrower sites. We do not accept that this is an outcome that is consistent with the intent of the objectives of the Guidelines for Higher Density Residential Development.

426. In most part, the separation distances have increased, improving the amenity of many of the ARK apartments from that which is already approved. It is considered that the proposed amendment presents an acceptable interface with the ARK apartments (see section details below:



Endorsed



Proposed

<u>*Southern interface – Podium levels*</u>

427. The southern interface with the subject site is the individually significant former bank building at 267 Bridge Road. At the first floor is a centrally located terrace which wraps around part of the site extending along the eastern boundary.

428. Previously the endorsed plans showed construction abutting part of the eastern and northern part of the building. The amendment completely setbacks from this building improving the amenity outcomes for the site. (see images below)



Endorsed



Proposed

Northern interface – Building E

429. The northern interface of Building E is with a single storey dwelling orientated to Bank Street. The endorsed plans detail construction to the shared boundary for two levels with a small rear setback interfacing with the dwelling's open space. The building is then setback 6.3m and 10m respectively for the next two levels. The amendment adopts a similar profile with some minor increases to setbacks at the second and third levels of 6.5 and 10.1m setbacks.

Western interface – Building D

430. The western interface of Building D is with the rear of properties fronting onto Bank Street with some properties having areas of private open space interfacing with the ROW or construction to the boundary. The interface as endorsed is with the apartment building approved for 42 Cameron Street and part of the Coles site as originally endorsed. With the amalgamation of 42 Cameron Street into the broader site, the interface changes.

431. Separating the Bank Street residences and the subject site is a 3m wide ROA. The setbacks from the ROW for both the endorsed and proposed are described in the table below

Level	Endorsed	Proposed
Ground	On boundary with a section of the apartment building setback 1.5m	On boundary section associated with car park and part of the apartment building, setbacks for part of the apartment building range between 4 – 6.8m
Level 1	On boundary with a section of the apartment building setback 4m	Setbacks ranging from 1.5 to car park and 4.2m to apartment building
Level 2	On boundary with a section of the apartment building setback 4m and wall to carpark setback 2m	Setbacks ranging from 1.5 to car park and 4.2m to apartment building
Level 3	42 Cameron Street setback 4m from the boundary and apartment building for Coles setback 6m	Similar setbacks to that already approved
Level 4	6m setback	5.8m setback
Level 5	No construction at 42 Cameron Street, apartment building for Coles setback 6m	No construction at 42 Cameron Street, apartment building for Coles setback 5.8m

Level 6	Apartment building for Coles setback 16m	5.8m setback

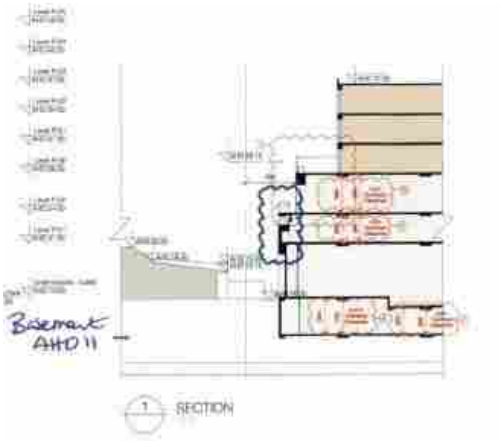


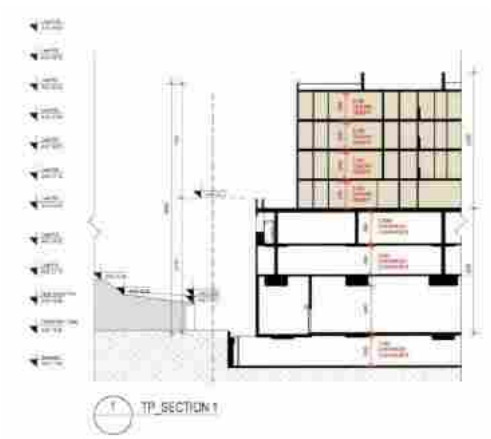


Endorsed **Proposed**

432. The setbacks adopted by the amendment are mostly comparable except for that at level 6 where an additional bank of apartments are proposed along this western interface.

433. The separation distance is 8.8m when factoring in the ROW and as shown in the two section drawings below, the change is the addition of a level at the apartment level.





Endorsed **Proposed**

434. In acknowledging the site's strategic significance, increasing Building D by an additional bank of apartments is considered reasonable however this should not be at the expense of amenity for the Bank Street residents. It is considered than an additional setback or a raking of the level to minimise additional impact on these dwellings is required. A condition on permit will require apartments D6.03 and D6.04 are required to be either setback by 2 additional metres from the boundary or adopt a raked profile to lessen their visibility from the Bank Street properties.

Eastern interface Loading Area

435. The eastern interface is separated by a 3m lane to the rear of the properties fronting onto Church Street. Habitable room windows exist at the first floor and in some instances second level with outlook to the Coles site.

436. The approved development provides a total setback of 5m for ground – second floor areas with a roof terrace located at level 3. This arrangement has not been altered.

Overlooking

437. As outlined within Standard D14 of the Clause 58 assessment some of the separation distances between the subject site and adjoining sensitive interfaces fall within the accepted 9m overlooking rule. The elevations are not clear in the screening details and therefore a performance based condition is recommended to achieve the objectives of standard D14 of clause 58.

Noise

438. The proposal is unlikely to result in unacceptable noise emissions to any nearby commercial or residential properties.

439. However, as outlined in the assessment section of Standard D16 – Noise impacts, the acoustic report submitted, omit consideration of any impacts on 42 Cameron Street and do not include a discussion with any interface issues between the fresh food truck store and dwellings DG.02, D.104and D.203 or recognises the internal changes to the loading area and therefore an amended acoustic report is required to be submitted.

440. Additionally, condition 66 of the permit requires that the noise and emissions from mechanical equipment must comply at all times with the State Environment Protection Policy – *Control of Noise from Commerce, Industry and Trade* (SEPP N1).

Wind

441. A wind report was prepared by Vipac assessing the impact of wind on the proposed amended development. This document was peer reviewed by Mel Consultants who generally agreed with the principles and finding of the Vipac report.

442. This report should be endorsed as part of any approvals and any recommendations contained within the report namely the showing of wind mitigation at level 3 adjacent to Building C be shown on plan being either a porous screen or 2 m high tree. This will be required to be shown on plan as a condition of any permit issued.

<u>Car & bicycle parking and traffic and access</u>

Car Parking

443. Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of 140 spaces, as outlined within the table included in the *Particular Provisions* section earlier in the report which is less than the originally approved 470 car parking space reduction.

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

445. Throughout the decision there are numerous relevant statements in support of the reduction and also regarding the limited importance that should be placed on car parking demand assessments. Relevant statements within the summary of this decision are applicable to this application, as follows;

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

(b) *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*

(c) *A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.*

(d) *However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.*

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

(f) *Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.*

(g) *One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.*

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

447. It is acknowledged, the proposed amendment seeks to increase the provision of onsite parking from 570 to 624 space. This in part reflects the amended composition of the uses on the site but also noteworthy is that condition 39 of the permit requires minimum car parking numbers for uses as part of the Transport Management Plan, this will be discussed below.

Parking Availability

448. No updated parking availability data was submitted with the amendment request, however it is commonly accepted that the existing Coles car park is underutilised.

Parking Demand

449. Condition 39 of the permit outlines the car parking allocation attributed to the originally endorsed plans, each requirement will be discussed in turn.

Residential

450. Parking for the residential component of the development was required at the following rate:

(a) *Residential car parking must be allocated such that 80% of all dwellings are allocated one parking space. All two-bedroom dwellings must be provided with one on-site car parking space. This allocation of car spaces may be varied with the written consent of the Responsible Authority.*

451. The provision of accommodation has changed by this amendment with the inclusion of 3, three-bedroom dwellings and a reduction in the number of one-bedroom apartments proposed.

452. The revised rate for car parking for the residential component of the development is proposed as:

Resident Parking Provision:

Proposed Dwelling Type	Quantity/ Size	Proposed On-Site Parking Rate	No. of Allocated Spaces
Studio and One-bedroom dwelling	62	0.77 spaces per dwelling	48
Two-bedroom dwelling	191	1.0 spaces per dwelling	191
Three-bedroom dwelling	54	1.5 spaces per dwelling	81

453. These rates generally accord with the ABS data Richmond and Council's engineering department and external traffic engineers agree that these rates are acceptable and meet the provisions of the condition.

Office

454. Car parking associated with such developments is generally long-stay parking for employees and short-stay parking (approximately up to two hours' duration) for customers and clients. Council's Senior Traffic Engineer has previously confirmed that the actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3.5 spaces per 100 square metres of floor space, as the area has very good access to public transport services.

455. The proposal would be providing on-site office parking at a rate of 2.1 spaces per 100sqm. The parking demand generated by the new use would be influenced by the constrained nature of on-street parking the surrounding area, the availability/access to off-street commercial parking provided on site and accessibility to public transport services.

456. Condition 39 required the provision of 21 office staff car parking spaces based on the ratio of 2.1 spaces per 100sqm which has been carried through to this development. No objection was raised by either Council's engineers or Council's consultant traffic engineers to this reduced rate, this change will form a condition on the permit.

457. Within a recent Tribunal decision (*Grocon (Northumberland St) Developer Pty Ltd v Yarra CC* [2017] VCAT 753) regarding the office development to the south at No. 2 – 16 Northumberland Street,Collingwood, the Tribunal Member also supported a significant reduced office car parking rate (405 spaces) and made the following comments:

[54] We have concluded that the reduced car parking provision is justified in the circumstances of this application. In doing so, we have had regard to the location within an inner city environment that is earmarked as an employment precinct, with convenient access to a range of alternative transport modes and a constrained supply of on-street parking. We consider that the reduced parking provision will not compromise the viability of the development or precinct, nor will it result in an unacceptable demand for on-street parking, given the saturated conditions that are presently experienced.

[55] We agree that employees who are not allocated a car space will utilise alternative transport modes rather than attempt to seek out long term parking in the surrounding street network. This may well include walking to the site for persons who reside in the nearby residential and mixed-use areas. To constrain development of the land for a purpose that is in accordance with the zone purpose on the basis of car parking provision would not be consistent with the policy framework when read as a whole. This includes policies aimed at fostering economic development, employment and environmental sustainability. We reach this conclusion mindful of the site's strategic and physical context and its accessibility by a range of transport modes. In a different context without the level of policy support and more remote from alternative transport modes, there may be less justification for a reduction of the magnitude proposed here.

Retail (including Food and drinks, gym and Yoga and childcare)

458. The proposed allocation for the retail component of the development as originally approved was 302 spaces inclusive of retail public and staff parking based on a floor area of approximately 11,100sqm equating to an average of approximately 2.7 spaces per 100sqm as outlined in the applicant traffic report prepared by Traffix group.

459. As proposed, the retail floor area is sought to be reduced to 7,650sqm with a reduction in the car parking provision.

460. The amendment seeks to provide 260 spaces which is higher than that required if you apply the 2.7 spaces per 100sqm.

461. Council's consultant traffic engineer is satisfied that this is an acceptable outcome

462. It is noted that within the 260 spaces, 3 of these spaces will be allocated to car share spaces and 8 will be required for parking for parents with prams as required by condition 39(g) iii

463. No car parking has been proposed for parent drop off / pick for the childcare centre, this was also the case in the original application. It is suggested that this can be accommodated within the retail car parking and consideration should be given to allocating spaces to parent spaces. A condition on permit will require the allocation of 4 spaces to facilitate the centre.

464. The reduction being sought by the proposal is supported by the following additional reasons:

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

(b) The proposal includes secure bicycle parking spaces in excess of rates specified within the Scheme. Future employees would be able to take advantage of the nearby bike lanes;

(c) Occupant or visitor parking permits will not be issued for the development, which will discourage people from driving to the site given the high utilisation of existing on-street car parking, this is a welcomed sustainable option in lieu of on-site car parking and consistent with Clauses 18.02-1 and 21.06-1 of the Scheme;

(d) Visitors would also be aware of the car parking constraints in the area which would discourage driving for alternative modes such as public transport, cycling or taxis;

(e) The location of the proposal encourages multi-purpose trips to the area.

465. From a traffic engineering perspective, the reduction in car parking spaces is considered appropriate in the context of the development and the surrounding area. The site is very well positioned in terms of public transport services. Engineering Services has no objection to the proposed reduction in the car parking requirements.

466. All car parking rates reflected in condition 39 will be updated.

Traffic

467. In terms of traffic, the applicant's traffic engineers adopted the following summary for the traffic generation for the site:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (293 dwelling with on-site parking)	3.0 trips per dwelling per day (with car space) Peak hour volumes are 10% of daily traffic volumes	879	88	88

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Commercial* (23 additional spaces)	0.5 trips per space in each peak hour	Not provided	12	12

* Includes office, supermarket, speciality retail, food and drink, restricted recreation and restaurant uses.

468. It was submitted by the applicant that the traffic generation by the site would increase by 15 trips in the AM and PM hours. Both Council's engineers and Council's consultant traffic engineer are satisfied that this increase will not have a detrimental impact on the development's access and egress points, or on nearby intersections.

Layout

469. The proposal includes car parking access from Cameron Street leading to a single level of basement car parking and two levels of podium parking.

470. Council's Senior Traffic Engineer and consultant traffic engineer were satisfied with the layout design subject to:

(a) Dimensions shown for parallel parking spaces at the south west corner of the Basement car spaces (9, 10 and 11) and the parallel parking spaces in Podium level 01 car spaces (5, 120 and 133);

(b) Column locations to be in accordance with AS2890.1:2004);

(c) Directional linemarking to be reviewed;

(d) Installation of appropriate signage and / or linemarking /ground stencilling be installed at the location where one way aisles meet two way aisles.

(e) Wayfinding signage for both drivers and cyclist to and from parking areas and entry/exit points;

(f) Priority linemarking within the basement and podium car parking levels at all conflict points

(g) Appropriate pedestrian crossing signage should be provided at each formal pedestrian crossing;

(h) Consideration of speed humps at the approaches to pesdestrian crossings;

471. These will form conditions on any permit issued.

472. Additionally, the basement car park projects into Council's right of way (south west corner) and will need to be constructed within the title boundary, this will form a condition on any permit issued.

Electric vehicles / Shared Vehicles

473. Within the basement car park, the plans show 2 electric vehicle charging spaces and the required 3 car share spaces.

Bicycle parking and facilities

474. The proposed amendment seeks to increase bike parking from 363 spaces to 375 spaces. As outlined earlier in the report, the development is required to provide a total of 136 spaces under clause 52.34 of the scheme.

475. Council's strategic transport unit has suggested some modifications to the location, allocation and design of the bike parking, but is generally supportive of the proposal.

476. Conditions on any permit issued will require:

    (a) Increase the width of the bike ramps to 1.5m with ramp grades to be as close to 1:12 as possible in general compliance with AS2890.3

    (b) Increase visitor bike parking to 103 spaces located in the basement and within the laneway spaces accessed off Bridge Road without hindering vehicular access;

    (c) Increased overall bike parking provision to 410 spaces (modify condition 39).

    (d) At least 20% of residential/employee spaces to be provided as horizontal at ground level spaces.

    (e) Updated Green Travel Plan

    Other

477. Council's Senior Traffic Engineer and construction management team have recommended the inclusion of a number of conditions relating to civil works to public lighting, road protection, impacts on assets (eg existing pits, fire hydrants), vehicle crossings and drainage. Many of these already form conditions on permit. Where relevant these will be updated.

478. Council's open space team have requested additional street trees be planted along, Church, Cameron and Bank Streets, while it is acknowledged that these were not required by the original permit, the increase in scale of the proposal warrants additional streetscape improvements, these will form conditions on any permit issued except with the deletion of reference to Church Street as subsequent advice has confirmed insufficient room to accommodate additional trees.

Waste management

479. The applicant's Waste Management Plan (WMP) prepared by Leigh Design dated 26 April 2018 was been found to be unsatisfactory by Council's Waste Management Unit.

480. The applicant submitted an amended Waste Management Plan again prepared by Leigh Design dated 3 August 2018 which was assessed by Council' Waste Management Unit as acceptable. A condition will required compliance with this updated report.

Loading

481. All loading facilities and locations have been approved previously and while comments from internal departments have been received regarding their locations, this is outside the scope of the proposal.

482. Some minor amendment have been shown for the loading areas, however these remain an acceptable outcome subject to acoustic protection.

Contaminated land

483. Conditions 8 – 13 address matters relevant to land contamination and required a site assessment to be prepared and submitted to Council for review prior to bulk excavation and site preparation/remediation works commence.

484. As the site is not included within an Environmental Audit Overlay, where Council believes there may be contamination on the site, it is commonly accepted that this kind of preliminary exploration works occur to ensure that the site is suitable for a sensitive use to commence (in this instance both residential dwellings and a child care centre).

485. The applicant submitted an Environmental Site Assessment by Golder. The report confirms the key contamination risks are as follows:

    (a) *The assessment at Richmond Plaza has confirmed the key contamination risks are as follows:*

        (i) *Contaminated fill at the surface of thickness generally 0.6m in the north and west portions of the site and 1m in the remainder of the site that categorises as Category A, B or C for offsite disposal and the associated uncertainty in the final classification and cost to dispose of the soil as part of the basement construction;*

        (ii) The timing of the site assessment and remediation to resolve the contamination issues at the site to meet the Planning Permit requirements to the satisfaction of the Responsible Authority and to provide a cost effective solution for the offsite disposal of the contaminated fill.

        (iii) The potential for as yet unidentified sources of contamination (leaks or underground tanks) to be identified during bulk excavation which may be the source of groundwater contamination. Whilst the site information shows this risk to be low, this may lead to a requirement for additional wells to be confirm the risks to groundwater. If contamination is identified, an Environmental Audit may be triggered to resolve the issue.

    Based on this assessment, Golder confirms that in our opinion , the site can be made suitable for sensitive uses subject to the removal of all of the contaminated fill through bulk excavation of the site and validation of that soil removal and as such an Environmental Audit is not considered warranted.

486. Council sought the expert advice of Coffey Services Australia to peer review the Golder report to confirm either agreement with the Golder assertions that no environmental Audit was required or that one was in fact required.

487. The peer review disagrees with the conclusions reached in the Golder report and outlines that due to the site's historical use for industrial manufacturing, the site has a high potential for contamination, which must be coupled with the known contaminated fill which exists on the site.

488. The peer review concludes that an environmental audit should be conducted on the site. Based on this advice and the analysis undertaken to support this view, it is recommended that a condition be included requiring a full environmental be undertaken for the site.

    Other Matters

    Affordable Housing

489. Council's urban design referral seeks the provision of 'build to rent' housing stock for key workers on low and moderate incomes.

490. It is not suggested that this be adopted as the proposal already incorporates condition 25 of the permit requiring at least 13 apartments which meets the definition of affordable housing to be managed by an accredited Housing Association. No amendment is sought to this condition.

    Procedural matters

491. As a result of the proposed amendments, further changes are required to plans and conditions, these matters can be addressed by condition should a permit issue.

    Objector concerns

492. The majority of the issues which have been raised by the objectors have been addressed within this report.

    (a) design (height, scale, bulk, character, overdevelopment, impact on park) (paragraphs 251 – 332)

(b) amenity (off-site, overlooking, overshadowing, loss of light, location of substation, noise from plant) (paragraphs (405 – 437)

(c) traffic and car parking (paragraphs 443 – 467)

493. Outstanding concerns will be discussed below, and relate to:

Impact on Views;

494. Views are not protected within the Yarra Planning Scheme.

Property devaluation;

495. This is not a relevant planning consideration.

Construction issues (disruption);

496. This will be dealt with at the Building Permit stage. A Construction Management Plan (CMP) will be required by way of condition and will manage impacts during the construction stage. This will be further considered during the building stage also.

Conclusion

497. The amended proposal continues 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, Council's preference to direct higher density commercial development in commercial precincts and aligns with the State Policy as well as the direction given by the Tribunal.

498. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies. Additionally, the proposal will result in a significant improvement the Bridge Road MAC and will make a substantial contribution to the streetscape.

Reading the Recommendation

499. The recommendation outlined below show:

(a) New conditions in **bold**

(b) Amended condition in **bold underline**; and

(c) Redundant conditions have been deleted.

RECOMMENDATION

That having considered all relevant matters, the Committee resolves to issue a Notice of Decision to Amend Planning Permit PLN11/0834 for land at:

271 Bridge Road, 208, 224, 228, 230 and 238 Church Street, **42 and** 46 Cameron Street and 25 and 37 – 39 Bank Street Richmond.

with the following preamble:

Demolition, buildings and works, use of the land for dwellings, shop, restricted recreation facility, food and drinks premises, ~~**restaurant**~~, office, childcare centre, use of part of the land for the sale and consumption of liquor, reduction in car parking requirements and use northern part of land for loading/unloading bay and waste collection.

and 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 ~~advertised plans (received by Council on 22 November 2011)~~ **decision plans prepared by SJB Architects, received by Council on 11 and 19 July 2018** but modified to show:

   Building Design

   Podium

   (a) details of the material along the west title boundary (adjacent to Ark) at ground and first floor level;
   (b) all canopies and architectural projections along Church Street and Bridge Road to be setback a minimum 750mm from the back of the kerb;
   (c) details of all lobby entrances including lighting and glazing to ensure good visibility in to the residential lobbies;
   (d) setback of the western car park edge at levels 1 & 2 to be increased to align with those currently endorsed being ranging between 3.98 – 4.5m

   Bridge Road Tower [Building A]

   (e) details of the operable screens proposed for the upper levels
   (f) basement car park to be contained within the subject sites title boundaries

   Building C

   ~~(g)~~ **a reduction in the parapet height (to apartment C6.01) as it presents to Church Street and for the first section of the return from 1.6m to approximately 300mm as depicted in the schematic plans prepared by SJB Architects dated 26 October 2018.**
   ~~(h)~~ **At level 3 details of location of porous screen of 2m high tree as required by the wind assessment;**
   ~~(i)~~ **Details of doors to loading and parking area (Cameron Street)**

   Building D

   ~~(j)~~ **setback apartments D6.03 and D6.04 an additional 2 metres from the western boundary or rake or an alternative measure to reduce visual bulk.**

   Building E

   (k) Plans and elevations to clearly show location of doors and windows

   Building Materials

   (l) an updated schedule of all materials and finishes (including materials samples, colours coloured elevations **and** perspectives). The schedule must show the materials, colour, finish and application methods (where relevant) of all external walls, roof, fascias, window frames, glazing types, cladding, doors and fences and must include:
      (i) **thumb nail sketches of key elements of the façade of each building**
      (ii) material treatment of Building A lift core to be patterned concrete to both the south and west elevations.
      (iii) Building A upper levels to be treated with a patterned mesh in a light colour as depicted in the schematic plans prepared by SJB Architects dated 26 October 2018.

(iv) **Building B design resolution to be as depicted in the schematic plans prepared by SJB Architects dated 26 October 2018.**
(v) **Building C Church Street podium façade levels 1 & 2 to replicate façade detailing (brick) of the remainder of the façade in a white or light grey colour**
(vi) **Ground floor building C wall adjacent to lobby and substation to be a patterned brick wall in a black or dark colour.**
(vii) **Details of the grey mesh proposed on the Church Street podium**
(viii) **Details of materials proposed for the ground floor of building D;**
(ix) **Details of car park / loading bay doors**
(x) include details of graffiti proof coating to be applied to the ground floor interfaces of the buildings;

Landscape

(m) updated landscape plans generally in accordance with the Landscape Concepts (~~November 2011~~ **February 2018**) prepared by **MemLa** to the satisfaction of the Responsible Authority must be prepared by a suitably qualified permit. When approved, the landscape plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:

(i) the location of all areas to be covered by lawn or other surface materials;
(ii) the location of any permanent structures, furniture, public seating or other facilities;
(iii) all public area footpaths, steps, ramps and crossings to comply with DDA – Tactile indicators, nosing's and handrails where necessary;
(iv) grades of all ramps shown on plan;
(v) grades of all footpaths shown on plan;
(vi) details of raised planters to courtyards to be confirmed (height, construction and tree planting details);
(vii) location and type of water tank for irrigation;
(viii) detailed planting plan with plant schedule (common and botanical plant names, density, quantities, size at planting and maturity height;
(ix) details of street furniture, including bench seats and street tree planters;
(x) existing and proposed levels including top wall and fence heights (where relevant);
(xi) details of the installation methodology for the green wall to the car parking area, including planting and initial establishment requirements and details of the proposed maintenance regime to ensure the integrity of the green wall over its operation life, including plant replacement, irrigation and fertilisation and guidelines for monitoring;
(xii) ongoing maintenance and management details of all publically accessible spaces;
(xiii) a detailed lighting plan for all publically accessible areas including private, communal and the public laneways ensuring lighting is baffled to minimise light spill;
(xiv) a schedule of 'way finding' signage;
(xv) additional soft landscaping including planting details to assist in the delineation between the pedestrian and loading/waste management sections of the Bank Street square;
(xvi) dimensioned cross sections and internal elevations detailing the interior of the laneways, access ways and Bank Street square;
(xvii) **deletion of *Quercus Rubra Red Oak* from Podium Level 3 plan and replace with a smaller tree**
(xviii) **fencing details for Podium Level 3**
(xix) **use of stormwater or grey water for irrigation of planters**
(xx) **the ground floor plan to show locations of all existing street trees to be removed and retained and any protection works required**

(xxi) show a physical separation between moving traffic and the food and drinks premises seating in the form of temporary barriers such as (but not limited top) planter boxes on wheels in the western most laneway between the laneway and the 'trade out area';
(xxii) the relaying or new blue stone within Council's land with need to meet Council' design standards.
(xxiii) The provision of 2 Street tree plantings along, Cameron Street and Bank Street in consultation with Council.
(xxiv) Landscape images and plans to match the schematic plans prepared by SJB Architecture dated 26 October.
(xxv) Additional landscape facilities including toilets, sinks, BBQ to be added to the communal terrace at level 3.

Acoustic

(n) all works recommended in the report of the professional acoustic engineer referred to in condition **14**;

Environmentally Sustainable Design Principles

(o) all works recommended in the ESD report referred to in condition **17**;

Wind Assessment

(p) all works recommended in the wind assessment report referred to in condition **20**;

Bicycle Parking

(q) a minimum 7 public bicycle share spaces;
(r) width of the bike ramps increased to 1.5m with ramp grades to be as close to 1:12 as possible in general compliance with AS2890.3
(s) increased bike provision to 410 spaces with 103 spaces allocated for visitor parking to be located with the basement and in the laneway access spaces (Bridge Road) without hindering vehicular access.
(t) 20% of residential /staff spaces to be provided as horizontal at ground level spaces.

Car Parking

(u) Dimensions shown for parallel parking spaces at the south west corner of the Basement car spaces (9, 10 and 11) and the parallel parking spaces in Podium level 01 car spaces (5, 120 and 133);
(v) Column locations to be in accordance with AS2890.1:2004;
(w) Installation of appropriate signage and / or line marking /ground stencilling be installed at the location where one way aisles meet two way aisles.
(x) Wayfinding signage for both drivers and cyclist to and from parking areas and entry/exit points;
(y) Priority line marking within the basement and podium car parking levels at all conflict points
(z) Appropriate pedestrian crossing signage be provided at each formal pedestrian crossing;
(aa) Location of speed humps at the approaches to pedestrian crossings if required;

Loading and Waste

(bb) all works recommended in the waste management plan referred to in condition ~~74~~ **75;**

General

(cc) **internal layout of apartments to comply with the apartment layout schematic plans prepared by SJB Architects dated 26 October 2018.**
(dd) location of the proposed water tank with a minimum capacity of 100,000 litres;
(ee) all plans to be drawn within title boundaries (excluding architectural features, canopies and awnings) and to be fully dimensioned;
(ff) a full set of all elevations and cross-sections including full internal elevations of all buildings and public spaces (including laneways**) fully dimensioned with setbacks and heights of all buildings**;
(gg) **Plans and elevations to clearly show location of doors and windows for both commercial and residential uses and all habitable rooms having openable windows**;
(hh) **Where overlooking opportunities can be provided within a 9m radius and 45 degree arc from a habitable room window or private open spacea into another habitable room or private open space on or off site, the following must be applied:**
  (i) **Minimum 1.7m fixed obscure glazing;**
  (ii) **Minimum 1.7 high, maximum 25% transparent screens; or**
  (iii) **Other method(s) to the satisfaction of the Responsible Authority.**
(ii) all publically accessible areas to be shown as referred to in condition 22;
(jj) deletion of all reference to business identification signage;
(kk) location of all mailboxes;
(ll) a demolition plan clearly detailing all structures and surfaces to be demolished within the portion of the site affected by the Heritage Overlay;
(mm) all internal corridors in the apartment buildings to have a minimum width of 1.5m with an indentation at each entrance of up to 100mm to articulate dwelling entries;
(nn) details and provision of an average of 4 cubic metres of storage for each dwelling;
(oo) provision of an internal signage plan detailing indicative signage to guide residents, employees, visitors and the public to communal open spaces, commercial facilities, car parking areas, bicycle parking areas with priority given to pedestrian and cyclist wayfinding;
(pp) all feature paving and in ground lighting proposed is to be contained within the site title boundaries;
(qq) a minimum of ~~5~~ **33**% of the dwellings to be shown as including internal layout supporting adaptation for persons with limited mobility **based on the schematic apartment layout plans prepared by SJB Architects dated 26 October 2018.**

Endorsed Plans

2. All development and use must accord with the endorsed plans. Any alterations must be approved in writing by the Responsible Authority.

3. Floor levels shown on the endorsed plans must not be altered or modified. Any alterations must be approved in writing by the Responsible Authority.

Ongoing Involvement of the Architect

4. As part of the ongoing consultant team SJB Architects must be retained to complete the design and provide architectural oversight of the delivery of the detailed design as shown in the endorsed plans during the construction unless with the prior written approval of the Responsible Authority.

Cameron/Church Street Intersection

5. Within six months of the development commencing, the design of the proposed works to the Cameron Street road reserve at the intersection with Church Street must be prepared by an independent and suitably qualified professional to the satisfaction of the Responsible Authority and in consultation with the Responsible Authority. The design must be submitted to and approved by the Responsible Authority. The design of the works must provide details of how the road reserve will be treat to enable:

   a) the creation of separate right turn and left turn exit lanes, while retaining a single entry lane;
   b) the removal of the two kerb extensions;
   c) reinstatement of road pavement;
   d) the re-setting of stones within the existing bluestone threshold treatment, demonstrating the threshold treatment is robust to accommodate vehicle loadings and repetitive movements, ensuring that stones are not dislodged;
   e) removal of street trees (as necessary);
   f) installation of no stopping (all times) restrictions on the south side of Cameron Street (including the loss of three on street car parking spaces) all between the subject sites access points and Church Street;
   g) removal of parking restrictions (as necessary); and
   h) and any other works required.

   Details must include, but are not to be limited to, all dimensions, existing reduced levels, proposed kerb levels, surface treatments, line marking, kerb, channel and footpath works, positions and details of all signs (existing and proposed), accurate locations of any stormwater pits and underground services.

6. Before any use commences on site and prior to the issue of a certificate of occupancy, all works associated with provision of the Cameron/Church Street intersection works as set out in condition 6 must be undertaken and completed at the cost of the permit holder to the satisfaction of the Responsible Authority.

Environmental Audit

7. Before the development commences, an Environmental Auditor be appointed under section 53S of the EP Act to undertake an Environmental Audit in accordance with the provisions of the EP Act, before the construction of the development authorised by this permit commences, the Environmental Auditor appointed under section 53S of the EP Act must undertake an Environmental Audit in accordance with the provisions of the EP Act and issue:

(a) ***a Certificate of Environmental Audit for the land in accordance with section 53Y of the EEP Act (Certificate); or***

(b) ***a Statement of Environmental Audit for the land in accordance with section 53Z of the EP Act (Statement),***

and the Certificate or Statement must be provided to the Responsible Authority.

8. If, pursuant to condition 7, a Statement is issued:

(a) ***the development authorised by this permit must not be undertaken unless the Statement clearly states that the land is suitable for the sensitive use for which the land is being developed;***

(b) ***the development authorised by this permit must not be undertaken until compliance is achieved with the terms and conditions that the Statement states must be complied with before the development commences (pre-commencement conditions)***

(c) ***before the construction of the development authorised by this permit commences, a letter prepared by the Environmental Auditor appointed under section 53S of the EP Act which states that the pre-commencement conditions have been complied with must be submitted to the responsible authority.***

(d) ***if any term or condition of the Statement requires any ongoing maintenance or monitoring, the owner of the land (or another person in anticipation of becoming the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 (Agreement). The Agreement must:***

(i) ***provide for the undertaking of the ongoing maintenance and monitoring as required by the Statement; and***

(ii) ***be executed before the sensitive use for which the land is being developed commences; and***

(e) ***the owner of the land, or other person in anticipation of becoming the owner, must pay all costs and expenses (including legal expenses) of, and incidental to, the Agreement (including those incurred by the Responsible Authority).***

9. Any ongoing groundwater management and abatement of groundwater contamination must be in accordance with all requirements of any Clean Up Notice issued by the Environment Protection Authority (EPA) under section 62A of the *Environment Protection Act* 1970, or any other relevant written notice or direction issued by the Environment Protection Authority, to the satisfaction of the Environment Protection Authority.

10. A copy of the site assessment, certificate of environmental audit and/or statement, and the complete audit report and audit area plan must be submitted to the Responsible Authority.

11. The use and/or development/buildings and works allowed by this permit must comply with the directions and conditions of any site assessment or statement of environmental audit issued for the land.

12. Prior to the occupation of dwellings and commencement of the childcare centre use a letter must be submitted to the Responsible Authority by an Environmental Auditor accredited with the EPA, to advise that all construction and remediation works necessary and required by a site assessment or an environmental audit or statement have been carried out.

13. Any handling and disposal of contaminated site soil must be in accordance with the requirements of any statement of environmental audit issued for the land, the requirements of the Environment Protection Authority and the *Environment Protection Act* 1970.

Acoustic Treatments

14. Before the development commences (excluding demolition and excavation), an updated acoustic report generally in accordance with the Watson Moss Growcott report dated December 2017 **and the Acoustic Logic report dated 9 July 2018** must be submitted to and approved by the Responsible Authority. Once approved, the acoustic report will be endorsed and will then form part of the permit. The report must be prepared by a suitably qualified acoustic engineer and include:
    (a) an assessment of how the requirements of State Environment Protection Policy N-1 and relevant Australian Standards will be met and must prescribe the form of acoustic treatment to:
        (i) protect all dwelling occupants from external noise sources from Bridge Road and Church Street including details of glazing types;
        (ii) protect dwelling occupants with a specific interface to commercial tenancies above, next to or below from associated commercial noise sources including but not limited to loading (including reversing beepers), waste collection, plant and equipment and gym;
        (iii) protect all dwelling occupants and nearby occupants from noise generated from the mechanical plant equipment and ventilation mechanisms installed or constructed as part of the development;
        (iv) protect all dwelling occupants and nearby occupants with a direct interface with the loading areas and car park; and

(v) protect all dwellings within Building A from noise generated from use of the bin chutes.

(b) details of acoustic treatment of the rooftop terrace fronting Bridge Road (westernmost above the second floor café) to limit noise emanating from the site to not exceed 48dB(A) when measure at the nearest residential dwelling at night time under the SEPP- N1 methodology;

(c) an assessment of how the requirements of State Environment Protection Policy N-2 and relevant Australian Standards will be met including music noise from gym, cafes/restaurant etc.;

(d) specific details of acoustic attenuation (not just preliminary recommendations), including but not limited to mechanical services equipment, the gym/yoga centre and the child care centre; and

(e) the façade of the Gym and yoga studio designed such that noise breakout from the facility will comply with the relevant noise limits at the nearest noise sensitive receivers (existing and future). (Noting that the Revision 10 design features the Gym and Yoga Studio entrance across the hall from the entry doors of apartments B-0-14 and B-0-13, therefore this may require an airlock to the Gym and Yoga Studio entry door.)

(f) **Include 42 Cameron Street into the assessment and review any interface issues between the fresh food truck store and dwellings DG.02, D.104 and D.203;**

(g) Address the modified loading area.

15. On the completion of any works required by the endorsed Acoustic report (condition 15) above and before the residential use commences, an updated acoustic report prepared by a suitably qualified acoustic consultant to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority demonstrating that the required level of noise attenuation has been achieved. The report must:

(a) confirm compliance with condition **14** of the permit; and

(b) provide measurement data taken from inside the dwellings of the development, demonstrating compliance with State Environment Protection Policy N-1 (indoor noise limits), however allowing internal noise measurements to be taken with openable external façade sections close.

16. The recommendations and any works contained in the approved acoustic reports pursuant to conditions **14 and 15** must be implemented and completed and where they are recommendations of an ongoing nature must be maintained all to the satisfaction of the Responsible Authority.

Environmentally Sustainable Design Principles

17. Before the plans are endorsed, an amended Environmentally Sustainable Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the report will then form part of this permit. The Report must be generally in accordance with the report ~~261 – 271 Bridge Road Sustainability Management Plan (September 2011)~~ **Sustainability Management Plan for Coles Richmond Plaza (April 2018)** prepared by Cundall but modified to address the following:

(a) **the apartment layout schematic plans prepared by SJB Architects dated 26 October 2018.**

(b) **An updated daylight modelling report reflective of the layout changes;**

(c) confirmation that door / window locks are to be provided to all balcony doors and windows so that they can be fixed/locked into position such that they can provide a secure opening for night purging;

(d) inclusion of a daylight modelling report that confirms that albeit the use of tinted glazing a daylight factor of at least 1.5 per cent is met for **75% of the** living areas across at least 80 per cent of dwellings;

(e) confirmation that the development will achieve at least 10 per cent or half a star (whichever is greater) above BCA minimum standards;

(f) details of insulation and sealing of penetrations between air-conditioned and unair-conditioned areas through the provision of seals to the loading dock area;
(g) incorporation where viable, solar boosted gas hot-water; and confirm the use of dimmable lighting systems;
(h) confirmation that a 100,000 litre water tank is sufficient to service watering of landscaping and flushing of retail tenancy toilets;
(i) confirmation the number and location of toilets that will be serviced by rainwater rather than mains water;
(j) natural ventilation to residential corridors, in consultation with the wind assessment required by condition **XX**;
(k) provision for future electric vehicle and bicycle charging points; and
(l) provision for all electric vehicle charging stations to be powered by Green power.

18. The dwellings must achieve a minimum average of 6.5 star rating under first rate (BCA standards).

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

Wind Assessment

20. The provisions, recommendations and requirements of the endorsed Wind Impact Assessment prepared by Vipac dated 10 April 2018 must be complied with and implemented to the satisfaction of the Responsible Authority.

Accessibility Plan

21. Before the plans are endorsed, an accessibility plan must be submitted to and approved by the Responsible Authority and must be generally in accordance with the access plan shown on page 88 of the **original** urban context report submitted with the application. Once approved, the accessibility plan will be endorsed and will then form part of the permit. The plan must show:

    (a) areas within the development that are proposed to have 24 hour access including but not limited to:

        (i) western laneway accessed from Bridge Road;
        (ii) part eastern laneway accessed from Bridge Road;
        (iii) public square accessed from Bank Street;
        (iv) existing lane extending south from Cameron Street;
        (v) civic space adjacent to Church Street;
        (vi) residential lobby adjacent to Church Street; and

    (b) areas within the development that are proposed to have access during the centre operating hours.

22. Unfettered public access at all times must be maintained through areas nominated under condition **21**(a).

Affordable Housing

23. Unless with the prior written consent of the Responsible Authority, provision of at least 13 apartments which meet the definition of 'affordable housing' to be managed by an accredited Housing Association. In the event that no agreement can be reached with a Housing Association, evidence of this must be submitted to the Responsible Authority for consideration.

Car and Bicycle Share

24. Before the development is occupied, a minimum of three car share vehicles and seven bicycle share facilities must be provided on the land. This must be by way of arrangement with a car share/bicycle share operator and/or the future Owners Corporation. The car share vehicles and the bicycle share facilities must be provided on the land for a minimum period of 10 years, to the satisfaction of the Responsible Authority. Any costs associated with ensuring on-going availability of the car share vehicles and the bicycle share facilities on the land must be borne by the Owners Corporation.

Green Travel Plan [GTP]

25. Prior to the occupation of the development, a Green Travel Plan prepared by a suitably qualified person to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the Plan will be endorsed and will then form part of the permit. The Plan must encourage the use of non-private vehicle transport modes by the occupiers of the land by addressing at a minimum:

    (a) **Updated to reflect the new bicycle space allocation**
    (b) the provision of a minimum three car share vehicles on site within close proximity to the vehicle entrance and located to the satisfaction of the Responsible Authority;
    (c) the provision of electric charging stations in locations to the satisfaction of the Responsible Authority;
    (d) describe the location in the context of alternative modes of transport;
    (e) the provision of real time passenger information displays for nearby stops within each residential lobby and outside the Church street kiosk;
    (f) employee / resident welcome packs (e.g. provision of Met Cards/Myki);
    (g) a designated 'manager' or 'champion' responsible for co-ordination and implementation;
    (h) details of bicycle parking and bicycle routes;
    (i) details of car share and bicycle share schemes (including any discounts for residents/tenants and electric car charging points);
    (j) details of GTP funding and management responsibilities; and
    (k) include provisions to be updated not less than every five years.

Developer Contribution

26. Prior to the commencement of the development, the permit holder must pay a bank guarantee to the value of $40,000 to the City of Yarra for future public transport improvements to Bridge Road and/or Church Street in the immediate vicinity of the site. The bank guarantee may be drawn down by Council and used for proposed works by either Yarra Trams, Department of Transport or VicRoads to carry out public transport improvements (e.g. increased tram capacity) in the immediate vicinity of the site along Bridge Road and/or Church Street, Richmond, in consultation with the permit holder. The bank guarantee will be returned to the permit holder if the transport improvement works are not commenced by the relevant authorities, prior to the occupation of the final stage of the development.

Loading General

27. Unless with the prior written consent of the Responsible Authority, no trucks greater than 12.5 metre Heavy Rigid Vehicles may deliver or collect goods/garbage to the commercial uses at any time.

Loading and Waste Management – Cameron Street Loading Dock

28. All loading and unloading for the supermarket (including all commercial garbage and recycling collection) must be carried out within the confines of the designated Cameron Street loading dock (Cameron Street).

29. All loading dock deliveries and commercial garbage and recycling collection must be to the satisfaction of the Responsible Authority. During all loading and unloading activities, truck/vehicle motors must be turned off.

30. All truck/vehicles using the Cameron Street loading dock must enter and exit the site in a forward motion.

31. All delivery and collection of goods at the Cameron Street loading dock associated with the supermarket are restricted to the following hours and number of deliveries:

Day	**Time Period**	**Maximum Number of Delivery Vehicles per 30 minutes**
All Days (Monday to Sunday)	7.00 am – 6.00 pm	2
All Days (Monday to Sunday)	6.00 pm – 10.00 pm	1
Weekday (Monday to Friday)	5.00 am – 7.00 am	2
Saturday	5.00 am – 7.00 am	1
Sunday	5.00 am – 7.00 am	No vehicles

32. No more than a maximum of 30 deliveries/collection of goods to occur from the Cameron Street loading dock per day.

Loading and Waste Management – Bank Street Loading Dock

33. Waste collection may only occur between the following times, unless with the prior written consent of the Responsible Authority:

    (a) 7.00 am and 8.00 pm Monday to Saturday;
    (b) 9.00 am and 8.00 pm Sunday

34. Commercial loading may only occur between 6.00 am and 10.00 pm, seven days, unless with the prior written consent of the Responsible Authority.

Loading and Waste Management – Church Street Loading Dock

35. Waste collection may only occur between the following times, unless with the prior written consent of the Responsible Authority:

    (a) 7.00 and 8.00 pm Monday to Saturday;
    (b) 9.00 am and 8.00 pm Sunday.

36. Commercial loading may only occur between 6.00 am and 10.00 pm, seven days, unless with the prior written consent of the Responsible Authority.

Transport Management Plan

37. Prior to the commencement of the development, a Transport Management Plan prepared by a suitably qualified professional to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Transport Management Plan will be endorsed and will then form part of the permit. The Transport Management Plan must address the following:

General

(a) **A review of directional line marking and control methods with the car park areas addressing safety for vehicle, bikes and pedestrians.**
(b) an internal signage plan distinguishing permanent parking areas (resident and commercial) from visitor parking areas, and car share programme parking areas, directional arrows and signage, information signs indicating location of disabled bays, small parking bays, bicycle parking, exits, restrictions, pay parking system etc.;
(c) management system of trolley bay area's to ensure appropriate measures are in place for collection and storage;
(d) security arrangements;
(e) location of all real time travel information signs to be installed within the development;
(f) right turn only between 10.00 pm – 7.00 am into Cameron Street from the site;

Car Parking

(g) residential car parking must be allocated such that 80% of all dwellings are allocated one car parking space. All two-bedroom dwellings must be provided with one on-site car parking space **and all three – bedroom dwellings must be provided with an average of 1.5 on site car parking spaces**. This allocation of car spaces may be varied with the written consent of the Responsible Authority;
(h) other car parking must be allocated as follows:
    (i) ~~32~~ **23** staff car parking spaces (shop, childcare, gym, yoga etc)
    (ii) ~~21~~ **40** office car parking spaces;
    (iii) ~~270~~ **237**retail/public car parking spaces (inclusive of staff):
        - including eight 'parking for parents with prams' spaces located in basement 1; and
        - three car share parking spaces located in basement 1;
        - **four spaces allocated to drop off - pick up for the childcare centre**
(i) a minimum of ~~23~~ **52** motorcycle parking bays;
(j) a minimum of three car spaces for car share programme in locations to the satisfaction of the Responsible Authority;
(k) management details of the car share programme provided;
(l) the proposed parking fee structure, including shopper incentives for short term parking and details of ticketing systems, including any requirements for boom gates etc;
(m) management of queuing at the entry and exit points of the car park during peak times to comply with Table 3.3 of the Australian Standards for Off - Street Car Parking AS/NZS2890.1 (2004);

Bicycle Spaces

(n) a minimum of ~~333~~ **410** on site bicycle parking spaces:
    (i) ~~199~~ **307** resident spaces;
    (ii) ~~134~~ **103** visitor spaces; and
    (iii) seven bike share spaces provided along the Church Street frontage;

(o) a mechanism to review the car parking and bicycle spaces to either re-allocate the spaces if demand warrants so, or provide more spaces if the opportunity arises. This may include future Owners Corporation review/input;
(p) management details of the bike share programme provided;

Loading and Deliveries and Waste

(q) no trucks greater than 12.5 metre Heavy Rigid Vehicles may deliver or collect goods/garbage to the commercial uses at any time;

(r) details regarding the management of loading and unloading of goods and materials for commercial and residential uses to the Bank Street loading area all in compliance with any other condition(s) of this permit;
(s) the provision of spotter to assist truck vehicles reversing into the loading/unloading (public square) area to Bank Street or any other measures to ensure public safety to the satisfaction of the Responsible Authority;
(t) management of separate pedestrian and loading bay areas in the Bank Street public square;
(u) confirmation commercial deliveries (except for supermarket) and loading will only occur within section of the public square in the land in plan of consolidation 105419 and how this will be managed; and
(v) details regarding the management of loading and unloading of goods and materials for the supermarket including frequency, times, truck sizes all in compliance with any other condition(s) of this permit.

38. Except with the further consent of the Responsible Authority, the management of the car park must, at all times, comply with the approved Transport Management Plan.

Car Parking, Crossovers and Footpaths

39. The area set aside for the parking of vehicles, together with the associated access lanes as delineated on the endorsed plan must:

(a) be provided and completed to the satisfaction of the Responsible Authority prior to the commencement of the development hereby permitted;
(b) thereafter be maintained to the satisfaction of the Responsible Authority;
(c) be made available for such use at all times and not used for any other purpose;
(d) be properly formed to such levels that it can be used in accordance with the endorsed plan; and
(e) be drained and sealed with an all weather seal coat

all to the satisfaction on the Responsible Authority.

40. Any redundant vehicle crossings must be broken out and reinstated with paving, kerb and channel of the surrounding area. The cost of these reinstatement works must be borne by the Permit Holder.

41. Any damaged road(s) and footpath(s) adjacent to the development site as a result of the development must be reinstated to the satisfaction of the Responsible Authority and at the expense of the Permit Holder.

42. Footpaths adjacent to the development site (along Bank Street, Cameron Street, Church Street and Bridge Road) must be reconstructed to the satisfaction of the Responsible Authority and at the expense of the Permit Holder.

43. All vehicle crossings must be constructed in accordance with City of Yarra Standard Drawings and Specifications;

44. The development's finished floor levels relative to the existing footpath and road levels must be such that pedestrian and vehicular access accord with the Australian/New Zealand Standard AS/NZS 2890.1:2004;

45. All existing kerb and channel, and road pavement surface levels should not be altered. Council may permit the adjustment of Building Line levels to provide access in accordance with AS/NZS 2890.1:2004;

46. **At no cost to Council, any in-ground parking sensors surrounding the subject site that are required to be removed as part of the works approved by this development must be removed and or relocated/reinstated in consultation with and to the satisfaction of the Responsible Authority.**

47. Before the development commences (excluding demolition and excavation), detailed design drawings must be prepared by a suitably qualified person and to the satisfaction of the Responsible Authority addressing all civil and road infrastructure works associated with the development. Once approved, the plans will be endorsed and will then form part of the permit. Before the development is completed, all works shown on the endorsed plans must be carried out and completed and at no cost and to the satisfaction of the Responsible Authority

Childcare Centre

48. Unless with the prior written consent of the Responsible Authority, no more than 40 places may be offered in the childcare centre at any time.

49. Unless with the prior written consent of the Responsible Authority, the childcare centre may only operate between 6.00 am to 6.00 pm Monday to Sunday.

Restricted Recreation Facility (Gym)

50. Unless with the prior written consent of the Responsible Authority, no more than 60 patrons and six staff may be present in the gym at any time.

51. Unless with the prior written consent of the Responsible Authority, the gym may only operate between:

    (a) 6.00 am to 10.00 pm Monday to Friday; and
    (b) 6.00 am to 10.00 pm Saturday and Sunday.

Restricted Recreation Facility (Yoga studio)

52. Unless with the prior written consent of the Responsible Authority, no more than 25 patrons and five staff may be present in the yoga studio at any time.

53. Unless with the prior written consent of the Responsible Authority, the yoga studio may only operate between:

    (a) 6.00 am to 10.00 pm Monday to Friday; and
    (b) 6.00 am to 10.00 pm Saturday and Sunday.

Bottle Shop

54. Unless with the prior written consent of the Responsible Authority, the sale of liquor hereby permitted may only be offered between 9.00 am – 11.00 pm Monday to Sunday.

55. During all hours in which the business is open to the public, entry must be made freely available to any authorised officer(s) of the responsible authority for the carrying out of any investigations associated with the sale of alcohol on the site.

56. During all operating hours of the use hereby authorised, there must be present on the site a person above the age of 18 years, who has been authorised by the occupier of the land and that person will be responsible for the good conduct of patrons arriving, using or leaving the land, (For the purposes of this permit, this person is known as "the Manager").

57. The Manager must be qualified in operating in accordance with the policies and guidelines prescribed by Liquor Licensing Victoria.

58. The Manager must at all times be authorised by the occupier of the premises to make statements and admissions on their behalf to any authorised officer of the Responsible Authority regarding the conduct of the premises for the use hereby authorised.

Operations Management Plan

59. Before any of the development is occupied, an Operations Management Plan prepared by an appropriately qualified person to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Operations Management Plan must address the following:

    (a) access arrangements to the tenancies;
    (b) internal signage;
    (c) security arrangements;
    (d) servicing arrangements; and
    (e) complaint resolution mechanisms.

Community Services Plan

60. Prior to the commencement of the uses herby permitted, a community services plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must address:

    (a) implementation and management of the plaza to enable the opportunity for community events to be coordinated between council and the centre free of charge each year, including display spaces etc.;
    (b) installation of real time information on public transport services and programs; and
    (c) that the centre will be invested with wireless technology to the public lanes and spaces ensuring these areas support local commerce and contemporary e-commerce, community information and social networking.

General Amenity

61. Alarms associated with the commercial premises must be directly connected to a security service and must not produce noise beyond the premises.

62. The amenity of the area, particularly the Yarra River Corridor, must not be detrimentally affected by the use or development, through:

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

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

64. Noise emanating from the development, including plant and other equipment, must comply with the State Environment Protection Policy N-1 to the satisfaction of the Responsible Authority.

65. Noise emanating from the commercial uses within the development must comply with the permissible noise levels for entertainment noise as specified in the State Environment Protection Policy (Control of Music Noise from Public Premises) No. N2.

Landscaping

66. Before the occupation of the development, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.

67. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority including that any dead or diseased or damaged plants are to be replaced.

68. Prior to commencement of the development the permit holder must make a one off contribution of a maximum of $6,000 to the Responsible Authority to be used for street tree plantings to Hull Street.

69. Before the development commences, the permit holder must make a one off contribution of $3220.00 (excluding GST) to the Responsible Authority to be use for 2 new street tree plantings along Cameron and Bank Streets that are required as a result of the development.

70. Before construction works start, a landscaping bond or bank guarantee of no less than 5% of the total landscaping value must be paid to the responsible authority. This bond will be returned in full no later than six months after the satisfactory completion of these works and subject to an inspection by the Responsible Authority.

Lighting

71. The development must be provided with external lighting capable of illuminating access to each car parking spaces, storage, rubbish bin, recycling bin, pedestrian walkways, stairwells, lift, dwelling entrances and entry foyer. Lighting must be located, directed, shielded and of limited intensity so that no nuisance or loss of amenity is caused to any person within and beyond the site, to the satisfaction of the Responsible Authority.

General

72. Privacy screens as required in accordance with the endorsed plans must be installed prior to occupation of the building to the satisfaction of the Responsible Authority and maintained to the satisfaction of the Responsible Authority thereafter.

73. All new on boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

74. All piping and ducting, other than for drainage above the ground floor storey of the building must be concealed.

Waste Management

75. **The provisions, recommendations and requirements of the endorsed Waste Management Plan prepared by Leigh Design dated 3 August 2018 must be complied with and implemented to the satisfaction of the Responsible Authority.**

76. The collection of all waste must be in accordance with the approved Waste Management Plan. Rubbish, including bottles and packaging material, must at all times be stored within the building and screened from external view and be managed to the satisfaction of the Responsible Authority in accordance with the approved Waste Management Plan.

77. All commercial waste must be collected via a private collection service to the satisfaction of the Responsible Authority.

Construction Management Plan

78. Before any 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 as evidence of its approval. The plan must provide for or include the following:

    (a) a pre-conditions survey (dilapidation report) of the subject site and all adjacent Council roads frontages and nearby road infrastructure;
    (b) protection works necessary to road and other infrastructure (limited to an area reasonably proximate to the site);
    (c) remediation of any damage to road and other infrastructure (limited to an area reasonably proximate to the site);
    (d) containment of dust, dirt and mud within the site and method and frequency of clean up procedures in the event of build up of matter outside the site;
    (e) on site facilities for vehicle washing;
    (f) 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 that the activities on-site pose including but not limited to: contaminated soil, materials and waste, dust, stormwater contamination from run-off and wash-waters, sediment from the site on roads, washing of concrete trucks and other vehicles and machinery, spillage from refuelling cranes and other vehicles and machinery;
    (i) construction program;
    (j) preferred arrangements for trucks delivering to the site including delivery and unloading points and expected frequency;
    (k) parking facilities for construction workers;
    (l) measures to ensure that sub-contractors/tradespersons operate 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, to the satisfaction of the Responsible Authority. In this regard, consideration (amongst other matters) may be given to:

        (i) using lower noise work practice and equipment;
        (ii) the suitability of the site for the use of an electric crane;
        (iii) silencing all mechanical plant by the best practical means using current technology; and
        (iv) fitting all pneumatic tools operated near a residential area with an effective silencer on their air exhaust port;

    (q) confirm the location of the Council drain within the laneway running adjacent to properties fronting Bank Street and ensure that the drain is protected and be made accessible to Council work works in times of maintenance or emergency; and
    (r) screening measures to prevent overlooking into 267 Bridge Road during construction.

79. During the construction, the following must occur:

(a) any stormwater discharged into the stormwater drainage system to comply with EPA guidelines;
(b) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the premises enters the stormwater drainage system;
(c) vehicle borne material must not accumulate on the roads abutting the site;
(d) the cleaning of machinery and equipment must take place on site and not on adjacent footpaths or roads;
(e) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly; and
(f) all site operations must comply with the EPA Publication TG302/92.

80. The development once commenced, must be completed to the satisfaction of the Responsible Authority.

Transport for Victoria Condition (81 to 82)

81. The permit holder must take all reasonable steps to ensure that disruption to tram operation along Bridge Road and Church Street is kept to a minimum during the construction of the development. Forseen disruptions to tram operations during construction and mitigation measures must be communicated to Yarra Trams and Public Transport Victoria thrity-five days (35) prior.

82. The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Public Transport Victoria at the full cost of the permit holder.

VicRoads Conditions (83 – 85)

83. In the event that the Roads Corporation requires the land affected by the Public Acquisition Overlay – Schedule 1 (PAO1), VicRoads will advise the landowner in writing. Upon receiving this notice, the owner must remove, from the land affected by the overlay, all use and development permitted by this planning permit to the satisfaction of VicRoads and the Responsible Authority. The cost associated with removing the use and development from the land affected by the PAO1 is to be borne by the owner of the land.

84. No compensation is payable under part 5 of the *Planning and Environment Act* 1987 in respect of anything done under this permit.

85. **Construction plans for the buildings and works proposed within the areas affected by the PAO1 must be submitted to and approved by VicRoads prior to the commencement of any works on site. The plans must demonstrate that the buildings and works proposed within the PAO1 areas may be removed by the owners of the building at a time as required by VicRoads.**

Expiry

86. This permit will expire is one of the following circumstances applies:
(a) the development is not started within three (3) years of the date of this permit;
(b) the development is not completed within seven (7) years of the date of this permit;
(c) the uses are not commenced within seven (7) years of the date of this permit.
The Responsible Authority may approve extensions to these time limits if requests are made before the permit expires or within three (3) months afterwards.

NOTE: A building permit maybe required before development is commenced. Please contact Council's Building Department on PH 9205 5351 to confirm.

NOTE: In accordance with the Yarra Planning Scheme, a 4.5 per cent public open space contribution may apply in the event of the subdivision of the land.

NOTE: The design and construction of the vehicle crossing must also satisfy the requirements of Council's Community Amenity unit's Vehicular Access into Properties (Info Sheet and Application Form) before a vehicle crossing permit can be issued.

NOTE: The Permit Holder must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the *Building Regulations* 2006 from Yarra Building Services Unit.

NOTE: 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), to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 610.

NOTE: 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.

NOTE: The Permit Holder is required to identify any overflow paths surrounding the site and ensure that they are not obstructed. Please contact Council's Engineering Services Unit on 9205 5555 to discuss.

NOTE: The site must be drained to the legal point of discharge to the satisfaction of the Responsible Authority.

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

NOTE: A copy of this permit and the endorsed plan (and any subsequent variation) must form part of the document to any Contract of Sale or Lease for any part of the site after the date of the permit.

NOTE: The southern part of the site is subject to a Heritage Overlay pursuant to the Yarra Planning Scheme. Unless hereby approved, a planning permit may be required for any demolition, re-painting or other external alterations, sandblasting, exterior works including the installation of external air conditioning units, solar panels, and any other heating/cooling units) to an existing building or buildings, construction of a building or fence, changes to the natural topography of the land or the subdivision or consolidation of land.

NOTE: The food premises are required to comply with health and food safety regulations before commencing operation. Please contact Council's Public Health Unit on 9205 5166.

NOTE: The proposal includes construction over a carriageway easement. As easements are not strictly planning matters in this regard, the Permit Holder is required to consider this obligation.

NOTE: Permission is required from Council's Parking Services Unit to remove on-street parking spaces and/or modify parking restrictions.

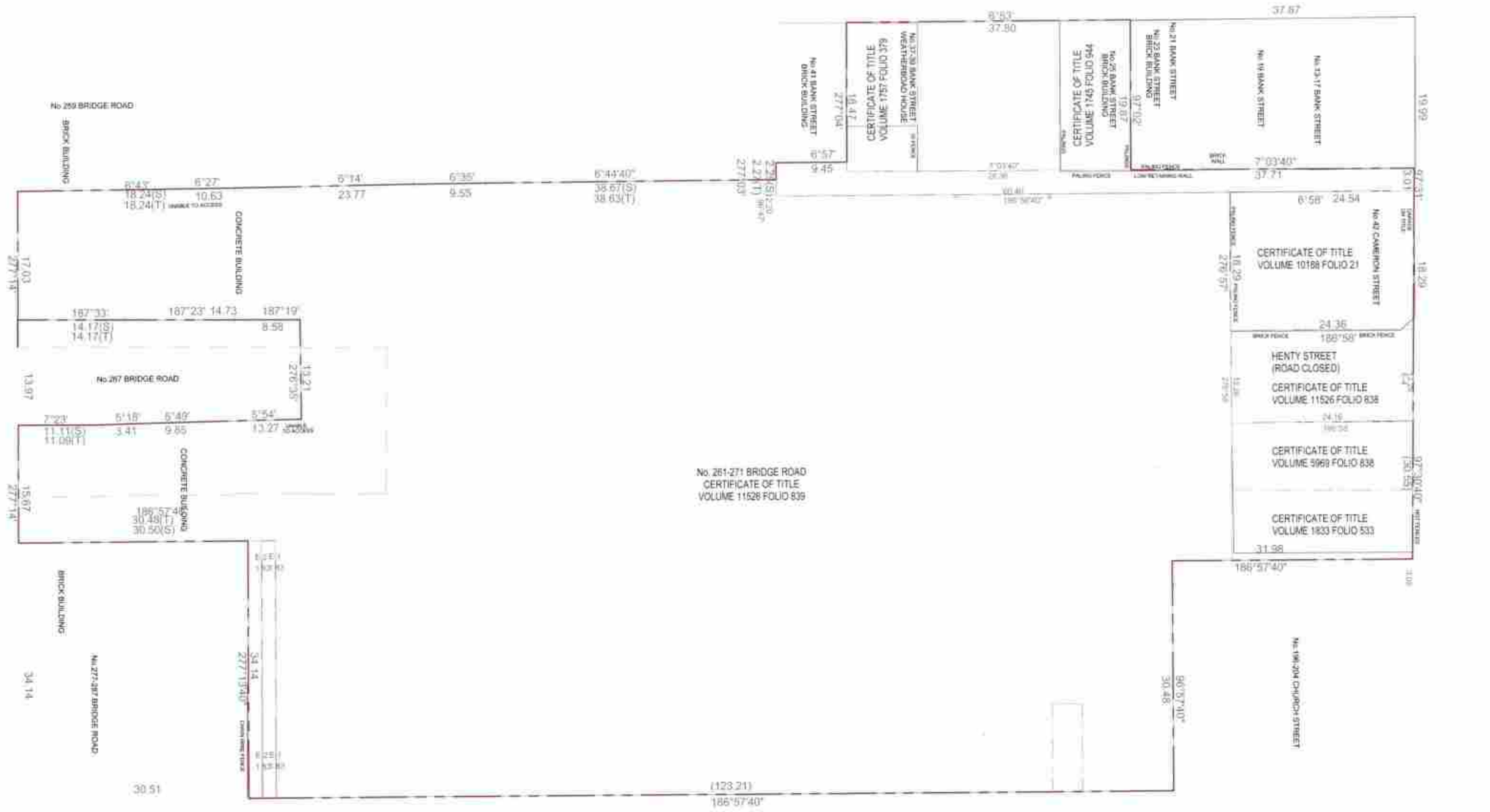
VicRoads NOTE: Separate consent may be required from VicRoads (the Roads Corporation) under the Road Management Act 2004 for buildings and works (i.e. canopies and architectural features/ projections) undertaken outside the title boundary within a Road Zone Category 1 (i.e. Church Street and Bridge Road). Please contact VicRoads prior to commencing any works.

CONTACT OFFICER: **Mary Osman**
TITLE: **Manager Statutory Planning**

TEL: **9205 5300**

Attachments

1 PLN11/0834.02- 271 Bridge Road, 224, 230 & 238 Church Street, 46 Cameron Street, 25 & 37 - 39 Bank Street Richmond - Advertising S52 - Plans
2 PLN11/0834.02- Supplementary Plans
3 Coles Richmond Plaza Referral - PLN11/0834-02
4 PLN11/0834.02- Existing Planning Permit
5 PLN11/0834.02- Existing Endorsed Plans



North Point

Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
5	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
6	10.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
TITLE PLAN

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-00	6

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CITY PRESERVE

RECREATION PRESERVE

CAMERON STREET

EXISTING RETAIL

BANK STREET

HULL STREET

WAREHOUSE

COLES RICHMOND PLAZA - STAGE 1
261-271 BRIDGE ROAD, RICHMOND

CHURCH STREET

PARKING

POLICE STATION

BOWLING GREENS

MCDONALDS

BOSISTO STREET

EXISTING SHOP

EXISTING SHOP

EXISTING BUILDING ANZ

BRIDGE ROAD

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Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
6	29.11.17	SECTION 72 COMMERCIAL CHANGES	JM	NM
7	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
LOCATION PLAN

Date	Scale	Sheet Size
	1 : 1000	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-01**	**7**

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BANK STREET

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

LANE

LANE

LANE

EXISTING BUILDINGS TO BE DEMOLISHED

EXISTING BUILDINGS TO BE DEMOLISHED

EXISTING BUILDINGS TO BE DEMOLISHED

SUPERMARKET

SUPERMARKET BACK OF HOUSE

RAMP

MULTI LEVEL CARPARK

HENRY STREET

CONCRETE CARPARKING

EXISTING LANE

42 CAMERON STREET APARTMENT BLOCK

CONCRETE BLOCK BUILDING

CONCRETE BLOCK BUILDING

WEATHER BOARD HOUSE

CONCRETE CARPARKING

BRICK HOUSE

EXISTING SUPERMARKET PARKING AREA TO BE REMOVED

EXISTING CONCRETE BLOCK BUILDING TO BE DEMOLISHED

EXISTING SHOP

EXISTING CONCRETE BLOCK BUILDING TO BE DEMOLISHED

EXISTING CONCRETE BLOCK BUILDING TO BE DEMOLISHED

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Client Name & Logo
COLES PROPERTY GROUP

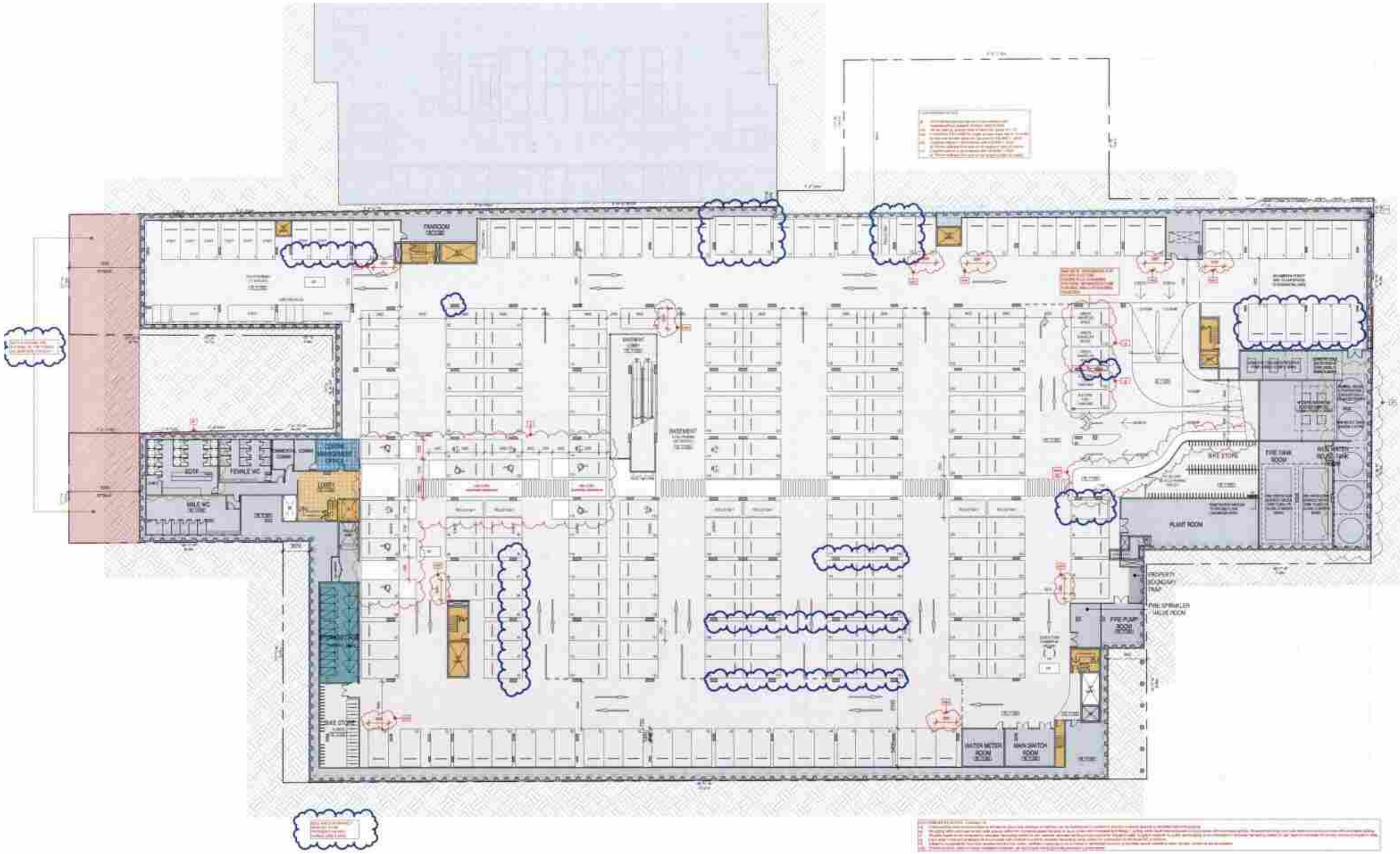
Rev.	Date	Revision	By	Chk
3	28.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
4	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
5	27.06.18	RESPONSE TO COUNCIL S.57	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
DEMOLITION PLAN (ppp)

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-02	5

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COLES PROPERTY GROUP

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9	29.11.17	SECTION 72 COMMERCIAL CHANGES	JT	NM
10	18.06.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	MA

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - BASEMENT

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-03**	**11**

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BANK STREET

CAMERON STREET

BRIDGE ROAD

CHURCH STREET

EXISTING SHOP

EXISTING BUILDING

LIQUOR STORE

COLES SUPERMARKET

SUPERMARKET LOADING

EXISTING RETAIL

NEW SUBSTATION SWITCH ROOM

TRADE-OUT

EXISTING LANE

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Client Name & Logo

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Rev.	Date	Revision	By	Chk.
10	26.11.17	SECTION 72 COMMERCIAL CHANGES	JT	NM
11	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
12	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project

COLES RICHMOND PLAZA

261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing

PLAN - PODIUM GROUND FLOOR

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-04	12

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BANK STREET

2 UPPER GROUND FLOOR

2
TP-05

CAMERON STREET

BRIDGE ROAD

CHURCH STREET

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Client Name & Logo
COLES PROPERTY GROUP

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9	29.11.17	SECTION 72 COMMERCIAL CHANGES	JT	NM
10	18.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	21.06.18	RESPONSE TO COUNCIL S.50	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - PODIUM LEVEL 01

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-05	11

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BANK STREET

CAMERON STREET

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Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
10	29.11.17	SECTION 72 COMMERCIAL CHANGES	JC	NM
11	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
12	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - PODIUM LEVEL 02

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-06**	**12**

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BANK STREET

CAMERON STREET

BRIDGE ROAD

CHURCH STREET



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Client Name & Logo

COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
I	29.11.17	SECTION 72 COMMERCIAL CHANGES	JF	NM
H	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
G	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project

COLES RICHMOND PLAZA

261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing

PLAN - RESIDENTIAL LEVEL 03

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-07**	**12**

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BANK STREET

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BRIDGE ROAD

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COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
9	20.11.17	SECTION 72 COMMERCIAL CHANGES	JC	NM
10	27.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project

COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing

PLAN - RESIDENTIAL LEVEL 04

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-08**	**11**

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BANK STREET

CAMERON STREET

BRIDGE ROAD

CHURCH STREET



North Point	Client Name & Logo	Rev. Date	Revision	By Chk.
	COLES PROPERTY GROUP	B 28.11.17	SECTION 72 COMMERCIAL CHANGES	JZ NM
	coles	C 27.04.18	SECTION 72 RESIDENTIAL CHANGES	JM NM
		D 27.06.18	RESPONSE TO COUNCIL RFI	JM NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 05

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-09**	**11**

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BANK STREET

CAMERON STREET

BRIDGE ROAD

CHURCH STREET

LEVEL 5 ROOF TERRACE BELOW

LT ROOF TERRACE BELOW

BUILDING 5

BUILDING 6

BUILDING 7

BUILDING 8

BUILDING 9

BUILDING 10

BUILDING 11

BUILDING 12

BUILDING 13

BUILDING 14

BUILDING 15

BUILDING 16

BUILDING 17

BUILDING 18

BUILDING 19

BUILDING 20

BUILDING 21

BUILDING 22

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6/07/2018 3:56:05 PM

North Point

Client Name & Logo

COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
9	25.11.17	SECTION 72 COMMERCIAL CHANGES	JF	NM
10	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project

COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing

PLAN - RESIDENTIAL LEVEL 06

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-10**	**11**

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BRIDGE ROAD

CHURCH STREET

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Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
9	28.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
10	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 07

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-11**	**11**

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The Builder Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

6/07/2018 2:48:10 PM

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Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
B	29.11.17	SECTION 72 COMMERCIAL CHANGES	JC	RH
C	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 08

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-12**	**11**

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6/07/2018 2:58:54 PM

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Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
A	29.11.17	SECTION 72 COMMERCIAL CHANGES	JC	NM
B	18.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
C	21.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 09

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-13**	**11**

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BUILDING A

BUILDING B

BUILDING C

BUILDING D

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07/07/2019 3:59:04 PM

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Client Name & Logo

COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
9	25.11.17	SECTION 72 COMMERCIAL CHANGES	JC	MM
10	15.04.18	SECTION 73 RESIDENTIAL CHANGES	JC	MM
11	27.06.19	RESPONSE TO COUNCIL RFI	JC	MM

Project

COLES RICHMOND PLAZA

261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing

PLAN - RESIDENTIAL LEVEL 10

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-14	11

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BANK STREET

CAMERON STREET

BRIDGE ROAD

CHURCH STREET

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ROOF TERRACE BELOW

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Client Name & Logo

COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
9	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	TBP
10	18.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project

COLES RICHMOND PLAZA

261-271 BRIDGE ROAD, RICHMOND, 3121

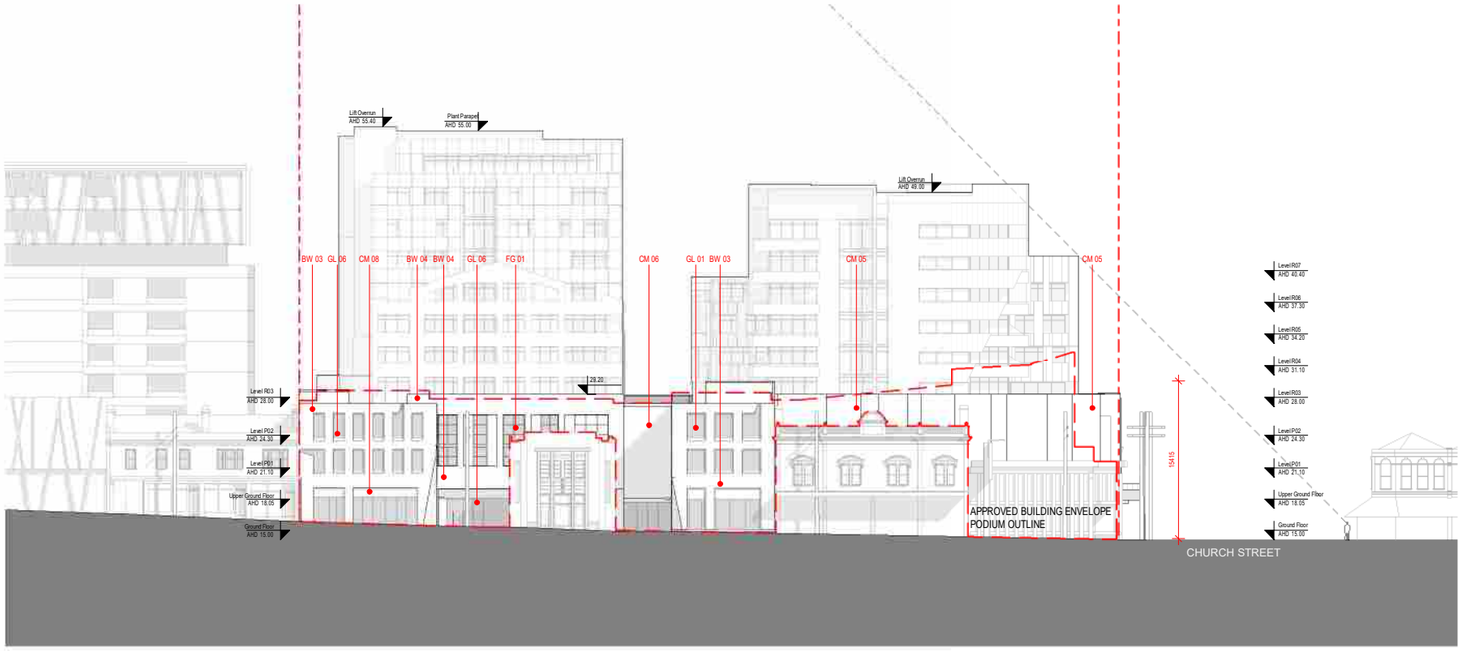
Drawing

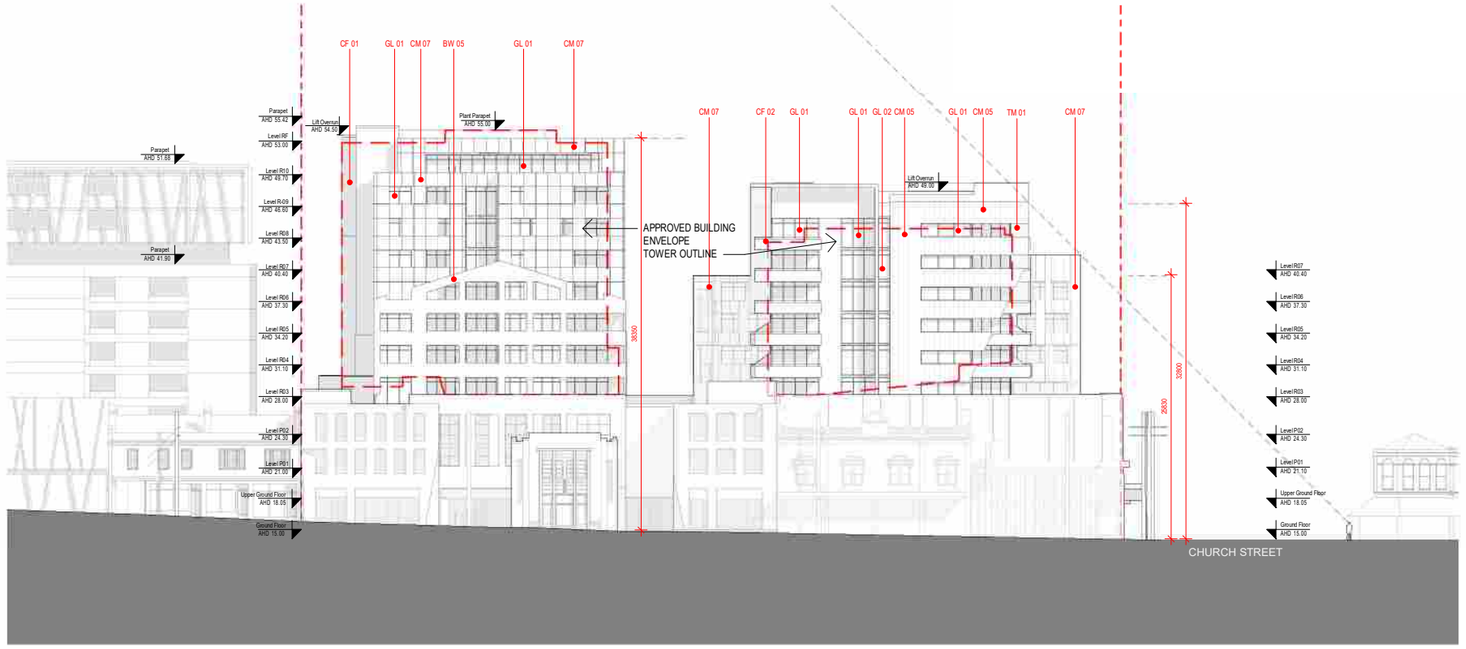
PLAN - RESIDENTIAL LEVEL ROOF

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-15**	**11**

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01 SOUTH ELEVATION - BRIDGE ROAD

LEGEND

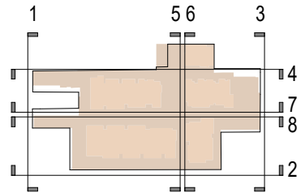
AF 01 - TEXTURED RENDER WHITE
AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 4
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE RELIEF - PATTERN 1
CF 03 - CONCRETE RELIEF - PATTERN 2

CM 01 - ALUMINIUM CLADDING - COLOR 1
CM 02 - ALUMINIUM CLADDING - COLOR 2
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 04 - ALUMINIUM CLADDING - COLOR 4
CM 05 - ALUMINIUM CLADDING - COLOR 5
CM 06 - ALUMINIUM CLADDING - COLOR 6
CM 07 - ALUMINIUM CLADDING - COLOR 7

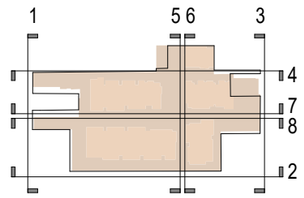
CT 01 - TIMBER LOUVRE VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK BLACK
GL 05 - GLAZING COLORBACK GREY
LV 01 - ALUMINIUM LOUVRE BLACK

PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
PS2 - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL

aa(ii) ALL GROUND FLOOR INTERFACES TO BE TREATED WITH GRAFFITI RESISTANT PERMANENT [NON-SACRIFICIAL] COATING SUCH AS DULUX DURETHANE® CLEAR, IN MATT OR HIGH GLOSS FINISH.



01 SOUTH ELEVATION - BRIDGE ROAD



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19/07/2018 9:43:18 AM

Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
11	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
12	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
13	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
SOUTH ELEVATION - BRIDGE ROAD (hhh)

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-20**	**13**

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LEGEND

AF 01 - TEXTURED RENDER WHITE
AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 5
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE RELIEF - PATTERN 1
CF 03 - CONCRETE RELIEF - PATTERN 2

CM 01 - ALUMINIUM CLADDING - COLOR 1
CM 02 - ALUMINIUM CLADDING - COLOR 2
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 04 - ALUMINIUM CLADDING - COLOR 4
CM 05 - ALUMINIUM CLADDING - COLOR 5
CM 06 - ALUMINIUM CLADDING - COLOR 6
CM 07 - ALUMINIUM CLADDING - COLOR 7

CT 01 - TIMBER LOUVRE VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK BLACK
GL 05 - GLAZING COLORBACK GREY
LV 01 - ALUMINIUM LOUVRE BLACK

PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
PS2 - PRIVACY SCREEN - PEARL GREY ALUMINUM COMPOSITE PANEL

ALL GROUND FLOOR INTERFACES TO BE TREATED WITH GRAFFITI RESISTANT PERMANENT [NON-SACRIFICIAL] COATING SUCH AS DULUX DURETHANE® CLEAR, IN MATT OR HIGH GLOSS FINISH.

aa(ii)

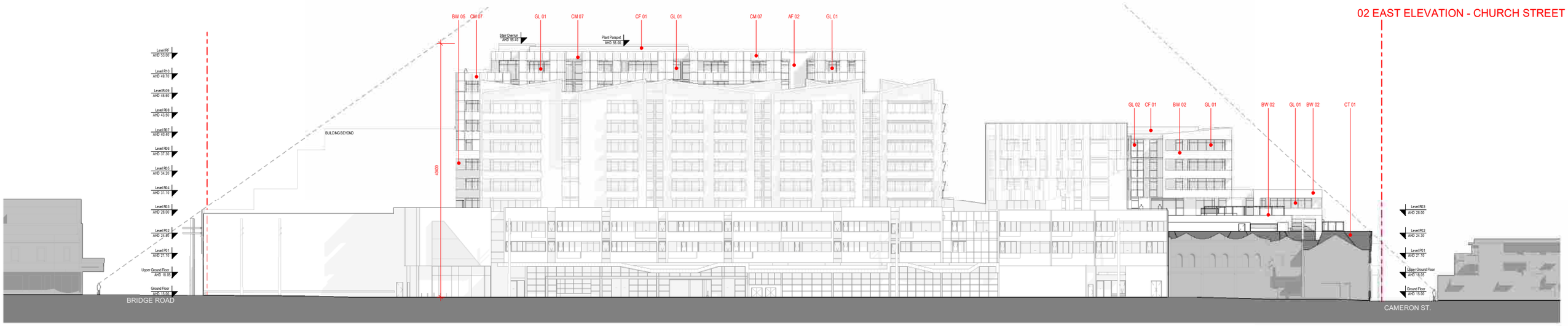
02 EAST ELEVATION - CHURCH STREET



02 EAST ELEVATION - CHURCH STREET



02 EAST ELEVATION - CHURCH STREET



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18/07/2018 5:39:35 PM

Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
11	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
12	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
13	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
EAST ELEVATION - CHURCH STREET -(hhh)

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-21**	**13**

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LEGEND

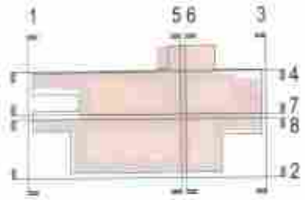
AF 01 - TEXTURED RENDER WHITE
AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 4
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE RELIEF - PATTERN 1
CF 03 - CONCRETE RELIEF - PATTERN 2

CM 01 - ALUMINIUM CLADDING - COLOR 1
CM 02 - ALUMINIUM CLADDING - COLOR 2
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 04 - ALUMINIUM CLADDING - COLOR 4
CM 05 - ALUMINIUM CLADDING - COLOR 5
CM 06 - ALUMINIUM CLADDING - COLOR 6
CM 07 - ALUMINIUM CLADDING - COLOR 7

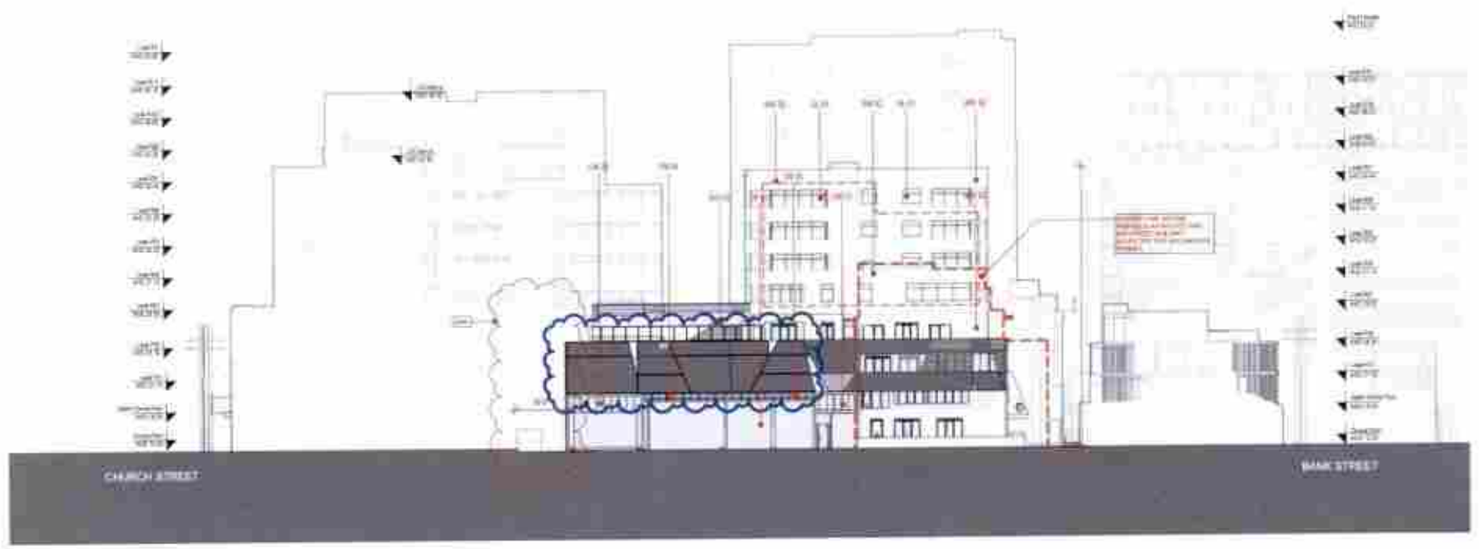
CT 01 - TIMBER LOURS -VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK BLACK
GL 05 - GLAZING COLORBACK GREY
LV 01 - ALUMINIUM LOUVRE BLACK

PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
PS2 - PRIVACY SCREEN - PEARLGREY ALUMINIUM COMPOSITE PANEL

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RESISTANT PERMANENT (NON SACRIFICIAL) COATING SUCH AS DULUX
DURETHANE CLEAR 2K MATT OR HIGH GLOSS FINISH

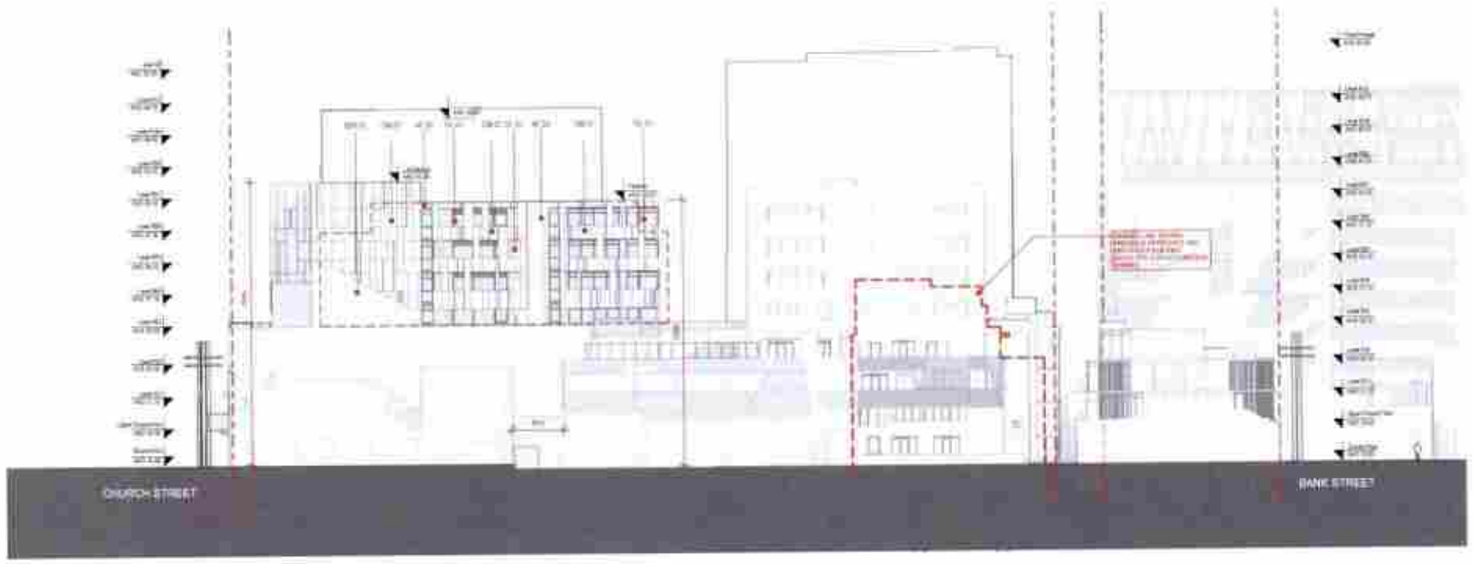


03 NORTH ELEVATION - CAMERON STREET



03 NORTH ELEVATION - CAMERON STREET





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Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
11	29.11.17	SECTION 72 COMMERCIAL CHANGES	JM	NM
12	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
13	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
NORTH ELEVATION - CAMERON STREET - (hhh)

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-22**	**13**

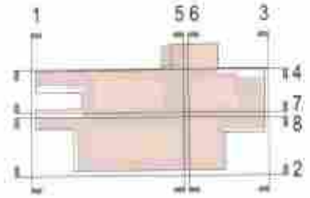
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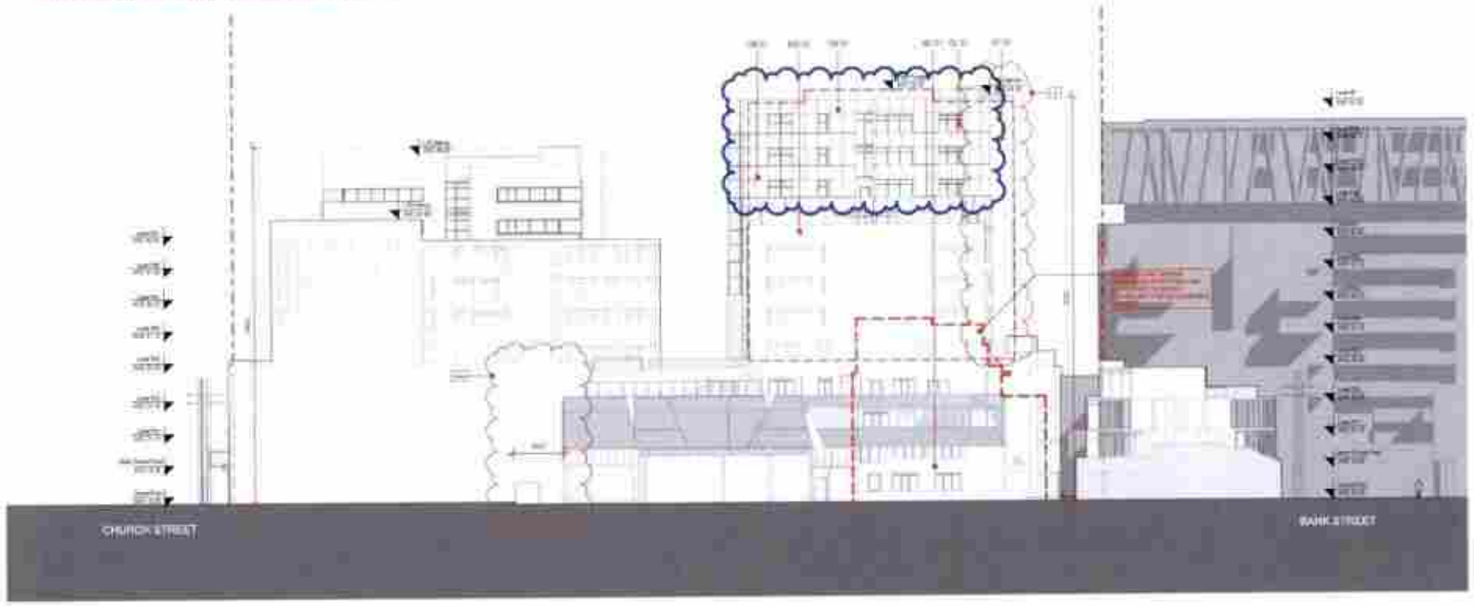
LEGEND

AF 01 - TEXTURED RENDER WHITE	CW 03 - ALUMINUM CLADDING - COLOR 3
AF 02 - TEXTURED RENDER GREY	CW 04 - ALUMINUM CLADDING - COLOR 4
AF 03 - TEXTURED RENDER CHARCOAL	CW 05 - ALUMINUM CLADDING - COLOR 5
BW 01 - BRICKWORK COLOR 1	CW 06 - ALUMINUM CLADDING - COLOR 6
BW 02 - BRICKWORK COLOR 2	CW 07 - ALUMINUM CLADDING - COLOR 7
BW 03 - BRICKWORK COLOR 3	
BW 04 - BRICKWORK COLOR 4	CT 01 - TIMBER LOUVRE VERTICAL
BW 05 - BRICKWORK COLOR 5	CT 02 - TIMBER LOUVRE HORIZONTAL
BW 06 - BRICKWORK COLOR 6	GL 01 - GLAZING CLEAR
BW 07 - BRICKWORK COLOR 7	GL 02 - GLAZING GREY
CF 01 - CONCRETE GREY	GL 03 - GLAZING TRANSLUCENT
CF 02 - CONCRETE RELIEF / PATTERN 1	GL 04 - GLAZING COLORBACK BLACK
CF 03 - CONCRETE RELIEF / PATTERN 2	GL 05 - GLAZING COLORBACK GREY
	LV 01 - ALUMINUM LOUVRE BLACK
CW 01 - ALUMINUM CLADDING - COLOR 1	
CW 02 - ALUMINUM CLADDING - COLOR 2	PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
CW 03 - ALUMINUM CLADDING - COLOR 3	PS2 - PRIVACY SCREEN - PEARL GREY ALUMINUM COMPOSITE PANEL

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03 NORTH ELEVATION - CAMERON STREET



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8/7/2018 4:06:06 PM

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Rev.	Date	Revision	By	Chk.
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12	15.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
13	27.06.18	RESPONSE TO COUNCILS RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
NORTH ELEVATION - CAMERON STREET
-(hhh)

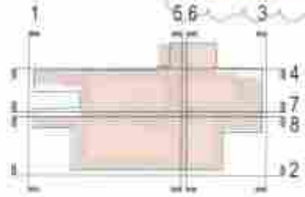
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Job No.	Drawing No.	Revision
20755	**TP-23**	**13**

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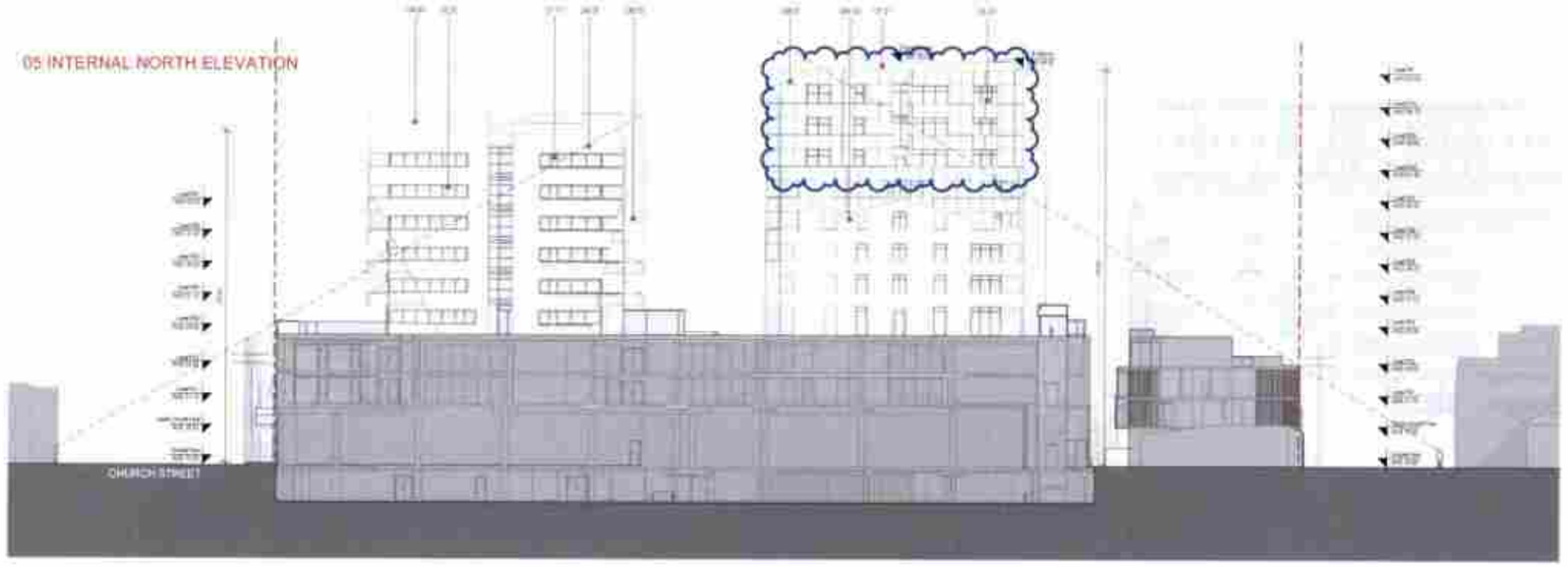
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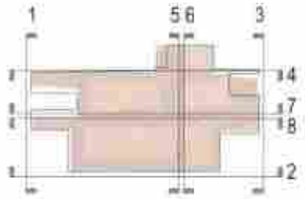
AF 01 - TEXTURED RENDER WHITE	CM 04 - ALUMINUM CLADDING - COLOR 4
AF 02 - TEXTURED RENDER GREY	CM 05 - ALUMINUM CLADDING - COLOR 5
AF 03 - TEXTURED RENDER CHARCOAL	CM 06 - ALUMINUM CLADDING - COLOR 6
BW 01 - BRICKWORK COLOR 1	CM 07 - ALUMINUM CLADDING - COLOR 7
BW 02 - BRICKWORK COLOR 2	
BW 03 - BRICKWORK COLOR 3	CT 01 - TIMBER LOURE VERTICAL
BW 04 - BRICKWORK COLOR 4	CT 02 - TIMBER LOURE HORIZONTAL
BW 05 - BRICKWORK COLOR 5	GL 01 - GLAZING CLEAR
BW 06 - BRICKWORK COLOR 6	GL 02 - GLAZING GREY
BW 07 - BRICKWORK COLOR 7	GL 03 - GLAZING TRANSLUCENT
CF 01 - CONCRETE GREY	GL 04 - GLAZING COLORBACK BLACK
CF 02 - CONCRETE REUSE - PATTERN 1	GL 05 - GLAZING COLORBACK GREY
CF 03 - CONCRETE REUSE - PATTERN 2	LV 01 - ALUMINIUM LOUVRE BLACK
CM 01 - ALUMINUM CLADDING - COLOR 1	PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
CM 02 - ALUMINUM CLADDING - COLOR 2	PS2 - PRIVACY SCREEN - PEARL GREY ALUMINUM COMPOSITE PANEL
CM 03 - ALUMINUM CLADDING - COLOR 3	

ALL GROUND FLOOR WINDOWS TO BE TREATED WITH GRAFFITI RESISTANT PERMANENT (NON SACRIFICIAL) COATING SUCH AS DELTA SUPERTAINER CLEAR, MARKET OR MEA EQUIVALENT

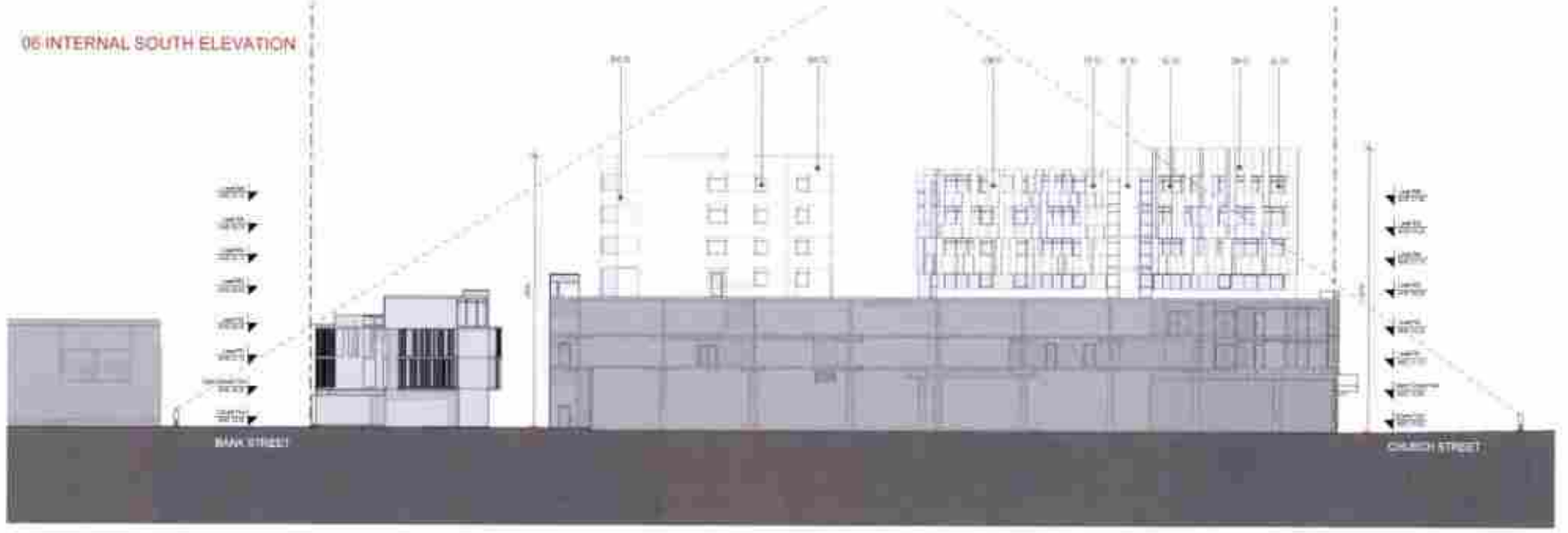


05 INTERNAL NORTH ELEVATION





06 INTERNAL SOUTH ELEVATION



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Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
9	29.11.17	SECTION 72 COMMERCIAL CHANGES	JC	NM
10	16.04.19	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	27.06.19	RESPONSE TO COUNCIL S 57	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

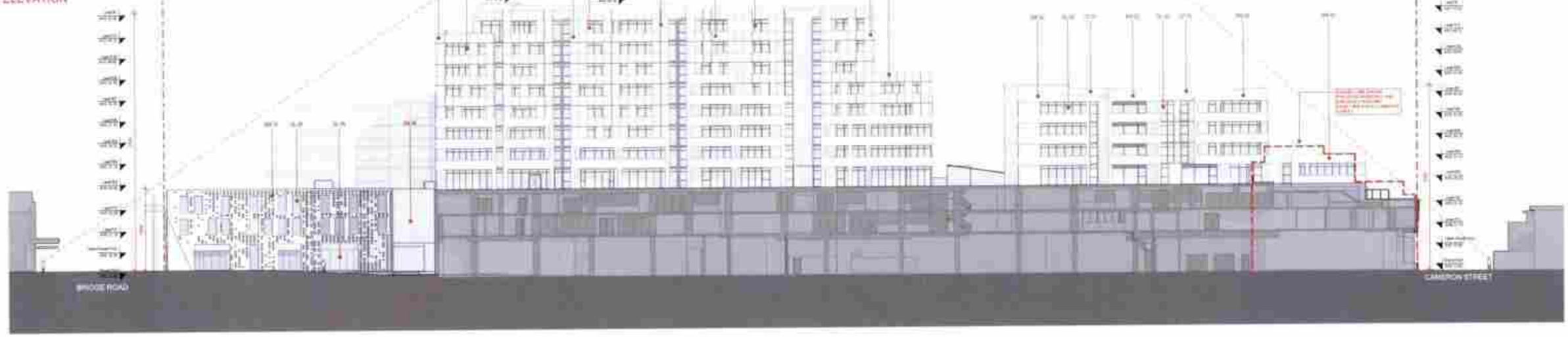
Drawing
NORTH & SOUTH ELEVATIONS - INTERNAL
-(hhh)

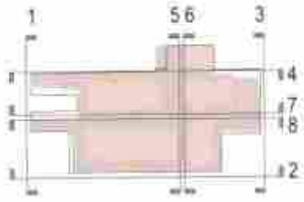
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	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-25**	**11**

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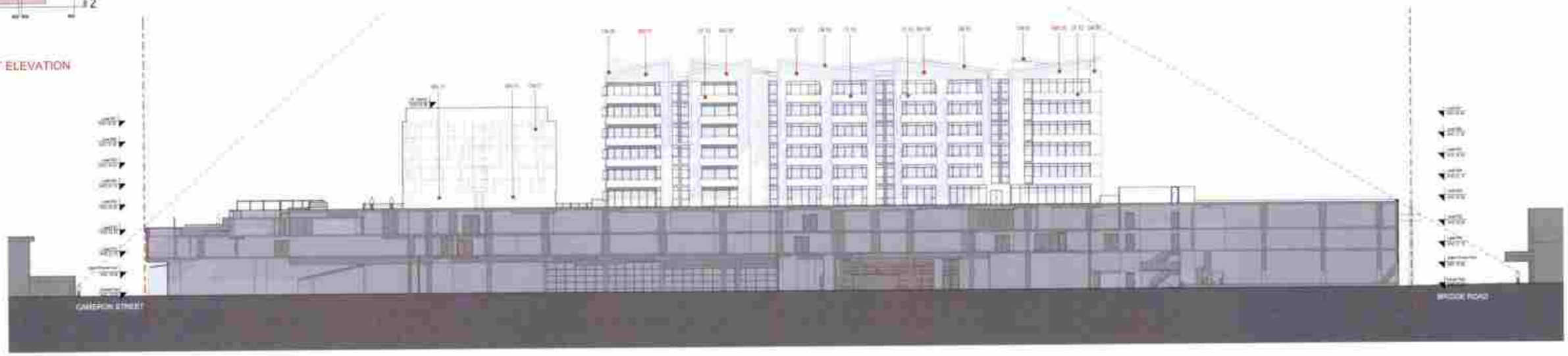
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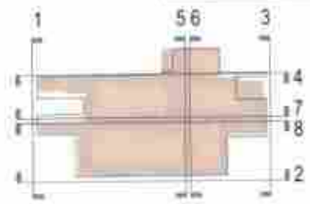
07 INTERNAL EAST ELEVATION





08 INTERNAL WEST ELEVATION





LEGEND

AF 01 - TEXTURED RENDER WHITE	CF 01 - CONCRETE GREY	CT 01 - SHIPLAP TIMBER CLADDING BLACKBUTT	PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
AF 02 - TEXTURED RENDER GREY	CF 02 - CONCRETE RELIEF - PATTERN 1	CT 02 - TIMBER LOUVRE VERTICAL	PS2 - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL
AF 03 - TEXTURED RENDER CHARCOAL	CF 03 - CONCRETE RELIEF - PATTERN 2	CT 03 - TIMBER LOUVRE HORIZONTAL	
BW 01 - BRICKWORK COLOR 1	CM 01 - ALUMINIUM CLADDING - COLOR 1	GL 01 - GLAZING CLEAR	
BW 02 - BRICKWORK COLOR 2	CM 02 - ALUMINIUM CLADDING - COLOR 2	GL 02 - GLAZING GREY	
BW 03 - BRICKWORK COLOR 3	CM 03 - ALUMINIUM CLADDING - COLOR 3	GL 03 - GLAZING TRANSLUCENT	
BW 04 - BRICKWORK COLOR 4	CM 04 - ALUMINIUM CLADDING - COLOR 4	GL 04 - GLAZING COLORBACK BLACK	
BW 05 - BRICKWORK COLOR 5	CM 05 - ALUMINIUM CLADDING - COLOR 5	GL 05 - GLAZING COLORBACK GREY	
BW 06 - BRICKWORK COLOR 6	CM 06 - ALUMINIUM CLADDING - COLOR 6	GL 06 - GLAZING COLORBACK GREY	
BW 07 - BRICKWORK COLOR 7	CM 07 - ALUMINIUM CLADDING - COLOR 7	LV 01 - ALUMINIUM LOUVRE BLACK	

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Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
10	29.11.17	SECTION 12 COMMERCIAL CHANGES	JZ	NR
11	10.04.18	SECTION 13 RESIDENTIAL CHANGES	JM	NM
12	27.06.19	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

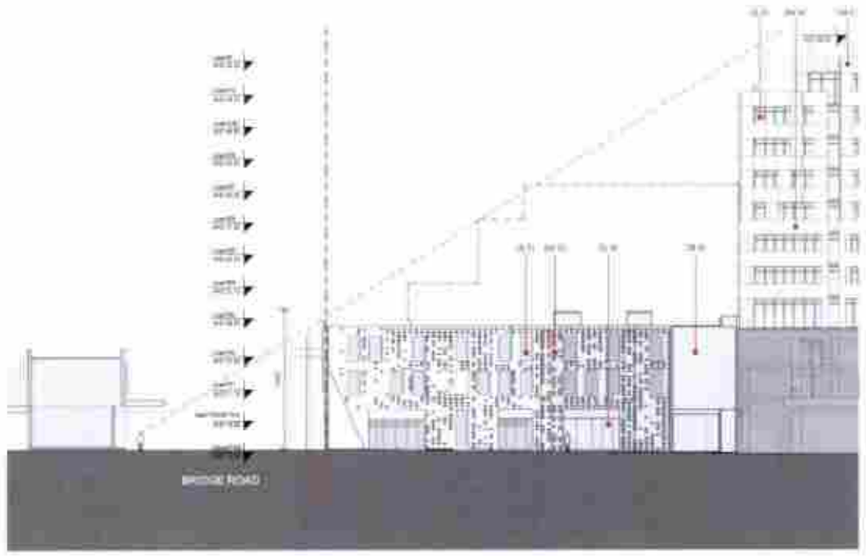
Drawing
EAST & WEST ELEVATIONS - INTERNAL -(hhh)

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-26	12

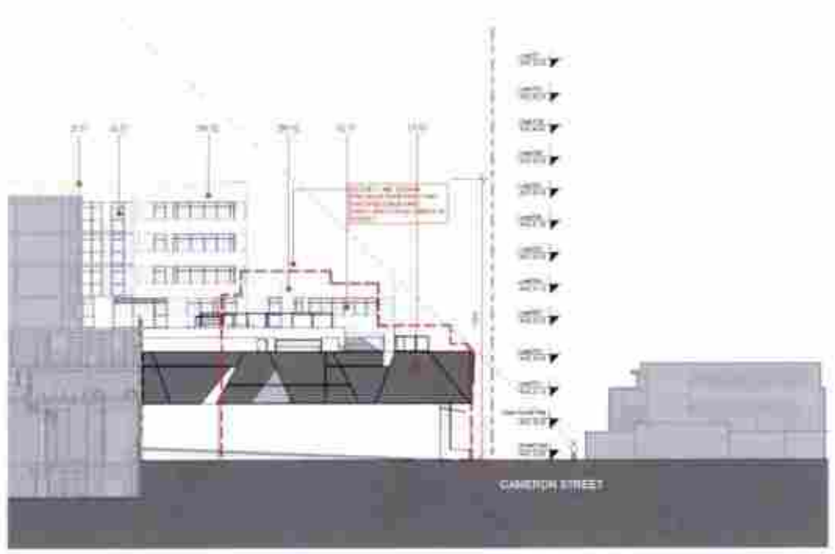
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01 INTERNAL LANEWAYS EAST ELEVATION (FROM BRIDGE ROAD)



02 INTERNAL LANEWAYS EAST ELEVATION (FROM CAMERON STREET)

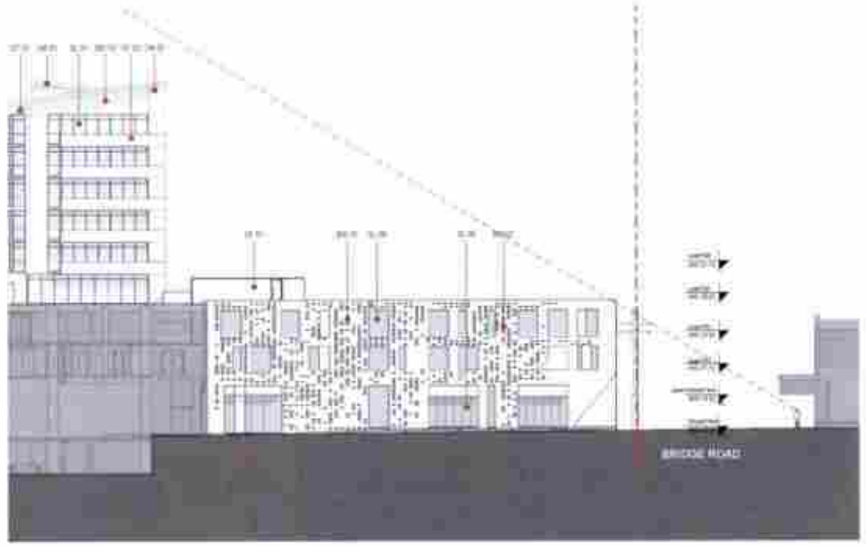


LEGEND

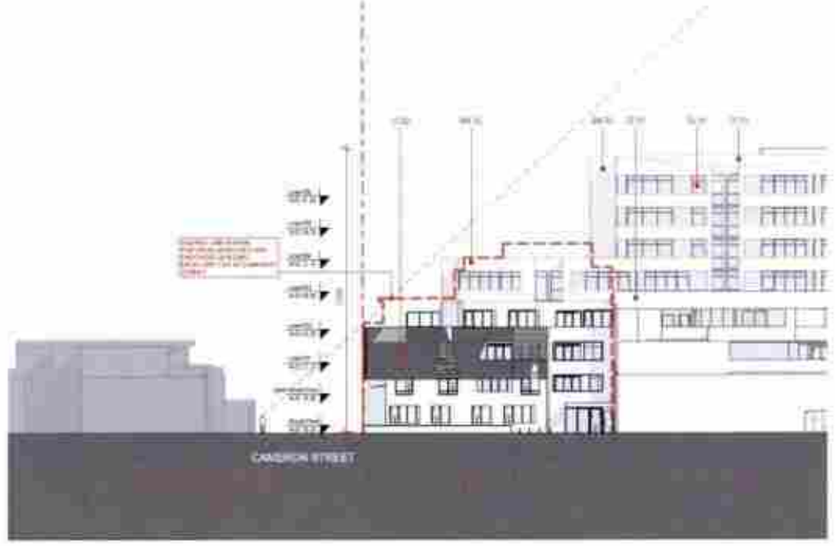
AF 01 - TEXTURED RENDER WHITE	CM 03 - ALUMINUM CLADDING - COLOR 3
AF 02 - TEXTURED RENDER GREY	CM 04 - ALUMINUM CLADDING - COLOR 4
AF 03 - TEXTURED RENDER CHARCOAL	CM 05 - ALUMINUM CLADDING - COLOR 5
BW 01 - BRICKWORK COLOR 1	CM 06 - ALUMINUM CLADDING - COLOR 6
BW 02 - BRICKWORK COLOR 2	CM 07 - ALUMINUM CLADDING - COLOR 7
BW 03 - BRICKWORK COLOR 3	
BW 04 - BRICKWORK COLOR 4	CT 01 - TIMBER LOUVRE VERTICAL
BW 05 - BRICKWORK COLOR 5	CT 02 - TIMBER LOUVRE HORIZONTAL
BW 06 - BRICKWORK COLOR 6	GL 01 - GLAZING CLEAR
BW 07 - BRICKWORK COLOR 7	GL 02 - GLAZING GREY
CF 01 - CONCRETE GREY	GL 03 - GLAZING TRANSLUCENT
CF 02 - CONCRETE RELIEF - PATTERN 1	GL 04 - GLAZING COLORBACK BLACK
CF 03 - CONCRETE RELIEF - PATTERN 2	GL 05 - GLAZING COLORBACK GREY
	LV 01 - ALUMINUM LOUVRE BLACK
CM 01 - ALUMINUM CLADDING - COLOR 1	
CM 02 - ALUMINUM CLADDING - COLOR 2	PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
CM 03 - ALUMINUM CLADDING - COLOR 3	PS2 - PRIVACY SCREEN - PEARL GREY ALUMINUM COMPOSITE PANEL

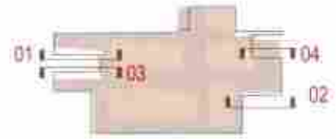
ALL GROUND FLOOR INTERFACE TO BE TREATED WITH GRAFFITI
RESISTANT TREATMENT (NON-WATER SOLUBLE) EXCEPTING SUCH AS GLASS
SURETHANE CLEAR, IN MATT OR HIGH GLOSS FINISH

03 INTERNAL LANEWAYS WEST ELEVATION (FROM BRIDGE ROAD)



04 INTERNAL LANEWAYS WEST ELEVATION (FROM CAMERON STREET)





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Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
A	25.11.17	SECTION 72 COMMERCIAL CHANGES	JT	NM
B	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
C	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

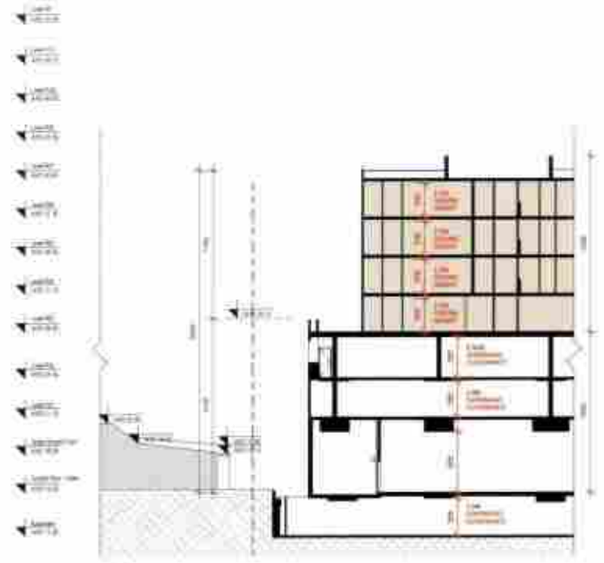
Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
LANEWAY ELEVATIONS - INTERNAL -(hhh)

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-28**	**10**

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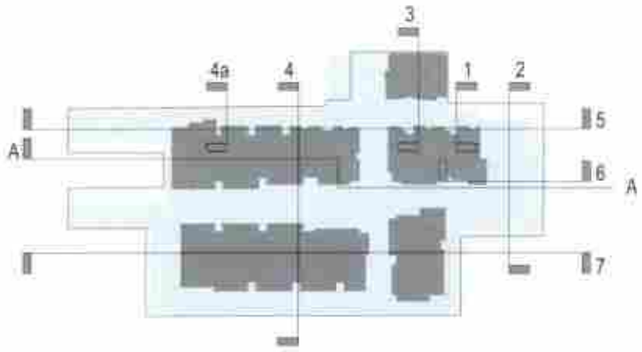
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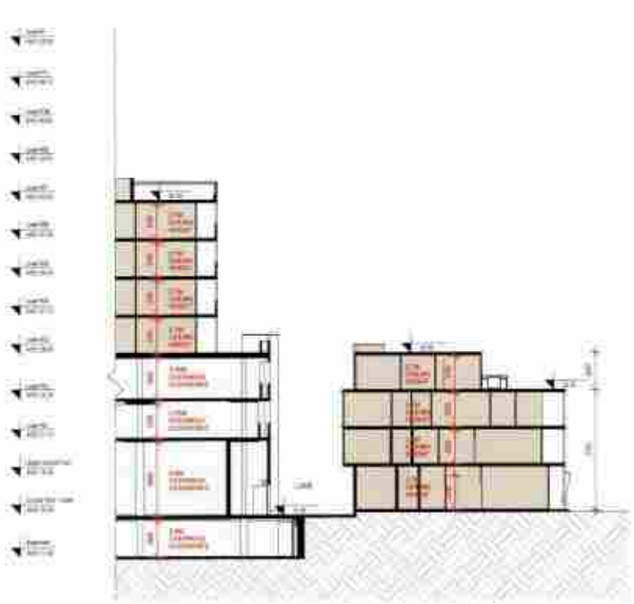


1 TP_SECTION 1

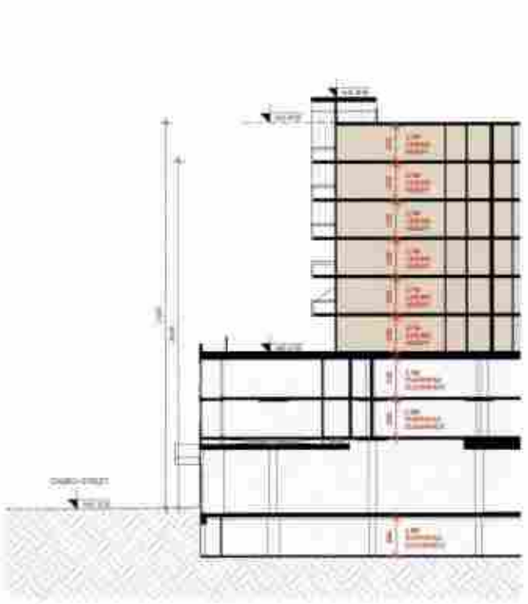


2 TP_SECTION 2

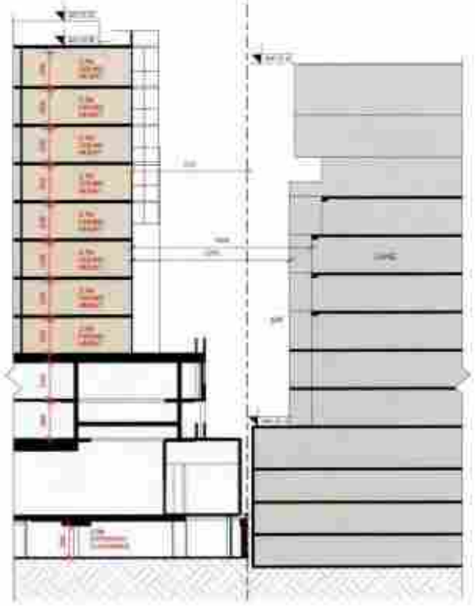


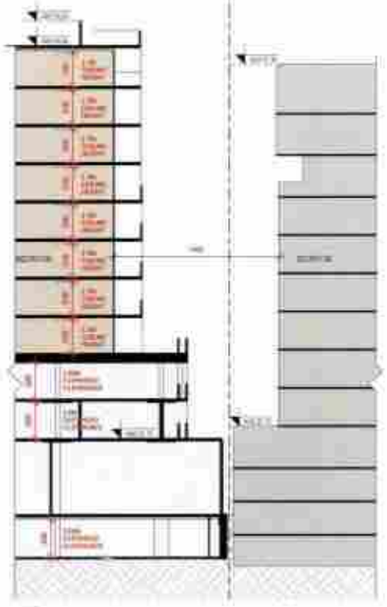


3 TP_SECTION 3



4 TP_SECTION 4





4a TP_SECTION

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COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
7	29.11.17	SECTION TO COMMERCIAL CHANGES	JZ	NM
8	19.04.18	SECTION TO RESIDENTIAL CHANGES	JM	NM

Project

COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

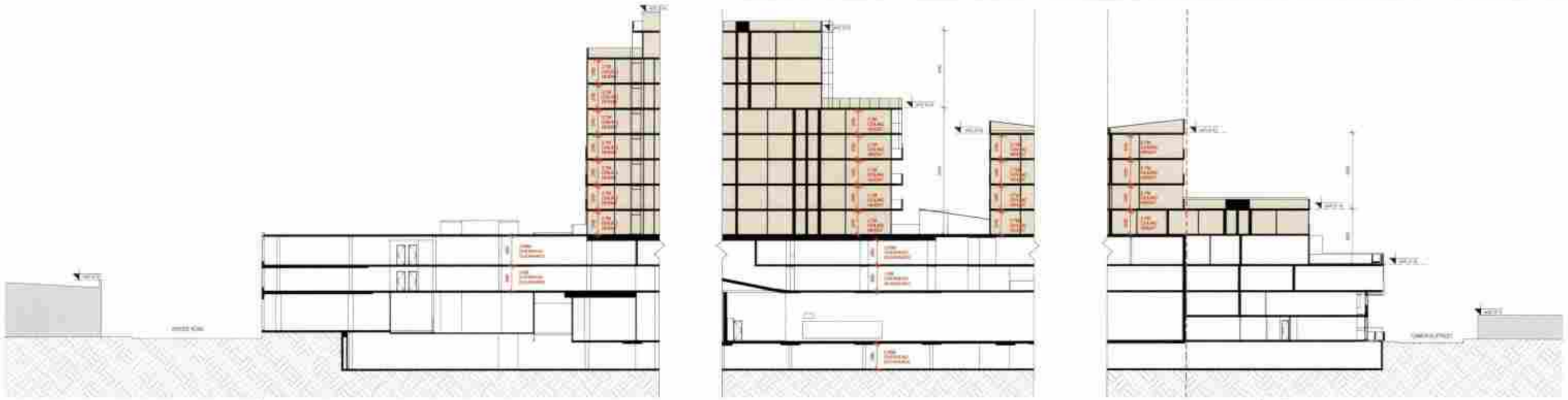
Drawing

SECTIONS 01-04

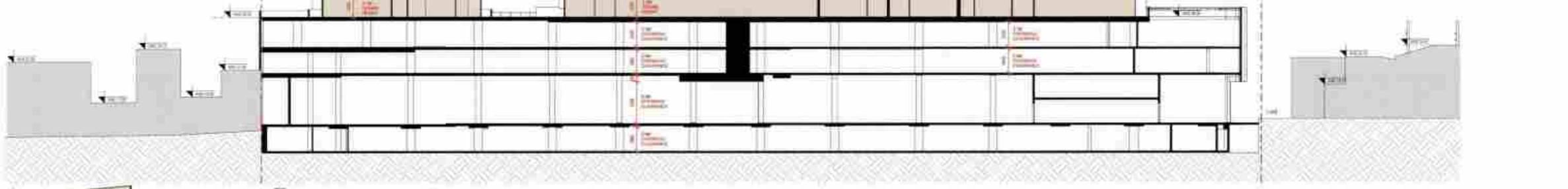
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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-30**	**8**

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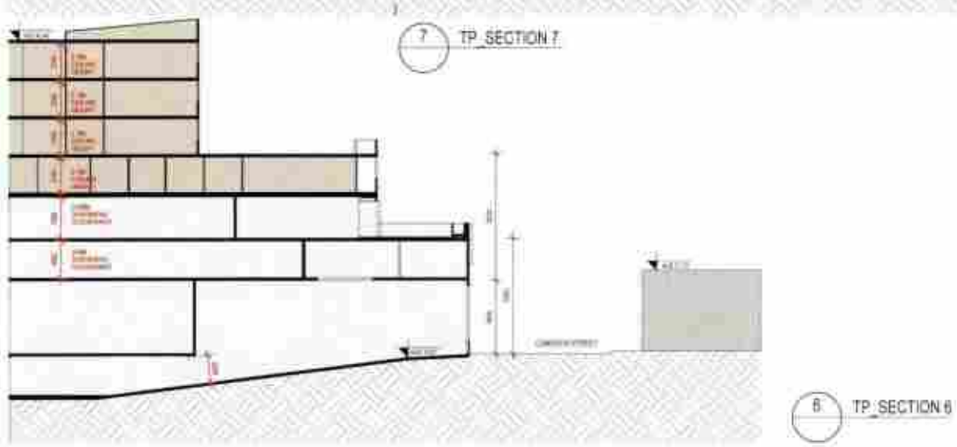
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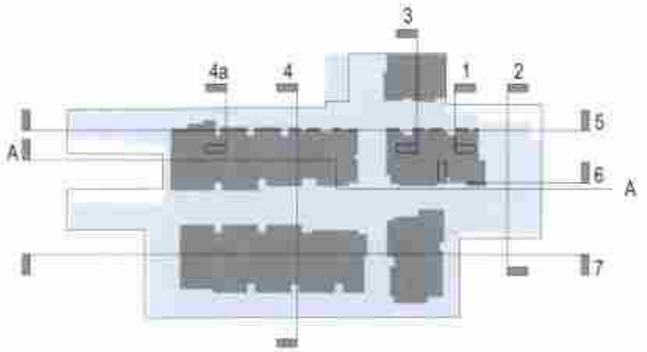
5 TP_SECTION 5



7 TP_SECTION 7



6 TP_SECTION 6



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COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
7	29.11.17	SECTION TO COMMERCIAL CHANGES	JC	NM
8	28.04.18	SECTION TO RESIDENTIAL CHANGES	JM	NM
9	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

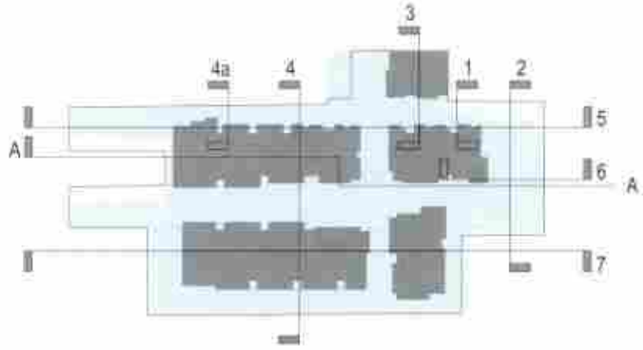
Drawing
SECTION 05-07

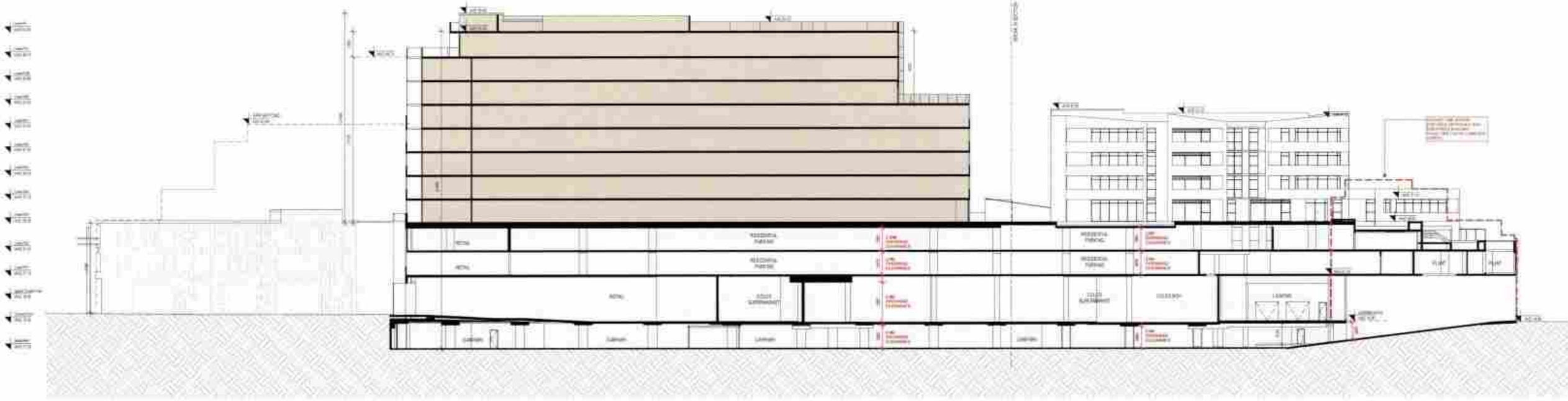
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	As indicated	@ A3
	Drawn	Chk.
	JM	NM

Job No.	Drawing No.	Revision
20755	**TP-31**	**9**

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6/07/2018 4:07:30 PM





1 SECTION A -A

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Client Name & Logo
COLES PROPERTY GROUP

coles

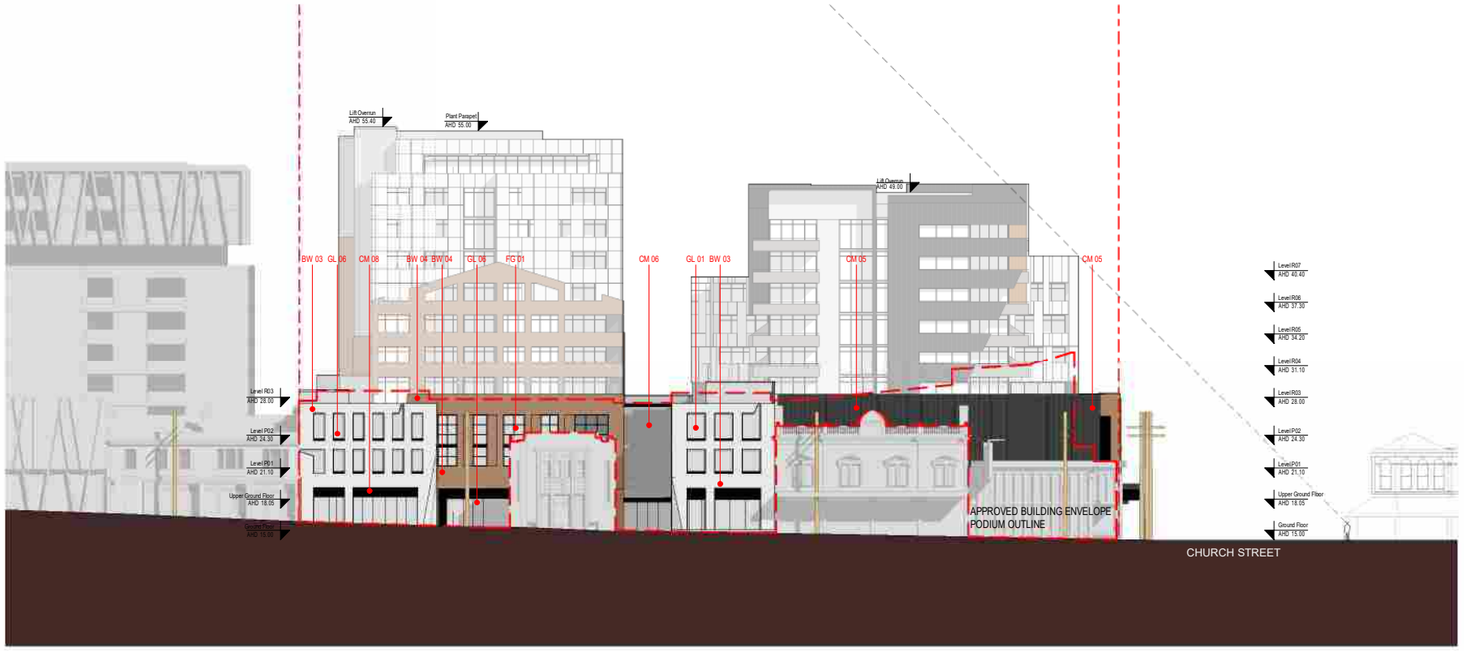
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8	15.04.18	SECTION 7J RESIDENTIAL CHANGES	JM	NM
9	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
SECTION AA

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-32**	**9**

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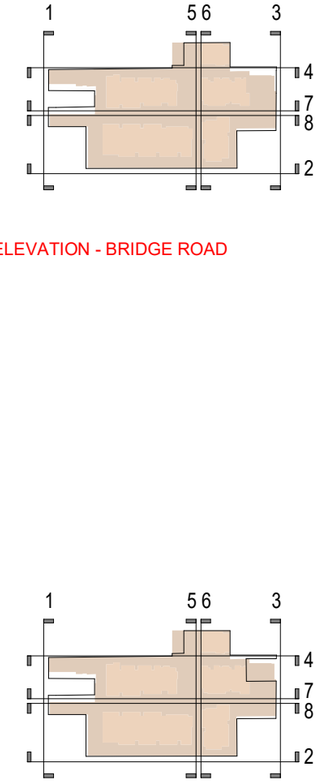
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AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 4
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE RELIEF - PATTERN 1
CF 03 - CONCRETE RELIEF - PATTERN 2

CM 01 - ALUMINIUM CLADDING - COLOR 1
CM 02 - ALUMINIUM CLADDING - COLOR 2
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 04 - ALUMINIUM CLADDING - COLOR 4
CM 05 - ALUMINIUM CLADDING - COLOR 5
CM 06 - ALUMINIUM CLADDING - COLOR 6
CM 07 - ALUMINIUM CLADDING - COLOR 7

CT 01 - TIMBER LOUVRE VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK BLACK
GL 05 - GLAZING COLORBACK GREY
LV 01 - ALUMINIUM LOUVRE BLACK

PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
PS2 - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL

aa(ii)
ALL GROUND FLOOR INTERFACES TO BE TREATED WITH GRAFFITI
RESISTANT PERMANENT [NON-SACRIFICIAL] COATING SUCH AS DULUX
DURETHANE® CLEAR, IN MATT OR HIGH GLOSS FINISH.



01 SOUTH ELEVATION - BRIDGE ROAD

19/07/2018 9:47:44 AM

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Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
11	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
12	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
13	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
SOUTH ELEVATION - BRIDGE ROAD

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-40**	**13**

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02 EAST ELEVATION - CHURCH STREET



LEGEND

AF 01 - TEXTURED RENDER WHITE
AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 4
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE RELIEF - PATTERN 1
CF 03 - CONCRETE RELIEF - PATTERN 2

CM 01 - ALUMINIUM CLADDING - COLOR 1
CM 02 - ALUMINIUM CLADDING - COLOR 2
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 04 - ALUMINIUM CLADDING - COLOR 4
CM 05 - ALUMINIUM CLADDING - COLOR 5
CM 06 - ALUMINIUM CLADDING - COLOR 6
CM 07 - ALUMINIUM CLADDING - COLOR 7

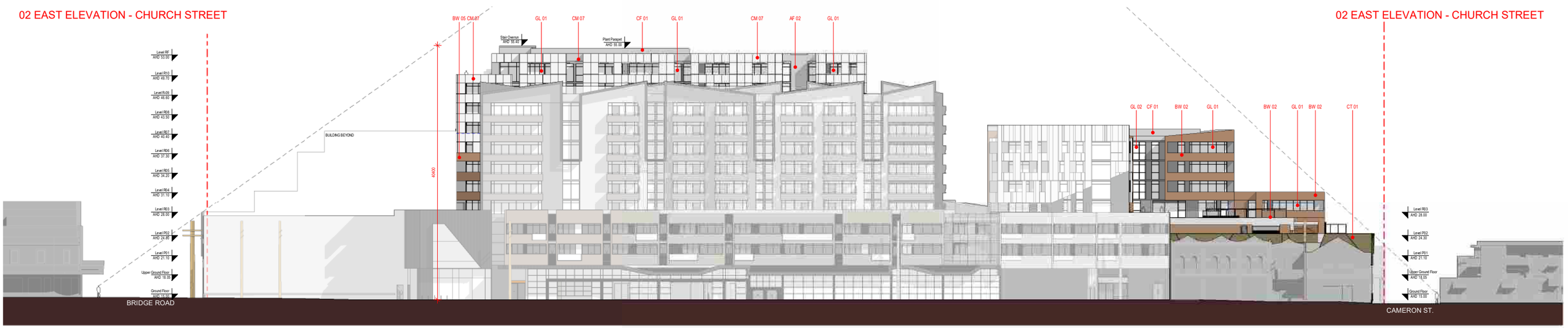
CT 01 - TIMBER LOUVRE VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK BLACK
GL 05 - GLAZING COLORBACK GREY
LV 01 - ALUMINIUM LOUVRE BLACK

PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
PS2 - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL

02 EAST ELEVATION - CHURCH STREET



02 EAST ELEVATION - CHURCH STREET



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COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
11	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
12	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
13	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
EAST ELEVATION - CHURCH STREET

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-41**	**13**

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LEGEND

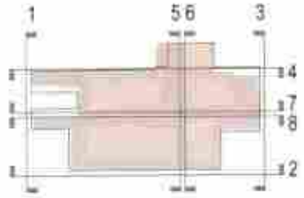
AF 01 - TEXTURED RENDER WHITE
AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 4
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE RELIEF - PATTERN 1
CF 03 - CONCRETE RELIEF - PATTERN 2

CM 01 - ALUMINUM CLADDING - COLOR 1
CM 02 - ALUMINUM CLADDING - COLOR 2
CM 03 - ALUMINUM CLADDING - COLOR 3
CM 04 - ALUMINUM CLADDING - COLOR 4
CM 05 - ALUMINUM CLADDING - COLOR 5
CM 06 - ALUMINUM CLADDING - COLOR 6
CM 07 - ALUMINUM CLADDING - COLOR 7

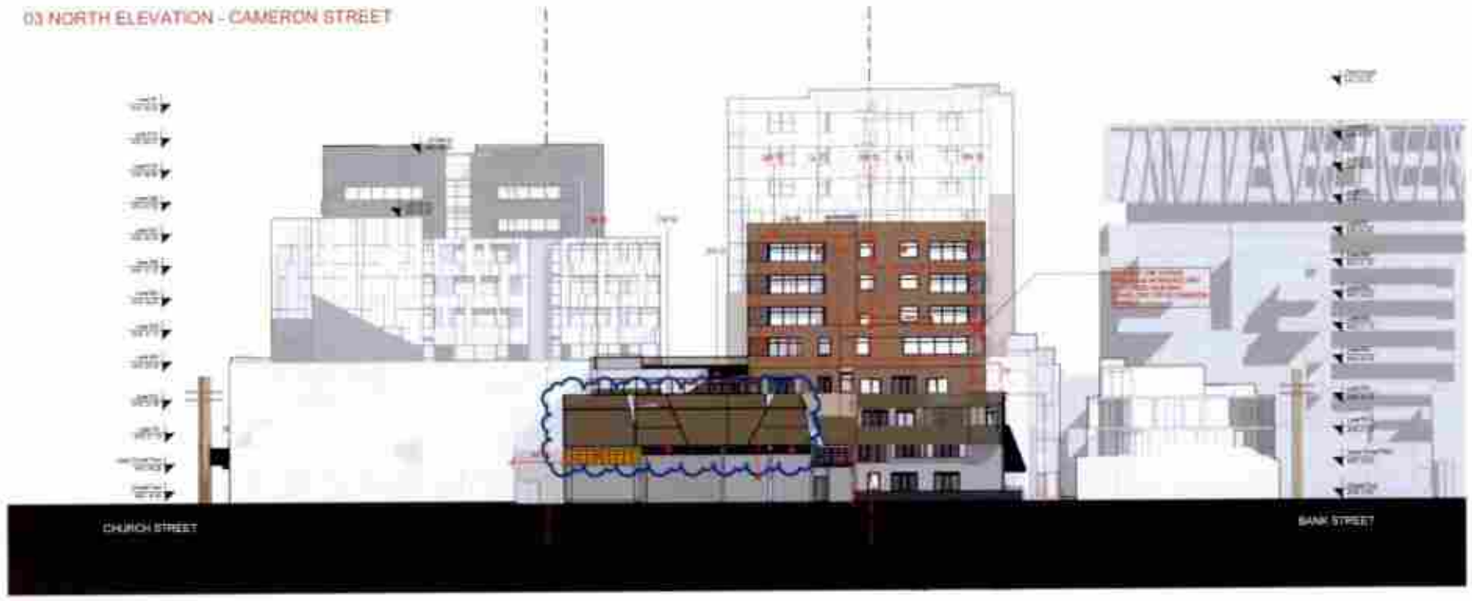
CT 01 - TIMBER LOUVRE VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK BLACK
GL 05 - GLAZING COLORBACK GREY
LV 01 - ALUMINUM LOUVRE BLACK

PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
PS2 - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL

ALL GROUND FLOOR WIDTHS TO BE TREATED WITH GRAFFITI RESISTANT PERMANENT NON-SACRIFICIAL COATING FINISH AS OVER
OVERSTRAINER CLEAR, MATT OR NON GLOSS FINISH



03 NORTH ELEVATION - CAMERON STREET



03 NORTH ELEVATION - CAMERON STREET





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8/07/2019 4:11:01 PM

Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
11	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	MR
12	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
13	27.06.18	RESPONSE TO COUNCILS RFI	AI	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
NORTH ELEVATION - CAMERON STREET

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-42	13

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LEGEND

AF 01 - TEXTURED RENDER WHITE
AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 4
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE RELIEF - PATTERN 1
CF 03 - CONCRETE RELIEF - PATTERN 2

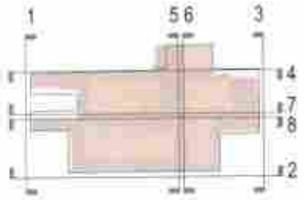
CM 01 - ALUMINIUM CLADDING - COLOR 1
CM 02 - ALUMINIUM CLADDING - COLOR 2
CM 03 - ALUMINIUM CLADDING - COLOR 3

CM 03 - ALUMINIUM CLADDING - COLOR 1
CM 04 - ALUMINIUM CLADDING - COLOR 4
CM 05 - ALUMINIUM CLADDING - COLOR 5
CM 06 - ALUMINIUM CLADDING - COLOR 6
CM 07 - ALUMINIUM CLADDING - COLOR 7

CT 01 - TIMBER LOUVRE VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK BLACK
GL 05 - GLAZING COLORBACK GREY
LX 01 - ALUMINUM LOUVRE SLICK

PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
PS2 - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL

ALL GROUND FLOOR INTERFACES TO BE TREATED WITH GRAFFITI, VEGETATION, PERMANENT NON-GRAFFITI COATING SUCH AS SLICK, DUPONT CLEAR, WAXOYL OR NON GLOSS FINISH



03 NORTH ELEVATION - CAMERON STREET



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Rev.	Date	Revision	By	Chk.
11	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
12	15.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
13	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
NORTH ELEVATION - CAMERON STREET

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-43**	**13**

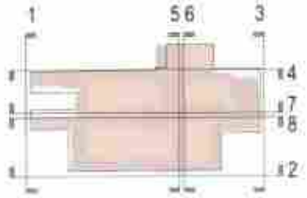
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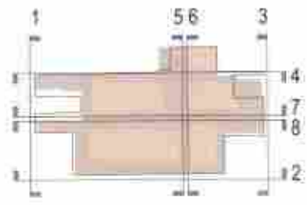
07 INTERNAL EAST ELEVATION





08 INTERNAL WEST ELEVATION





LEGEND

AF 01 - TEXTURED RENDER WHITE	CF 01 - CONCRETE GREY	CT 01 - SHIPLAP TIMBER CLADDING BLACKBUTT	PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
AF 02 - TEXTURED RENDER GREY	CF 02 - CONCRETE RELIEF - PATTERN 1	CT 02 - TIMBER LOUVRE VERTICAL	PS2 - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL
AF 03 - TEXTURED RENDER CHARCOAL	CF 03 - CONCRETE RELIEF - PATTERN 2	CT 03 - TIMBER LOUVRE HORIZONTAL	
BW 01 - BRICKWORK COLOR 1	CM 01 - ALUMINIUM CLADDING - COLOR 1	GL 01 - GLAZING CLEAR	
BW 02 - BRICKWORK COLOR 2	CM 02 - ALUMINIUM CLADDING - COLOR 2	GL 02 - GLAZING GREY	
BW 03 - BRICKWORK COLOR 3	CM 03 - ALUMINIUM CLADDING - COLOR 3	GL 03 - GLAZING TRANSLUCENT	
BW 04 - BRICKWORK COLOR 4	CM 04 - ALUMINIUM CLADDING - COLOR 4	GL 04 - GLAZING COLORBACK BLACK	
BW 05 - BRICKWORK COLOR 5	CM 05 - ALUMINIUM CLADDING - COLOR 5	GL 05 - GLAZING COLORBACK GREY	
BW 06 - BRICKWORK COLOR 6	CM 06 - ALUMINIUM CLADDING - COLOR 6	GL 06 - GLAZING COLORBACK GREY	
BW 07 - BRICKWORK COLOR 7	CM 07 - ALUMINIUM CLADDING - COLOR 7	LW 01 - ALUMINIUM LOUVRE BLACK	

ALL GROUND FLOOR INTERFACES TO BE TREATED WITH QUALITY DURABLE PERMANENT FINISH (NON-SACRIFICIAL COATING) SUCH AS FACE BRICKWORK, CLEAR, MATT OR HIGH GLOSS FINISH.

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Rev.	Date	Revision	By	Chk.
10	23.11.17	SECTION TO COMMERCIAL CHANGES	JT	NM
11	15.04.18	SECTION TO RESIDENTIAL CHANGES	JM	NM
12	27.06.18	RESPONSE TO COUNCILS RFI	JM	NM

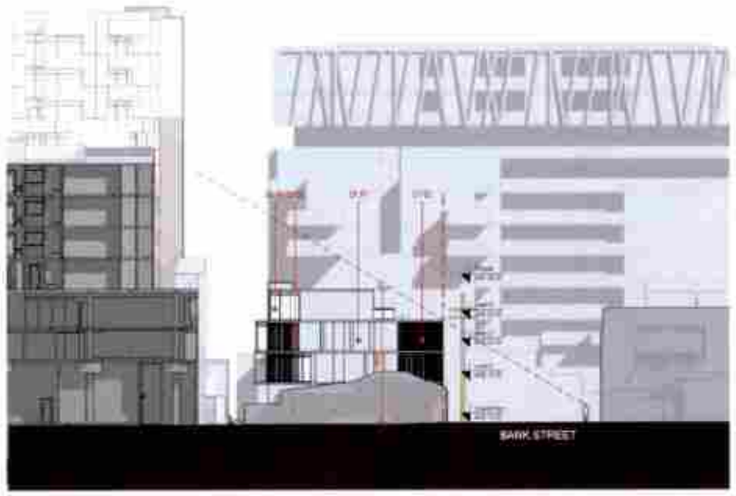
Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
EAST & WEST ELEVATIONS - INTERNAL

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-46	12

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01 BANK STREET DEVELOPMENT NORTH ELEVATION



02 BANK STREET DEVELOPMENT SOUTH ELEVATION



LEGEND

AF 01 - TEXTURED RENDER WHITE
AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 4
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE REUSE - PATTERN 1
CF 03 - CONCRETE REUSE - PATTERN 2

CM 01 - ALUMINUM CLADDING - COLOR 1
CM 02 - ALUMINUM CLADDING - COLOR 2
CM 03 - ALUMINUM CLADDING - COLOR 3
CM 04 - ALUMINUM CLADDING - COLOR 4
CM 05 - ALUMINUM CLADDING - COLOR 5
CM 06 - ALUMINUM CLADDING - COLOR 6
CM 07 - ALUMINUM CLADDING - COLOR 7

CT 01 - TIMBER LOUVRE VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK TUACK
GL 05 - GLAZING COLORBACK GREY
LV 01 - ALUMINUM LOUVRE BLACK

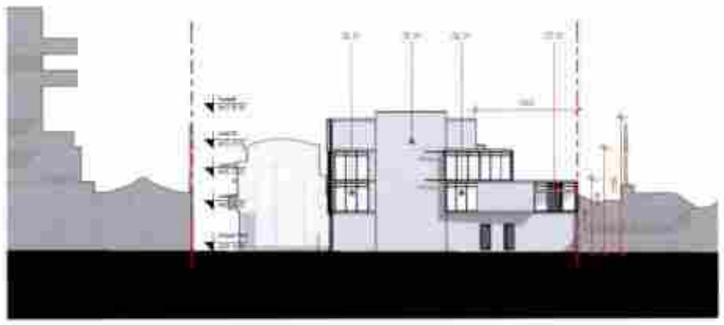
PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
PS2 - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL

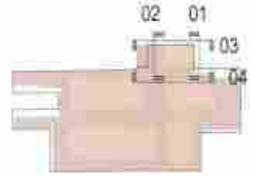
ALL GROUND FLOOR INTERFACES TO BE TREATED WITH GRAFFITI RESISTANT PERMANENT NON SACRIFICIAL COATING SUCH AS SILICOR OVER THINNER CLEAR, IN MATT OR HIGH GLOSS FINISH

03 BANK STREET DEVELOPMENT EAST ELEVATION



04 BANK STREET DEVELOPMENT WEST ELEVATION





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COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
9	29.11.17	SECTION 72 COMMERCIAL CHANGES	JF	NM
10	18.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	27.06.18	RESPONSE TO COUNCIL S 57	JM	NM

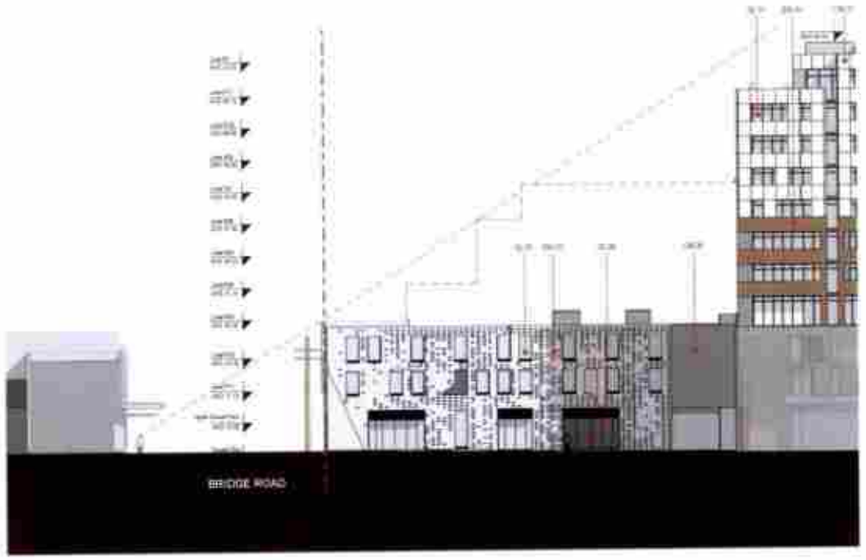
Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
BANK STREET DEVELOPMENT ELEVATIONS

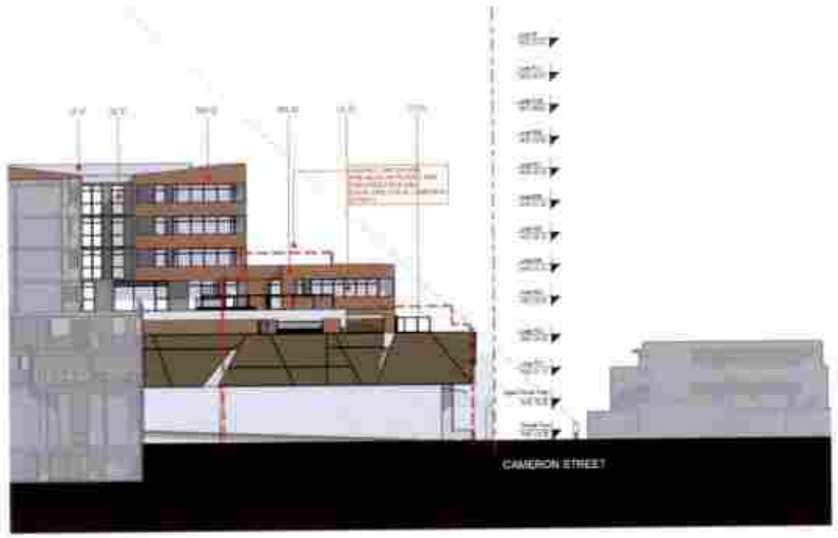
Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-47	11

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01 INTERNAL LANEWAYS EAST ELEVATION (FROM BRIDGE ROAD)



02 INTERNAL LANEWAYS EAST ELEVATION (FROM CAMERON STREET)



LEGEND

AF 01 - TEXTURED RENDER WHITE
AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 4
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE RELIEF - PATTERN 1
CF 03 - CONCRETE RELIEF - PATTERN 2

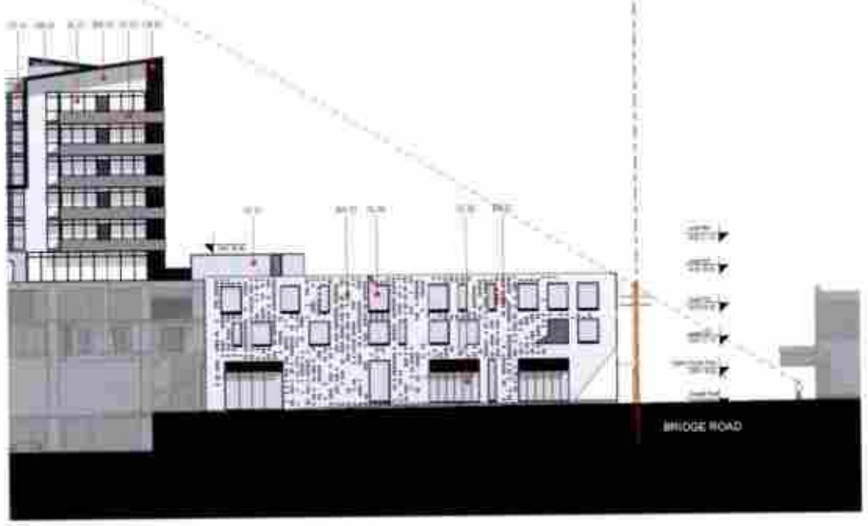
CM 01 - ALUMINIUM CLADDING - COLOR 1
CM 02 - ALUMINIUM CLADDING - COLOR 2
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 04 - ALUMINIUM CLADDING - COLOR 4
CM 05 - ALUMINIUM CLADDING - COLOR 5
CM 06 - ALUMINIUM CLADDING - COLOR 6
CM 07 - ALUMINIUM CLADDING - COLOR 7

CT 01 - TIMBER LOUVRE VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK BLACK
GL 05 - GLAZING COLORBACK GREY
LV 01 - ALUMINIUM LOUVRE BLACK

PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
PS2 - PRIVACY SCREEN - PERFORATED ALUMINIUM COMPOSITE PANEL

ALL GROUND FLOOR ARTERY KIDS TO BE TREATED WITH GRAFITTI
ANTI-GRAFFITI TREATMENT (NON-SACRIFICIAL COATING) SUCH AS DULUX
CLEAR TIMBER CLEAR, IN WHITE OR SIMILAR SUCH FINISH

03 INTERNAL LANEWAYS WEST ELEVATION (FROM BRIDGE ROAD)



04 INTERNAL LANEWAYS WEST ELEVATION (FROM CAMERON STREET)





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coles

Rev.	Date	Revision	By	Chk.
E	29.11.17	SECTION 72 COMMERCIAL CHANGES	JC	NM
F	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
10	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
LANEWAY ELEVATIONS - INTERNAL

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-48	10

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6/07/2018 4:14:36 PM

BANK STREET

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

LIQUOR STORE
342 m²

LIQUOR FROM WHICH LIQUOR IS TO BE SOLD

COLES SUPERMARKET
4247 m²

EXISTING SHOP

EXISTING BUILDING
#42

EXISTING RETAIL

TRADE-OUT
120 m²

TRADE-OUT
30 m²

TRADE-OUT
54 m²

GAS METER
45 m²

RETAIL WASTE
65 m²

NEW SUBSTATION SWITCH ROOM

EXISTING LANE

SUPERMARKET LOADING

RESIDENTIAL FURNITURE LOADING / RECEIVING AREA

PLANT

CONNECTION

TRANSFORMER / SWITCHGEAR / TRUCK STORAGE

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Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
7	20.11.17	SECTION 73 COMMERCIAL CHANGES	JZ	NM
8	19.04.18	SECTION 73 RESIDENTIAL CHANGES	JM	NM

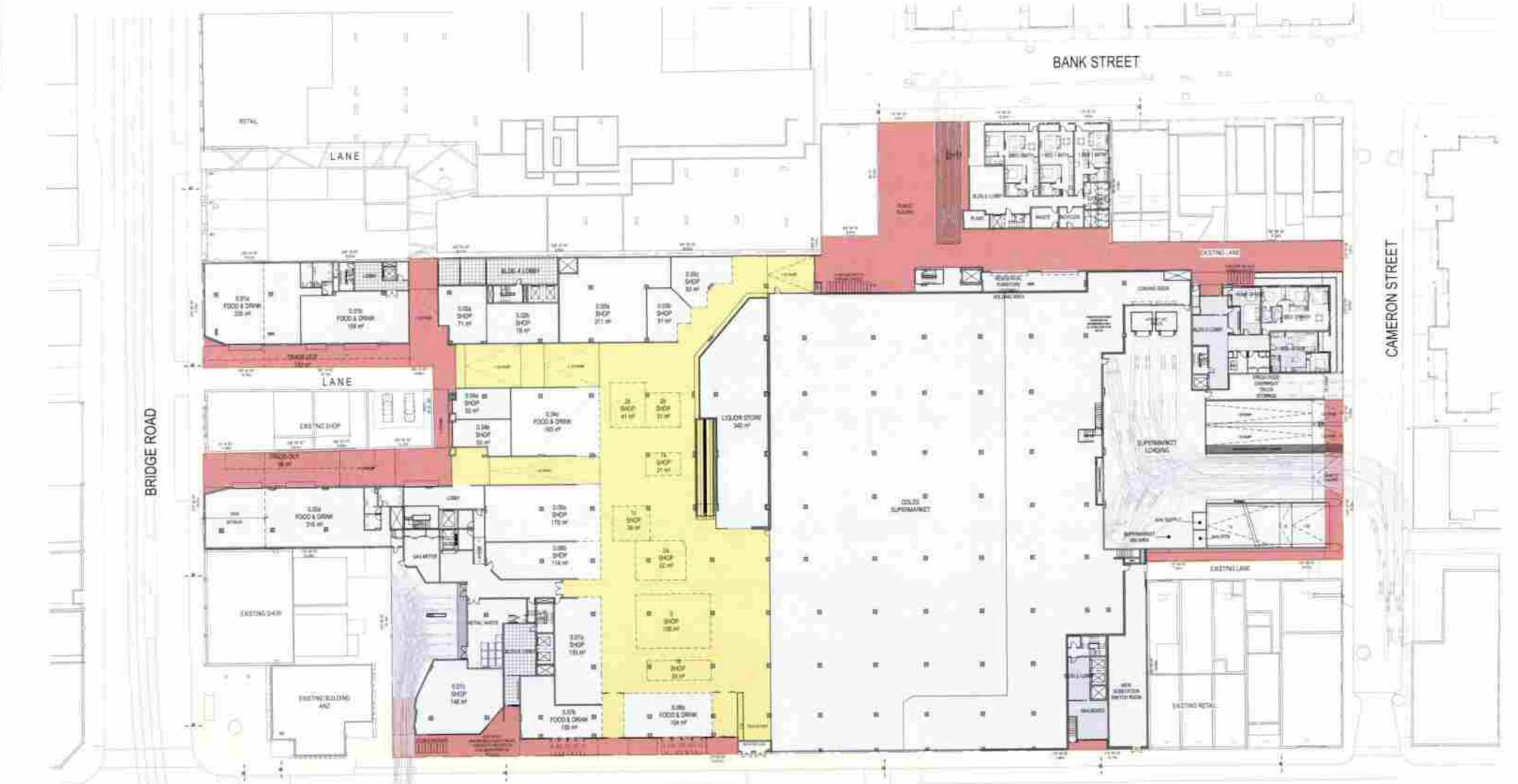
Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - PODIUM GROUND FLOOR LIQOUR SALE & CONSUMPTION (ff)

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-50	8

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Rev.	Date	Revision	By	Chk.
5	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
6	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
7	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
ACCESSIBILITY PLAN (mmm)

Date	Scale	Sheet Size
	1 : 600	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-51**	**7**

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Rev.	Date	Revision	By	Chk.
D	29.11.17	SECTION 72 COMMERCIAL CHANGES	JF	NM
E	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - PODIUM GROUND FLOOR TURNING CIRCLES

Date	Scale	Sheet Size
	1 : 750	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-52**	**4**

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Rev.	Date	Revision	By	Chk.
3	28.11.17	SECTION 73 COMMERCIAL CHANGES	JZ	NM
4	19.04.18	SECTION 73 RESIDENTIAL CHANGES	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - GROUND FLOOR CHURCH ST TURNING CIRCLES (ccc)

Date	Scale	Sheet Size
	1 : 250	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-53**	**4**

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CAMERON STREET

EXISTING LANE

D.G.01
2 BED / 2 BATH
84.6 m²

D.G.02
1 BED / STUDY
59.9 m²

HOME OFFICE

MAILBOXES

FRESH FOOD
OVERNIGHT
TRUCK STORAGE

BLDG D LOBBY

BLDG D STAIR 1

LOADING DOCK

4 PALLET LIFT TABLES

SUPERMARKET
LOADING

COLES
SUPERMARKET

1:20 RAMP

1:14 RAMP

RAMP TO LOADING

RAMP TO 1ST FLOOR

RAMP TO 1ST FLOOR

AHU SUPPLY

AHU RTN

SUPERMARKET
BIN AREA

EXISTING RETAIL

NEW SUBSTATION
SWITCH ROOM

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COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
3	29.11.17	SECTION 72 COMMERCIAL CHANGES	JJ	NM
4	15.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
5	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

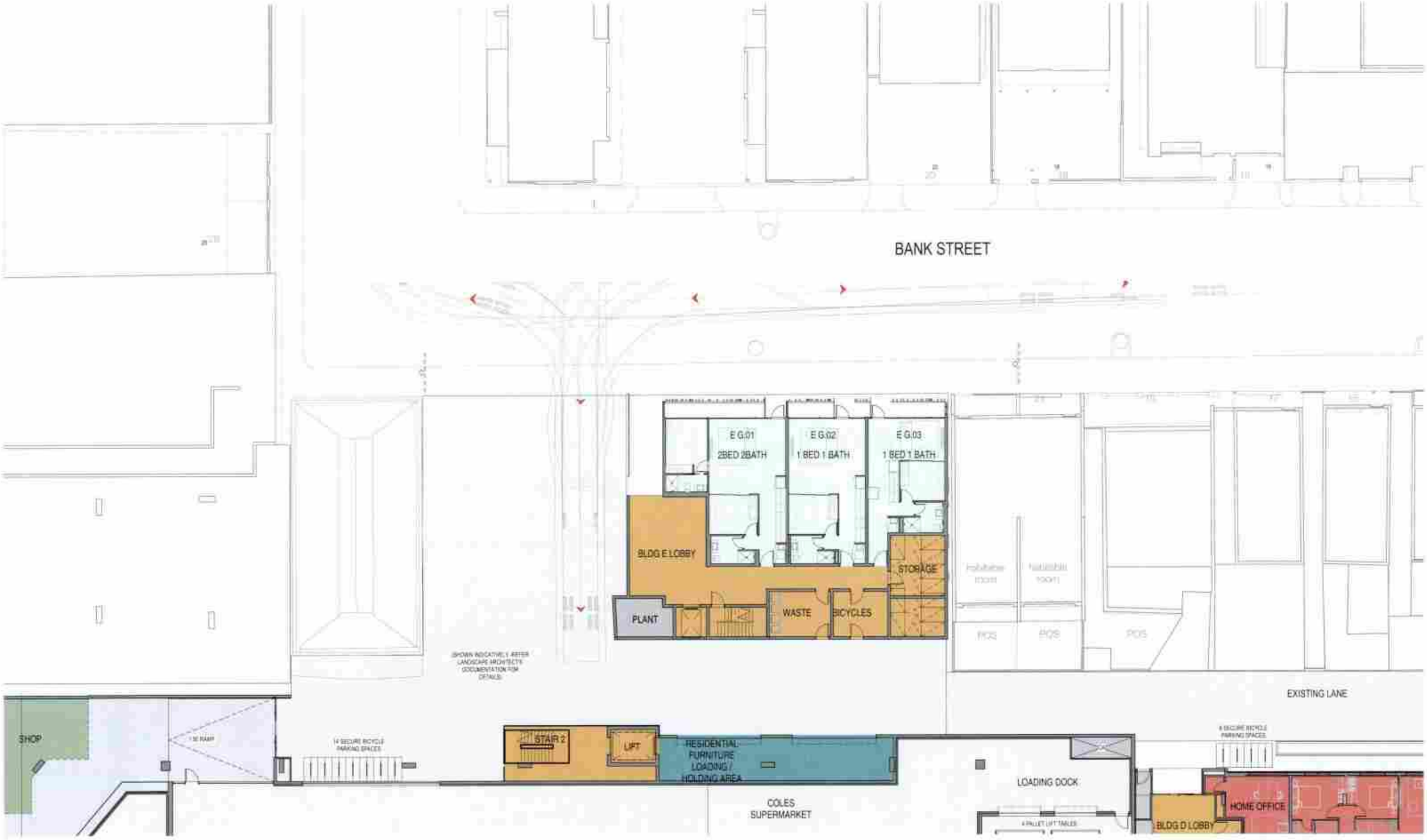
Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
PLAN - GROUND FLOOR CAMERON ST
TURNING CIRCLES (ccc)

Date	Scale	Sheet Size
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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-54**	**5**

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COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By	Chk.
3	28.11.17	SECTION 72 COMMERCIAL CHANGES	JT	MB
4	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	MB

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

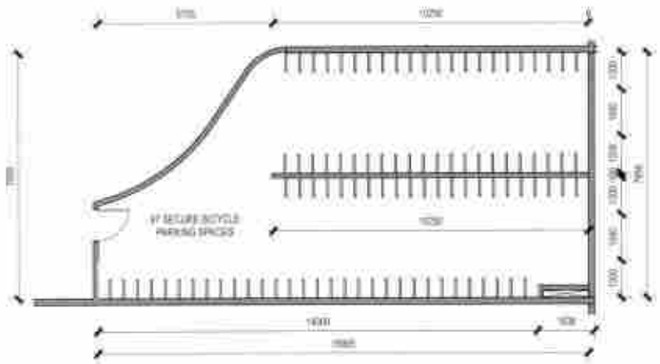
Drawing
PLAN - GROUND FLOOR BANK ST TURNING CIRCLES (cco)

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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-55**	**4**

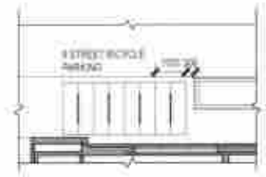
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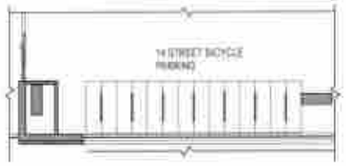
1 LEVEL B1 BICYCLE PARKING LAYOUT 1



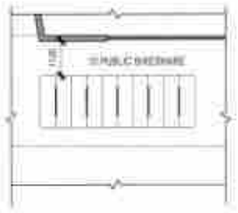
2 LEVEL B1 BICYCLE PARKING LAYOUT 2



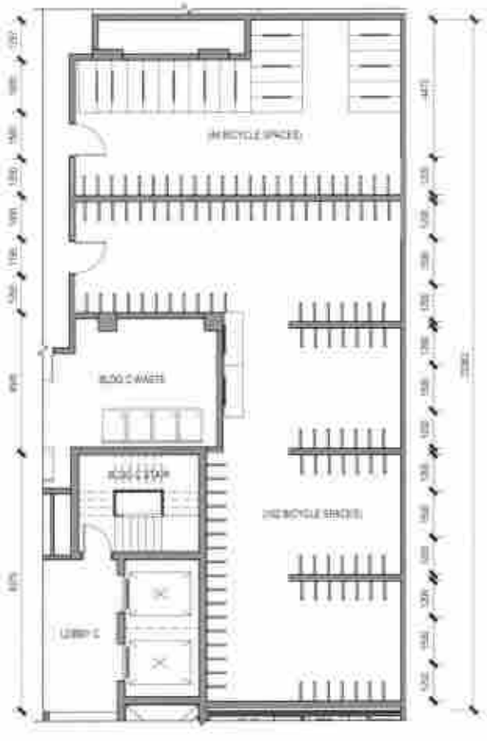
3 GL BICYCLE PARKING LAYOUT 1



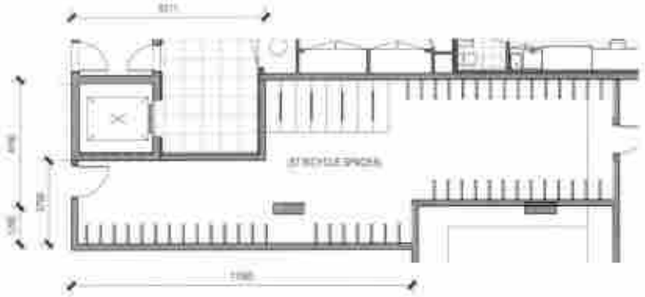
4 GL BICYCLE PARKING LAYOUT 2



5 GL BICYCLE PARKING LAYOUT 3



6 LEVEL P01 BICYCLE PARKING LAYOUT 1



7 LEVEL P01 BICYCLE PARKING LAYOUT 2

PARKING - BIKES SCHEDULE

WT	Type	Users	Numbers
BASEMENT	Floor Mounted Double Bicycle Parking 1000 x 1700	Visitors	18
BASEMENT	Floor Mounted Single Bicycle Parking 600 x 1700	Visitors	1
BASEMENT	Ned Kelly Hanger Array 90° 450mm Spacing	Visitors	119
GROUND FLOOR	Floor Mounted Double Bicycle Parking 1000 x 1700	Bikeshare	10
GROUND FLOOR	Floor Mounted Double Bicycle Parking 1000 x 1700	Visitors	22
LEVEL P01	Floor Mounted Double Bicycle Parking 1000 x 1700	Residence	30
LEVEL P01	Floor Mounted Single Bicycle Parking 600 x 1700	Residence	3
LEVEL P01	Ned Kelly Hanger Array 90° 450mm Spacing	Residence	

RESIDENT SPACES - 205
VISITOR SPACES - 160
BIKE SHARE - 10

GRAND TOTALS: 375

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North Point

Client Name & Logo
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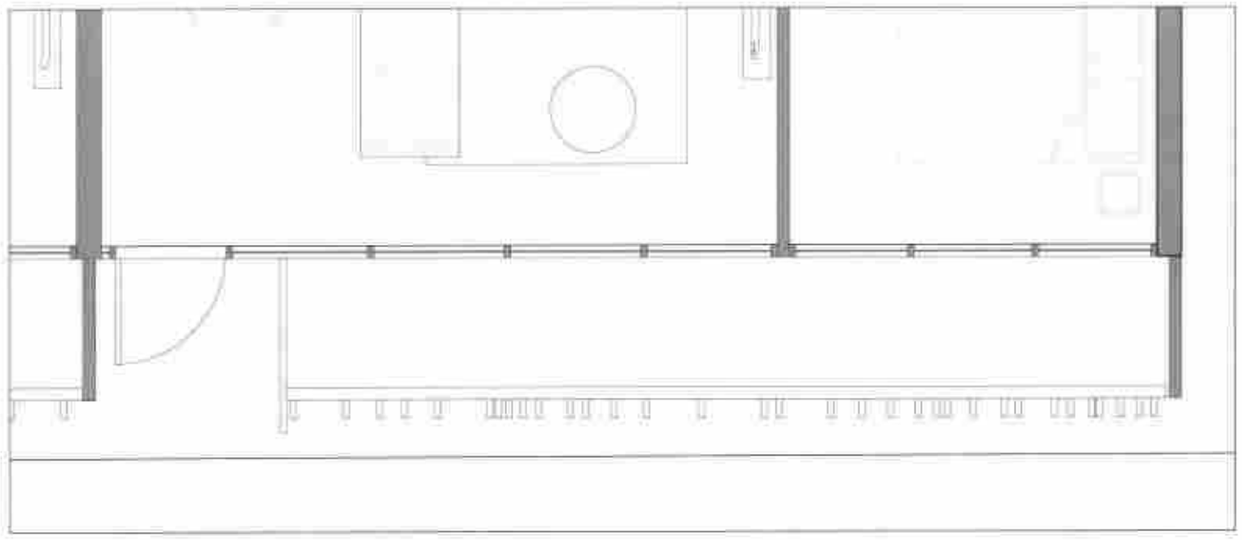
Rev.	Date	Revision	By	Chk.
6	28.11.17	SECTION 73 COMMERCIAL CHANGES	IZ	NM
7	19.04.18	SECTION 73 RESIDENTIAL CHANGES	JM	NM

Project
COLES RICHMOND PLAZA
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Drawing
BICYCLE PARKING TYPES

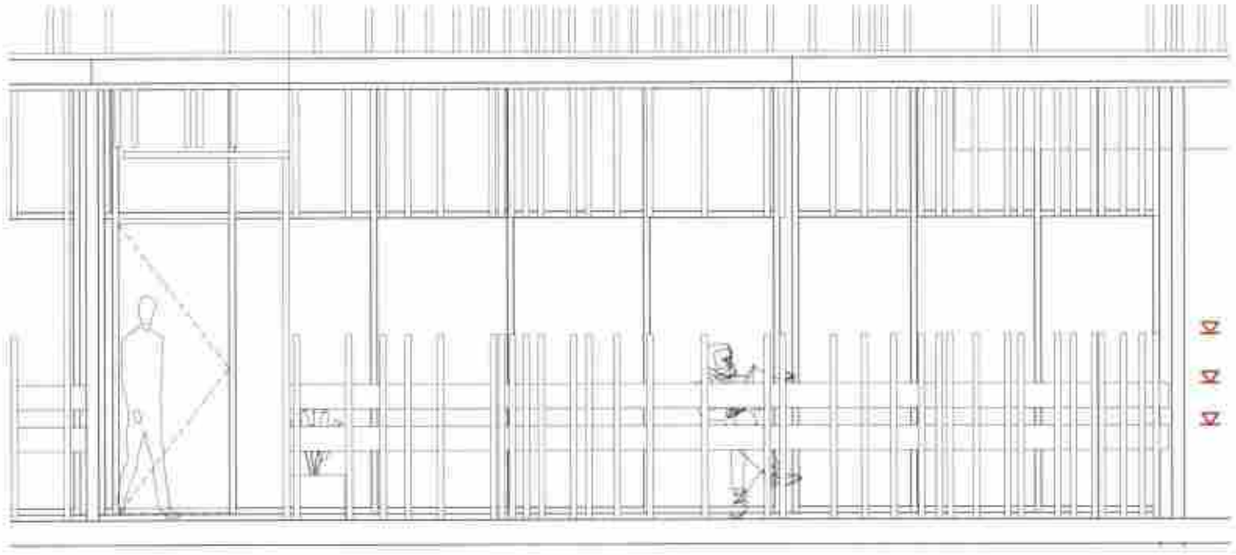
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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-60**	**7**

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50X150mm
TIMBER POSTS

1 FENCE PLAN DETAIL

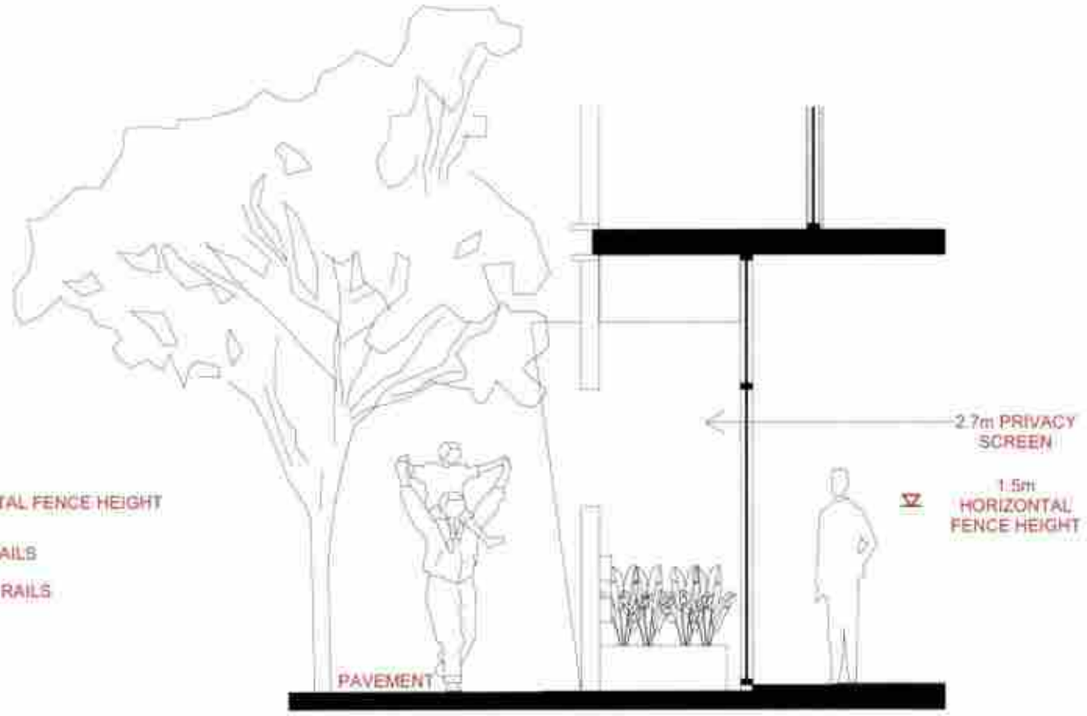


1.5m HORIZONTAL FENCE HEIGHT

1.1m TIMBER RAILS

0.78m TIMBER RAILS

2 FENCE ELEVATION DETAIL



3 FENCE SECTION DETAIL

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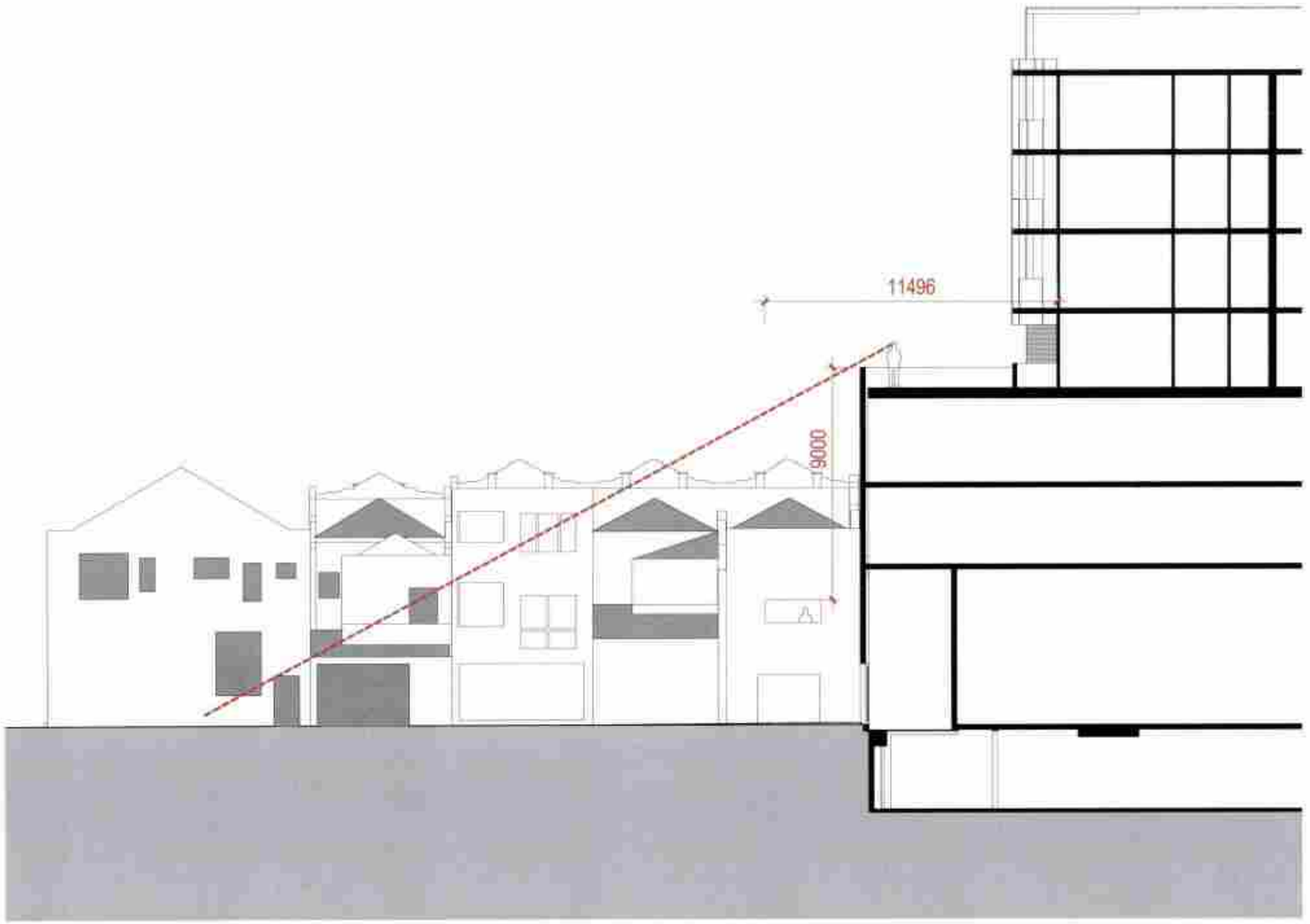
Rev.	Date	Revision	By	Chk.
5	25.11.19	SECTION 5 COMMERCIAL CHANGES	JD	NM
6	18.08.20	SECTION 5 RESIDENTIAL CHANGES	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
BANK STREET FENCE DETAIL -(w)

Date	Scale	Sheet Size
	1 : 50	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-61**	**6**

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(KKK) MINIMUM 1.7M HIGH SCREENS

(VII) VIEW LINES DEMONSTRATE THAT VIEWS ARE NOT PROVIDED TO HABITABLE ROOM WINDOWS OR PRIVATE OPEN SPACE AREAS WITHIN 9M RADIUS AND 45 DEGREE ARC OF ANY NORTH FACING HABITABLE WINDOWS OR BALCONIES TO BUILDING C (06-08 RANGE)

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Rev.	Date	Revision	By	Chk.
6	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
7	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM

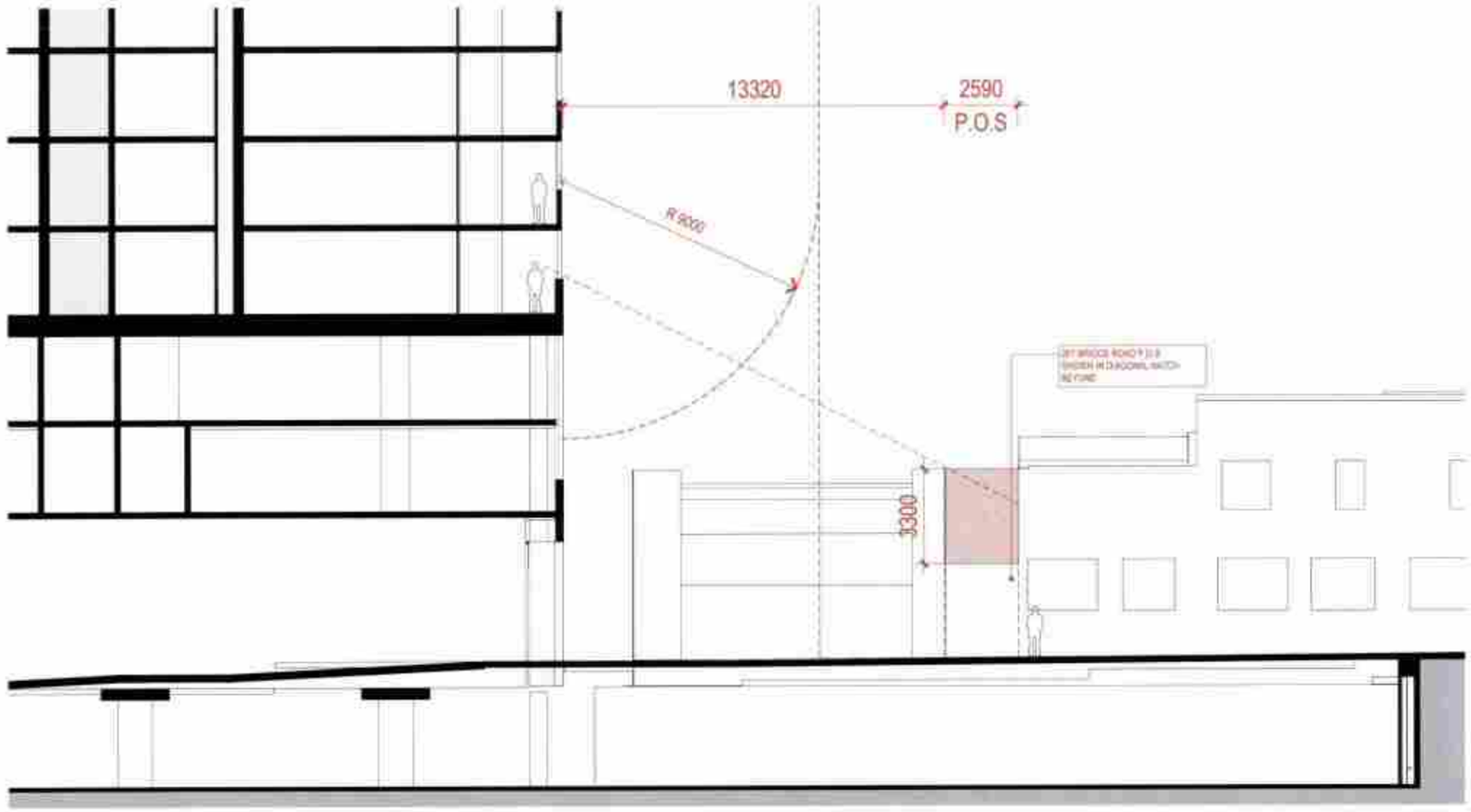
Project
COLES RICHMOND PLAZA
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Drawing
CONDITION 1 - DIAGRAM
BUILDING C - (kkk) - (vii)

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-62	7

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Rev.	Date	Revision	By	Chk.
1	27.06.19	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
CONDITION 1 - DIAGRAM
BUILDING A - (kkk) - (vii)

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-63**	**1**

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1 TYPICAL 1BED / 1BATH_TYPE 1
56 m² Apartment
12 m² Balcony



2 TYPICAL 2BED / 1BATH_TYPE 1
76 m² Apartment
13 m² Balcony



3 TYPICAL 2BED / 2BATH_TYPE 1
85 m² Apartment
11 m² Balcony



4 TYPICAL 3BED / 2BATH_TYPE 1
101 m² Apartment
28 m² Balcony



5 TYPICAL 2BED / 2BATH_TYPE 2
88 m² Apartment
13 m² Balcony



6 TYPICAL 3BED / 2BATH_TYPE 2
166 m² Apartment
177 m² Balcony



7 TYPICAL 2BED / 2BATH_TYPE 3
90 m² Apartment
13 m² Balcony



8 TYPICAL 3BED / 2BATH_TYPE 3
102 m² Apartment
22 m² Balcony

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01	16.04.19	SECTION 72 RESIDENTIAL CHANGES	JM	NM
02	27.06.19	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
APARTMENT TYPES 1 OF 5

Date	Scale	Sheet Size
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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-70	02

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1 TYPICAL 3BED / 2BATH_TYPE 4
101 m² Apartment
21 m² Balcony



2 TYPICAL 2BED / 2BATH_TYPE 4
76 m² Apartment
13 m² Balcony



3 TYPICAL 2BED / 2BATH_TYPE 5
90 m² Apartment
11 m² Balcony



4 TYPICAL 2BED / 2BATH_TYPE 6
95 m² Apartment
16 m² Balcony



5 TYPICAL 3BED / 2BATH_TYPE 5
115 m² Apartment
15 m² Balcony



6 TYPICAL 3BED / 2BATH_TYPE 10
104 m² Apartment
64 m² Balcony



7 TYPICAL 3BED / 2BATH_TYPE 6
124 m² Apartment
24 m² Balcony



8 TYPICAL 3BED / 2BATH_TYPE 11
132 m² Apartment
24 m² Balcony



9 TYPICAL 1BED / 1BATH_TYPE 2
57 m² Apartment
12 m² Balcony



10 TYPICAL 2BED / 2BATH_TYPE 7
76 m² Apartment
9 m² Balcony



11 TYPICAL 2BED / 2BATH_TYPE 8
79 m² Apartment
10 m² Balcony



12 TYPICAL 2BED / 2BATH_TYPE 9
90 m² Apartment
13 m² Balcony



13 TYPICAL 1BED / 1BATH_TYPE 3
70 m² Apartment
15 m² Balcony

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Rev.	Date	Revision	By	Chk.
01	18.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
02	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
APARTMENT TYPES 2 OF 5

Date	Scale	Sheet Size
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	JM	NM
Job No.	Drawing No.	Revision
20755	TP-71	02

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1 TYPICAL 1BED / 1BATH_TYPE 4
58 m² Apartment
12 m² Balcony



2 TYPICAL 2BED / 2BATH_TYPE 10
85 m² Apartment
20 m² Balcony



3 TYPICAL 3BED / 2BATH_TYPE 7
110 m² Apartment
25 m² Balcony



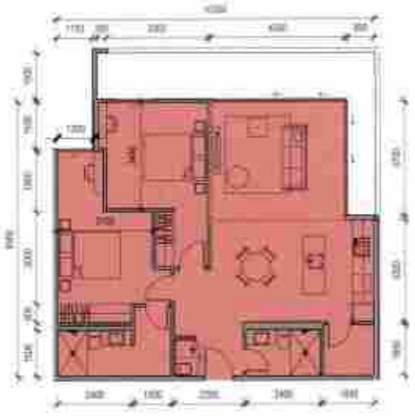
4 TYPICAL 2BED / 2BATH_TYPE 11
85 m² Apartment
16 m² Balcony



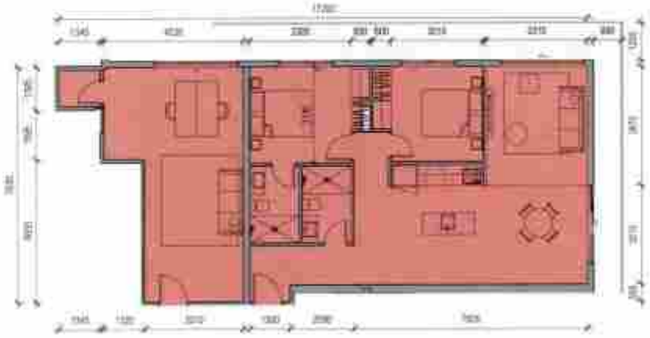
5 TYPICAL 1BED / 1BATH_TYPE 5
54 m² Apartment
8 m² Balcony



6 TYPICAL 3BED / 2BATH_TYPE 6
110 m² Apartment
17 m² Balcony



7 TYPICAL 2BED / 2BATH_TYPE 12
91 m² Apartment
20 m² Balcony



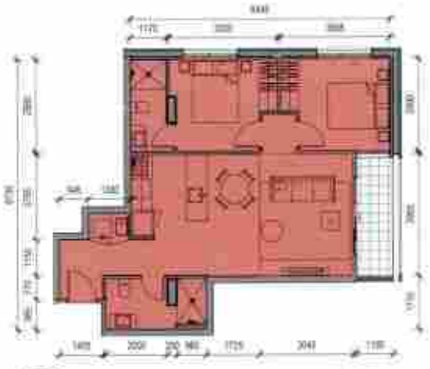
8 2BED / 2BATH WITH HOME OFFFICE_TYPE 1
118 m² Apartment
23 m² Balcony



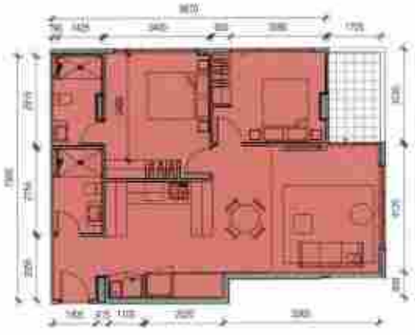
9 1BED / STUDY_TYPE 1
59 m² Apartment
13 m² Balcony



10 1BED / 1BATH_TYPE 1
48 m² Apartment
6 m² Balcony



11 2BED / 2BATH_TYPE 1
70 m² Apartment
6 m² Balcony



12 2BED / 2BATH_TYPE 2
81 m² Apartment
6 m² Balcony

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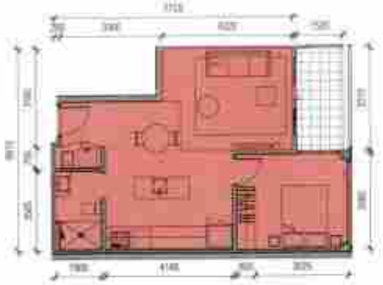
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01	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
02	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project
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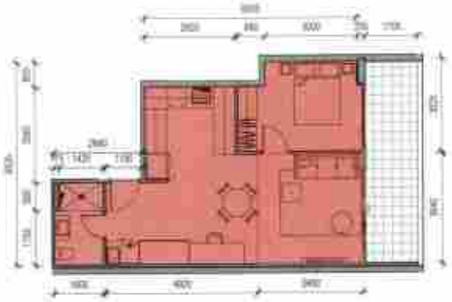
Drawing
APARTMENT TYPES 3 OF 5

Date	Scale	Sheet Size
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	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-72**	**02**

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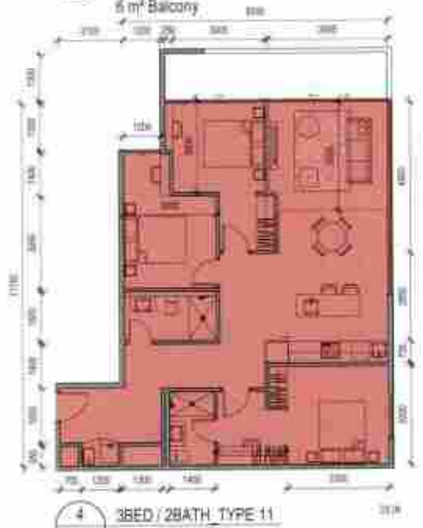
1 1BED / 1BATH_TYPE 2
53 m² Apartment
6 m² Balcony



2 1BED / STUDY_TYPE 2
56 m² Apartment
14 m² Balcony



3 1BED / STUDY_TYPE 3
54 m² Apartment
11 m² Balcony



4 3BED / 2BATH_TYPE 11
110 m² Apartment
12 m² Balcony



5 2BED / 2BATH_TYPE 3
85 m² Apartment
87 m² Balcony



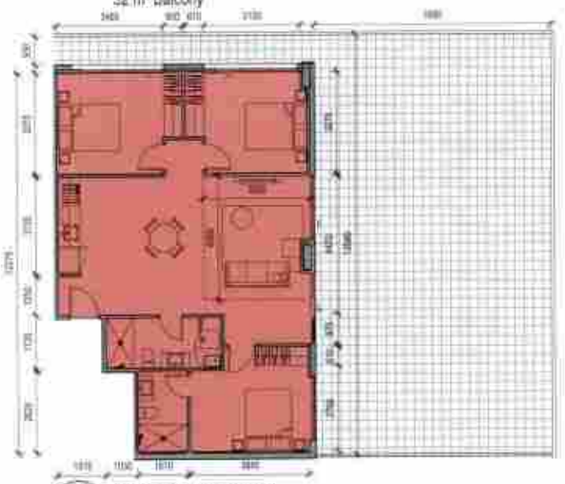
6 3BED / 2BATH_TYPE 12
115 m² Apartment
32 m² Balcony



7 TYPICAL 2BED / 2BATH_TYPE 13
81 m² Apartment
12 m² Balcony



8 TYPICAL 3BED / 2BATH_TYPE 9
111 m² Apartment
28 m² Balcony



9 3BED / 2BATH_TYPE 10
97 m² Apartment
140 m² Balcony

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01	15.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
02	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
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Drawing
APARTMENT TYPES 4 OF 5

Date	Scale	Sheet Size
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	JM	NM
Job No.	Drawing No.	Revision
20755	TP-73	02

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1 2BED / 2BATH_TYPE 4
79 m² Apartment
10 m² Balcony



2 1BED / 1BATH_TYPE 3
61 m² Apartment
7 m² Balcony



3 1BED / 1BATH_TYPE 4
52 m² Apartment
7 m² Balcony



4 2BED / 1BATH_TYPE 2
77 m² Apartment
18 m² Balcony



5 1BED / 1BATH_TYPE 5
64 m² Apartment
10 m² Balcony



6 2BED / 2BATH_TYPE 5
77 m² Apartment
21 m² Balcony



7 2BED / 2BATH_TYPE 6
65 m² Apartment
34 m² Balcony



8 2BED / 1BATH_TYPE 3
52 m² Apartment
31 m² Balcony



9 1BED / 1BATH_TYPE 6
56 m² Apartment
–

6/07/2018 4:19:15 PM

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The Guest Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
01	15.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
02	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
APARTMENT TYPES 5 OF 5

Date	Scale	Sheet Size
	1 : 200	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-74**	**02**

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1 TYPICAL 1BED / 1BATH_TYPE 1_MOBILITY

INTERNAL LAYOUT CAN BE ADAPTED
FOR PERSONS WITH LIMITED MOBILITY
TOTAL APARTMENT NO. 35



2 TYPICAL 2BED / 2BATH_TYPE 3_MOBILITY

INTERNAL LAYOUT CAN BE ADAPTED
FOR PERSONS WITH LIMITED MOBILITY
TOTAL APARTMENT NO. 76

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6/07/2018 4:19:19 PM

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Rev.	Date	Revision	By	Chk.
01	18.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM

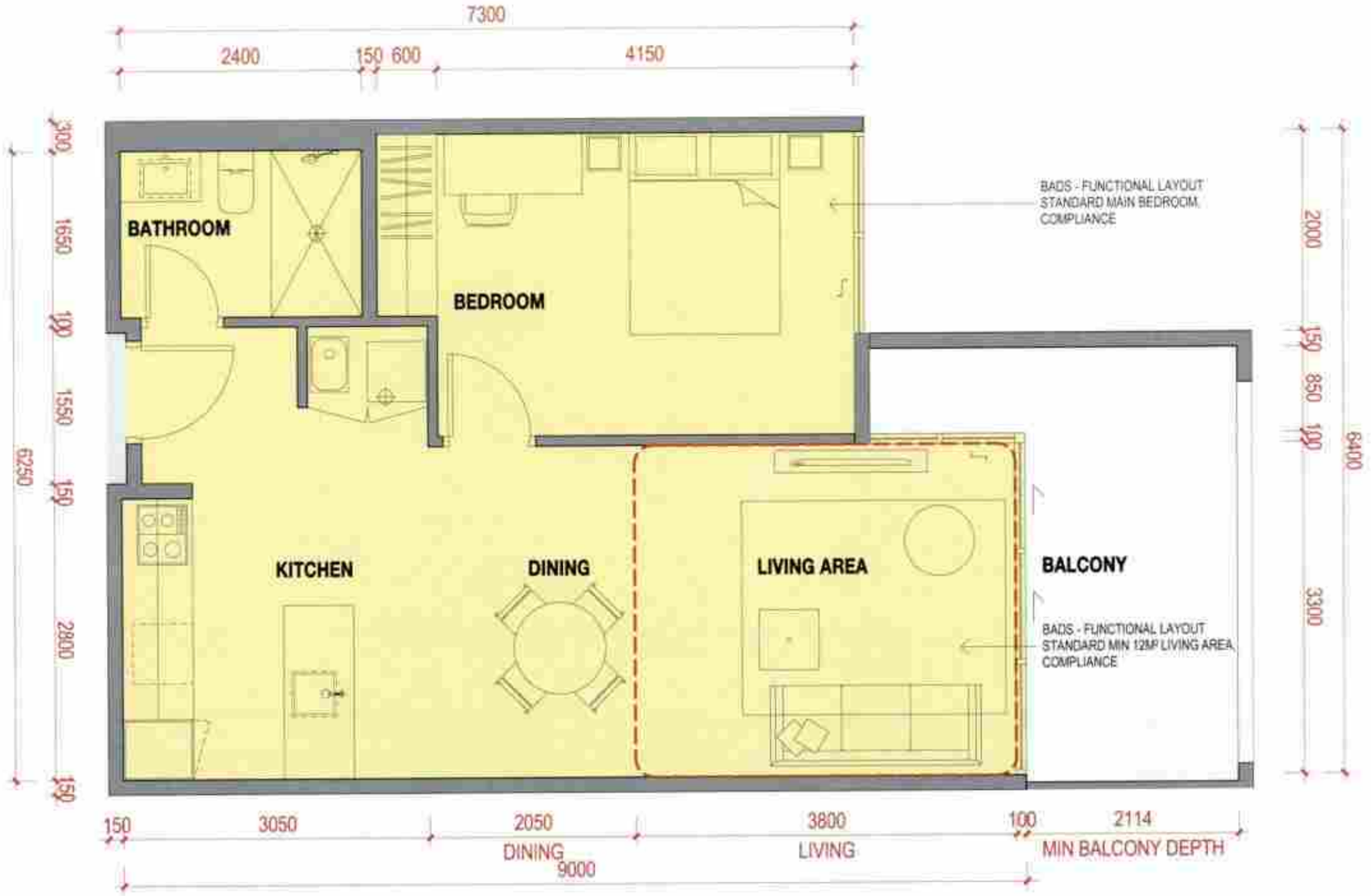
Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
APARTMENT TYPES - LIMITED MOBILITY DWELLINGS -(uuu)

Date	Scale	Sheet Size
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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-75**	**01**

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TYPICAL 1 BED / 1 BATH
TYPE 01
APARTMENT NO.: 33

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6/07/2018 4:10:22 PM

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Rev.	Date	Revision	By	Chk.
01	18.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
02	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
TYPICAL APARTMENT TYPE 1BED/1BATH
TYPE 04

Date	Scale	Sheet Size
	1 : 50	@ A3
	Drawn	Chk.
	JZ	JM
Job No.	Drawing No.	Revision
20755	**TP-76**	**02**

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TYPICAL 2 BED / 1 BATH
TYPE 01
APARTMENT NO.: 52

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The Builder/Contractor shall verify site dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

6/07/2019 4:10:29 PM

North Point

Client Name & Logo
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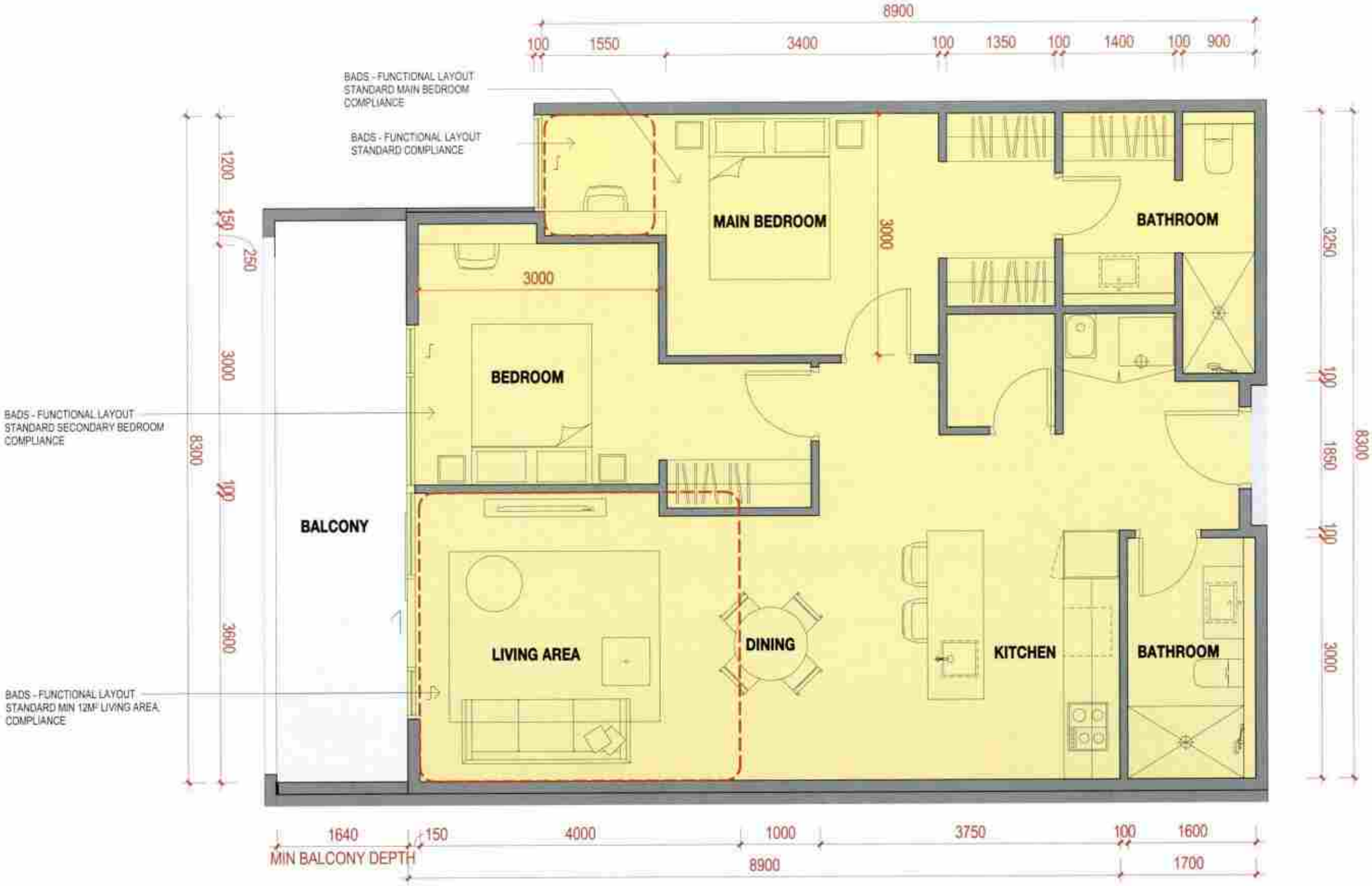
Rev.	Date	Revision	By	Chk.
01	16.04.19	SECTION 72 RESIDENTIAL CHANGES	JM	NM
02	27.06.19	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
TYPICAL APARTMENT TYPE 2BED/1BATH
TYPE 01

Date	Scale	Sheet Size
	1 : 50	@ A3
	Drawn	Chk.
	JZ	JM
Job No.	Drawing No.	Revision
20755	TP-77	02

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TYPICAL 2 BED / 2 BATH
TYPE 03
APARTMENT NO.: 67

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8/07/2019 4:19:26 PM

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Rev.	Date	Revision	By	Chk.
01	16.04.19	SECTION 72 RESIDENTIAL CHANGES	JM	NM
02	27.06.19	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
TYPICAL APARTMENT TYPE 2BED/2BATH
TYPE 03

Date	Scale	Sheet Size
	1 : 50	@ A3
	Drawn	Chk.
	JZ	JM
Job No.	Drawing No.	Revision
20755	**TP-78**	**02**

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TYPICAL 3 BED / 2 BATH
TYPE 04
APARTMENT NO.: 6

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Rev.	Date	Revision	By	Chk.
01	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
02	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
TYPICAL APARTMENT TYPE 3BED/2BATH
TYPE 04

Date	Scale	Sheet Size
	1 : 50	@ A3
	Drawn	Chk.
	JZ	JM
Job No.	Drawing No.	Revision
20755	**TP-79**	**02**

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LEGEND

APPROVED BUILDING ENVELOPE PODIUM SHADOW

APPROVED BUILDING ENVELOPE TOWER SHADOW

SEPTEMBER 22, 9:00AM

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8/27/2018 4:19:57 PM

North Point

Client Name & Logo

COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
1	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
2	27.06.18	RESPONSE TO COUNCILS RFI	JM	NM

Project

COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

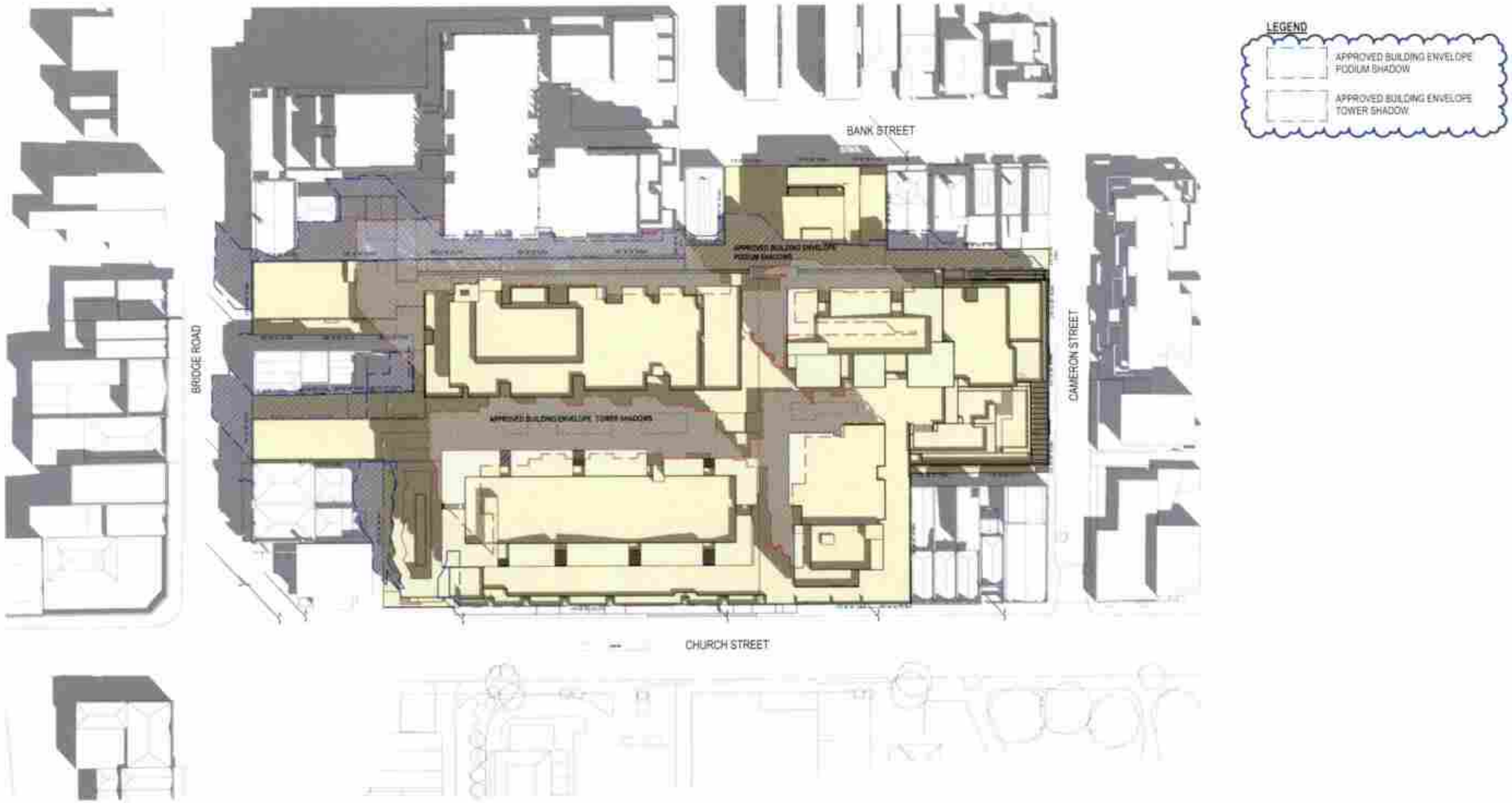
Drawing

SHADOW DIAGRAM SEP 22, 9AM

Date	Scale	Sheet Size
	1 : 1000	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-80**	**2**

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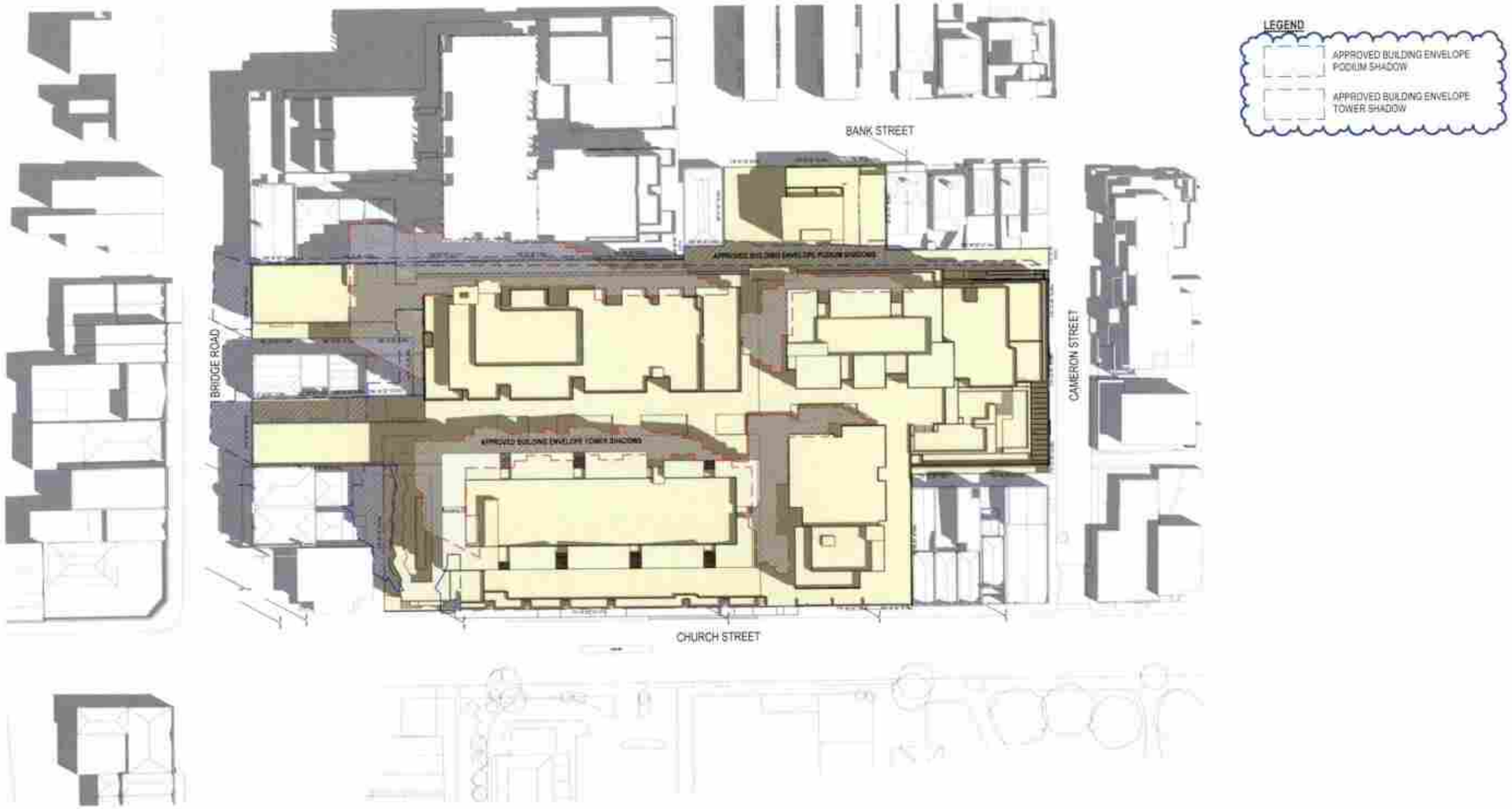
Rev.	Date	Revision	By	Chk.
1	19.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
2	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
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Drawing
SHADOW DIAGRAM SEP 22, 10AM

Date	Scale	Sheet Size
	1 : 1000	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-81**	**2**

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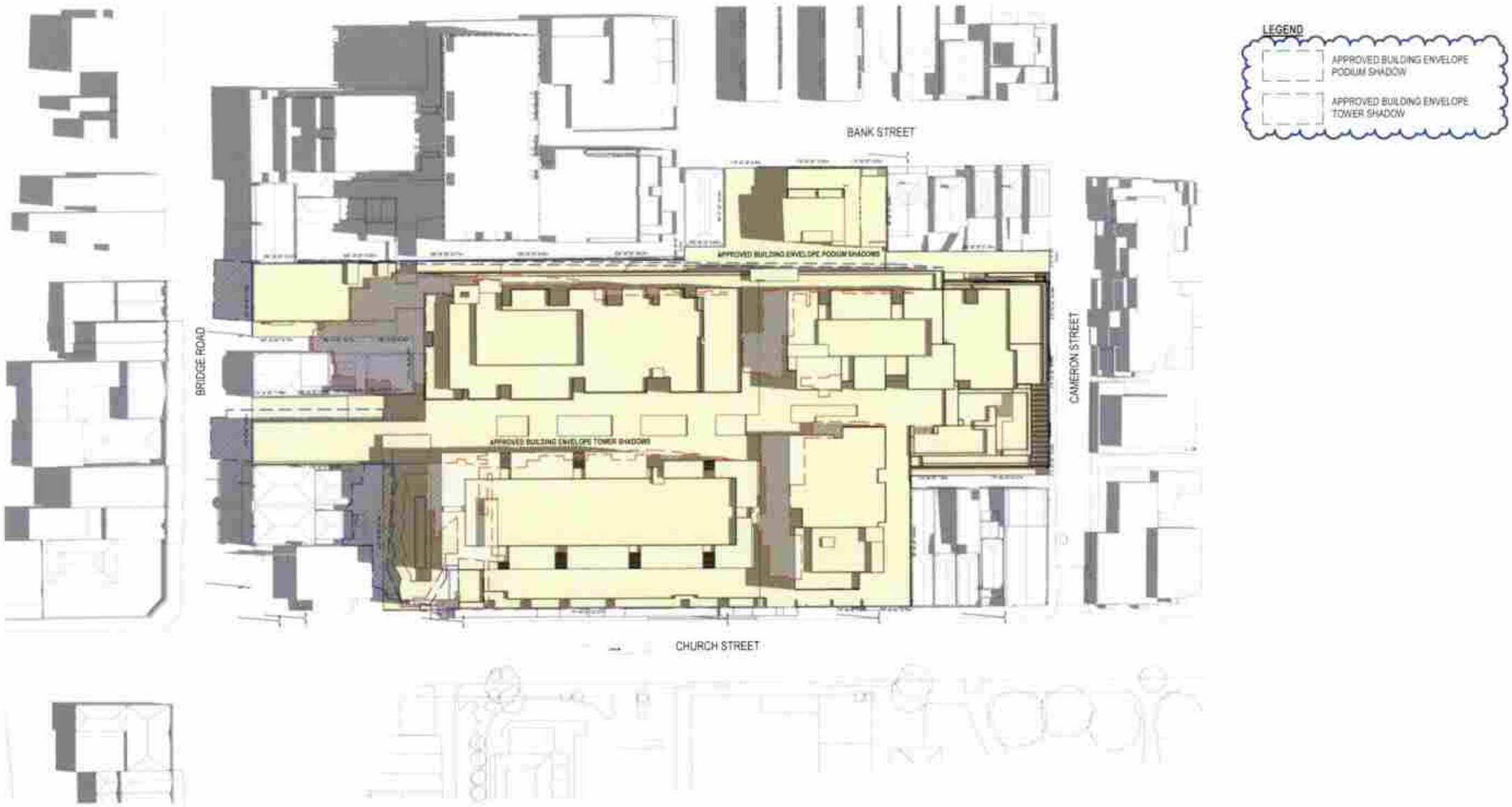
Rev.	Date	Revision	By	Chk.
1	10.04.19	SECTION 72 RESIDENTIAL CHANGES	JM	NM
2	27.06.19	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
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Drawing
SHADOW DIAGRAM SEP 22, 11AM

Date	Scale	Sheet Size
	1 : 1000	@ A3
	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-82	2

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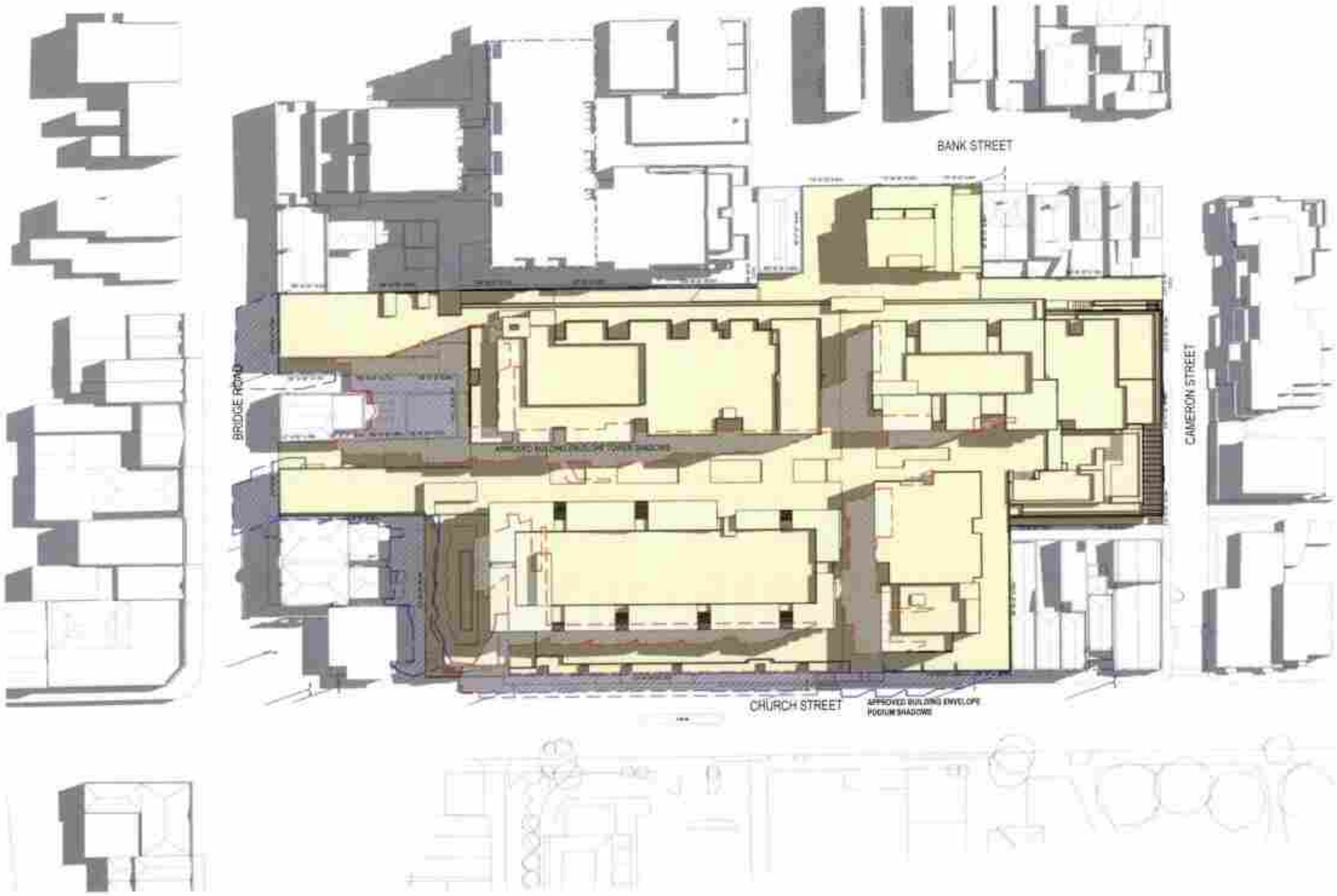
Rev.	Date	Revision	By	Chk.
1	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
2	07.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
SHADOW DIAGRAM SEP 22, 12PM

Date	Scale	Sheet Size
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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-83**	**2**

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SEPTEMBER 22, 1:00PM

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6/07/2018 4:23:07 PM

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Client Name & Logo
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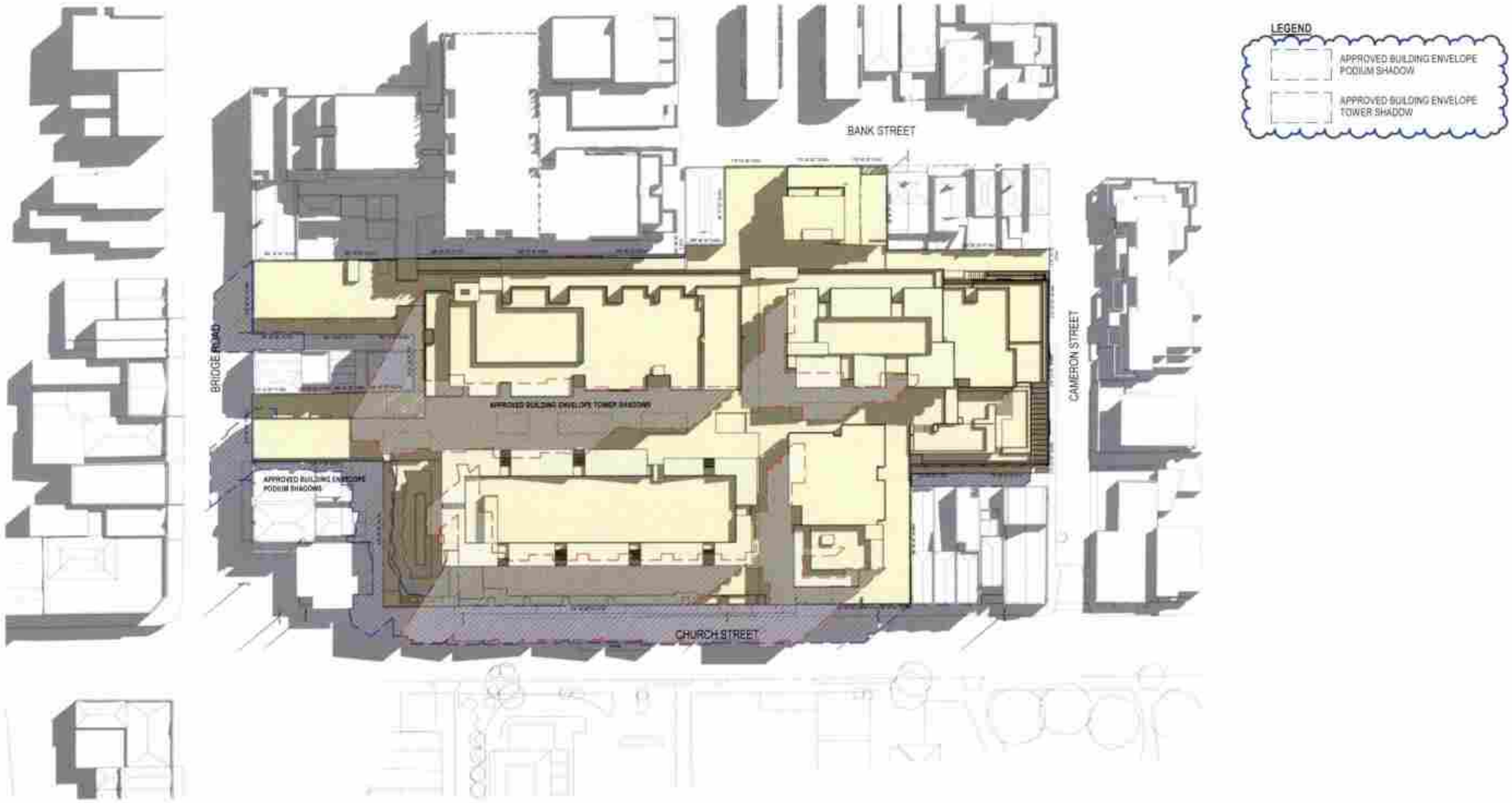
Rev.	Date	Revision	By	Chk.
1	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JB	MH
2	21.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
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Drawing
SHADOW DIAGRAM SEP 22, 1PM

Date	Scale	Sheet Size
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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	TP-84	2

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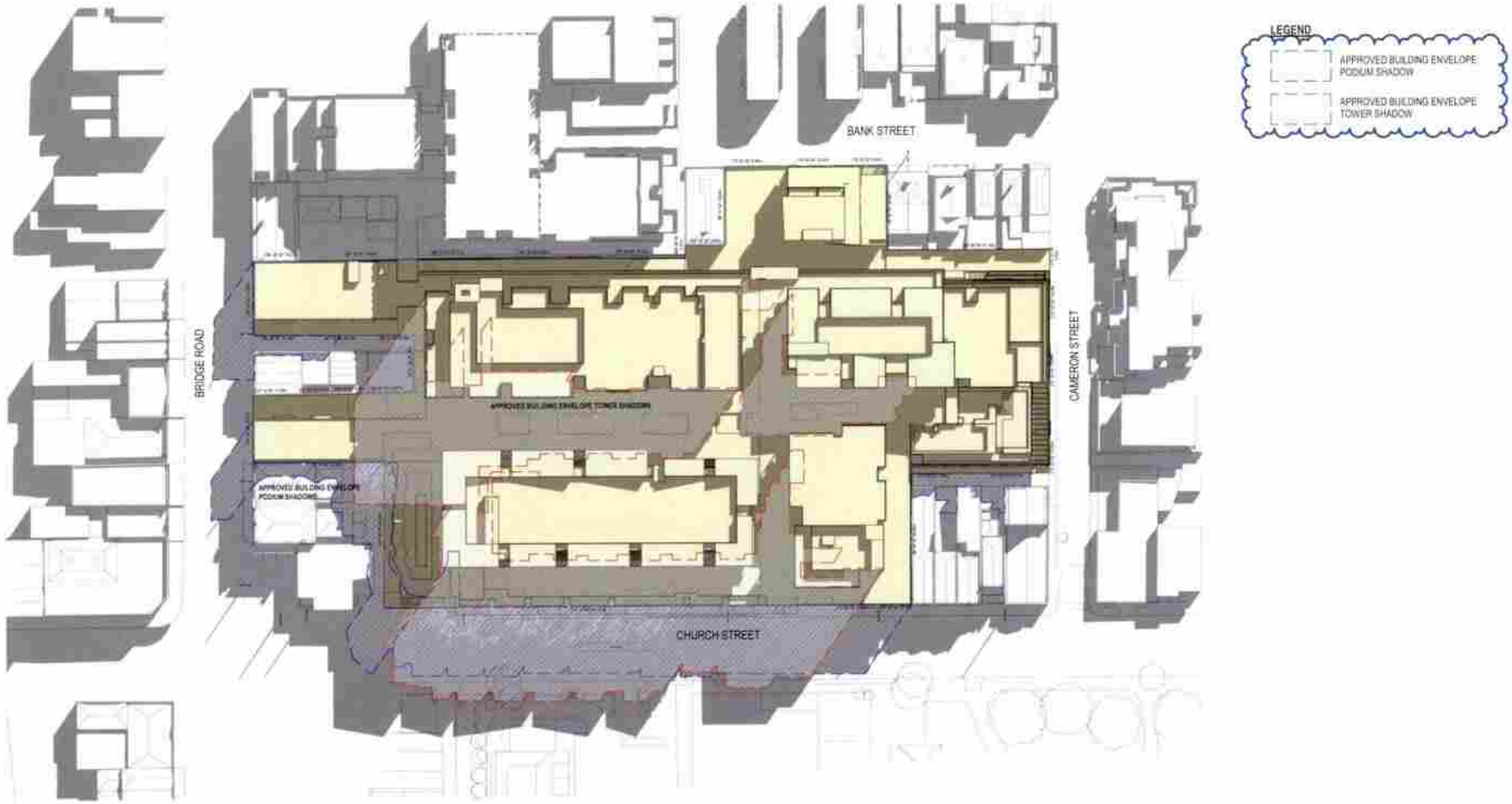
Rev.	Date	Revision	By	Chk.
1	19.04.19	SECTION 72 RESIDENTIAL CHANGES	JM	NM
2	27.06.19	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
SHADOW DIAGRAM SEP 22, 2PM

Date	Scale	Sheet Size
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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-85**	**2**

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Rev.	Date	Revision	By	Chk
1	18.04.19	SECTION 72 RESIDENTIAL CHANGES	JM	NM
2	27.06.19	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
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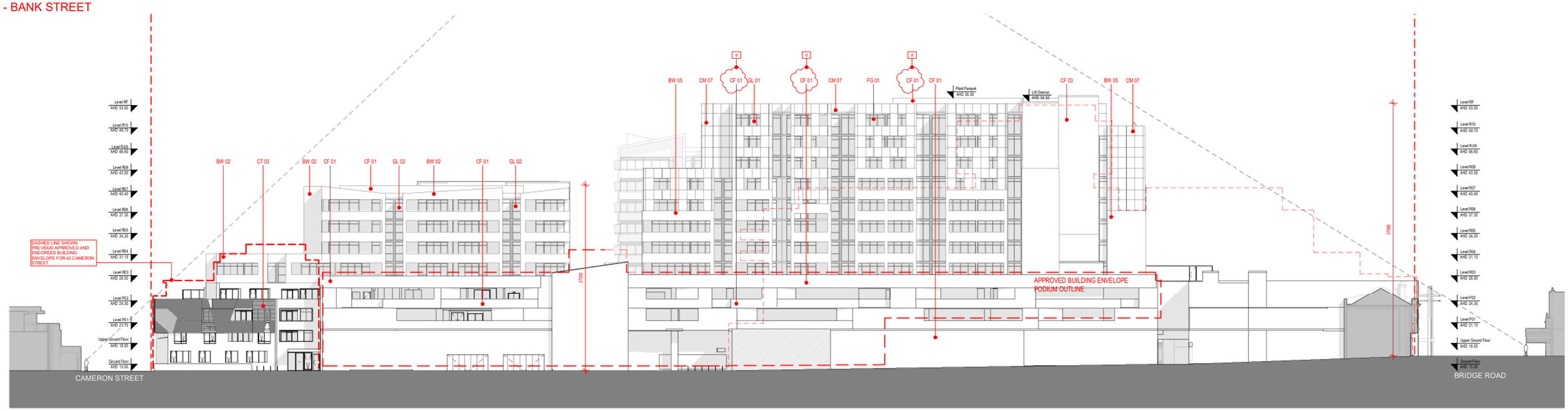
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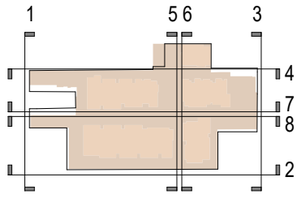
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	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-86**	**2**

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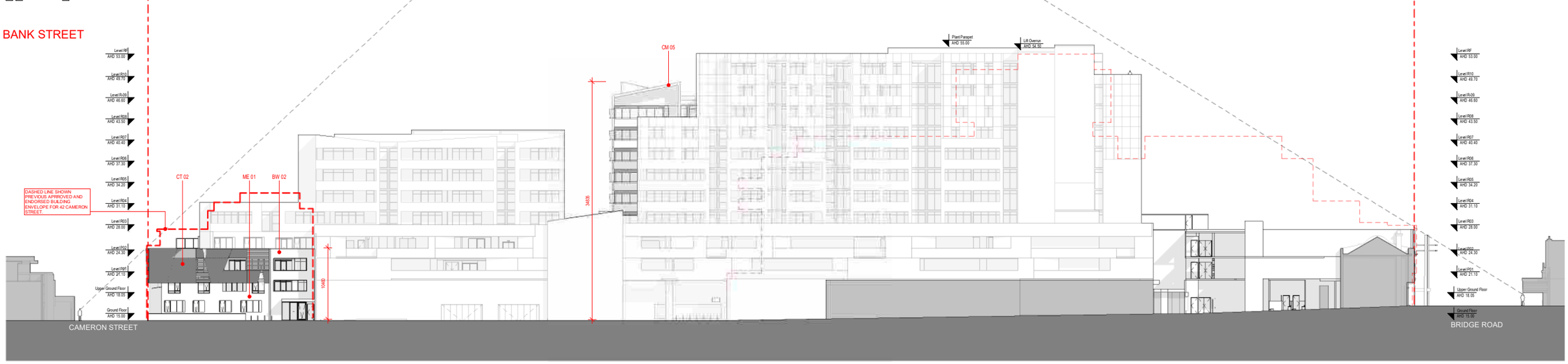
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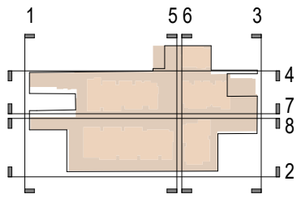
04 WEST ELEVATION - BANK STREET





04 WEST ELEVATION - BANK STREET





LEGEND

AF 01 - TEXTURED RENDER WHITE	**CF 01** - CONCRETE GREY	**CT 01** - SHIPLAP TIMBER CLADDING BLACKBUTT	**PS1** - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
AF 02 - TEXTURED RENDER GREY	**CF 02** - CONCRETE RELIEF - PATTERN 1	**CT 02** - TIMBER LOUVRE VERTICAL	**PS2** - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL
AF 03 - TEXTURED RENDER CHARCOAL	**CF 03** - CONCRETE RELIEF - PATTERN 2	**CT 03** - TIMBER LOUVRE HORIZONTAL	
BW 01 - BRICKWORK COLOR 1	**CM 01** - ALUMINIUM CLADDING - COLOR 1	**GL 01** - GLAZING CLEAR	
BW 02 - BRICKWORK COLOR 2	**CM 02** - ALUMINIUM CLADDING - COLOR 2	**GL 02** - GLAZING GREY	
BW 03 - BRICKWORK COLOR 3	**CM 03** - ALUMINIUM CLADDING - COLOR 3	**GL 03** - GLAZING TRANSLUCENT	
BW 04 - BRICKWORK COLOR 4	**CM 04** - ALUMINIUM CLADDING - COLOR 4	**GL 04** - GLAZING COLORBACK BLACK	
BW 05 - BRICKWORK COLOR 5	**CM 05** - ALUMINIUM CLADDING - COLOR 5	**GL 05** - GLAZING COLORBACK GREY	
BW 06 - BRICKWORK COLOR 6	**CM 06** - ALUMINIUM CLADDING - COLOR 6	**GL 06** - GLAZING COLORBACK GREY	
BW 07 - BRICKWORK COLOR 7	**CM 07** - ALUMINIUM CLADDING - COLOR 7	**LV 01** - ALUMINIUM LOUVRE BLACK	

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17/07/2018 3:30:01 PM

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Rev.	Date	Revision	By	Chk.
11	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
12	16.03.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
13	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project

COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing

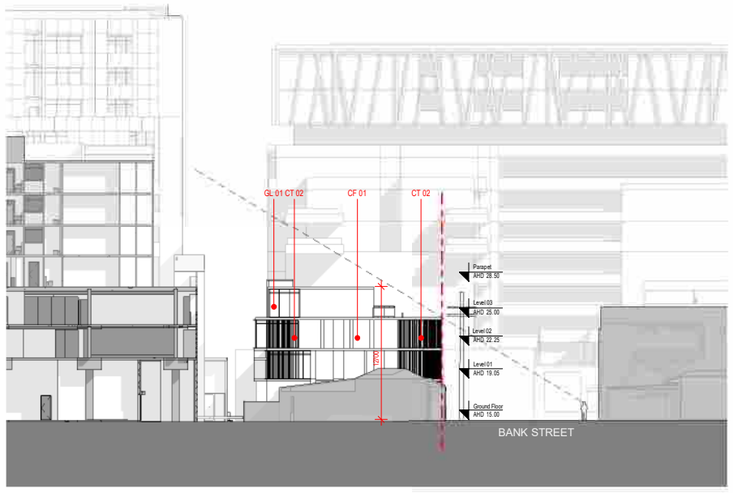
WEST ELEVATION - BANK STREET - (hhh)

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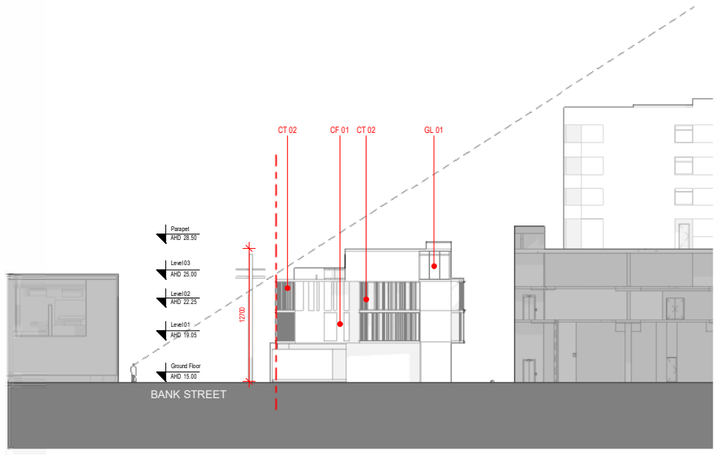
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01 BANK STREET DEVELOPMENT NORTH ELEVATION



02 BANK STREET DEVELOPMENT SOUTH ELEVATION



LEGEND

AF 01 - TEXTURED RENDER WHITE
AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 4
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE RELIEF - PATTERN 1
CF 03 - CONCRETE RELIEF - PATTERN 2

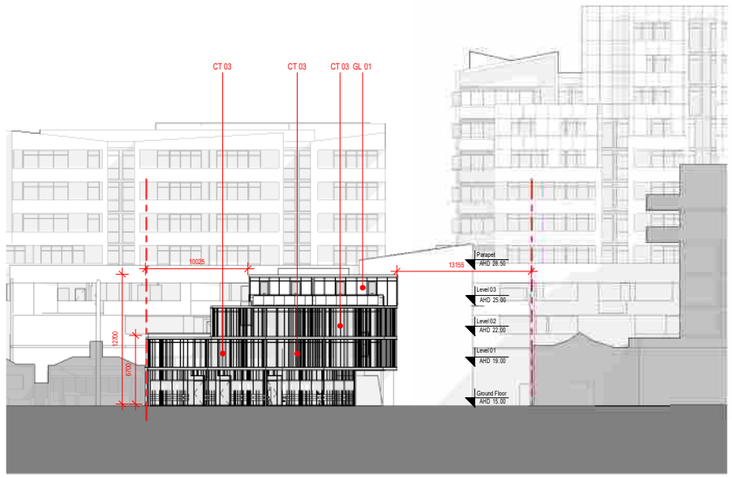
CM 01 - ALUMINIUM CLADDING - COLOR 1
CM 02 - ALUMINIUM CLADDING - COLOR 2
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 04 - ALUMINIUM CLADDING - COLOR 4
CM 05 - ALUMINIUM CLADDING - COLOR 5
CM 06 - ALUMINIUM CLADDING - COLOR 6
CM 07 - ALUMINIUM CLADDING - COLOR 7

CT 01 - TIMBER LOUVRE VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK BLACK
GL 05 - GLAZING COLORBACK GREY
LV 01 - ALUMINIUM LOUVRE BLACK

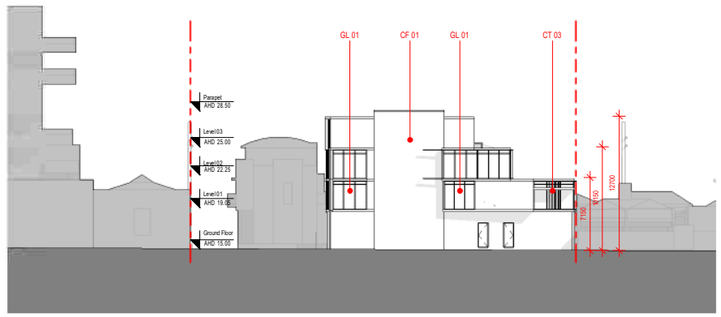
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PS2 - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL

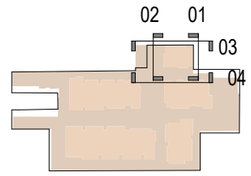
aa(ii)
ALL GROUND FLOOR INTERFACES TO BE TREATED WITH GRAFFITI
RESISTANT PERMANENT [NON-SACRIFICIAL] COATING SUCH AS DULUX
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03 BANK STREET DEVELOPMENT EAST ELEVATION



04 BANK STREET DEVELOPMENT WEST ELEVATION





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Rev.	Date	Revision	By	Chk.
9	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
10	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

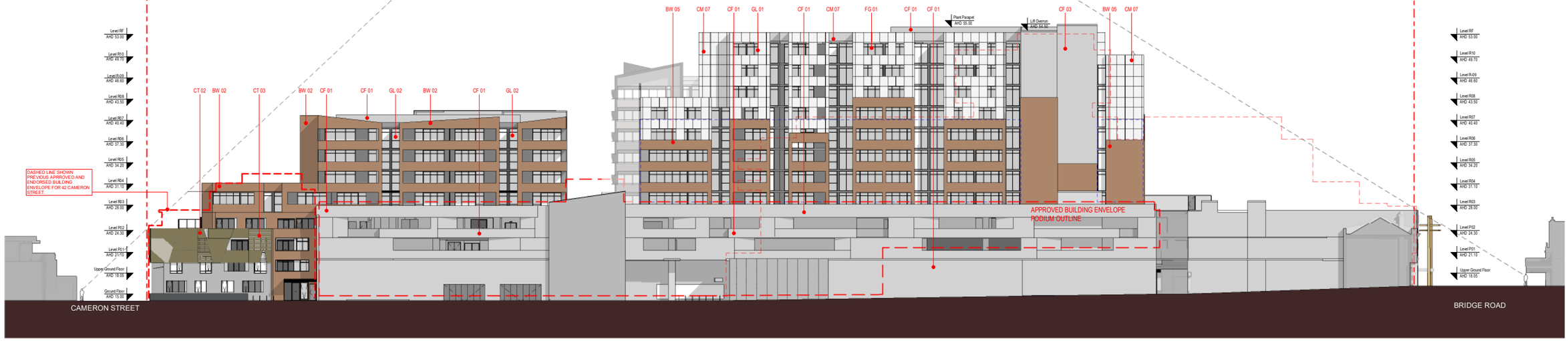
Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

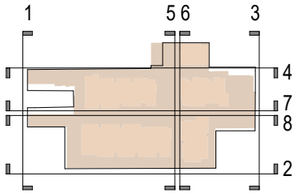
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BANK STREET DEVELOPMENT ELEVATIONS -(hhh)

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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
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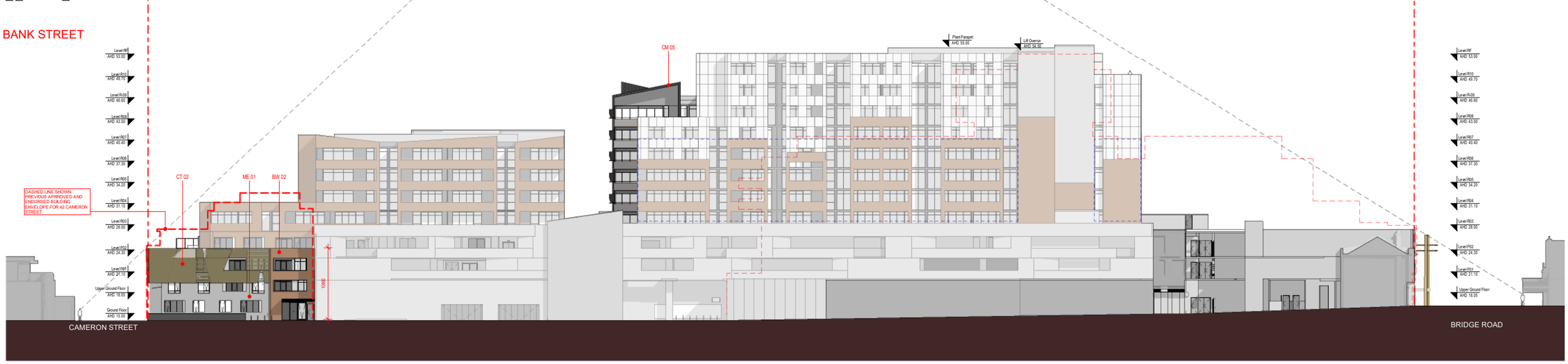
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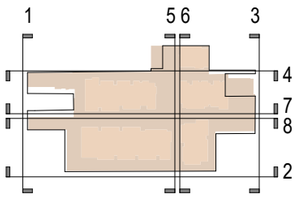
04 WEST ELEVATION - BANK STREET





04 WEST ELEVATION - BANK STREET





LEGEND

AF 01 - TEXTURED RENDER WHITE	**CF 01** - CONCRETE GREY	**CT 01** - SHIPLAP TIMBER CLADDING BLACKBUTT	**PS1** - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
AF 02 - TEXTURED RENDER GREY	**CF 02** - CONCRETE RELIEF - PATTERN 1	**CT 02** - TIMBER LOUVRE VERTICAL	**PS2** - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL
AF 03 - TEXTURED RENDER CHARCOAL	**CF 03** - CONCRETE RELIEF - PATTERN 2	**CT 03** - TIMBER LOUVRE HORIZONTAL	
BW 01 - BRICKWORK COLOR 1	**CM 01** - ALUMINIUM CLADDING - COLOR 1	**GL 01** - GLAZING CLEAR	
BW 02 - BRICKWORK COLOR 2	**CM 02** - ALUMINIUM CLADDING - COLOR 2	**GL 02** - GLAZING GREY	
BW 03 - BRICKWORK COLOR 3	**CM 03** - ALUMINIUM CLADDING - COLOR 3	**GL 03** - GLAZING TRANSLUCENT	
BW 04 - BRICKWORK COLOR 4	**CM 04** - ALUMINIUM CLADDING - COLOR 4	**GL 04** - GLAZING COLORBACK BLACK	
BW 05 - BRICKWORK COLOR 5	**CM 05** - ALUMINIUM CLADDING - COLOR 5	**GL 05** - GLAZING COLORBACK GREY	
BW 06 - BRICKWORK COLOR 6	**CM 06** - ALUMINIUM CLADDING - COLOR 6	**GL 06** - GLAZING COLORBACK GREY	
BW 07 - BRICKWORK COLOR 7	**CM 07** - ALUMINIUM CLADDING - COLOR 7	**LV 01** - ALUMINIUM LOUVRE BLACK	

ALL GROUND FLOOR INTERFACES TO BE TREATED WITH DULUX GRAFFITI RESISTANT PERMANENT [NON-SACRIFICIAL] COATING SUCH AS DULUX DURETHANE® CLEAR, IN MATT OR HIGH GLOSS FINISH.

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Rev.	Date	Revision	By	Chk.
11	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
12	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
13	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project

COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing

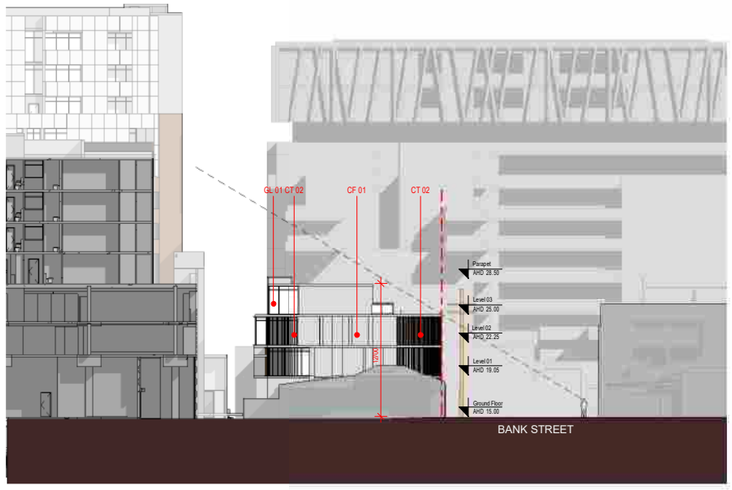
WEST ELEVATION - BANK STREET

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Job No.	**Drawing No.**	**Revision**
20755	**TP-44**	**13**

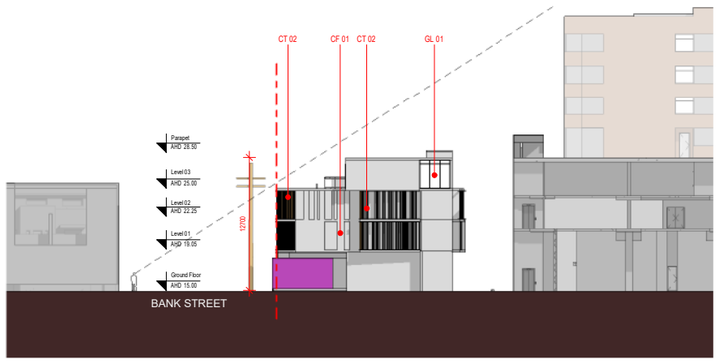
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01 BANK STREET DEVELOPMENT NORTH ELEVATION



02 BANK STREET DEVELOPMENT SOUTH ELEVATION



LEGEND

AF 01 - TEXTURED RENDER WHITE
AF 02 - TEXTURED RENDER GREY
AF 03 - TEXTURED RENDER CHARCOAL
BW 01 - BRICKWORK COLOR 1
BW 02 - BRICKWORK COLOR 2
BW 03 - BRICKWORK COLOR 3
BW 04 - BRICKWORK COLOR 4
BW 05 - BRICKWORK COLOR 5
BW 06 - BRICKWORK COLOR 6
BW 07 - BRICKWORK COLOR 7
CF 01 - CONCRETE GREY
CF 02 - CONCRETE RELIEF - PATTERN 1
CF 03 - CONCRETE RELIEF - PATTERN 2

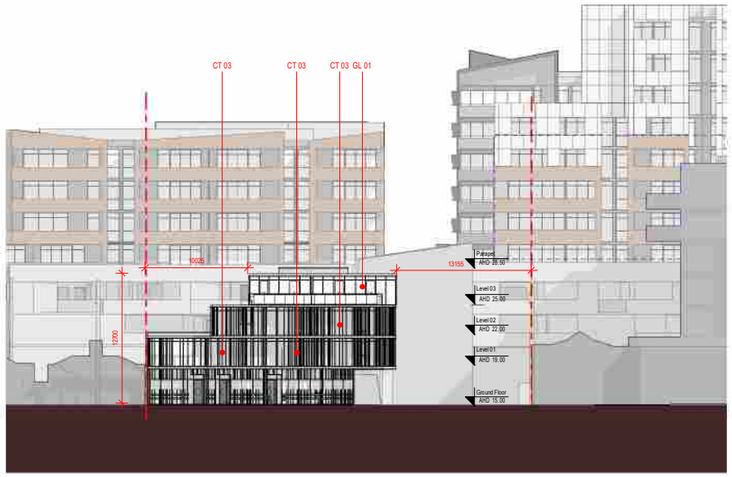
CM 01 - ALUMINIUM CLADDING - COLOR 1
CM 02 - ALUMINIUM CLADDING - COLOR 2
CM 03 - ALUMINIUM CLADDING - COLOR 3
CM 04 - ALUMINIUM CLADDING - COLOR 4
CM 05 - ALUMINIUM CLADDING - COLOR 5
CM 06 - ALUMINIUM CLADDING - COLOR 6
CM 07 - ALUMINIUM CLADDING - COLOR 7

CT 01 - TIMBER LOUVRE VERTICAL
CT 02 - TIMBER LOUVRE HORIZONTAL
GL 01 - GLAZING CLEAR
GL 02 - GLAZING GREY
GL 03 - GLAZING TRANSLUCENT
GL 04 - GLAZING COLORBACK BLACK
GL 05 - GLAZING COLORBACK GREY
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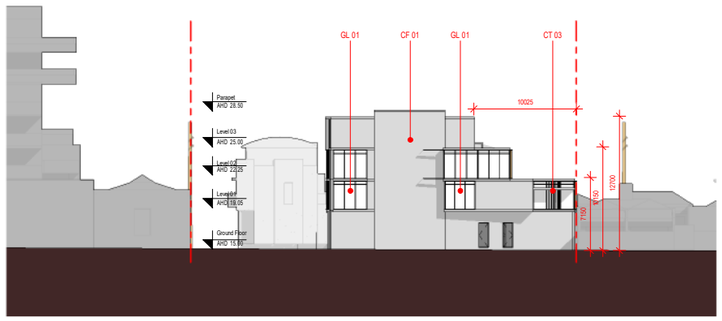
PS1 - PRIVACY SCREEN - WHITE TRANSLUCENT GLAZING
PS2 - PRIVACY SCREEN - PEARL GREY ALUMINIUM COMPOSITE PANEL

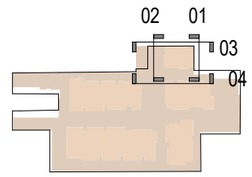
aa(ii) ALL GROUND FLOOR INTERFACES TO BE TREATED WITH GRAFFITI RESISTANT PERMANENT [NON-SACRIFICIAL] COATING SUCH AS DULUX DURETHANE® CLEAR, IN MATT OR HIGH GLOSS FINISH.

03 BANK STREET DEVELOPMENT EAST ELEVATION



04 BANK STREET DEVELOPMENT WEST ELEVATION





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9	29.11.17	SECTION 72 COMMERCIAL CHANGES	JZ	NM
10	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
11	27.06.18	RESPONSE TO COUNCIL'S RFI	JM	NM

Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
BANK STREET DEVELOPMENT ELEVATIONS

Date	Scale	Sheet Size
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	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-47**	**11**

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Prepared for
Yarra City Council

Issued
26 October 2018

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SJB is passionate about the possibilities of architecture, interiors, urban design and planning.

Let’s collaborate.

Version: 01
Prepared by: JM
Checked by: NM

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Town Planning urban design referral response

1

Town Planning urban design referral response 1

1.1 Urban Design referrral report - Recommendation - Item 113 & 114.



1.2 MGS Recommendation - Item 113.

Remove the two eastern bedrooms of C6.01 and replace with landscaped terrace zones



The current form of Building C steps down from Building B to the south towards the neighbouring sites to the north. It is also set back from the podium edge to reduce its prominence to Church Street.
To provide a further reduction in height towards Church Street, the parapet, which was raised to a height of approx 1.6m to deliberately to express a singular geometric built form, can be reduced on portion of the building extending towards the eastern facade to a height of approx 300mm above roof level - refer diagram above.

1.3 MGS Recommendation - Item 114.

Remove B8.08 and B8.09 and replace with enlarged north facing landscaped terrace zones



The introduction of a stepped terrace form will break the singular architectural expression of ‘Building B’ .
It will also reduce the clarity of the urban form when viewed from greater distances to the North and East, without significantly reducing the overall scale of this building.

There is a significant step in built form of 2-3 storeys between Building B and Building C to the north - refer elevation extract above.

1.4 MGS Recommendation - Item 115.

Redesign the north and south elevations of apartment block B to avoid the large expanses of unarticulated blade wall treatments from top to bottom in the case of the north elevation and banded treatment to the south. The gateway visibility in each instance of these facades and role within the broader activity centre needs to be acknowledged with investment in this and its northern neighbour as buildings in the round if additional footprint is to be supported





Building B - North Elevation

The above image provided in addition to the 2D Townplanning elevation describes the details and articulation provided to the north elevation, including:

- textured concrete panels
- standing seam metal cladding
- fine handrail detail
- full height glazing to end of corrridor
- angluar window shrouds
- 3 dimesional ‘hood’ with sculptural form

The north elevation does not therefore present as a large expanse of unarticulated blade wall.

Building B - South Elevation

The south elevation uses similar variety of different materials and forms to the north elevation.

In addition, it includes panels of detailed brick treatment to add additional texture where facing the Bridge Road activity centre.

Refer concept image above and 3d render, right.



1.6 MGS Recommendation - Item 116.

Further and revised elevations for Buildings B & C are to be provided to the satisfaction of the responsible authority.

Proposed to be dealt with as a condition.

The image below provides further detail of the facades treatments of Building B & C, in addtion to the application materials submitttted previously.



1.7 MGS Recommendation - Item 119.

Provide further updated elevation and typical details of the upper residential floor facade treatments to Building A providing for a diversity of interrelated claddings operable screens and fenestration and balcony articulation consistent with precedent images to the satisfaction of the responsible authority.



The image on the left provides further detail of the elevation composition and typical details of the upper residential floor facade treament to ‘Building A’.

The perforations to the metal screens create a sense of transparency to the facade and enhance the visual depth of the built form.

In addition, balconies are provided with slifding screens, which provide a changing series of open, partially open and closed portions of the facade.

This creates a sense of occupation, acivity and a changing presentation to the exterior of the building. As lights are turned on internally , the facade will take on a glowing, lantern-like appearance.

Whilst consisiting of a singular architectural facade system, there is a degree of complexity and ever-changing presentation which creates variety and interest to all aspects of this built form, without overwhelming the more intricately detailed and activated facades at podium level within the activity centre streetscape

SJB Architects have successfully employed similar techniques on several recent projects, such as at 256 Chapel Street, Prahran, shown below:





Further Facade details to be provided as a conditioned item.

1.8 MGS Recommendation - Item 121.

Provide further updated elevation and typical details of the Bridge road facade and return laneway frontages demonstrating the alignment of details with the fine grain, diversified and engaging treatments evidenced in the precedent images and responsive to the heritage overlay values. Facade treatments to Building A providing for a diversity of interrelated claddings operable screens and fenestration and blacony articulation consistent with precedent images to the satisfaction of the responsible authority. The east and west wing interfaces to the laneway should provide a greater extend of articulation, variations in depth and weather protection in sections of the laneway and illustrations should be updated to clearly depict the brickwork to be used and ensure detailing leverages the potential for artisanshio as used in precedent exemplars to the satisfication of the responsible authority.



Town Planning urban design referral response 1



The images provided here and on the previous page supplement the 2D elevations provided in the application material and assist in describing the varied and textured detailing of the Bridge Road Facade and return laneway frontages.

Fine grain, diversified and engaging treatments

Textural materials such as face brickwork, metal detailing and bluestone paving are used to break down scale and create engaging, tactile patterned facades, in both small scale at low level and in larger compositions as they progress up the buildings' facades.

The scale of facade composition, window openings and doorways and varied landscape elements, collectively create an engaging, activated and human scale to the laneways. Inclined walls signify the main entrances to the laneways.

Variation in depth

Facades are designed to provide articulation and depth via a variety of treatments, including: metal window shrouds, deep reveals to windows, additional depth witin face brick patterns.

Potential for artisanship

Textured and protruding brick details are used on the Bridge Road Facade and to the east & west laneway frontages.
The varied shop fronts, signage, entrance canopies, etc - all provide opportunities for detailed, small scale artisanship - furhter details of these items can be provided as conditioned items.

Weather Protection

Metal entry canopes are proposed for the retail tenancy entrances, providing weather protection as people move along the external street environment.

Recommendation - Further facade details to be provided as a conditioned item.



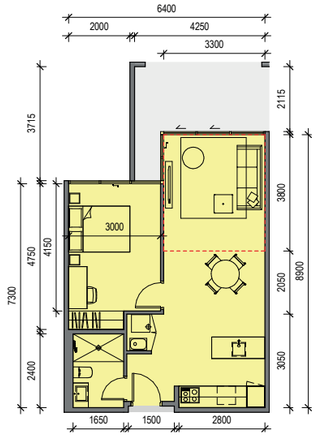
Town Planning urban design referral response 1

1.9 MGS Recommendation - Item 124,125 & 126

Refer to attached revised drawings / TP70-72 on following pages, now updated to incorporate recommendations raised under items 124, 125 and 126.

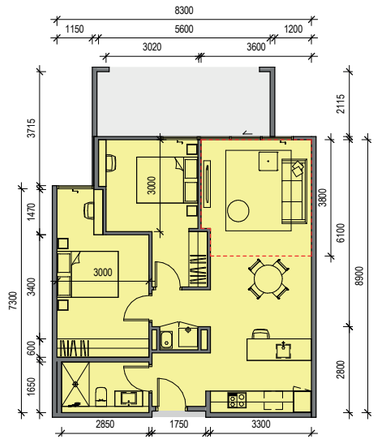
1.10 MGS Recommendation - Item 127

Natural ventilation will be provided to the residential corridor / common area on Podium Level 1 & 2 via a ducted system - this can be a conditioned item.



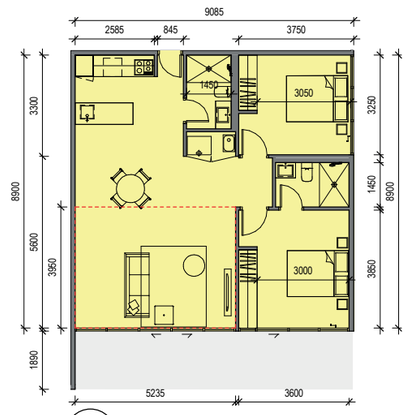
1 TYPICAL 1BED / 1BATH_TYPE 1
56 m² Apartment
12 m² Balcony

A3.01	A6.01	A9.01
A3.02	A6.02	A9.02
A3.03	A6.03	A9.03
A3.04	A6.04	A9.04
A4.01	A7.01	A10.01
A4.02	A7.02	A10.02
A4.03	A7.03	A10.03
A4.04	A7.04	A10.04
A5.01	A8.01	B3.03
A5.02	A8.02	Grand total: 33
A5.03	A8.03	
A5.04	A8.04	



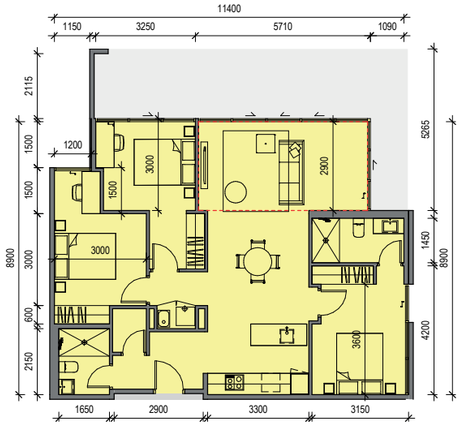
2 TYPICAL 2BED / 1BATH_TYPE 1
76 m² Apartment
13 m² Balcony

A3.05	A5.06	A7.09	A10.09	D4.02
A3.06	A5.09	A7.10	C3.03	D4.03
A3.09	A5.10	A7.11	C4.03	D5.01
A3.10	A5.11	A8.05	C5.03	D5.02
A3.11	A6.05	A8.08	C6.03	D5.03
A4.05	A6.06	A8.09	D3.01	D6.01
A4.06	A6.09	A9.05	D3.02	D6.02
A4.09	A6.10	A9.08	D3.03	D6.03
A4.10	A6.11	A9.09	D3.04	Grand total: 52
A4.11	A7.05	A10.05	D3.05	
A5.05	A7.06	A10.08	D4.01	



3 TYPICAL 2BED / 2BATH_TYPE 1
85 m² Apartment
11 m² Balcony

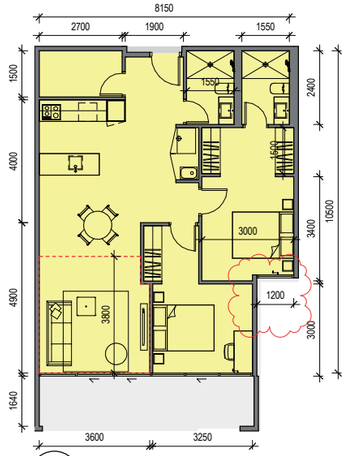
A3.08			
A4.08			
A5.08			
A6.08			
A7.08			



4 TYPICAL 3BED / 2BATH_TYPE 1
101 m² Apartment
28 m² Balcony

NOTE. PROVISIONS FOR STORAGE AREA EMBEDDED WITHIN APARTMENT.

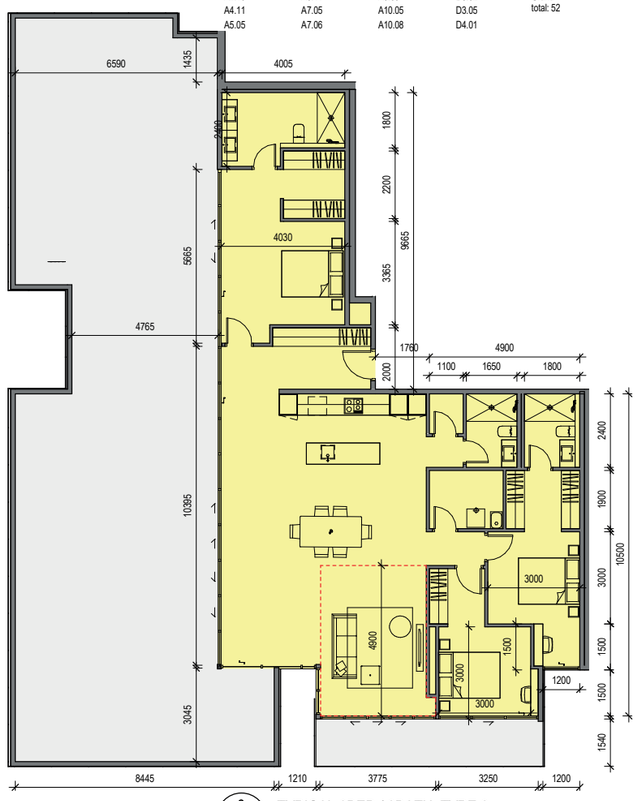
A3.07	A8.06
A4.07	A9.06
A5.07	A10.06
A6.07	
A7.07	



5 TYPICAL 2BED / 2BATH_TYPE 2
88 m² Apartment
13 m² Balcony

NOTE. PROVISIONS FOR STORAGE AREA EMBEDDED WITHIN APARTMENT.

A3.12	
A4.12	
A5.12	
A6.12	
A7.12	
A8.10	
A9.10	
A10.10	



6 TYPICAL 3BED / 2BATH_TYPE 2
166 m² Apartment
177 m² Balcony

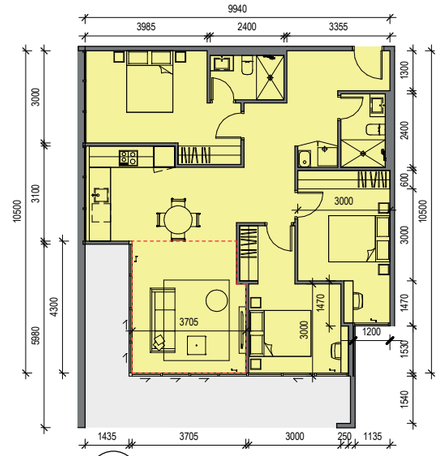
A10.12



7 TYPICAL 2BED / 2BATH_TYPE 3
90 m² Apartment
13 m² Balcony

NOTE. PROVISIONS FOR STORAGE AREA EMBEDDED WITHIN APARTMENT.

A3.13	B3.11	B5.11	B7.11
A4.13	B3.12	B5.12	B7.12
A4.14	B3.13	B5.13	B7.13
A5.13	B3.14	B5.14	B7.14
A5.14	B4.03	B6.03	B8.03
A6.13	B4.04	B6.04	B8.04
A6.14	B4.05	B6.05	B8.05
A7.13	B4.06	B6.06	B8.06
A7.14	B4.10	B6.10	B8.10
A8.11	B4.11	B6.11	B8.11
A8.12	B4.12	B6.12	B8.12
A9.11	B4.13	B6.13	B8.13
A9.12	B4.14	B6.14	B8.14
A10.11	B5.03	B7.03	Grand total: 67
B3.04	B5.04	B7.04	
B3.05	B5.05	B7.05	
B3.06	B5.06	B7.06	
B3.10	B5.10	B7.10	



8 TYPICAL 3BED / 2BATH_TYPE 3
102 m² Apartment
22 m² Balcony

A3.15
A4.15
A5.15
A6.15
A7.15
A8.13
A9.13

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Rev.	Date	Revision	By	Chk.
01	16.04.18	SECTION 72 RESIDENTIAL CHANGES	JM	NM
02	27.06.18	RESPONSE TO COUNCIL RFI	JM	NM
03	17.10.18	RESPONSE TO COUNCIL RFI	JM	NM

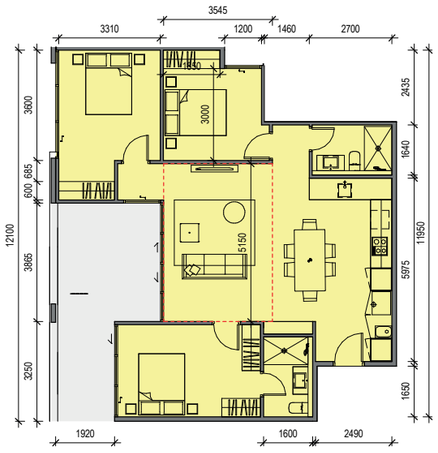
Project
COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

Drawing
APARTMENT TYPES 1 OF 5

Date	Scale	Sheet Size
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	Drawn	Chk.
	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-70**	**03**

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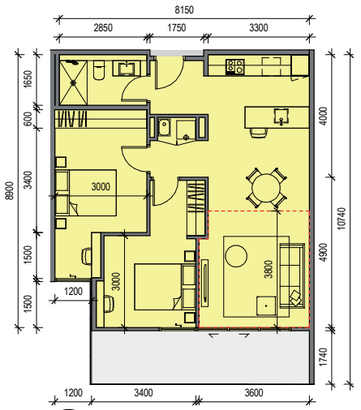
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1 TYPICAL 3BED / 2BATH_TYPE 4

101 m² Apartment
21 m² Balcony

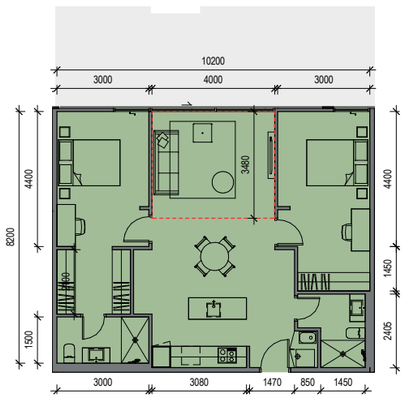
A3.16 A4.16 A5.16 A6.16 A7.16 A8.14 A9.14



2 TYPICAL 2BED / 2BATH_TYPE 4

76 m² Apartment
13 m² Balcony

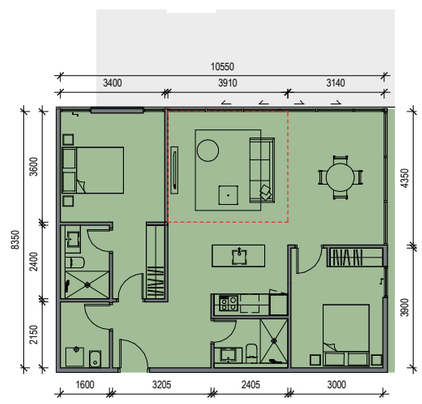
A8.07 A9.07 A10.07



3 TYPICAL 2BED / 2BATH_TYPE 5

90 m² Apartment
11 m² Balcony

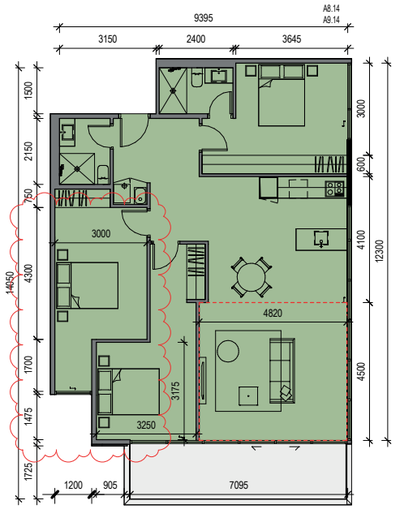
B3.07 B4.07 B5.07 B6.07 B7.07 B8.07 C3.06 C4.06 C5.06 C6.06 D3.08 D3.09 D4.06 D5.06 D6.06



4 TYPICAL 2BED / 2BATH_TYPE 6

95 m² Apartment
16 m² Balcony

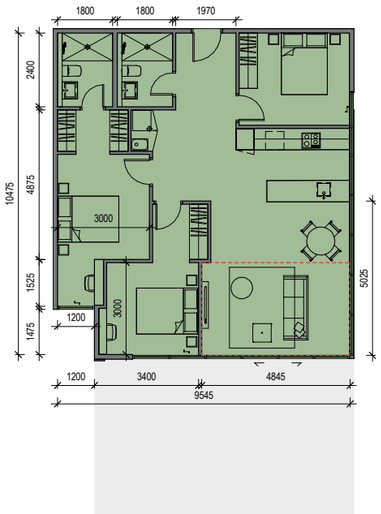
B3.08 B4.08 B5.08 B6.08 B7.08 B8.08



5 TYPICAL 3BED / 2BATH_TYPE 5

115 m² Apartment
15 m² Balcony

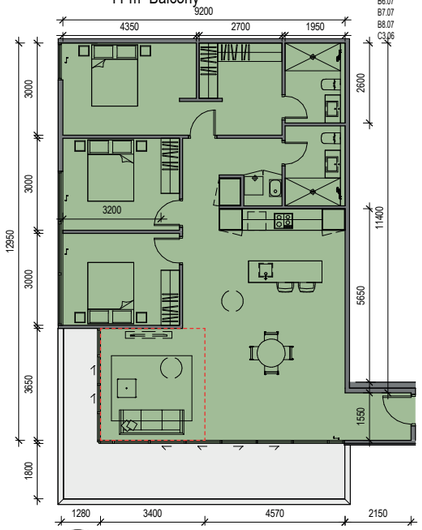
B4.09 B5.09 B6.09 B7.09 B8.09



6 TYPICAL 3BED / 2BATH_TYPE 10

104 m² Apartment
64 m² Balcony

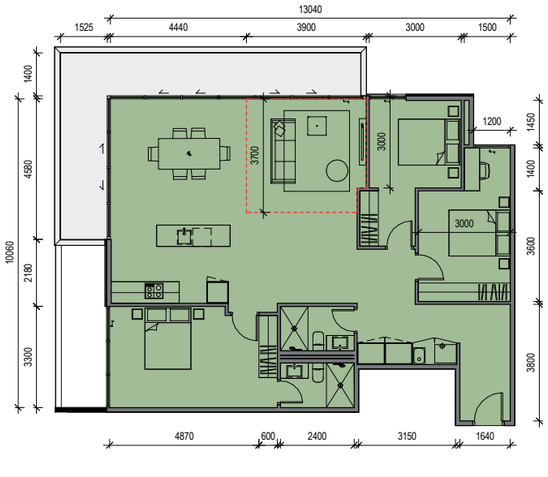
B3.09



7 TYPICAL 3BED / 2BATH_TYPE 6

124 m² Apartment
24 m² Balcony

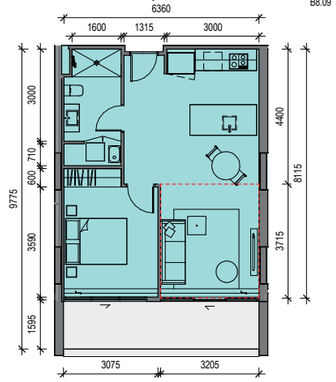
B3.15 B4.01 B5.01 B6.01 B7.01 B8.01



8 TYPICAL 3BED / 2BATH_TYPE 11

132 m² Apartment
24 m² Balcony

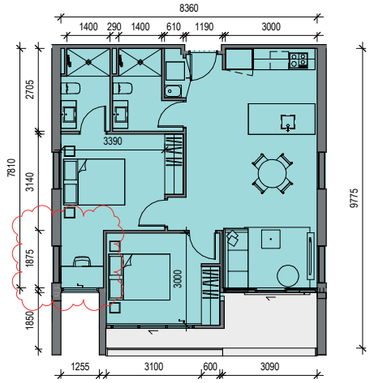
B4.02 B5.02 B6.02 B7.02 B8.02



9 TYPICAL 1BED / 1BATH_TYPE 2

57 m² Apartment
12 m² Balcony

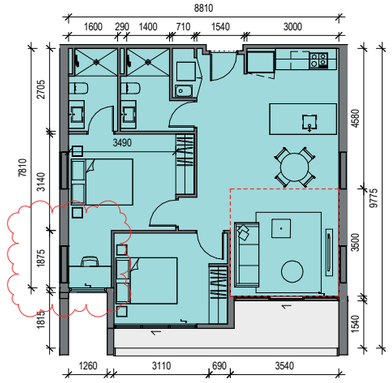
C.101 C.201



10 TYPICAL 2BED / 2BATH_TYPE 7

76 m² Apartment
9 m² Balcony

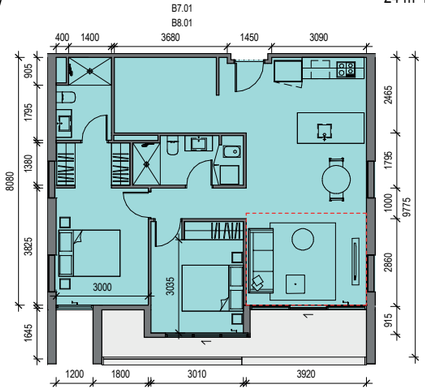
C.202



11 TYPICAL 2BED / 2BATH_TYPE 8

79 m² Apartment
10 m² Balcony

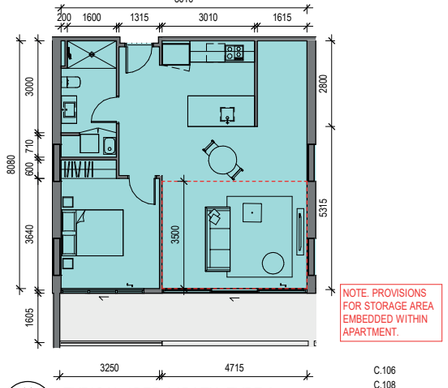
C.103 C.105 C.107 C.109 C.203 C.205 C.207 C.209



12 TYPICAL 2BED / 2BATH_TYPE 9

90 m² Apartment
13 m² Balcony

C.104 C.204



NOTE. PROVISIONS FOR STORAGE AREA EMBEDDED WITHIN APARTMENT.

13 TYPICAL 1BED / 1BATH_TYPE 3

70 m² Apartment
15 m² Balcony

C.106 C.108 C.110 C.206 C.208 C.210

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03	17.10.18	RESPONSE TO COUNCIL RFI	JM	NM

Project

COLES RICHMOND PLAZA
261-271 BRIDGE ROAD, RICHMOND, 3121

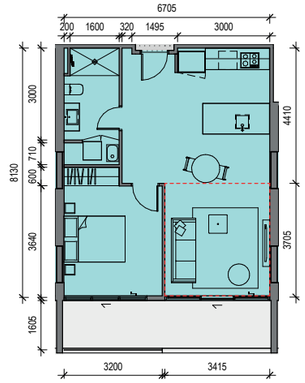
Drawing

APARTMENT TYPES 2 OF 5

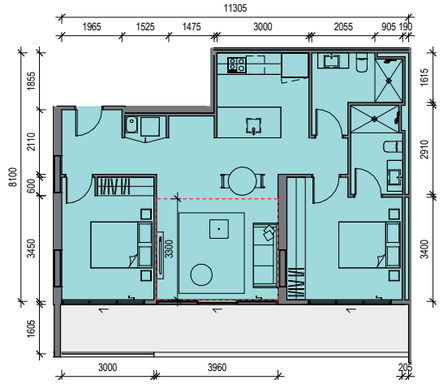
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	JM	NM
Job No.	Drawing No.	Revision
20755	**TP-71**	**03**

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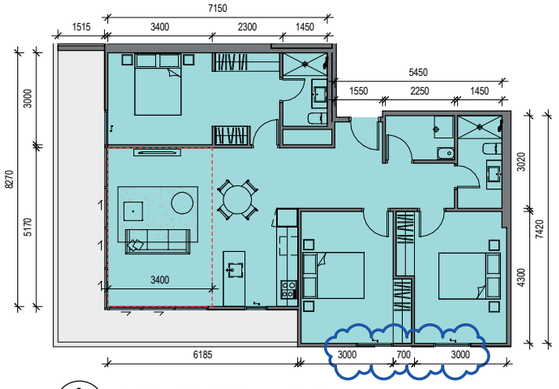
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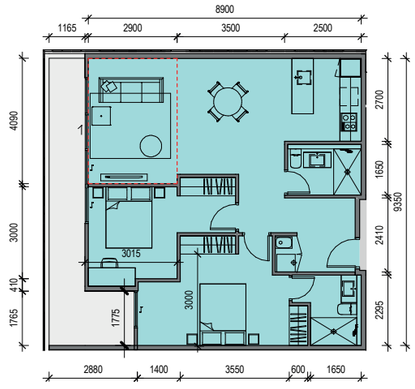
1 TYPICAL 1BED / 1BATH_TYPE 4
58 m² Apartment
12 m² Balcony
C.111



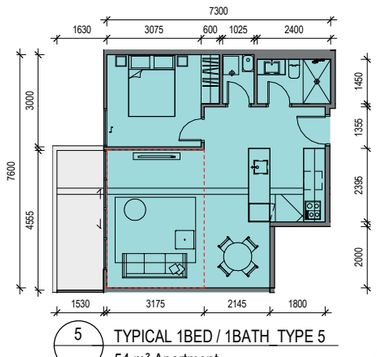
2 TYPICAL 2BED / 2BATH_TYPE 10
85 m² Apartment
20 m² Balcony
C1.12
C2.12



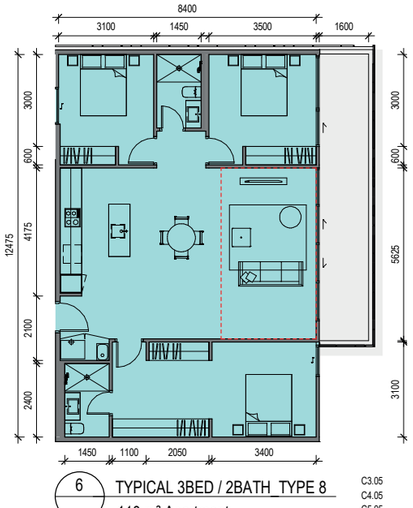
3 TYPICAL 3BED / 2BATH_TYPE 7
110 m² Apartment
25 m² Balcony
C3.01
C4.01
C5.01
C6.01



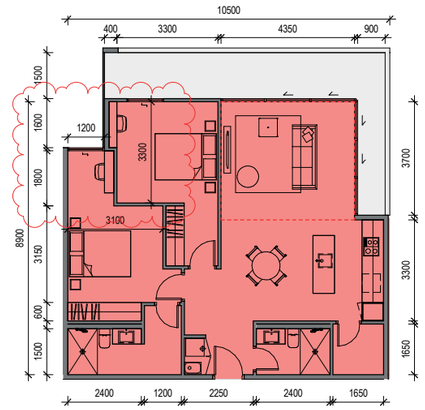
4 TYPICAL 2BED / 2BATH_TYPE 11
85 m² Apartment
16 m² Balcony
C3.04
C4.04
C5.04
C6.04



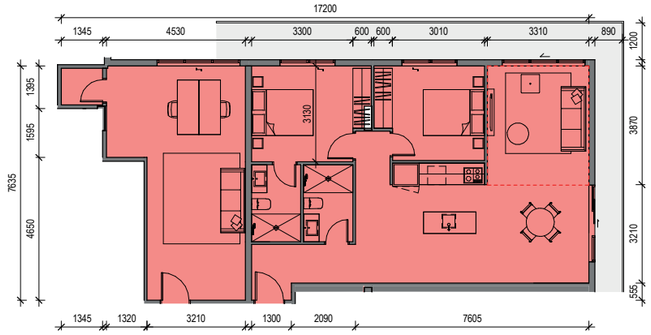
5 TYPICAL 1BED / 1BATH_TYPE 5
54 m² Apartment
8 m² Balcony
C3.02
C4.02
C5.02
C6.02



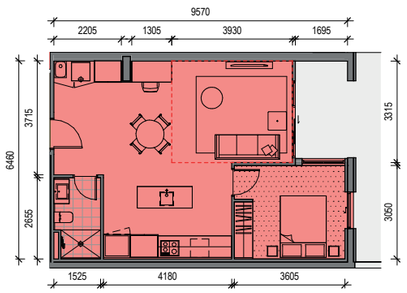
6 TYPICAL 3BED / 2BATH_TYPE 8
110 m² Apartment
17 m² Balcony
C3.05
C4.05
C5.05
C6.05



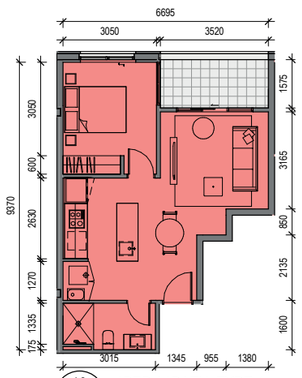
7 TYPICAL 2BED / 2BATH_TYPE 12
91 m² Apartment
20 m² Balcony
D4.04
D5.04
D6.04



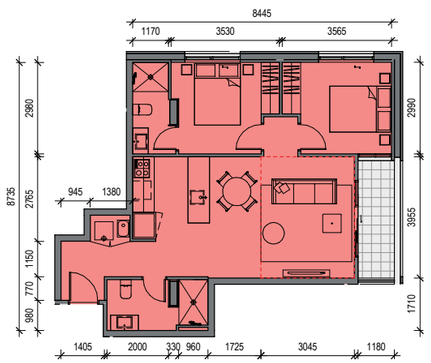
8 2BED / 2BATH WITH HOME OFFFICE_TYPE 1
118 m² Apartment
23 m² Balcony
D G.01



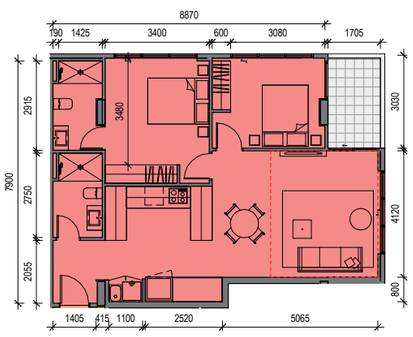
9 1BED / STUDY_TYPE 1
59 m² Apartment
13 m² Balcony
D G.02
D.101
D.102
DUG.01



10 1BED / 1BATH_TYPE 1
48 m² Apartment
6 m² Balcony
DUG.02



11 2BED / 2BATH_TYPE 1
70 m² Apartment
6 m² Balcony
DUG.03



12 2BED / 2BATH_TYPE 2
81 m² Apartment
6 m² Balcony

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03	17.10.18	RESPONSE TO COUNCIL RFI	JM	NM

Project
COLES RICHMOND PLAZA
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Drawing
APARTMENT TYPES 3 OF 5

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Coles Richmond Plaza Referrals PLN11/0834-02:

External Referrals

VicRoads

Transport for Victoria

Internal Departments

Heritage;

Strategic Transport;

Engineering

Urban Design

Open Space, Streetscapes and Natural Values

ESD Advisor

Construction Management;

Waste Services

External consultants

Urban Design (Rob McGauran – MGS)

Traffic and Car Parking (Cardno)

Acoustic (Marshall Day)

Wind (Mel Consultants)

Contaminated Land (Coffey)

vicroads
ABN 61 760 960 480

16 October 2018

Yarra City Council
PO Box 168
RICHMOND VIC 3121
Attention: Mary Osman

Dear Ms Osman,

PLANNING APPLICATION NO.:	**PLN11/0834.02**
VICROADS REFERENCE NO:	**02089/11**
PROPERTY ADDRESS:	**271 BRIDGE ROAD, RICHMOND**

Section 55 – No objection subject to conditions

Thank you for referring details of the above application to the Roads Corporation (VicRoads) pursuant to Section 55 of the Planning and Environment Act 1987.

In summary the application seeks the consolidation of various planning permits issued for the property and additional buildings and works.

VicRoads does not objection to the application provided VicRoads existing permit conditions pertaining to the land are retained as follows (i.e. to be renumbered accordingly at Council's discretion):

1. *In the event that the Roads Corporation requires the land affected by the Public Acquisition Overlay- Schedule 1 (PAO1), VicRoads will advise the landowner in writing. Upon receiving this notice, the owner must remove, from the land affected by the overlay, all use and development permitted by this planning permit to the satisfaction of VicRoads and the Responsible Authority. The cost associated with removing the use and development from the land affected by the PAO1 is to be borne by the owner of the land.*
2. *No compensation is payable under part 5 of the Planning and Environment Act 1987 in respect of anything done under this permit.*
3. *Construction plans for the buildings and works proposed within the areas affected by the PAO1 must be submitted to and approved by VicRoads prior to the commencement of any works on site. The plans must demonstrate that the buildings and works proposed within the PAO1 areas may be removed by the owners of the building at a time as required by VicRoads.*

   Note: Separate consent may be required from VicRoads (the Roads Corporation) under the Road Management Act 2004 for buildings and works (i.e. canopies, architectural features/projections) undertaken outside the title boundary within a Road Zone Category 1 (i.e. Church Street and Bridge Road). Please contact VicRoads prior to commencing any works.

Once Council makes its decision, please forward a copy of the decision to VicRoads as required under Section 66 of the Planning and Environment Act 1987.

Should you have any enquiries regarding this matter, please contact me on 03 9313 1148 or Gillian.Menegas@roads.vic.gov.au

Yours sincerely

GILLIAN MENEGAS
Senior Planner - Planning Referrals Metro North West Region

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TfV Ref: FOL/11/38113
External Ref: PLN11/0834.02

Mary Osman
Manager Statutory Planning
Yarra City Council
Via Email: mary.osman@yarracity.vic.gov.au

Dear Mary,

PLANNING PERMIT APPLICATION NO.: PLN11/0834.02
ADDRESS: 271 Bridge Road Richmond
PROPOSAL: Richmond Plaza Redevelopment – Amended Application

Thank you for your email, dated 25 July 2018, referring the above application to the Head, Transport for Victoria (TfV), pursuant to Section 55 of the *Planning and Environment Act 1987*.

A predecessor referral authority for Integrated Public Transport Planning, the Director of Public Transport (now the Head, TfV), provided a response to the subject application on 19 January 2012. TfV has reviewed the amendments proposed and provides the following response.

The Head, Transport for Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987*, does not object to the grant of a planning permit **subject to the following condition(s)** being placed on any permit issued:

1. The permit holder must take all reasonable steps to ensure that disruption to tram operation along Bridge Road and Church Street is kept to a minimum during the construction of the development. Foreseen disruptions to tram operations during construction and mitigation measures must be communicated to Yarra Trams and Public Transport Victoria thirty-five days (35) prior.

2. The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of Public Transport Victoria at the full cost of the permit holder.

It is requested that a copy of Council's decision be forwarded to TfV at your earliest convenience.

Should you have any queries regarding the above, please contact Renee De Alwis at renee.dealwis@ecodev.vic.gov.au or alternatively, on (03) 8392 7962.

Yours sincerely

MARK BURTON
Manager, Place Planning and Referrals
Delegate of the Head, Transport for Victoria

5 / 9 / 2018

CC: Applicant: eharrington@sjbplanning.com.au

City of Yarra

Heritage Advice

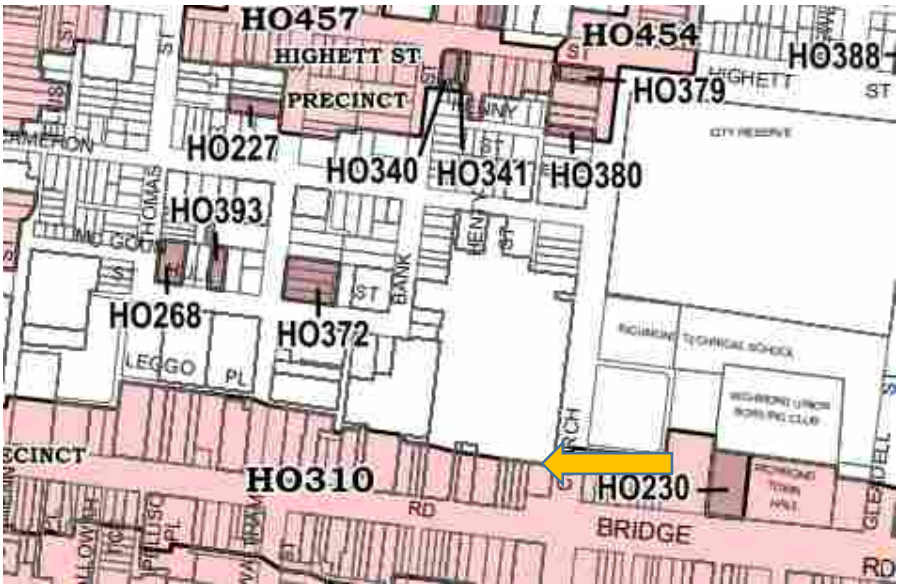
Application No.: PLN11/0834.02

Address of Property: 271 Bridge Road, 224,230 and 238 Church Street, 46 Cameron Street and 25 and 37-39 Bank Street, Richmond

Planner: Mary Osman

Yarra Planning Scheme References: Clauses 43.01 and 22.02

Heritage Overlay No. HO310 **Precinct**: Bridge Road, Richmond.



Level of significance:

Included in the Statement of Significance for Bridge Road are the following reasons as to why the precinct is significant:

> ***Why is it significant***
>
> Bridge Road Heritage Overlay Area, Richmond is significant:
>
> - As one Richmond's principle thoroughfares that leads to the first bridge to connect Richmond to Hawthorn, retaining many Victorian-era shops;

- As an important commercial precinct in Richmond, particularly expressive of the 19th and early 20th centuries and incorporating Richmond's civic hub;
- For the architectural continuity and high integrity of upper level façades to their construction date;
- For some well-preserved early shopfronts from the Victorian to the inter-war period;
- For the good and distinctive examples of Victorian and Edwardian-era architectural styles and ornamentation as evocative of the street's premier role in Richmond;
- For the architecturally significant examples of shop buildings from the 1920s and 1930s that relate well to the dominant Victorian-era and Edwardian-era scale and character;
- For the tramlines as the functional descendants of those originally installed in 1885;
- For traditional street elements such as bluestone kerbs, pitched crossings, gutters and asphalt footpaths;
- For the landmark quality of the Richmond Town Hall, with associated Court House and Police Station; and
- For the contribution of individually significant or well preserved buildings that express a range of key development periods in the street and the City. [Emphasis added.]

Main development era
Bridge Road Heritage Overlay Area, Richmond is a predominantly 19th and early 20th century commercial strip

Proposal:

I have not commented on this development previously.

The interface to Bridge Road is the only part of the site which is covered by a Heritage Overlay. I have been asked to comment on the modified heights/visibility, insofar as Bridge Road is concerned, and changes to the materiality and architectural detailing.

Drawing Numbers:

81 pages of architectural drawings, prepared by SJB Architects and with Council date stamp 11 Jul 2018.

Design Response Booklet prepared by SJB Architects and with Council date stamp 11 Jul 2018.

Area summary Booklet prepared by SJB Architects and with Council date stamp 11 Jul 2018.

Statement of Changes prepared by SJB Architects and with Council date stamp 19 Jul 2018.

Wind Impact Statement prepared by Vipac Engineers and Scientists Limited and with Council date stamp 26 Apr 2018

Sustainability Management Plan prepared by Cundall and with Council date stamp 26 Apr 2018.

Traffic Engineering Assessment prepared by TraffixGroup and with Council date stamp 1 Jul 2018.

Waste Management Plan prepared by Leigh Design and with Council date 26 Apr 2018.

Acoustic report prepared by Acoustic Logic dated 9/07/2018 and with Council date stamp 11 Jul 2018.

7 pages of landscape drawings prepared by Memla and with Council date stamp 11 Jul 2018.

Assessment of Proposed Works

Proposed works

Built form (height/setbacks)

The height response to Bridge Road is appropriate and proportional (vertical and fine-grained horizontal) to the heritage buildings but the clear expression of three storeys is counter to the typical two-storeys of the heritage shops. I note that the proposed façade detailing in terms of symmetry and fenestration is also an appropriate response to the upper level heritage façades of Bridge Road and also is a contrasting foil to the Moderne/Art Deco former Commonwealth Bank between the two wings. However, the clear expression of the three storeys emphasises the perception of height above the typical two storeys. The Ark development further to the west is also three storeys but the upper two levels are detailed as one and thus the perception of height is not as obvious but blends in. As the podium levels will contains commercial or public spaces, rather than apartments, at these two levels, a façade which present as a single element should be achievable and should be considered. It should also relate to but not dominate the vertical detain of the Bank.



The Ark development as it presents to Bridge Road.

Colours/materials

I note that the facades to Bridge Road are to be Brickwork Colour 03 although I could not find any indication of what this is exactly. The types of brickworks which can be ascertained from the Design Response are all acceptable in themselves however in Bridge Road the prevailing material for the upper levels is smooth rendered masonry. I note on a new development further west in Bridge Road which has a brick façade and which, in my opinion, stands out unacceptably. The brickwork should be changed to an equivalent of smooth render which will maintain a pristine appearance in the long-term on any surface visible from bridge Road.

I note that Blackbutt CT01 is scheduled to be used on some external surfaces however I could not find any specific location on any elevation. If it is likely to be exposed to weather and be publicly visible and stained and grey off, then it is likely to become unsightly as experience in Yarra has inevitably shown with timber, and including in Bridge Road. I would also comment similarly in relation to CT02 and CT03 timber louvres. There are several examples in Yarra, e.g. Smith Street, where the result is unsightly even after a short time after construction.

Recommendation / Comments:

Consider detailing the two upper levels of the Bridge Road podium façade to appear as a single element. Also consider the vertical detailing of the Bank but not dominate or overwhelm it – rather echo it softly.

Change the brickwork to the Bridge Road façade to something more in-keeping with smooth render and which will maintain a pristine appearance in the long-term.

Do not use unpainted timber where it will be exposed to weathering.

Signed:



Robyn Riddett

Director – Anthemion Consultancies

Date: 1 October. 2018

Planning Referral

To:	Mary Osman
From:	Julian Wearne
Date:	21/09/2018
Subject:	Strategic Transport Comments
Application No:	PLN11/0834.02
Description:	Amendment to the existing permit conditions for extensive changed.
Site Address	271 Bridge Road, 224, 230 & 238 Church Street, 46 Cameron Street, 25 & 37 – 39 Bank Street, Richmond

I refer to the above Planning Application referred on 24/07/2018, and the accompanying Traffic report prepared by Traffix Group in relation to the proposed development at 271 Bridge Road, Richmond (and other associated sites). Council's Strategic Transport unit provides the following information:

Access and Safety

No major safety concerns have been noted. The following access concern was raised in response to the previous amendment (PLN11/0834.01) but remains relevant:

Pedestrian cyclist access

Cyclists and pedestrian ramps are shown running between the ground-floor entrance and basement 1 and first floor car park areas. The grade of these ramps is not indicated. The width of the ramps is indicated as 1.2m. For ease of access, these ramps should be at 1:12 or lesser gradient. The width of the ramps should be a minimum of 1.5m to allow bi-directional travel (and meet the relevant requirement of AS2890.3).

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	307 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	61 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	31 visitor spaces.	

Office (other than specified in the table)	2115 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	7 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces.	
Retail premises (other than specified in this table)	7650 sqm	1 employee space to each 300 sqm of leasable floor area	26 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area	15 visitor spaces.	
Bicycle Parking Spaces Total			**94 resident / employee spaces**	**343 resident / employee spaces**
			48 visitor spaces	**22 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**4 showers / change rooms**	**10 showers / change rooms**

There is no statutory requirement to provide bicycle spaces associated with the proposed childcare use.

The development provides a total of 249 additional resident/employee spaces over the requirements of the planning scheme, but provides 26 fewer visitor spaces than required by the planning scheme.

Adequacy of visitor spaces
22 spaces are suitable as visitor bicycle parking spaces. The provision of the visitor spaces is inadequate for the following reasons:

- It does not meet the statutory requirement,
- It does not meet the requirements of the existing permit condition 39. (m) (ii) which requires 134 visitor spaces to be provided.
    - However, given the proposed changes to the number of dwellings and floor area of the other uses it is recommended this permit condition be amended as per the recommendation below.
- 134 spaces does not cater for Yarra's current or predicted future cycling demand. <u>At minimum 96 visitor spaces should be provided</u> for the following reasons:
    - Best-practice requires a rate of 0.25 visitor spaces to each dwelling[1], and a rate of 1 visitor spaces to each 500sqm of office floor area[2] (plus the statutory rates for other uses). This generates a requirement of 77 spaces for the dwellings; 4 spaces for the office use and 15 spaces for the retail uses.
- Visitor spaces have different security and access requirements to resident and employee spaces, and therefore should not be co-located with resident or employee spaces. i.e. Visitor spaces should be publically accessible and easily identifiable, whilst resident/employee spaces must be in secure facilities.
- Visitor spaces should be as near as practicable from building entrances, lift shafts, etc.

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers the following best-practice guidance for residential visitor bicycle parking rates: "Residential developments should provide 0.25 visitor spaces per dwelling."*
[2] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers this advice.*

- Ideally all visitor spaces should be provided as horizontal ground-level spaces as this best suits short-term access.
- Visitor bicycle spaces and accessways must be in accordance with the clearance requirements of AS2890.3.

Adequacy of employee spaces

Number of spaces

The proposal includes a surplus of 249 resident/employee spaces above the requirements of the planning scheme. This is considered excessive, especially when considered against the undersupply of visitor spaces. It is recommended that 307 resident/employee spaces be provided for the following reasons:

- 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, best-practice requires a rate of 1 space to each dwelling[3], 1 space to each 100sqm of office floor space[3] and the statutory rates for other uses. This generates a recommended rate of 329 employee / resident spaces.
- However, it is acknowledged that the resident and employee uses are expected to have different peak demand times[4]. Therefore it is recommended a minimum of 307 resident/employee spaces be provided. This will meet the expected peak residential use, which should also provide enough spaces for the expected employee demand.
- It is acknowledged that this requirement is higher than the existing permit condition, however this reflects the introduction of Clause 22.17 into the Yarra Planning Scheme, and growing demand for cyclist facilities across Yarra since the permit was issued.
- The relevant permit condition should be amended to require 307 spaces, and should also be reworded to indicate spaces are for residents *and employees*.
- The provision of end-of-trip facilities is considered more than adequate.

Design and location of employee spaces and facilities

Employee and resident spaces are generally adequately located and designed for the following reasons:

- Resident/employee bicycle parking is provided at Basement 1 and First Floor within the car park levels. It is envisioned most cyclists would choose to access the spaces via the ramps at the Cameron Street entrance.
- All resident/employee spaces appear to be located in secure facilities meeting the requirements of AS2890.3
- Spaces and accessways appear to meet the clearance requirements of AS2890.3.
    - However, typical spacing between bicycle storage spaces and widths of accessways should be noted on the plans.

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[3] *Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings"* 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*

[4] *Some residents are expected to remove bikes to commute to work, at the same time employees at the site require bike parking.*

Despite being generally adequate, it is noted that only 15% of resident/employee spaces are provided as horizontal at-grade level spaces. Pursuant to AS2890.3 at least 20% of spaces must be provided as horizontal at-grade spaces.

Electric vehicles & share vehicles

The provision and location of EV charging spaces, car share spaces and bicycle share spaces is supported.

Green Travel Plan

Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a Green Travel Plan (GTP) must be provided. The following information should be included:

(a) a description of the location in the context of alternative modes of transport;
(b) employee/resident welcome packs (e.g. provision of Myki/transport ticketing);
(c) the provision of real time passenger information displays for nearby stops within each lobby;
(d) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(e) a designated 'manager' or 'champion' responsible for coordination and implementation;
(f) details of bicycle parking and bicycle routes;
(g) details of GTP funding and management responsibilities;
(h) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
(i) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(j) security arrangements to access the employee bicycle storage spaces; and
(k) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
(l) Reference to the car share bays and EV charging facilities.
(m) provisions for the Green Travel Plan to be updated not less than every 5 years.

Recommendations

Condition 39 of the permit should be amended to reflect the changes in scale of the various uses and relevant bicycle provision. The relevant part of the permit condition currently reads:

Bicycle Spaces
(m) a minimum of 333 on site bicycle parking spaces:
(i) 199 resident spaces;
(ii) 134 visitor spaces; and
(iii) seven bike share spaces provided along the Church Street frontage;

It should be amended to read:

Bicycle Spaces
(m) a minimum of 410 on site bicycle parking spaces:
(i) 307 resident spaces;
(ii) 96 visitor spaces; and
(iii) seven bike share spaces provided along the Church Street frontage;

The following should be shown on the plans before endorsement:

1. The pedestrian/cyclist ramps at least 1.5m wide and at a grade of 1:12, or to the satisfaction of the Responsible Authority.
2. 96 visitor bike parking spaces, clearly marked as for visitor use:
    a. Visitor spaces should be provided as horizontal-at-ground-level spaces.
    b. Visitor spaces should be in publically accessible locations, with convenient access to building entrances, lift shafts, etc.
    c. Access ways and storage spaces should be designed to comply with AS2890.3.
3. 307 resident / employee spaces:
    a. At least 20% of resident/employee spaces should be provided as horizontal-at-ground-level spaces.
    b. Access ways and storage spaces should be designed to comply with AS2890.3.

A Green Travel Plan should be provided with the information outlined previously.

Regards

Julian Wearne

Transport Planning Officer
Strategic Transport Unit

MEMO

To:	**Sarah Thomas**	
From:	**Mark Pisani**	
Date:	**1 August 2018**	
Subject:	**Application No:**	**PLN11/0834.02**
	Description:	**Amended Drawings**
	Site Address:	**271 Bridge Road, Richmond**

I refer to the above Planning Application received on 24 July 2018 and the accompanying report prepared by Traffix Group dated 10 July 2018 in relation to the proposed development at 271 Bridge Road, Richmond. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION
Proposed Development
A comparison of the approved proposal and the amended scheme is as follows:

Proposed Use	Approved Proposal	Amended Scheme	No. of Spaces Allocated
Studio dwelling	28	5	320
One-bedroom dwelling	218	57	
Two-bedroom dwelling	107	191	
Three-bedroom dwelling	0	54	
Office	977 m^2	2,115 m^2	44
Retail*	11,102 m^2	7,650 m^2	260
Childcare centre	40 children	40 children	
		Total	624

***** Includes supermarket, speciality retail, food and drink, restricted recreation and restaurant uses.

The amended proposal would result in a significant reduction in the retail uses (3,452 m^2) and an increase in the office use (1,138 m^2). Dwelling numbers would decrease from 313 to 307 dwellings. The on-site parking provision would increase to 624 spaces (from 570 spaces).

Resident Parking Provision:

Proposed Dwelling Type	Quantity/ Size	Proposed On-Site Parking Rate	No. of Allocated Spaces
Studio and One-bedroom dwelling	62	0.77 spaces per dwelling	48
Two-bedroom dwelling	191	1.0 spaces per dwelling	191
Three-bedroom dwelling	54	1.5 spaces per dwelling	81

Under the Planning Permit for the site, Condition 39(f) states:

> *residential car parking must be allocated such that 80% of all dwellings are allocated one car parking space. All two-bedroom dwellings must be provided with one on-site car parking space. This allocation of car spaces may be varied with the written consent of the Responsible Authority;*

The proposed residential car parking provision satisfies Condition 39(f).

Office parking would be provided at a rate of 2.08 spaces per 100 square metres of floor area, which is considered satisfactory for Richmond.

Adequacy of Car Parking
From a traffic engineering perspective, the amended scheme's car parking provision is considered appropriate in the context of the development and the surrounding area. The site is geographically well positioned within the Bridge Road activity centre and in terms of public transport services.

The Civil Engineering unit has no objection to the amended car parking provision and allocation.

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
Residential (293 dwelling with on-site parking)	3.0 trips per dwelling per day (with car space) Peak hour volumes are 10% of daily traffic volumes	879	88	88

According to Traffix Group, the amended proposal will result in an increase of three residential trips in the AM and PM peak hours compared to the previous proposal.

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Commercial* (23 additional spaces)	0.5 trips per space in each peak hour	Not provided	12	12

***** Includes office, supermarket, speciality retail, food and drink, restricted recreation and restaurant uses.

In total, the development traffic generate by the site is expected to increase by 15 trips in the AM and PM hours. It is agreed that this level of increase in traffic generation from the site should not have a detrimental impact on development access points and nearby intersections.

DEVELOPMENT LAYOUT DESIGN – AMENDED DRAWINGS

SJB Architecture Drawing Nos. TP-03 and TP-05 Revision 11 dated 27 June 2018
TP-04 and TP-06 Revision 12 dated 27 June 2018
TP-31 and TP-32 Revision 9 dated 27 June 2018

Item	Assessment
Access Arrangements	
Principal Vehicular Access Points Cameron Street	The vehicular entrances to the podium parking levels and the basement have widths of 7.4 metres and 6.115 metres respectively, and satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	Sight triangles have been provided for the exit lanes of the two principal access points off Cameron Street and satisfy *Design standard 1 – Accessways* of Clause 52.06-9.
Headroom Clearance at Entrances	A minimum headroom clearance of 2.5 metres has been provided and satisfies AS/NZS 2890.1:2004.
Internal Ramped Accessways	The widths of the internal ramps range from 6.115 metres to 8.15 metres and satisfy AS/NZS 2890.1:2004.
Car Parking Modules and Mechanical Parking	
At-grade Parking Spaces	The dimensions of the at-grade parking spaces (2.6 to 2.9 metres by 4.9 to 5.4 metres) satisfy *Design standard 2: Car parking spaces*.
Accessible Parking Spaces	The dimensions of the dedicated accessible parking space for people with disabilities and the associated shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009 *Parking facilities Part 6: Off-street parking for people with disabilities*.
Parallel Parking Spaces	The parallel parking spaces at the south west corner of the Basement car park (space Nos. 9, 10 and 11) and the parallel parking space in Podium Level 01 car park (space Nos. 5, 120 and 133) have not been dimensioned.
Tandem Parking Sets	The lengths of the tandem parking sets (10.8 metres) satisfy AS/NZS 2890.1:2004.
Aisles	The widths of the aisles range from 6.335 metres to 6.895 metres satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	The positions of the columns satisfy Condition 1(ss).
Spaces adjacent to Walls	The widths of spaces adjacent to walls satisfy Condition 1(mm).
Blind Aisle Extensions	The blind aisle extensions of 1.0 metre have been provided in accordance with the Australian/New Zealand Standard AS/NZS 2890.1:2004 and Condition 1(kk).

Item	Assessment
Gradients	
Ramp Grade for First 5.0 metres inside Property	For the accessway connecting to the Basement car park, the ramp grade for the first 5.0 metres inside the property is at 1 in 10 and satisfies *Design standard 3: Gradients*. For the ramp to the podium parking levels, the ramp grade is horizontal for 2.1 metres followed a grade of 1 in 20 for 6.1 metres, and also satisfies *Design standard 3*.
Ramp Grades and Changes of Grade	The grades and changes and changes in grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Other Items	
Loading Bays	The development contains three loading areas, with access via Church Street, Cameron Street and Bank Street. The supermarket loading bay measures approximately 39.0 metres by 15.0 metres and would accommodate two 12.5 metre long Heavy Rigid Vehicles. The commercial loading bay off Bank Street measures 19.7 metres by 3.8 metres. The loading area accessed via Church Street is 12.2 metres by 12.3 metres and would be serviced by three B99 design vehicles (small vans/light commercial vehicles). These loading arrangements are considered satisfactory.

Hi Mary

Following Ciaran's email, please find set out below comments on the public realm aspects of the Richmond Plaza development. Our comments have focused on the public realm including the site frontages and publically accessible routes through the site. We assume that Open Space will be providing comments on the landscaping within the site itself.

If you have any queries please let me know.

Thanks

Hayley

Drawings

1. The drawings are difficult to read and have limited details of the proposed works. Landscape drawings should be provided that are to scale, with dimensions, annotations, and clear references to any typical details.

2. A number of details are missing from the drawings, including:

    - Vehicle crossovers
    - Typical details for any paving, street furniture etc. with clear references on the drawings
    - Dimensions to show clearances of street furniture and unobstructed footpath widths
    - Title boundaries to clearly show which areas are to be maintained by Council and which are one private land
    - Public access through the site – will some areas have 24 hour access or be closed off?
    - Vehicle access arrangements – we note that swept paths have been provided but are not provided for all areas accessed by vehicles (e.g. the laneway off Bridge Road to the west of the existing shop on Bridge Road)
    - All existing trees (Church Street is not shown)
    - Building entries (not clear for all the shops)

Opportunities for streetscape improvements

3. The drawings should include proposals for the streets adjoining the site. We suggest that the following improvements be included:

    - Church Street
      Upgrade footpath to from concrete to asphalt, and plant trees along Church Street footpath along the site frontage. Provide new benches and cycle hoops along frontage, in line with Council's Public Domain Manual.

- Cameron Street
  Plant at least one roadside tree between existing the trees on Cameron Street in the vicinity of DG01. It is advisable that the applicant shows the crossovers and on-street parking to best determine the location of the tree, bearing in mind there are two storm drains in the vicinity (trees cannot be located within 1 metre of a storm drain).
- Bank Street
  Plant one tree to line up with the existing roadside trees (north-south) and also the three Public Square tree planters within the site (running east west). This might involve slight adjustment to the planter locations (shift further east), to ensure there is even spacing between the trees.

Vehicle access

4. It appears that the laneway off Bridge Road (next to the existing shop) will need to provide access to the existing car garage on this property, which raises the following concerns:

   - How will vehicle entry into this laneway be restricted? There is a risk that this becomes an informal drop-off point or loading area for some of the shops, which would result in vehicles needing to reverse in or out of the laneway.
   - What delineation will be provided to ensure pedestrians have a safe path of travel and restrict vehicles accessing any areas beyond the laneway?

   The same comments apply to any other areas where vehicles will access pedestrianised areas (e.g. the loading zone off Bank Street next to the Public Square trees/seating).

Materials

5. It would be useful to see the paving pattern to scale on the drawings.

6. The drawings show bluestone pavers along the key pedestrian routes through the site. This is supported and any bluestone within Council land will need to meet Council's standard details –a reference should be provided on the drawings to Council's standard bluestone paving (as specified by the Civil Engineering team). Furthermore the paving should accommodate vehicle loading where this is required.

7. The drawings show larger bluestone pavers along the edge of the pedestrian cut through. This should not be included on any of the Council maintained laneways.

8. The bluestone extending to the Bridge Road frontage does not line up with the existing building at 267 Bridge Road. Can this line up with the building to create a cleaner edge, considering it is unlikely that this building will be demolished in future.

9. The following recommended changes are made with regards to the concrete paving:

   - The sections of concrete paving in the private forecourts in front of the shops facing Church Street are changed to bluestone pavers.
   - The section of concrete paving running along the laneway off Church Street and leading to the car park (near the retail waste area) can be changed to asphalt.

Cycle parking

10. The cycle parking on the Church Street forecourt should meet Council's Public Domain Manual in terms of type of hoops, spacing and offset from the building. The entry of the shop needs to be shown more clearly to demonstrate that the cycle parking does not conflict with this.

Seating

11. Further details are required of the proposed seats within the publically accessible areas. These seats should provide armrests and backrests to be more accessible for a range of users.

Signage

12. It is difficult to see on the drawings where the proposed signage is located. Please annotate locations on drawings (similar to how the bicycle parking is annotated).

Planters

13. Typical details need to be provided for the trees proposed in raised planters in the 'Public Square', to demonstrate that there is adequate soil depths and capacity for the proposed trees.

Hayley McNicol

Senior Urban Designer

City of Yarra

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Level 2, 31 Gleadell Street, Richmond VIC 3121

PO Box 168, Richmond VIC 3121

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, present and future.

Memo

To: Mary Osman

Cc: Carrie Lindsay

From: Fiona O'Byrne

Date: 20 August 2018

Subject: PLN11/0834

diverse

vibrant

exciting

inclusive

Dear Mary,

Please find comments below in reference to the Landscape Plan for the proposed development at 271 Bridge Road, Richmond 3121.

Ground Floor Plan
The proposed materials are appropriate.

Level 1 & 2 Plan
The proposed materials and selection of species are appropriate.

Podium Level 3 Plan & Sections
The *Quercus Rubra* Red Oak tree proposed is too large for the nominated 1m deep planter boxes. This tree has a mature height of 10m and a mature width of 9m. Replace with a smaller tree appropriate for this size planter.

Likewise, *Ulmus parvifolia* 'Todd' and *Pyrus ussuriensis* are also too large for such small planters. Reconsider tree species or ensure planter dimensions are large enough to support the root systems of these trees.

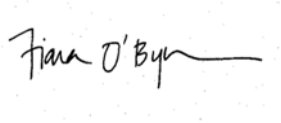
The northern terrace on level 3 has a number of raised vegetable planters. These planters have trees in them which will make it difficult to establish vegetables. Reduce number of trees or plant with shade tolerant understorey.

An elevation of the proposed fence detail should be provided (the one shown on the plans is covered with climbers).

In terms of the raised planters, the notes state that dripper irrigation will be used. Consideration should be given to the water use required to irrigate these planters. Either captured roof run off or a grey water system from building use should be considered. There is no information in relation to any water re-use or tanks on the plans.

If you require any further input, or would like to discuss these comments in more detail, please contact me on 9205 5768.

Yours sincerely,



Fiona O'Byrne
Landscape Architect
Open Space Panning

MeMO

TO:	Mary Osman
cc:	
FROM:	Euan Williamson, ESD Advisor
DATE:	31.07.2018
FILE:	PLN11/0834.02 – 271 Bridge Rd., 224, 230 & 238 Church Street, and 46 Cameron Street, Richmond
SUBJECT:	ESD response to amended SMP and plans for Richmond Plaza

Mary,

I have reviewed the amended plans drawn by SJB Architects (27.06.2018) and the SMP prepared by Cundall (19.04.2018) and Daylight Availability Assessment (April 2018) also prepared by Cundall.

In summary the amended design meets the requirements of conditions on permit and Councils expectations for best practice in ESD. The standard of ESD has slightly improved from the previous version of the SMP.

If you or the applicant would like to discuss this further, please contact me.

Euan.

Euan Williamson
Environmental Sustainable Development Advisor
City of Yarra PO Box 168 Richmond 3121
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E Euan.Williamson@yarracity.vic.gov.au
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Hi Mary,

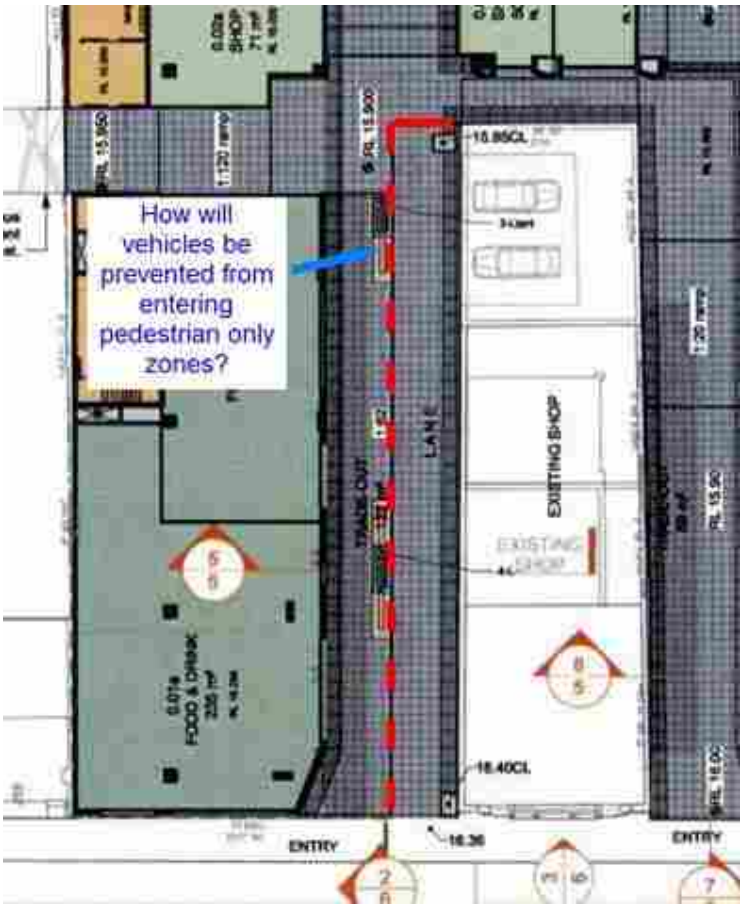
Please see my comments in relation to Richmond Plaza below. Hayley will provide her comments separately, as opposed to the combined comments I had previously mentioned.

I've have also attached three documents, which I have referred to below in my comments.

PLN110834 - 271 Bridge Road, Richmond - Referral Comments

General Comments

- All redundant crossovers must be demolished and reconstructed as footpath, kerb and channel to the satisfaction of council.
- There are existing in-ground parking sensors surrounding the site in question. The cost associated with the removal of any in-ground parking sensors, that are required to be removed as part of the development or as part of any construction works associated with the development, must be borne by the applicant. Any costs associated with the reinstatement of the parking sensors must also be borne by the applicant.
- The title boundary and delineation between private and council land should be shown on the landscape and architectural plans for reference. This delineation is not shown for all council laneways abutting the site's title boundaries.
- There should be a minimum clearance of 4.7m between council roadway surface, including laneways, and the underside of any building structure proposed as part of the development.
- The applicant should clarify what sections of the plaza area will be publically accessible 24hrs, and if any areas will be gated or fenced off during certain hours. It should be noted that Council land should not be gated or fenced off from public access.
- The applicant should clarify how vehicles will be prevented from entering pedestrianized areas of the site, particularly where there appears to be integration between pedestrian and vehicular usage of laneways. Please see example below.
    - This requirement must be clarified for all locations where usage of laneways changes from mixed use to pedestrian only.



- The proposed loading bay location, shown below and with access from Bank St, is not a good outcome. Large vehicles reversing into this loading bay creates a conflict with pedestrians in this area and a potential hazard. The use of the abutting open space area, with seats and trees, will also be negatively impact. It is likely this area will not be sufficiently utilised due to its close proximity to the loading bay. The applicant should reconsider the location of this loading bay, with the most preferable option to relocate it within the building.



Bridge Rd

- For the length of the developments' Bridge Rd frontage, the full width of the asphalt footpath must be stripped and re-sheeted.

Church St

- The footpath on the West side of Church St must be fully reconstructed, for its full width and for full length of the site's North-South boundary. The footpath must be reconstructed as an asphalt footpath, with a maximum grade of 1:40. The levels at the site's boundary line should be amended to suit, with the reduced levels at the top of kerb remaining as per existing along the site's Church St frontage.
- The grates of stormwater pits along the South side of Cameron St should be replaced with bike safe grates for the length of the properties Cameron St frontage.

Cameron St

- The footpath, kerb and channel on the South side of Cameron St must be fully reconstructed, for its full width and for full length of the site's East-West boundary.
- The new vehicle crossing entrances along Cameron St are to be constructed to the satisfaction of council. Vehicle crossing designs are to be submitted to council for approval prior to works commencing on the development. Design must satisfy the B99 vehicle crossing template as per AS 2890.2

Bank St

- The asphalt footpath on the East side of Bank St must be stripped and re-sheeted, for its full width and for full length of the site's North-South boundary.
- The new vehicle crossing entrance along Bank St is to be constructed to the satisfaction of council. Vehicle crossing designs are to be submitted to council for approval prior to works commencing on the development. Design must satisfy the B99 vehicle crossing template as per AS 2890.2

Council laneways

- There must be a clear delineation between Council and private owned land. This is particularly pertinent for the delineating between existing laneways, shown on council's road register, and the privately owned plaza areas of the subject site. Differing surface materials should be used to highlight this delineation.
- Please note that the following ROWs are still registered on council's roads register.
    - Council ROWs 670, 671, 676, 678 and 3058
    - Please see a screen shot below for reference and find a copy of the most current road register attached.
- Proposed materials for laneways on council's road registered do not align with council's roads materials policy. The specification and arrangement of the materials are generally not clear on the submitted landscape plans, drawn by Memla. Landscape and civil plans. Please find a mark-up attached of required amendments to surface materials for council laneways. *["PLN110834 - 271 Bridge Road, Richmond - Required surface material amendments"].*
- Specifications for bluestone pavers on councils property should be amended to align with council standard YSD416. The subgrade and paver thickness specification should be amended to allow for heavy vehicle loading, where vehicle access is provided.
- Council ROWs 678, 3058, 676 & 670 must be reconstructed for their full width and length. Stormwater drainage infrastructure within the right of ways must be constructed to the satisfaction of council.
- Swept paths should be provided to show that the development proposal does not compromise vehicle access to neighbouring properties. Swept paths should demonstrate that B99 percentile vehicles can access properties from ROWs 670, 671, 676, 678 and 3058, where vehicle access is currently available.



Detailed Civil and Drainage design

- Prior to the commencement of works, a detailed civil plan should be submitted to council for approval. The plan should include detailed levels and materials specifications for all civil works required as part of the development. These civil works include, but may not be limited to, construction of council footpaths, kerbs, channels, laneways, vehicle crossings and drainage infrastructure. The proposed surface materials for council assets should align with council's road materials policy.

Kind Regards,

Ciaran Maher

Construction Engineer

City of Yarra PO Box 168 Richmond 3121

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Please note I will be on leave inclusive of 21st September - 7th October

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, present and future.

Hi Mary,

The waste management plan for 271 Bridge Rd, Richmond authored by Leigh Design and dated 03/08/2018 is satisfactory from a City Works Branch's perspective.

Regards,

Patrick Orr

Contract Management Officer

City Works

Yarra Operations Depot, Clifton Hill

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INDEPENDENT URBAN DESIGN ADVICE

AMENDMENT TO THE PROPOSED DEVELOPMENT AT 271 BRIDGE ROAD, 208, 224, 228, 230, 238 AND 256 CHURCH STREET, 46 CAMERON STREET AND 25 AND 37 BANK STREET RICHMOND 'RICHMOND PLAZA'



October 2018

Prepared by

Robert McGauran
B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVEPLA, Architect

Our ref: 18111

Directors
Eli Giannini
Chris Jones
Cameron Lacy
Robert McGauran
Mun Soon
Joshua Wheeler

BACKGROUND

1. In July 2018, Yarra City Council (Council) requested my urban design advice regarding an amendment to the endorsed planning permit application for the approved development at 271 Bridge Road, 208, 224, 228, 230, 238 and 256 Church Street, 46 Cameron Street and 25 and 37 Bank Street Richmond.
2. The amendment includes changes to the endorsed plans and permit conditions including:

   - incorporating the approved development for 42 Cameron Street (PLN14/0314), with associated changes (merging with building D of the main site approval)
   - gym and yoga studio relocated to level 1
   - childcare relocated to level 2
   - resident lounge and amenities relocated to level 3
   - modified apartment mix and layout (overall reduction from 313 to 307 dwellings)
   - modified architectural treatments
   - amended car park layout and provision (from 570 to 624 spaces)
   - additional motorcycle parking spaces (from 28 to 52 spaces)
   - additional bicycle parking spaces (from 363 to 375 spaces)
   - tower A, B, C and D floor to floor heights increased from 3m to 3.1m
   - building A terraces to be converted to a communal terrace
   - building heights increased as follows (excluding plant and architectural features):
     a) building A – from 37.6m to 38.35m;
     b) building B – from 28.40m to 32.8m;
     c) building C – from 25.5m to 25.78m; and
     d) Building D– from 25.3m to 27.2m

3. My comments are made with regard to the resolution of the scheme in relation to:

   a) Appropriateness of the design treatment and scale of the proposed buildings;
   b) Siting, bulk and height of the proposed buildings and their impact on the Bridge Road Heritage Precinct and surrounding streets;
   c) If the proposal achieves a high architectural and urban design outcome;
   d) Use of colours and materials; and
   e) ESD principles.

4. I last prepared information on the project in January 2012 and it is this plan on which the applicant is seeking to rely for their built form and organisational response referencing previous building footprints and heights.
5. At that time I concluded as follows:

   a) In my view the proposal had been developed around a sound response to urban design and strategic planning principles relevant to the site.
   b) Whilst a large project, the site locations, long term existing use and dimensions warranted regeneration in general accordance with the proposal as depicted subject to the recommended changes I had suggested.
   c) Once redeveloped I felt that the proposal would continue to contribute to the diversity of the Bridge Road Retail precinct as not only a destination precinct but also a neighbourhood precinct servicing both an emerging and existing residential population.
   d) It was my view that it would enable the project to continue to be a central focus of the continued vitality and neighbourhood focus of the area.
   e) It would be a development that would remain anchored by the continued presence of a full line supermarket servicing weekly shopping needs near the Gleadell St Market and this anchor would ensure there was regular foot traffic down the expanded and upgraded laneway network.
   f) The rejuvenation of the site and centre was needed as an underlying driver of activity in the Activity centre into the future. The existing site and centre is exhibiting all of the

compromises that emerge from a progressively assembled retail centre built to poor standards and with little regard for its abutments with neighbours.

g) The introduction of below-ground parking for the commercial parking component and wrapping of upper level residential parking with residential uses was consistent with delivering an outcome that further mediates the impact of development on surrounding areas.

h) The laneways introduced a welcome additional retail and hospitality element to the precinct that supports the growing complexity and diversity of the precinct and the need to establish a more permeable network of movement through the precinct.

i) The residential proposition was well conceived.

j) A diversity of apartment types and addresses was supported.

k) A generous provision of semi-private shared space was also supported.

l) The inclusion of facilities that support household diversity and the development of a stronger neighbourhood community, were welcome inclusions that reflected the standards of better residential development in the municipality.

m) Streetscapes and access arrangements had been typically well handled.

n) For these reasons and subject to the amendments previously noted in my report I think on urban design grounds the project is worthy of support.

o) The organisation of access to the site was logical though I understood it was the subject of some concern from residents in Cameron Street in particular.

Previous Recommendations

6. Previous recommendations for change that I made included the following:

Vehicle Access

7. I recommended beyond d the scope of this brief and requirement that council consider the benefit of incorporating additional public parking in this location in line with its central location to both the western and eastern retail precincts of Bridge Road and the north and south retail within Church Street. Such an initiative whilst obviously beyond the brief of the consultant team and planning assessment was becoming of increasing strategic importance and was consistent with measures being taken in Cato Street Prahran and proposed for Cremorne to maximise carparking efficiency and enable enhanced pedestrian environments. I felt that it would address some of the parking issues likely to arise from the introduction of super-stops and wider footpaths within Bridge Road over time to the west.

Podium and towers

8. The siting of tower built form in response to the historic Bridge Road Precinct was generally well handled with setbacks of 30m+ for the taller tower form and 40m for the lower Church Street oriented form ensuring that the lower scale podium form derived from the historic two storey form of Bridge Road is acknowledged.

9. Having said this, a question arises regarding the scale of this taller form that rises some 5m higher than the adjacent development at 243 Bridge Road known as The Ark. I was not convinced that the applicant has justified this additional scale in urban design terms.

10. I recommended that Level 6 should be removed (retaining the progressively eroded nature of upper level form), resulting in a built form outcome that approximated the scale of the adjacent development at 243 in a location that like its neighbour enjoys similar setbacks from Bridge Road and more substantial setbacks from Church Street.

11. At the podium level upper two floors I note the retail plant room has been extended to the boundary along with stairs at the abutment with the lowest level of above podium residential development at 243 Bridge Road with resident carparking setback 4m in its south west corner.

12. I felt that Level 2 resolution and the resolution of the carpark/ residential interface requires some adjustment in this zone. I would recommended that:

a) The waste management area on level 2 be realigned to match that of the adjoining plant room and the area between these zones and the western boundary attractively landscaped with resilient irrigated landscapes providing both ground and wall coverings.
b) That landscape plans for public areas should be amended to incorporate the landscaping for both these areas and proposed car parking screening areas.
c) That the residential carparking is reconfigured on levels 1 and 2 to ensure that at the north west corner of the abutment with 243 Bridge Road, where carparking levels have a direct interface with the units at a similar datum in the abutting existing development that plans be updated to detail how amenity impacts on units will be avoided arising from the operation of the carpark. Appropriately specified and attractive acoustic screening to the western interface with residential and mixed use neighbouring properties at 243 Bridge Road and properties both new and existing in Bank Street to ensure that light spill and noise from carparking is detrimental to adjacent residential properties was recommended.

13. At Level 2 setbacks from adjacent apartments at 243 Bridge Road were 2m to a proposed waste management facility and 3m to proposed commercial and community space plant areas with a 4m to the open carparking interface at the northern end. These juxtapositions had the potential of causing significant impacts and it was is my recommendation that increased setbacks in some instances would assist to moderate impacts in both a built form impact and operational sense. I recommended that at the north-western end of level 2, realignment and repositioning the residential store access, motorbike spaces and the north westernmost two car spaces to provide for an increased north western setback and improved transition from adjacent development to the subject site. It was recommended that in this area the western setback should align with the western wall of the northern abutting property in Cameron Street i.e. 5m from the western boundary of the laneway.
14. I recommended upgrading of façade treatments and resolution to the the lift core and its interface and the west facing walls to the south of this visible from the south west and neighbouring development.

Bank Street Development and Interfaces

15. The areas that I think require some attention was the screening of the northern end of the balcony to the north-eastern facing units on 1 and 2 to prevent overlooking of the adjacent private open space of properties to the north and privacy screening between units to Level 1, 2 and 3.

Cameron Street

16. Provide clarification that the loading area doors are acoustically treated and that they are in a closed position except when access is occurring to mitigate the impacts of truck access. Similarly the capacity of this loading area for comprehensive waste management should also be provided.

Church Street

17. Acoustic treatments to windows to address tram noise should be incorporated into the development at this interface.
18. Remove the northernmost bedroom of the Level 2 unit (north end) of the Church Street frontage and replacement with an external terrace to establish a minimum 3m setback from the Northern boundary and 4m setback from the eastern Church Street boundary to create a legible transition to adjacent older of 2 level development.
19. The management of the loading area required explanation. For shops fronting Church Street with no rear access provision I recommended a waste management strategy be provided along with a traffic management plan providing for short term loading areas within Church Street.

Public transport provisions

20. I recommended inclusion of undercover seating for bus and tram patrons near the designated tram stops along with real time information on tram and bus timetables in visual displays in this area and within the retail atrium spaces of the centre.
21. Bridge Road
22. My reservations were in relation to the interface with the adjoining shop terrace to the east (277 Bridge Road) where the direct abuttal of taller form needs some fine tuning. A framing sleeve had been proposed rising vertically on the eastern boundary to above the third floor level framing the terrace above. My view is that this needed more work to create a better transition between this new facade and its neighbour.

Management of the proposed public plaza

23. Provide a publically accessible space management plan to the satisfaction of the RA that ensured:
    a) That ensured that the laneways and the Bank Street Plaza to the extent shown in bright yellow as Public Realm 24hr be available for pedestrians 24/7.
    b) That east west and north south laneways into and through the centre remain free of obstruction through hours of centre operation.
    c) That the public plaza and laneways coloured pale yellow and denoted Public realm internal, be accessible during operating hours.
    d) That the centre be invested with wireless technology to the public lanes and spaces ensuring these areas support local commerce and contemporary e-commerce, community information and social networking.
    e) That the Main Plaza, laneways, Church Street frontage and upper level retail levels be updated to indicate generously scaled & high quality, public seating, waste management, public lighting, integrated art, short term bike racks and wayfinding signage to the satisfaction of the responsible authority.
    f) That bike storage and end of travel facilities for staff be upgraded to meet the requirements of relevant clauses of the planning scheme with separate change facilities for male and females.
    g) That additional tenancies not be permitted in the public plaza and laneway areas other than for community purposes.
    h) That the tenancy to the east of the Main tower residential entry be indented an additional metre to enable visibility to the entrance from the adjoining south-eastern lane
    i) That the intersection of stairs and ramps to the northern end of the Laneway servicing the island building on Bridge Road (owned by others) be amended at its northern end to reduce the barrier it creates in the east west lane network.
24. Public carparking quantums should be assessed by Council's traffic engineer and the plan upgrade to provide for supermarket trolley parking adjacent the main pedestrian spine in particular and at the north eastern and western edges of the parking area.
25. Public corridors in apartment buildings should typically be a minimum of 1550mm wide with a further indentation at entrances to create both a sense of transition and reduction in institutional feel but also more convenient provisions for manoeuvrings of furniture, disability access and passing.
26. Waste management facility at each level of tower and podium residences should be provided along with mail areas at ground floor.
27. Inclusion of taxi bays, flexi-car and 5 minute parking provision within Church Street should be developed for a project of this scale to the satisfaction of the responsible authority.

ESD principles

28. A waste management plan for residential and commercial occupancies incorporating best practice recycling facilities for each land use must be provided to the satisfaction of the RA.

a) I recommended inclusion of Solar boosting to the gas hot water system to utilise the large roof area to enhance energy efficiency.
b) Inclusion of high performance glazing and seals to eastern and southern facades in particular to mitigate noise impacts in addition to energy efficiency improvements
c) Provision of visitor cycling areas conveniently located near each of the residential entries

Social and Cultural inclusion

29. Provision of an integrated art plan to the satisfaction of the responsible authority
30. A Community Housing Plan for the affordable housing component in Bank Street to the satisfaction of the responsible authority
31. Energy performance measures to improve the performance of the supermarket over and above standard practice. Initiatives I recommended included :-

a) Improved insulation and sealing of penetrations between air-conditioned and un-air conditioned areas through the provision of seals to loading docks
b) Changes to services systems including:

> Incorporation of energy efficient combined air-conditioning and refrigeration systems where possible and redesign of display fridges where viable.
> Utilisation where viable of solar boosted gas hot-water
> Utilisation of dimmable lighting systems

32. Additionally Council has resolved to adopt an interim DDO for Bridge Road and noting this is in a preliminary phase I have provided commentary on its efficacy in this instance as an addendum to this report.

SITE CONTEXT

33. The existing site is occupied by an established shopping centre, developed in a relatively piecemeal way, but occupying an important corner of the municipality and the effective gateway to a core retail precinct.
34. The site marks an important intersection of two major roads servicing the municipality – Church Street and Bridge Road – that are also primary public transport corridors through the precinct. It also enjoys convenient access to Citizens Park and surrounding community facilities as well as enjoying proximate access to a number of schools including the new Secondary College and hospital services.
35. The site itself is keyed into the urban fabric of the area, having a 'hit and miss' juxtaposition with Bridge Road, with a series of laneways also interconnecting with the site from the Bridge Road frontage in particular.
36. Servicing of the precinct has traditionally been from the Bank and Cameron Street frontages of the site.



View from the SW cnr of Bridge Road and Bosisto Street




View from the corner of Bosisto Street and Hull Street



View from the corner of Hull Street and Bank Street




View from SE, Bridge Road and SW Bridge Road



View from South showing adjoining development at 243 Bridge Road



Aerial view from the south west (Near Map) showing the largely complete urban renewal of the block with the exception of the subject site and corner

37. The block bounded to the west by Bosisto Street and the subject site has been the subject of significant change over the past few years since the earlier permit for the subject site.
38. Immediately adjacent at 243 Bridge Road a large scale mixed use development has been completed, incorporating primarily retail development to its Bridge Road frontage, a residential tower aligned parallel with the Bridge Road frontage and further lower scale residential buildings stepping down towards Bank Street to the rear.
39. Hull Street however has development of between 4 and 6 levels to its southern interface and 1-3 levels to its north.



View from the NW showing the scale and character of new urban renewal and the interface characteristics of adjoining hinterland areas and Hull Street.

40. The Bridge Road frontage remains primarily at a 2 storey historic scale at its interface with the street, with an emerging taller built form stepped back from this frontage so that this lower scale historic podium retains its visual integrity.
41. Bank Street, to the rear, is developed as primarily 1 to 3 storey fine grain residential scale north of the site, whilst Cameron Street and the north end of Church Street is similarly fine grain in nature save for the area of the site bounded by the shopping centre.
42. The site enjoys a significant frontage to Church Street, somewhat larger than the frontage enjoyed by the Civic Precinct for example to Bridge Road. Important vistas exist down Bridge Road looking east to the Town Hall clock and west towards the CBD.
43. At present as noted in my earlier report, the existing buildings are somewhat unremarkable and a comprehensive redevelopment of the site is welcome in both resolving the haphazard car parking access arrangements, and poor retail environments and better integrating pedestrian networks both to and through the precinct and optimising the opportunities for the laneways as they also interface with the Bridge Road and Church Street interfaces.
44. The site is also one where upper level development for housing in particular and to a lesser extent employment, would make a relevant addition to the precinct subject to design excellence in the resolution thereof.

STATUTORY AND STRATEGIC PLANNING CONTEXT

PLAN MELBOURNE

45. Within *Plan Melbourne*, there are a number of outcomes, directions and policies that need to be considered when reviewing this proposal from an urban design perspective.
46. *Plan Melbourne* outlines a vision of Melbourne as a 'global city of opportunity and choice'. This vision is guided by seven key outcomes, each supported by directions and policies towards their implementation.
47. Outcomes relevant to the land-use and built-form changes sought by this proposal include the following:

    a) Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs
    b) Outcome 2: Melbourne provides housing choice in locations close to jobs and services
    c) Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
    d) **Outcome 5:** Melbourne is a city of inclusive, vibrant and healthy neighbourhoods

48. **Direction 1.1** seeks to create a city structure that strengthens Melbourne's competitive for jobs and investment, particularly with regard to supporting the central city to become Australia's largest commercial and residential centre by 2050.

    a) Policy 1.1.1 & 1.1.2 encourages new development opportunities to create grow office floor space amongst residential space is to delivering co-benefits of employment, reduced commuting and transport costs for workers and residents. Urban renewal precincts in and around the central city is acknowledged here to play a major role in delivering high-quality, distinct and diverse neighbourhoods that offer a mix of uses.

49. **Directions 2.1 & 2.2** both seek to increase the supply of housing in established locations close to services, jobs and public transport to support the creation of 20-minute neighbourhoods.

    a) **Policy 2.2.2** seeks to direct new housing and mixed-use developments to urban renewal areas in Melbourne towards increasing the diversity of housing, including affordable and social housing, as well as facilitating an increase in jobs and community services in these areas. It is also noted here that urban renewal areas will be key sources of medium- to higher-density development.

b) **Policy 2.2.3** note the role of activity centres and other places that offer good access to jobs, services and public transport in accommodating an increased supply of medium- to higher-density housing.

50. **Direction 2.3** seeks to *"increase the supply of social and affordable housing."*

a) **Policy 2.3.3** outlines the need to *"strengthen the role of planning in facilitating and delivering the supply of social and affordable housing."* It is expected that new planning provisions and tools will be developed to this goal.

51. **Direction 4.1** advocates a place-making approach to urban design to create *"more great public places across Melbourne."*

a) **Policy 4.3.1** seeks to integrate place-making practices into road-space management to ensure the design of streets encourages the use of active transport and facilitates a greater degree of and encounter and interaction between people and places.

52. **Direction 5.1** outlines the ambition of creating a city of 20-minute neighbourhoods by encouraging the development of vibrant, mixed-use neighbourhoods linked by a network of activity centres. 'Walkability', 'housing diversity', 'ability to age in place' are identified here as key characteristics of 20-minute neighbourhoods.

53. **Direction 5.3** notes the importance of social infrastructure in supporting strong communities. Delivery and co-location of social infrastructure in accessible locations in close proximity to public transport is a key policy under this direction.

54. Policy guidelines to consider where relevant include:

a) *Urban Design Guidelines* for Victoria (Department of Environment, Land, Water and Planning, 2017).
b) *Apartment Design Guidelines* for Victoria (Department of Environment, Land, Water and Planning, 2017).
c) *Safer Design Guidelines* for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).
d) *Urban Design Charter* for Victoria (Department of Planning and Community Development 2009).

PLANNING POLICY FRAMEWORK

State and regional planning provisions relevant to this application are set out below:

55. **Clause 11.01-1 "Settlement - Metropolitan Melbourne"** includes the following relevant strategies:

a) Focus investment and growth in places of state significance, including Metropolitan Melbourne Central City, Metropolitan activity centres and major urban renewal precincts.
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.

56. **Clause 15.01-1S "Urban design"** seeks to create urban environments that are *"safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity."* Relevant strategies outlined towards achieving this goal include the following:

a) *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
b) *Ensure the interface between the private and public realm protects and enhances personal safety.*

c) *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
d) *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
e) *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
f) *Promote good urban design along and abutting transport corridors.*

57. **Clause 15-01-1R "Urban design – Metropolitan Melbourne"** sets out to create a *"distinctive and liveable city with quality design and amenity"* by undertaking the following relevant strategies:

a) *Support the creation of well-designed places that are memorable, distinctive and liveable*
b) *Integrate placemaking practices into road space management*
c) *Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.*

58. **Clause 15.01-02S "Building design"** aims to ensure that building design outcomes contributes positively to local contexts and enhances public realm, strategies relevant to this proposal include:

a) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
b) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
c) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
d) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
e) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

59. **Clause 15.01-4S "Healthy neighbourhoods"** seeks to achieve neighbourhoods that foster healthy active living and community wellbeing by designing neighbourhoods that encourage community interaction, physical activity and engagement amongst community members of all ages and abilities. Key relevant strategies include the provision of:

a) *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
b) *Streets with direct, safe and convenient access to destinations.*
c) *Conveniently located public spaces for active recreation and leisure.*

60. **Clause 15.02 "Sustainable Development"** is concerned with encouraging development that is energy and resource efficient, minimising greenhouse gas emissions towards supporting a cooler environment. Strategies outlined under this clause include the incorporation of ESD principles in new developments and supporting low energy forms of transport such as walking and cycling.

61. **Clause 16 "Housing"** sets out broad objectives for planning to provide for housing diversity alongside efficient provision of supporting infrastructure and to ensure the long term sustainability of new housing by including and enhancing access to services, public transport, schools, open space and also encouraging walkability to activity centres. Additionally, it is outlined here that planning should include the provision of land for affordable housing.

62. **Clause 16.01-2R "Housing opportunity areas - Metropolitan Melbourne"** outlines strategies to manage and encourage the supply of higher density mixed-use development in locations that are:

    a) *In and around the Central City.*
    b) *Urban-renewal precincts and sites.*
    c) *Metropolitan activity centres and major activity centres.*

63. **Clause 16.01-3S "Housing diversity"** sets out the objective to provide for a range of housing types to meet diverse needs by facilitating diverse and adaptable housing typologies that offer increased choice and meets the changing household needs.
64. **Clause 16.01-4S "Housing affordability"** outlines strategies to deliver more affordable housing closer to jobs, transport and services. Of particular relevance to this proposal is the strategy to encourage a significant proportion of new development to be affordable for households on very low to moderate outcomes.
65. **Clause 17.01-1 "Economic Development"** acknowledges the role of planning in providing a strong, innovative and diversified economy where all sectors are critical to its property. Specifically, planning has a key role in providing land, facilitating decisions and resolving land use conflicts to enable regions to capitalise upon its strengths and achieve its economic potential. In this respect, strategically, Cremorne has a long history of creativity and production and today continues to be a major hub for creative industries with a distinct cultural industrial heritage and creative identity. New development in Cremorne should respond to and celebrate these underlying strengthens and future opportunities.
66. **Clause 17.01-1R "Diversified economy – Metropolitan Melbourne"** enshrines a key outcome of *Plan Melbourne* to support the expansion of the Central City to become Australia's largest commercial centre by 2050. A key tenant behind strategies to this end is to plan for redevelopment of urban renewal precincts in and around the Central City to deliver high quality, distinct and diverse neighbourhoods that are genuinely mixed-use and offers attractive commercial floor space that is close to public transport and integrated cycling and walking paths. In this regard, the subject site is uniquely positioned within Cremorne near the perimeter of the Central City, near the Main Yarra Trail/Capital City Trail and multiple public transport options. These are positive attributes for the location of knowledge and creative firms.
67. **Clause 18 "Transport"** encourages solutions that ensure an integrated and sustainable public transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movement of goods and people and is safe.
68. **Clause 18.01-1 "Land use and transport planning"** outline strategies to develop an integrated, equitable and accessible transport networks that connects people to jobs and services and goods to the market. The following strategies are relevant to this proposal:

    a) Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
    b) Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.

69. **Clause 18.02-2S "Public Transport"** seeks to increase the use of public transport and encourage increased development close to high quality public transport networks.
70. **Clause 18.02-4S "Car parking"** encourages the efficient provision of car parking by consolidating facilitates and ensuring that such facilities achieve a high quality of urban design and protects local amenity, including pedestrians and other users.

71. **Clause 19.02-6R "Open space – Metropolitan Melbourne"** outline the objective to strength the integration of Melbourne's open space network, strategies relevant to this proposal include the following:

   a) Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.
   b) Create continuous open space links and trails along the Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).
   c) Continue the development of the lower Yarra River as a focus for sport, entertainment and leisure.

72. **Particular provisions of relevance to this proposal include the following:**

   - Clause 52.06 "Car Parking"
   - Clause 52.7 "Land Adjacent to a Road Zone, Category 1"
   - Clause 52.34 "Bicycle Facilities"
   - Clause 58 "Apartment Developments"
   - Clause 65 "Decision Guidelines"
   - "Swan Street Structure Plan", January 2014

LOCAL PLANNING POLICY FRAMEWORK

Local planning provisions relevant to this application are set out below:

73. **Clause 21.04 "Land Use"** acknowledges the need for Yarra to accommodate its share of Melbourne's population growth, noting the need to direct higher density residential development to strategic re-development sites. Given the pre-existing population diversity, the clause looks to maintain diversity by encouraging all household types and structures – including supporting the provision of affordable housing, particularly in Strategic Redevelopment Sites. The subject site has been identified as a Strategic Development Site in the *Swan Street Structure Plan, January 2014*.

74. **Clause 21.04-3 "Industry, office and commercial"**, notes, the following

   "The commercial and industrial sectors underpin a sustainable economy and provide employment. Yarra plans to retain and foster a diverse and viable economic base. The decline in manufacturing activity has created an opportunity for service businesses which has maintained employment levels within Yarra. There is also a continuing demand for industrial land for those activities that value an inner metropolitan location. For this reason some land, as identified on the neighbourhood plans, can be rezoned to permit a combination of industrial and office use. In these areas rezoning to permit residential uses would not be supported, as residential amenity requirements are a threat to the survival of ongoing industrial activities."

75. In response, **Objective 8 under Clause 21.04-3** outline the objective to increase the number and diversity of local employment opportunities by undertaking the following strategies:

   a) *Strategy 8.1 Support re-zonings, as identified on the relevant Neighbourhood plan, to permit increased commercial and office use in existing industrial areas.*
   b) *Strategy 8.2 Support home-based businesses.*
   c) *Strategy 8.3 Encourage residential and business land use within the Mixed Use Zone to locate on the same site.*
   d) *Strategy 8.4 Discourage Business 2 Zones becoming de facto residential zones whilst at the same time recognising that some residential opportunities can be accommodated in these zones.*

e) *Strategy 8.5 Support opportunities for new uses on isolated industrial sites provided they reflect the predominant surrounding uses.*
f) *Strategy 8.6 Apply the Caretakers' Houses policy at clause 22.06*

76. A key element of importance in this instance relates to **Objective 3 under Clause 21.04.1** wherein it is important to ensure new built residential development in Mixed Use, Business 1, Business 2 and Business 5 Zones and near Industrial and Business Zones is designed to minimise the potential negative amenity impacts of existing non-residential uses in the vicinity.
77. **Clause 21.05 "Built Form"** contain objectives and strategies considering heritage, urban design, built form character and the public environment. It seeks to reinforce the existing urban framework of Yarra of a 'low-rise urban form punctuated by pockets of higher development'. Objectives and strategies under this clause relevant to this application include the following:

a) *Developments on strategic redevelopment sites should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal provide community benefits such as the provision of affordable housing or a positive contribution to the enhancement of the public domain.*
b) *Retain, enhance and extend Yarra's fine grain urban fabric by ensuring new developments are designed with particular regard to its surrounding urban context and fabric, including the re-establishment of historical streets and laneways.*
c) *Provide a public environment that encourages community interaction and activity*

78. **Objective 16 under Clause 21.05** seeks to reinforce the existing urban framework of the City of Yarra, with Strategy 16.2 seeking to *"maintain" and strengthen the preferred character of each built form character type within the City of Yarra."*
79. **Objective 17 under Clause 21.05** seeks to *"retain Yarra's identity as a low-rise urban form with pockets of higher development"*, outlining the following relevant strategies:

a) Strategy 17.2 Development on strategies development sites or within Activity Centres should generally be no more than five to six storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
   - Significant upper level setbacks
   - Architectural design excellence
   - Best practice environmental sustainability objectives in design and construction
   - High quality restoration and adaptive use of heritage buildings
   - Positive contribution to enhancement of the public realm
   - Provision of affordable housing.

80. **Objective 19 under Clause 21.05** seeks to create an inner city environment with landscaped beauty, outlining the following strategies:

a) *Strategy 19.1 Require well resolved landscape plans for all new development.*
b) *Strategy 19.2 Encourage opportunities for planting suitable trees and landscape areas in new development.*

81. **Objective 20 under Clause 21.05** seeks to ensure that new development contributes positively to Yarra's urban fabric, including the following strategies:

a) *Strategy 20.1 Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*
b) *Strategy 20.2 requires development of Strategic Redevelopment Sites to take into account the opportunities for development on adjoining land.*

82. **Objective 21 under Clause 21.05** seeks to enhance the built form character of Yarra's Activity Centres.
83. **Objective 22 under Clause 21.05** seeks to encourage the provision of universal access in new development.
84. **Clause 21.05-3 "Built Form Character"** outlines the built form character type for each character area.

    a) *New development must respond to Yarra's built and cultural character, its distinct residential 'neighbourhoods' and individualised shopping strips, which combine to create a strong local identity.*

85. **Clause 21.05-4 "Public environment"** notes:

    "New development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged. Public spaces and urban squares provide outdoor spaces for people to meet and gather. Opportunities to create such spaces will be sought. There is a need to ensure that, as development occurs, Yarra's public environment, buildings and transport infrastructure are accessible to all people."

86. **Objective 28 under Clause 21.05-4** seeks to provide a public environment that encourages community interaction and activity. Strategy 28.1 Encourage universal access to all new public spaces and buildings.

    a) *Strategy 28.2 Ensure that buildings have a human scale at street level.*
    b) *Strategy 28.3 requires buildings and public spaces to provide a safe and attractive public environment.*
    c) *Strategy 28.4 Require new development to consider the opportunity to create public spaces as part of new development.*
    d) *Strategy 28.5 Require new development to make a clear distinction between public and private spaces.*
    e) *Strategy 28.6 Require new development to consider the creation of public access through large development sites, particularly those development sites adjacent to waterways, parkland or activity centres.*
    f) *Strategy 28.8 Encourage public art in new development.*
    g) *Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.*
    h) *Strategy 28.10 requires site rezoning for new development to consider the inclusion of public domain improvements commensurate with the new use.*

87. **Clause 21.08 "Neighbourhoods"** sets out locally specific objectives and strategies for each neighbourhood, the site sits within the North Richmond Neighbourhood
88. **Clause 22.03 "Landmarks and Tall Structures"** sets out the objective to maintain the prominence of Yarra's valued landmarks and landmark signs and outlines policies and design responses to this end.

    a) Clause 22.03-3 – Policy
        - Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference;
        - Maintain the prominence of Yarra's valued landmarks and landmark signs and; and
        - Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.
    b) In this particular context, the Nylex sign is identified under Clause 22.03-4 as a landmark sign where development should protect views to the sign to ensure it remains the principal built form reference.

89. **Clause 22.05 "Interface Uses Policy"** seeks to facilitate the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes'. Its aim is to ensure that residential uses located within Mixed-Use Zones or near commercial centres and industrial uses enjoy a reasonable level of amenity and are designed to minimise the impact of nearby business operations and industrial activities on the amenity within the proposed dwellings.

90. **Clause 22.10 "Built form and Design Policy"** outline the objective to ensure that new development positively responds to and contributes to the surrounding context, including streetscape and built form character, whilst having minimal impact on the amenity of the surrounding land. Its design objectives and guidelines include (but are not limited to) the following:

   a) *To ensure ground level façade and boundary treatments interface positively with the street*
   b) *To provide pedestrian/human scaled design at street level*
   c) *Use appropriate materials, finishes and colours, which add visual interest and, assist in breaking up the mass and bulk of new development*
   d) *Matching ground floor level with street level*
   e) *New development provides an appropriate level of natural daylight into internal communal spaces and habitable rooms*
   f) *To minimize the use of energy and natural resources in the construction and operation of buildings*
   g) *To ensure that new residential development provides private and/ or communal open space that is well designed, functional, safe, solar oriented, well ventilated and meets the needs of residents.*

91. Recent amendments to the Planning and Environment Act 1987 have established the delivery of affordable housing as a key purpose of planning policy and have defined affordable housing as housing available for very low, low and moderate income earners.

ZONING

Commercial 1 Zone (C1Z)

92. The subject site is covered by the Commercial 1 Zone. The purpose of the C1Z is:



- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

General Residential Zone Schedule 1 (GRZ1)

93. Part of the site occupied by Building E and adjoining proposed public pedestrian links and loading areas and part of Building E and associated basement parking where it abuts the adjoining western laneway and Cameron Street, is also covered by the General Residential Zone Schedule 1. The purpose of the GRZ1 is:

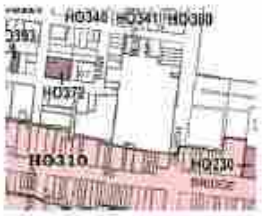
- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.

- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

OVERLAYS

Heritage Overlay HO310

94. The Bridge Road frontage of the site is covered by Heritage Overlay HO310 Bridge Road Precinct, Richmond. The purpose of this overlay is:



- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

95. External paint controls apply to HO310.

Public Acquisition Overlay PA01

96. The Bridge Road frontage of the site is also covered by Public Acquisition Overlay 1. The purpose of this overlay is:



- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify land which is proposed to be acquired by a Minister, public authority or municipal council.
- To reserve land for a public purpose and to ensure that changes to the use or development of the land do not prejudice the purpose for which the land is to be acquired.
- To designate a Minister, public authority or municipal council as an acquiring authority for land reserved for a public purpose.

THE PROPOSAL

97. The earlier application has been modified to incorporate the following for the site:

a) Full demolition and development of the land for the construction of buildings and works (building heights ranging from 3-12 storeys plus basement level)

98. Use of the land for:

a) 57 one-bed apartments, 6 studio apartments, 191 two-bed apartments and 54 three- bed apartments totalling 307 dwellings (versus 313 previously). These are incorporated in the development as follows:

- Building A – 119 apartments in levels 3 to 10 inclusive of the development fronting Bridge Road, in an 11 and 12 level building.
- Building B – 63 apartments on levels 3 to 8 fronting Church Street in an nine level building.
- Building C – 24 apartments in levels 3 to 6 of a 7 level building.
- Building D – 44 apartments in levels Ground to 6 of a 7 level building.
- Building E – 13 apartments in the 4 level building.

b) Shops (including bottle shop (342 sqm) and supermarket (4057sqm), food and drink premises (cafe) and Restaurant areas totalling 7181sqm with a reduction in restaurant areas on upper levels.
c) Restricted recreation facility (gym and yoga studio).
d) A doubling of office accommodation to 2105sqm (1041sqm previously).
e) Child care centre of 262sqm of internal space versus 376sqm previously (maximum 30 places).
f) Use of part of the land for the sale and consumption of liquor (packaged liquor licence associated with the bottle shop)
g) Provision of 624 car spaces (up from 570) along with 52 motorcycle spaces (up from 28) and 375 bicycle spaces (up from 363).
h) Buildings and works associated with the use of the northern end of the site as a shop with existing use rights.

99. Floor to floor heights for residential areas have increased from 3m to 3.1m for residential accommodation resulting in incremental changes to the heights of Building A and C of 0.75m and 0.28m respectively, Building B a full level increase of 4.4m and Building D 1.9m.
100. The ESD report prepared by Cundall indicates the proposal now achieves Best Practice.

SUMMARY OF FINDINGS

101. I note receipt of earlier endorsed plans for the entire site endorsed in June 2016 and 2015 for 42 Cameron Street.
102. I note earlier approvals incorporated a substantial extent of Aluminium Composite panel on upper levels. The shift away from these materials to alternative products whilst logical in principle but requires replacement with materials of similar long longevity, low maintenance and high quality.
103. In general terms I am of the view that the development has been enriched and diversified through the broadening of housing mix, provision of a larger area of workplace accommodation, increased recreation/gym floor space and inclusion of a residential workshop.
104. Each of these initiatives and their shift away from expansive hospitality areas at upper levels to a more diversified mix of offers provides in my view an increased range of services and choice for residents and users of the precinct that si welcome and complimentary facilities to that provided at lower and upper levels.
105. The increase in floor to floor height for units is welcome in the context of a greater number of units that are larger. In turn this ensures that floor to ceiling heights of 2.7m can be more consistently delivered.

Appropriateness of the design treatment and scale of the proposed buildings
Height and composition

106. Generally speaking the heights and footprint of buildings A and C that approximate earlier approvals and in their juxtaposition and articulation align with the principles supported in the earlier approval and are acceptable in outcome. The material for Building A remains nominated as aluminium cladding. Clearly this will need to be a solid rather than composite material to meet fire rating standards and this should be clearly stated within the schedule.
107. The proposed redevelopment of mixed use building adjoining the existing ANZ Bank has been enriched in its program and resolution with the patterned white brickwork patterned form representing in my view an enhanced resolution to this SE gateway than the lantern element previously proposed.
108. The integration of Building D south and north into one building is logical as a response to the site and context with the new arrangements providing a better amenity and address than the previous configuration with its entry next to loading. That said I am unsure how acoustic separation will be managed between units and the adjoining overnight fresh food truck storage.

which would desirably have been aggregated within the supermarket loading area rather than in an abutment where arrivals and departures are likely to be noisy and as a result disruptive to abutting residents. An acoustic and management regime will collectively be required to minimise loss of amenity as a result of this if alternative access arrangements cannot be resolved.

109. The proposed increase in height of Building D is in my view well managed and acceptable. This has been developed in conjunction with a reduced street wall height of development to Cameron Street in conjunction with setback at level 2 podium in lieu of level 3 for a modest setback and level 4 for a more significant zone. The revised scheme deletes Level 4 on the 42 Cameron street site in its entirety save for a common area landscaped roof terrace of substantial dimension (218 sqm) which itself is setback over 9m from the Cameron Street frontage.
110. In addition the level 3 terrace has been substantially enlarged in its setback of built form from Cameron Street though presenting wider in its footprint to emulate the balance of Building D to the south. That said I am comfortable that the approach has provided an appropriate transition to the lower hinterland neighbourhoods to the north and northwest with the revised response and is acceptable.
111. The other major changes are the retention in Building C of the northern wing and its extension towards the street at level 6 in lieu of its deletion for a roof terrace and the elongation of Building B extending it to the south and adding an additional level at level 9 occupying the same footprint as the immediate lower floors. Building B adopts a rhythm of skillion roof bay forms that frame the projecting elements to their full height with the tallest form presented to the northern end and with materials typically though not clearly illustrated in brick and concrete. In contrast Building C is expressed in metal cladding.
112. I am not convinced that the applicant has satisfactorily resolved these buildings and their arrival aspect from the north although I am satisfied that less of Building C needs to be eroded than previously shown and I am of the view that an additional level can be accommodated on Building B subject to the quality of design and importantly the successful resolution of its forms when viewed from the north and south arrival points along Church Street and subject to the open space for the proposed child care receiving adequate levels of sunlight. In my view some setback in each instance of the north and south eastern elements is necessary to invest the buildings with visual interest and a transitional stepping relationship that is successfully resolved.

Recommendation

113. Remove the two eastern bedrooms of C6.01 and replace with landscaped terrace zones.
114. Remove B8.08 and B8.09 and replace with enlarged north facing landscaped terrace zones.
115. Redesign the north and south elevations of apartment block B to avoid the large expanses of unarticulated blade wall treatments from top to bottom in the case of the north elevation and banded treatments to the south. The gateway visibility in each instance of these facades and role within the broader activity centre needs to be acknowledged with investment in this and its northern neighbour as buildings in the round if additional footprint is to be supported.
116. Further and revised elevations for Buildings B and C are to be provided to the satisfaction of the responsible authority.

Siting, bulk and height of the proposed buildings and their impact on the Bridge Road Heritage Precinct and surrounding streets

117. Broadly speaking as earlier noted the project is aligned with the massing and siting strategies of the earlier scheme with the departures being the configuration and siting of Buildings B, C and D.
118. I am satisfied that in the case of Building A the design and form and layering are sound, with the use of brickwork to form a mioblock masonry base referencing landmark industrial forms of the area from the early 20th Century, with the proposed use of operable systems as depicted for the upper level facades on precedent imagery 6.3 logical though not adequately described in the elevation material and finishes schedules. Presently the expression of a metal clad building with

indented balconies and with uniform expression is not an approach that should be supported for such an expansive building and I look to the blend of solid and permeable cladding and operable screening to address this issue.

Recommendation

119. Provide further updated elevation and typical details of the upper residential floor façade treatments to Building A providing for a diversity of interrelated claddings operable screens and fenestration and balcony articulation consistent with precedent images to the satisfaction of the responsible authority.

Bridge Road Podium

120. Similarly in the case of Bridge Road we are presented with a series of finely crafted wall and fenestration treatments and fine grain shopfronts. These however are not consistently expressed in the shopfronts with the treatment for the flanking east and west wing buildings expressed in a uniform 3 level material noted as white glazed bricks on elevations but expressed as concrete panels in renderings and 3D expression. I would endorse again the precedent examples as the starting point for the design response but am concerned at the indicative methodology as executed and depicted in Design Response 5.2 with major gateway flanking walls shown as tapering blank 2 level high blank walls with no street interaction and as noted earlier a detailing methodology expressive of conventional precast treatments.

Recommendation

121. Provide further updated elevation and typical details of the Bridge road façade and return laneway frontages demonstrating the alignment of details with the fine grain, diversified and engaging treatments evidenced in the precedent images and responsive to the heritage overlay values. Façade treatments to Building A providing for a diversity of interrelated claddings operable screens and fenestration and balcony articulation consistent with precedent images to the satisfaction of the responsible authority. The east and west wing interfaces to the laneway should provide a greater extent of articulation, variations in depth and weather protection in sections of the laneway and illustrations should be updated to clearly depict the brickwork to be used and ensure detailing leverages the potential for artisanship as used in precedent exemplars to the satisfaction of the responsible authority.
122. The inclusion of masonry, familiar skillion forms and materials referencing the industrial heritage of the precinct are welcome transformations that are generally supported.

Internal Amenity

123. I note that the proposal retains arrangements for apartments which fail to reflect contemporary standards established for apartment guidelines and would recommend given the level of change sought that these unit types be upgraded to address current shortcomings. In particular this relates to snorkel bedrooms in apartments where the width and depth of arrangements fall short of contemporary standards.

Recommendation

124. Amend the dimensional configuration of Apartment Type 2, TP-70-02 to have a minimum width of aperture of 1.2m.
125. Amend Type 5, Type 10, Type 11 and Type 12 TP-71-02 to ensure the depth of the apartment snorkel is no more than 1.5 times the aperture width.
126. Amend Type 7 apartment TP-72-02, to ensure the depth of the apartment snorkel is no more than 1.5 times the aperture width.
127. Amend C112 and C212 to convert to a one-bed apartment to enable natural light and ventilation to the common area lift-core and stair otherwise over in excess of 60m and uniform in scale.

128. Invest the large common area terrace space with access to toilets, sink and BBQ areas to ensure they can be used effectively by residents. Provide revised details to the satisfaction of the responsible authority.

Affordable Housing and workplaces for Key workers

129. Welcome additions to the proposal would include an affordable housing and workplace strategy which in this instance could focus on key-worker housing and workplace accommodation given the needs of the inner city for housing and workplaces meeting this rental band for workers who are within the 30% to 65% of all income earners looking for rental housing and affordable places to rent for enterprise purposes. With the location close to the Municipality's hospitals, university and key creative industries and retail core, housing for this market would be welcome and may now be more viable as a build to rent with new government incentives.

Recommendation

130. Provide build to rent housing for key workers on low and moderate incomes.

ESD principles

131. The revised Cundall report indicates that the project has achieved a best practice outcome. This is an acceptable outcome for the project and appropriate for an important gateway project.

Environmental Amenity

132. I note the Vipac report suggests that the appropriate standard for the podium rooftop areas should be that necessary to achieve walking comfort. I do not accept this as a reasonable basis for such an expansive area relied upon by so many residents for their amenity and liveability. In a number of cases I have been involved with these areas have been required to provide comfortable standards for sitting in areas clearly demarked as the principle purpose for this area. In this instance that should be the criteria for the external childcare centre play space and the courtyard and roof terrace areas to the Cameron Street interface on Levels 2, 3 and 4 and the zones for external seating within the north south landscaped spine on Level 3. Additionally the private open space terraces at level 3 to the Church Street and interfacing site boundaries to the west should achieve standards for sitting.
133. I note the landscape plans have not been updated to align with the new locations for social spaces at the southern end of Buildings A and B. It will be important to reconfigure these plans to indicate logically the breakout areas within landscape open space abutting these areas as ones for common area sitting achieving a higher environmental standard.

Recommendation

134. Update the plans, elevations and landscape plans to provide for private landscape terraces and public terraces and common area sitting zones to achieve wind comfort standards for sitting and for this standard to also be achieved for other areas of communal terrace gathering at levels 2 and 4.
135. Provide comfortable standards for sitting in the childcare external play zone.

CONCLUSION

136. With the above amendments it is my view that the project should be supported on urban design grounds. The redevelopment of Richmond Plaza as a high quality diverse anchoring activity and residential hub for the Bridge Road Precinct is long overdue. The proposal builds on earlier decisions in support of the development strategy outlined in this instance. Generally speaking the proposed amendments are positive changes save for in my view the detail and upper level treatment of Buildings B & C and the updating of apartment layouts to meet contemporary standards. With these amendments and confidence regarding the quality of finishes along with an amended set of elevations attaching detail 3D visualisations to elevations to show the

material and detailing in with greater clarity materials to all elevations I am supportive of the proposal.

137. Overall with the adoption of recommendations I am satisfied that the revised application with updates, coordination, clarification and minor amendments will be one that represents on balance an improvement to the earlier approved application and should be supported.

138. I note Council is considering a DDO for the Bridge Road corridor. This document is early in its evolution so I have dealt with the implications of this document separately in my draft review in Appendix 1.

DOCUMENTS FORMING THE BASIS OF THE REPORT

- Application to amend Planning permit no. PLN11/0834.02, 11 July 2018
  - Plans, SJB Architects
  - Landscape Plans, Memla
  - Updated Traffic Engineering statement, Traffix Group
  - Updated Acoustic letter, Acoustic Logic
- Sustainability Management Plan, Cundall, April 2018
- Waste Management Plan, Leigh Design, April 2018
- Daylight Availability Assessment, Cundall, April 2018
- Wind Impact Assessment, Vipac, April 2018

- Planning Permit PLN14/0314, 14 January 2015
- Planning Permit PLN11/0834, 20 December 2012
- Bridge Road Activity Centre – Request for an Interim Design and Development Overlay, 19 June 2018



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Appendix 1
INTERIM DDO FOR BRIDGE ROAD

1. I have been asked by Council to review the proposed Bridge Road DDO (DDO21)and its implications for the Richmond Plaza redevelopment.
2. The DDO builds on a built form review for the corridor undertaken as part of a larger portfolio of Main Street based activity centres of high heritage value in the municipality.
3. The proposal suggests a preferred maximum height of 14.5m to 27.5m (8 storeys) to the north side of Bridge Road with a similar 14.5m up to 24m or 7 storeys to the south side.
4. A mix of mandatory and preferred maximum street wall heights are proposed with a maximum 11m height in heritage areas and 15m or 4 storeys in other locations outside the heritage areas.
5. Preferred setbacks of upper levels are set at 6m generally and 13m in heritage areas with minimums between 3m and 5m elsewhere.
6. In heritage areas upper level views of upper level development are constrained to 25% of the view with 1/3 elsewhere.
7. Where development abuts established residential areas development is proposed to be setback at a 1:1 basis or 45% for 10m.
8. Solar amenity to the south footpath in Bridge Road is proposed at the equinox as a mandatory requirement and the opposite footpath in Church Street at the equinox.
9. To enable equitable development a setback of 4.5m is required from the boundary where the building contains a balcony or living room principally oriented to this interface with a preferred setback of 1/6 of the height above 21m.
10. I note the report suggests mandatory heights for properties within heritage significant streetscape areas and those with sensitive residential interfaces and also suggests a 3m setback for office and non-habitable windows towards an interfacing sideage.

COMMENTARY

11. The scale and nature of development to Bridge Road in particular between Church Street and Hoddle Street had significant variance between the north and south side of the street as evidenced in the nature of existing zones and subdivision patterns.
12. Behind the sleeve of commercial development lining the street, the Richmond Hill residential neighbourhoods to the south broken only by a few exemplars of industry notably the former Pelaco factory but largely built to the intervening laneway customarily dividing commerce to Bridge Road from the interfacing neighbourhood.
13. In contrast to the north the picture was more diverse with an expansive industrial quarter ceding to the more recent Mixed Use Zone and expansive shopping centre to the eastern half of the spine and the large medical hub occupied by Epworth for almost 60% of the remainder. In addition these areas of change typically extend a full street block or almost 3.5 times further northward dimensionally than the comparable zones of flexible use south of the Bridge Road alignment.
14. Topography too plays an important part with land falling from the road ridge towards the north with the areas east of Normanby Place typically falling up to one floor between the Bridge Road alignment and intervening laneway midblock to the rear. In contrast some of the mid precinct areas to the south such as Waltham Street retain an equivalent height to the Bridge Road alignment.
15. These two major attributes have major implications for the potential for development behind the historic street wall and the extent of change that might be envisaged in each instance. In turn they place differing constraints on the scale of form that might be expected owing both to the immediacy of interfaces to adjoin fine-gran residential areas of high heritage value and low scale integrity wherein private open space presents either as a sideage or immediate abutment to these commercial areas. In contrast to the north Erin Street for example demarks the separation

of the Hospital precinct from areas to the north with a street comparable to Bridge Road with other neighbouring dividing streets typically as wide, or wider than their southern counterparts.

16. East of Lennox Street the Mixed Use Zone provides an effective replication at its narrowest of the typical subdivision depth of the Bridge Road interfacing commercial properties.
17. For these reasons unsurprisingly, as can be seen from the recent aerial photograph below, the bulk of change and development has occurred to the northern side of the corridor with aggressive proposals south of the road not supported either by Council or at VCAT as a result of the combined impacts of visual bulk overshadowing and perceived overdevelopment of sites arising from the typically finer grain subdivision patterns.



Aerial photo illustrating the rapid change that has occurred in the Mixed Use Zone areas and areas north of Bridge Road versus areas to the south



Zoning map illustrating the differing subdivision attributes and potential for change arising from the characteristics of historic land use and the differing nature of abutments of valued heritage character.

18. Hence in principle it would follow that development controls would differentiate between the north side where hinterland interfaces do not have the same sensitivities and where subdivision patterns are typically larger and the finer grain direct abutment attributes of the southern side of the street.
19. Notwithstanding these attributes are not manifest typically in street wall heights where characteristics of streetwall heights to the north and south of Bridge Road display similar attributes, with typically taller form marking street corners with hotels and banks dominant and infill one and two level retail largely infilling the balance of the street. These forms have typically incorporated historically taller ground level zones of 3.6m to 4.5m in height in the example of the bank halls with upper level floor to floors being between 3.3m and 4m to provide flexibility and

esd effective fitout solutions. In other areas such as the Chapel Revision where such goals have been sought heights as follows were adopted:

a) **Building adaptability requirements**
   - Provide a minimum 4.0 metres floor to floor height at ground floor.
   - Provide a minimum 3.8 metres floor to floor height at first floor and second floor of a building. This does not apply to second floor on a side street.

20. In an area where the city is anxious to retain commercial enterprise and health facilities as predominant uses it would follow that any mandatory guidelines would facilitate such an outcome and that lesser preferred residential uses save for keyworker and affordable rental accommodation would not be supported at upper levels to the same degree. It could reasonably anticipated hence that preferred outcome might see the following:

3 level commercial street wall	4.0+3.8+3.8+1(parapet) or 12.6m
2 level commercial	4.0+3.8+1 or 8.8m
Mixed use (commercial ground and AH over)	4.0m+3.1+3.1+1m or 11.2m

21. As noted earlier the DDO suggests a mix of mandatory and preferred maximum street wall height with a maximum 11m height in heritage areas and 13m or 4 storeys in other locations outside the heritage areas.
22. The implications of this approach will clearly be to bias residential use above ground level with a bonus additional level over that which could be achieved for commercial development.
23. My understanding is that this is not the intent of the proposal. If this is to be the outcome than the DDO would in my view need to form a nexus between this provision of housing and the needs that are emerging for affordable housing very low , low and moderate income households.
24. Moreover the proposal potentially ignores existing attributes of the street where examples of taller form exist that may exceed this proposed mandated height.





25. That said I do accept that the street is typically at or below 8m in streetwall height for much of its length and this modest scale differentiates it from the far more diverse attributes of Smith and Brunswick Streets for example.
26. My concern in adopting a mandatory approach would be to fail to recognise that not all sites are the same and that alternative modestly taller form could easily be accommodate comfortably for example on the NW corner of Bridge Road and Church Street where a there level commercial form at the gateway to the centre would in my view be entirely appropriate but potentially prohibited under a mandatory regime.

Recommendation

27. That a 11m street wall height could be adopted as a mandatory provision save for key gateway sites where development up to 2m greater in height could be acceptable for outcomes that prioritise goals established by the Council for employment, community infrastructure, health services and affordable housing where amenity to the south side of Bridge Road can be preserved.
28. That the DDO specify floor to floor heights for ground and upper levels that facilitate flexibility in future use.

Street overshadowing

29. I support the preservation of sun protection to the southern footpath in Bridge Road from 10am to 2pm at the equinox consistent with the standard adopted for many other higher intensity activity centre zones but acknowledge there may be isolated examples where overshadowing might exist but where it would be desirable to achieve change where outcomes that result in a nett increase in shadow should be acceptable.

Heights

30. The proposed preferred maximum heights of 24m and 27.5m in my view do not acknowledge sufficiently the marked difference in development potential north of the street in comparison to the south.
31. I note for example earlier approvals north of the street for the Epworth Hospital, 243 Bridge Road and most recently 271 Bridge Road that all have had elements exceeding this height.
32. To date having assessed a number of proposals south of the street I am not convinced that any development of an effective 8 residential floors is likely to be able to be successfully accommodated in the zone between Church Street and Hoddle Street owing to the adjacencies mentioned earlier.
33. In contrast, north of the street we have seen through Council and via VCAT a number of projects successfully realised which exceed the threshold of 27.5m heights and which in my view have not been unreasonable in their impacts and outcomes.
34. In my view it would represent something of a stretch to argue that large sites such as Richmond Plaza, given its gateway location and depth, could not accommodate development at its east as tall as its neighbour. In parts of the site adjacent to its neighbours, taller elements would be well away from any adjoining low rise residential neighbour and could be sufficiently setback so as to preserve amenity from overshadowing on the south side of the street. My reading of plans would suggest that 243 Bridge Road is approximately 35m in height at its highest point and that 271 Bridge Road previously approved at 37.6m proposes a modest increase to 38.35 with Building B increased to 32.8m. I am not convinced that these heights with some changes to articulation cannot be accommodated appropriately on this site. That said that determination in part arises from the site's size, location at the precinct gateway, depth relative to Bridge Road and characteristics of adjoining built form. I accept that for much of the street a preferred maximum lower than this would be appropriate as it would for smaller sites and narrower sites. This however should in my view bias higher floor to floor heights at lower levels i.e. 4 + 3.8 + 3.8 + 3.1 + 3.1 + 3.1, etc. +1 or 18.8m, 21.9m, 25m 28.1m as increments to be considered based on site area locations either corner or midblock and north and south and sensitivity of interface considered.
35. My preliminary view is that the difference in development capacity north and south of Bridge Road exceeds 2 levels and that the proposed preferred height south of the street of 24m is excessive. In my view a benchmark preferred maximum of 20m (6 levels) should be sought for the south side of the street and with 28m (8 levels) adopted for the north side of the street.

Sideages

36. I concur with the setback of 4.5 m for living rooms but believe the provision should apply to all habitable rooms, with bedrooms typically the basis of conflict with development less than 9m away requiring screening and elevating acoustic privacy and light spill issues.
37. I concur with 3m for non-habitable rooms.
38. I am concerned that a lesser setback for offices may impact on the ability of the development to achieve high energy efficiency but equally am supportive of the potential for the creation of a greater development footprint for office than might be possible for residential.
39. I am concerned that the outcome might de facto create a secondary streetwall effect setback from the primary wall as development simply orients all amenity needs spaces north and south with a strong case for separation between upper level development to avoid cumulative excessive bulk. In other instances such as the Ivanhoe Village, Panel review has supported a proposition that above the streetwall height setbacks from sideages are the preferred outcome. I would support similar provisions in this instance to avoid cumulative bulk when seen from the opposite side of the street.

Grounds for exceedance of preferred heights

40. The DDO nominates five criteria that would be supportive of additional height. In my view, with the recent release of amendments to the Planning and Environment Act outlining the provision of affordable housing as a key purpose of The Act, an opportunity exists to make the purpose of The Act and the provisions in the DDO better aligned.
41. I would revise the criteria for development uplift associated with housing diversity to be rewritten to be for the provision of affordable rental housing for very low, low and moderate income households.
42. I would add the opportunity in this instance also to provide affordable workplace spaces offered at a 20% discount to market workplace space for eligible creative, social and innovation sector tenants.
43. Similarly I would add the potential for the inclusion of other community uses and infrastructure of identified need that might include:

    a) Community social, learning, creative and recreational facilities
    b) Precinct public carparking
    c) Precinct maker spaces, or other identified needs.

Views to landmarks

44. I agree with the principles outlined in the DDO.

Our Ref: V180521 HN
Contact: Hugo Nicholls

21 September 2018

City of Yarra
PO Box 168
Richmond VIC 3121

Attention: Mary Osman

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Dear Mary,

RICHMOND PLAZA (PERMIT PLN11/0834) SECTION 72 AMENDMENT TRAFFIC ENGINEERING ASSESSMENT PEER REVIEW

This letter has been prepared to review the proposed redevelopment of Richmond Plaza at 271 Bridge Road, Richmond, specifically in the context of the proposed Section 72 amendment and the corresponding traffic engineering assessment prepared by Traffix Group (REF: G23479L2E – final version, dated 10 July 2018).

The assessment references plans prepared by SJB Architects dated 27 June 2018.

This letter will review and address the proposed redevelopment and amendment in the context of the abovementioned documentation. It is noted here that any components of the Traffix Group traffic engineering assessment that have not been discussed or addressed within the following letter are items that Cardno is generally supportive of.

Peer Review of Traffic Engineering Assessment

Proposal

A summary of the proposed development has been included in Table 1-1 and is based on a development schedule prepared by SJB Architects (dated 6 July 2018). The development summary appears to generally be represented accurately within the 'Description of Changes' component of the Traffix Group report.

Table 1-1 Development Schedule

Use	Description	No. Dwellings / Floor Area
Residential Apartments	One-bedroom / Studio	63
	Two-bedroom	191
	Three-bedroom	54
Total Apartments		**307**
Retail	26 no. tenancies	7,650m²
Office	5 no. tenancies	2,115m²
Childcare	40 places	262m²

Cardno agrees that the proposed development includes 624 car parking spaces, distributed as follows:

- 260 spaces for retail visitors and staff.
- 44 spaces for office staff.
- 320 spaces for residents as follows:
  - 81 spaces for the three-bedroom apartments.
  - 191 spaces for the two-bedroom apartments.
  - 46 spaces for the studio and one-bedroom apartments.

Cardno supports Traffix Group's statement that whilst the retail floor area and number of dwellings has reduced under the proposed scheme when compared to the VCAT approved scheme, the car parking provision has increased from 551 spaces to 624 spaces.

Cardno also supports Traffix Group's calculation of an average car parking rate of 0.77 spaces/dwelling for the studio and one-bedroom dwellings, and an average rate of 0.96 spaces per dwelling overall.

Traffix Group states that internal changes have been proposed to the car parking layout within the basement and podium levels that improve circulation, provide larger car parking spaces and promote pedestrian and bicycle circulation. Cardno has considered this statement in assessing the proposal within the 'Design Consideration' section of this review.

Car Parking Considerations

Residential Parking Provisions

Based on Condition 38 f) of the Planning Permit (PLN11/0634), it is understood that residential car parking is to be allocated such that 80% of all dwellings are allocated one car parking space, with one space provided to each two-bedroom apartment. Car parking rates for three-bedroom apartments are not specified within the planning permit, therefore Cardno considers that the car parking rates for three-bedroom dwellings within Clause 52.06 apply to the development.

Cardno agrees that the allocation of car parking to one and two bedroom apartments is in line with the requirements of the planning permit, as 0.77 spaces are provided per one-bedroom dwelling and at least one space is provided per two-bedroom apartment.

Regarding three-bedroom apartments, the traffic engineering assessment argues that the proposed provision of 1.5 spaces per dwelling is appropriate as recent ABS data in the suburb of Richmond suggests an average car ownership rates of 1.1 vehicles per three-bedroom dwelling. Cardno has undertaken a review of ABS data in the suburb of Richmond for three-bedroom apartment dwellings as summarised in Table 1-2.

Table 1-2 2016 ABS Census Data for Three-Bedroom Apartment in Richmond

Dwelling Type	Percentage of apartments with...					Average Vehicle Ownership
	no vehicle	1 vehicle	2 vehicles	3 vehicles	4+ vehicles	
Three-Bedroom Apartment	25%	46%	24%	6%	0%	1.14

Based on the information above, Cardno generally agrees with Traffix Group's assessment of the average vehicle ownership at three-bedroom apartment dwellings, noting a slight discrepancy between the ABS data rate (1.14 vehicles per dwelling) and the rate presented in the assessment (1.1 vehicles per dwelling) likely due to rounding. Cardno also agrees that in light of the ABS data and noting the dispensation previously provided in Condition 38 for one-bedroom dwellings, the proposed provision of 1.5 spaces per three-bedroom dwelling is appropriate.

Office Parking Provisions

Condition 38 g) ii) requires that 21 car parking spaces be allocated for office staff. This is understood to be associated with the original traffic engineering assessment of expected car parking demand for the office, which was contemplated as 2.1 car parking spaces per 100 square metres of floor area.

Based on the proposed office floor area (2,115m²), a provision of 44 car parking spaces would be appropriate and meet the requirements of Condition 38 g) ii). The proposal allocates 44 car parking spaces to the office, which is in excess of the requirements outlined in the permit condition.

Retail Parking Provisions

The traffic engineering assessment states that the proposed retail visitor and staff parking allocation of 260 spaces meets Condition 38 g) i) and iii) of the permit, which in effect require 302 spaces to be allocated.

Traffix Group states that the original allocation of parking (302 spaces) was intended to service the 11,102m² of retail floor area within the approved plans, and therefore a reduction in the allocation in line with the reduction in retail floor area to 7,650m² is appropriate.

Cardno is supportive of Traffix Group's calculations and is of the opinion that the provision of 260 spaces in principle meets the requirements of Condition 38 g) i) and iii).

Conclusions

Traffix Group concludes that the proposed car parking provisions for the development are appropriate, based on meeting the conditions of the planning permit, the proximate public transport services, bicycle infrastructure and car share services, and commitment to green travel initiatives. Cardno supports Traffix Group in stating the appropriateness of the proposed car parking provisions, having consideration of the preceding review comments.

Design Considerations

The traffic engineering assessment outlines Traffix Group's review of the proposed plans for the car parking areas having regard to Clause 52.06 of the Yarra Planning Scheme and the relevant Australian Standard. Cardno is in general agreement with the conclusions of the design review, with the following exception:

- Column locations for a number of spaces proposed within Drawing No. TP-03 Rev 11, TP-05 Rev 11 and TP-06 Rev 12, as shown in Attachment A to this letter, are not in accordance with the Australian Standard for Off-Street Car Parking (AS2890.1:2004), being within the clearance to car parking spaces shown in Figure 5.2 of the Australian Standard.

  It is noted that the locations of columns relative to car parking spaces is of particular importance within the Basement Level 1 car park, as this level is designated for use by retail visitors, who by nature require additional door opening width adjacent to the car parking space to facilitate loading of goods and passengers.

Cardno is supportive of Traffix Group's calculation of the expected queuing from the boom gates proposed at the basement level access ramp, being a 98th percentile queue of three (3) vehicles.

Cardno also offers the following comments in relation to the design and layout of the car parking areas:

- Directional linemarking arrows should be reviewed at the entrance to the basement parking level. The initial access aisle is divided into two sections showing one-way at the eastern end and two-way at the western end. Patrons who turn right from the entrance ramp to the basement parking level will be required to turn right (indicated by a right turn only arrow) and forced to exit the car park.
- It is recommended that appropriate signage and / or linemarking / ground stencilling is installed at the location where one-way aisles meet two-way aisles, as drivers may enter a one-way section as a result of the proposed aisle alignment.
- It is recommended that wayfinding signage is provided that directs drivers and cyclists to and from parking areas and entry/exit points.
- It is recommended that appropriate controls be used to restrict access to the residential and staff car parking areas, in the form of an appropriately positioned roller door / boom gate arrangement with resident / staff access permitted via remote control, key card or pin.
- Priority linemarking within the basement and podium car parking levels is not provided at all conflict points as shown in the attached markups; additional linemarking should be provided to inform drivers of priority movements/give-way requirements and in turn manage conflict between vehicles.
- Appropriate pedestrian crossing signage should be provided at each formal pedestrian crossing.
- Speed humps should be considered on the approaches to pedestrians crossings to slow vehicles and improve pedestrian safety.

Bicycle Parking Considerations

Bicycle Parking Provisions

The traffic engineering assessment outlines that the proposal provides bicycle parking in excess of the planning permit requirements, providing 375 bicycle parking spaces compared with the requirement to provide a minimum of 333 spaces. Cardno agrees that the proposal therefore meets the permit requirement.

Cardno also agrees that no employee bicycle parking requirement has been stipulated, therefore any requirement for change rooms and showers outlined in Clause 52.34 has not been stipulated. The proposal includes 10 showers/changerooms, which Cardno agrees will be appropriate to service staff within the office and retail tenancies.

Design Considerations

The traffic engineering assessment outlines Traffix Group's review of the proposed plans for the bicycle parking areas having regard to Clause 52.34 of the Yarra Planning Scheme and the relevant Australian Standard. Cardno is in general agreement with the conclusions of the design review.

Cardno offers the following comments in relation to the design and layout of the bicycle parking areas:

- It is recommended that appropriate signage and / or linemarking / ground stencilling is installed at locations where conflict may occur between vehicles and bicycles.
- It is recommended that wayfinding signage is provided that directs cyclists to and from parking areas and entry/exit points.

Loading Considerations

Based on the traffic engineering assessment and swept path analysis conducted by Traffix Group, Cardno is in agreement that the proposed loading facilities for the supermarket, and the facilities provided via the RoW extending from Church Street, are sufficient to accommodate the proposed vehicle movements in a safe and functional manner, and are in accordance with the conditions of the planning permit.

Traffic Considerations

Traffic Generation

The traffic engineering assessment states that the proposed scheme will generate a minor additional level of traffic in comparison to the VCAT approved scheme, as a result of the increased number of residential car parking spaces, a reduction in the retail floor area and an increase in the office floor area.

Cardno supports Traffix Group's calculations of increases in residential dwelling and office traffic movements, a reduction in retail traffic movements, and Traffix Group's statement that the proposed scheme will not produce material traffic impacts in comparison to the approved development and is therefore appropriate.

Conclusion

Cardno is supportive of Traffix Group's conclusions that the plans are generally in accordance with the requirements set out in the planning permit, noting the commentary and discussion included in this review.

We trust that you find the above information satisfactory. Please feel free to get in touch with Hugo Nicholls (direct: 9831 6151) or the undersigned should you require further clarification.

Yours sincerely,

Eric Kydd
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for Cardno
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MARSHALL DAY Acoustics

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29 August 2018

City of Yarra
PO Box 168
Richmond VIC 3121

Attention: Mary Osman

Dear Mary

RICHMOND PLAZA AMENDMENT

Marshall Day Acoustics Pty Ltd (MDA) have previously provided peer review services to the City of Yarra regarding the proposed Richmond Plaza Redevelopment.

The City of Yarra have since received an amendment for the project which is supported by a letter from Acoustic Logic (AL). The original acoustic assessment supporting the proposed Richmond Plaza Redevelopment was undertaken by Watson Moss Growcott (WMG) in response to conditions contained in Planning Permit PLN11/0834.

Marshall Day Acoustics has been engaged by the City of Yarra to undertake a peer review of the acoustic documentation supporting the amendment to the proposed Richmond Plaza Redevelopment.

The following briefing documents have formed the basis of this peer review:

- Planning Permit PLN11/0834;
- Planning Permit PLN14/0314;
- Richmond Plaza – Proposed Redevelopment Acoustic Report 12011-3.2jg prepared by Watson Moss Growcott and dated December 2017;
- Richmond Plaza – S72 Planning Letter prepared by Acoustic Logic and dated 9 July 2018;
- Amended town planning drawings prepared by SJB Architects and dated 6 July 2018;
- Existing endorsed town planning drawings prepared by SJB Architects and dated 29 November 2017.

The amendment includes changes to both the endorsed plans and permit conditions. The most significant changes include:

- Incorporating the approved development for 42 Cameron Street (PLN14/0314), with associated changes (merging with building D of the main site approval);
- Gym and yoga studio relocated to level 1;
- Childcare relocated to level 2;
- Resident lounge and amenities relocated to level 3.

PLANNING PERMITS

The following conditions related to acoustic issues are contained in the relevant planning permits for this redevelopment.

PLN11/0834 – Richmond Plaza

15. *Before the development commences (excluding demolition and excavation), an updated acoustic report generally in accordance with the Watson Moss Growcott reported dated December 2017 must be submitted to and approved by the Responsible Authority. Once approved, the acoustic report will be endorsed and will then form part of the permit. The report must be prepared by a suitably qualified acoustic engineer and include:*

    (a) *An assessment of how the requirements of State Environment Protection Policy N-1 and relevant Australian Standards will be met and must prescribed the form of acoustic treatment to:*

        i. *Protect all dwelling occupants from external noise sources from Bridge Road and Church Street including details of glazing types;*

        ii. *Protect dwelling occupants with specific interface to commercial tenancies above, next to or below from associated commercial noise sources including but not limited to loading (including reversing beepers), waste collection, plant and equipment and gym;*

        iii. *Protect all dwelling occupants and nearby occupants from noise generated from the mechanical plant equipment and ventilation mechanisms installed or constructed as part of the development;*

        iv. *Protect all dwelling occupants and nearby occupants with a direct interface with loading areas and car park; and*

        v. *Protect all dwellings within Building A from noise generated from use of the bin chutes.*

    (b) *Details of acoustic treatment of the rooftop terrace fronting Bridge Road (westernmost above the second floor café) to limit noise emanating from the site to not exceed 48 dB(A) when measured at the nearest residential dwelling at night under the SEPP-N1 methodology; and*

    (c) *An assessment of how the requirements of State Environment Protection Policy N-2 and relevant Australian Standards will be met including music noise from the gym, cafes/restaurant etc.*

    (d) *Specific details of acoustic attenuation (not just preliminary recommendations), including but not limited to mechanical services equipment, the gym yoga centre and the childcare centre; and*

    (e) *The façade of the Gym and yoga studio designed such that noise breakout from the facility will comply with the relevant noise limits at the nearest noise sensitive receivers (existing and future). (Noting that the Revision 10 design features the Gym and Yoga Studio entrance across the hall from the entry doors of apartments B-0-14 and B-0-13, therefore the may require and airlock to the Gym and Yoga Studio entry door)*

16. *On the completion of any works required by the endorsed acoustic report (condition 15) above and before the residential use commences, an updated acoustic report prepared by a suitably qualified acoustic consultant to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority demonstrating that the required level of noise attenuation has been achieved. The report must:*

    (a) *Confirm compliance with condition 15 of the permit; and*

(b) *Provide measurement data taken from the inside of the dwellings of the development, demonstrating compliance with State Environment Protection Policy N-1 (indoor noise limits), however allowing internal nose measurements to be taken with openable external façade elements closed.*

PLN14/0314 – 42 Cameron Street, Richmond, VIC, 3121

11. *Before the commencement of the development, an acoustic report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved the acoustic report will be endorsed and will then form part of the permit. The report must be generally in accordance with the report prepared by Vipac dated 23 October 2013 but modified to address the following:*

(a) *Protect all new dwelling occupants from external noise sources from the adjacent Richmond Plaza, including the car park and loading dock under the approved Planning Permit PLN11/0834 redevelopment.*

12. *On the completion of any works required by the endorsed acoustic report (condition 11) above and before the residential use commences, an updated acoustic report prepared by a suitably qualified acoustic consultant to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority demonstrating that the required level of noise attenuation has been achieved. The report must:*

(a) *Confirm compliance with condition 11 of the permit; and*

(b) *Provide measurement data taken from the inside of the dwellings of the development, demonstrating compliance with State Environment Protection Policy N-1.*

13. *The recommendations and any works contained in the approved acoustic reports pursuant to conditions 11 and 12 must be implemented and completed and where they are recommendations of an ongoing nature must be maintained all to the satisfaction of the Responsible Authority.*

REVIEW OF ACOUSTIC LOGIC LETTER

For ease of reference the AL section numbering has been retained. Sections not identified below do not require any further comment.

2.1 Childcare Centre & 2.2 Gym and Yoga Studio

Sections 2.1 and 2.2 of the AL letter assess the design changes for the proposed Childcare Centre and Gym and Yoga Studio respectively.

MDA has the following comments:

- MDA agree with ALC that in the acoustic treatment recommendations detailed in Section 6.1.3.6 and 6.1.3.4 of the WMG acoustic report remain applicable to the relocated Childcare Centre and Gym and Yoga Studio;
- These recommendations do not, however, address condition 15 of planning permit PLN11/0834 and therefore a detailed acoustic assessment of both the Childcare Centre and Gym and Yoga Studio is still required during the detailed design phase of the project. This will likely need to assess noise and vibration impacts from the Gym and Yoga Studio to the Childcare Centre as well as impacts from both facilities to the surrounding noise sensitive receivers, including the proposed adjacent apartments.

2.5 Supermarket Condenser Plant Room

Section 2.5 of the AL letter specifies the acoustic treatment required to the supermarket condenser plant room.

MDA has the following comments:

- The nearest noise sensitive receivers at which the SEPP N-1 limits would apply have not been identified. It is unclear which receiver AL has calculated SEPP N-1 compliance from the super market condenser plant room;
- The calculated levels demonstrating compliance at the nearest receiver have not been included;
- It is unclear whether AL have considered cumulative noise impacts from other mechanical plant in the vicinity (both plant associated with the proposed redevelopment and plant associated with existing commercial activities);
- MDA note that no assessment of the generator and central plant room located on level 1 adjacent to the supermarket condenser plant room has been completed;
- Given the above, the advice contained in Section 6.1.4.3 of the WMG report is still applicable regarding the requirement for a detailed mechanical plant noise assessment during the detail design phase of the project.

SUMMARY OF MDA COMMENTS

MDA have reviewed the proposed amendments to the Richmond Plaza redevelopment and the supporting AL letter. MDA are generally satisfied that the changes will not affect the recommendations in contained in the WMG report.

MDA note that the recommended acoustic treatments provided to date in both the WMG report an AL letter regarding the Gym and Yoga Studio, Childcare Centre and mechanical plant and ventilation mechanisms are preliminary only and do not satisfy the requirements of planning permit condition 15(d). These preliminary recommendations should be considered and incorporated as the design progresses. Each of these aspects will require a detailed acoustic assessment once the project reaches the detail design stage.

We trust that this information is commensurate to your needs at this time. If you have any comments or questions please do not hesitate to contact us.

Yours faithfully

MARSHALL DAY ACOUSTICS PTY LTD



Henry Reay

Consultant

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MEL
CONSULTANTS

(ACN 004 230 013)

Ref: 138-18-DE-REV-00
17 August 2018

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Mary Osman

Dear Mary,

261-271 Bridge Road, Richmond
Review of Vipac Pedestrian Wind Tunnel Study
Vipac Document Number: 30N-18-0026-TRP-639504-1 (10 April 2018)

MEL Consultants have previously reviewed the VIPAC Report 30N-13-0061-336922-1 (2 October 2013) and associated letter for the development at 261-271 Bridge Road in November 2017. The VIPAC report 30N-18-0026-TRP-639504-1 is a revision of the of the 2013 report to include commentary on the revised proposal for the development at 261-271 Bridge Road, Richmond.

MEL Consultants had no issues with the 2 October 2013 report prepared by VIPAC and agreed that the report would be applicable to the revised design dated August 2017. The Report 30N-18-0026-TRP-639504-1 includes updated sections discussing the March 2018 design for the development site. We agree with VIPAC that the amendments to the built forms are minor from an environmental wind effects perspective and the Report 30N-13-0061-336922-1 can be used to assess the March 2018 design.

Yours sincerely,

M. Eaddy

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23 November 2018

Our ref: 754-MELEN224912-L01

City of Yarra
PO Box 168
Richmond VIC 3121
via email: Mary.Osman@yarracity.vic.gov.au

Attention: Mary Osman

Dear Mary

Peer Review of Environmental Reports for Richmond Plaza - 271 Bridge Road, 208, 224, 228, 230 and 238 Church Street, 46 Cameron Street and 25 and 37 —39 Bank Street, Richmond

Coffey Services Australia Pty Ltd (Coffey) was engaged by The City of Yarra (Council) to conduct a peer review of a report by Golder Associates (Golder):

- Richmond Plaza, Bridge Road, Richmond – Environmental Site Assessment, July 2018

In a preliminary review, Coffey noted that the report referred to previous uses as detailed in another report, but did not provide the detail of what those uses were. Because this could have a material effect on the outcome of the peer review, Coffey was provided by Council with a copy of the Douglas report:

- Limited Soil Contamination Assessment, Coles Richmond Plaza, Corner Church Street and Bridge Road, Richmond, August 2009

We understand the site is to be redeveloped as a multi-level development including a range of uses including residential, retail (shops, cafes, gym etc.) and child care centre. There is a proposed basement level (car parking) along with three commercial podium levels, and Residential levels (3-6).

The environmental assessment report was prepared in response to Condition 8 of the Planning Permit PLN11/0834 (amended 20 December 2012) issued by Council for the site.

This letter describes a peer review of the key issues identified in the Golder report, as they relate to the planning permit, focusing on the following.

- The potential implications of contamination, where encountered
- The conclusion of whether a S53X environmental audit is required, based on the permit, as well as interpretation of Ministerial Direction No1, the DSE General Practice Note on Potentially Contaminated Land (2005), and the State Environment Protection Policy 'Prevention and Management of Contaminated Land' (2002).

1. Assessment details

Element	Review comment
Site History and identification of COPCs	The site history review in the Golder report was very brief – it referred to the Douglas report and simply noted that the site had been used for a "number of commercial purposes since 1885", and noted that some of the uses "would have the potential to contaminate the site". The Douglas report describes a range of site uses, including: • Coachmaker • Iron works • Blacksmith • Bootmaker • Dyer • Industrial installation manufacturer (Cowley Industries) Although the Golder report did not address these specific site uses, it identified possible contaminants associated with "commercial uses". It is noted that the listed uses should have included the description "industrial" rather than just commercial, to reflect the manufacturing type uses included in the list. The historical use of the site was considered by Golder to carry the risk of contamination by: • TPH • MAH • PAHs • Metals • Solvents • asbestos The report also noted that there was a high risk of contamination from the presence of gasworks waste and other industrial wastes historically used in fill, along with other off-site possible sources. Additional contaminants listed included: • Cyanide • Sulfate • pH • ammonia • nitrate Overall, the contaminants listed are considered reasonable to assess the site, although the use history should be recognised to have had more potential to cause pollution than unspecific "commercial" use.
Sampling density	The Golder assessment was based on analytical results from Douglas (2009) and Golder (2016).

	The assessment noted that some 29 sampling locations had been assessed against an Australian Standard 4482.1 (2005) recommendation of 23 locations, although it is noted that: • The pattern of locations is not an even grid per the requirement for non-judgmental sampling as outlined in AS4482.1 • No identification of targeted locations is known to have occurred as required by AS4482.1 (it is possible some locations were targeted to specific possible contamination sources but this process is not described by the Golder report). Some of the sampling results are from 2009, and would be unlikely to be accepted by at least some landfill for waste categorisation, and would not be accepted by (for instance) an environmental auditor without confirmatory sampling at a representative number of the previous locations for assessing the site in respect of site suitability. Some of the sampled sites did not reach the full depth of fill – Figure 1 (Golder) identifies locations where refusal occurred. Groundwater assessment was conducted. While the sampling undertaken is not all contemporary and the need for other sampling locations may be argued, the data is significant and allows an analysis for the purposes of this report (that is – whether or not an environmental audit ought to be undertaken).
Sampling procedures	Samples were collected using a hand auger or drill rig, through concrete cores in the building slab. Methodology for sampling and equipment decontamination was not described in detail.
Analytical program	Some 49 samples were analysed for a broad range of analytes – with the intent being to categorise soils against IWRG 621, for off-site disposal. Three groundwater wells were sampled on two occasions, and analysed for a broad range of analytes.
Field Observations	Field observations generally recorded only minor evidence of contamination, although it is noted that this was true for locations (e.g. BH05) which contained Category A soil based on analyses, as well as the recording of no visible evidence of contamination where trace coke was observed.
Data Quality	Data quality was addressed only for the Golder soil and groundwater sampling (Golder did not report on QA/QC relevant to data from other sources). QA/QC adequacy was claimed but was difficult to follow as the requirements for sampling duplicates/replicates, blanks (trip/rinsate) were not tabulated for soils in the way they were for groundwater (Table 9). Evidence was found of one duplicate and one replicate sample for soils and one duplicate and replicate for groundwater. The discussion of groundwater QC samples refers to soil sampling, and so is confusing. There were some omissions in reporting methodologies, some inconsistencies in the reporting, and much of the data presented did not have a description of QA/QC programs (and was nine years old). Therefore the quality of the data used to characterize the site may be subject to some further confirmation for the purposes (for instance) on an environmental audit report. However, these issues are not material for the purposes of this review, given that the analytical program identified significant contamination in fill soils.

Results of Analyses	Elevated concentrations were found for, inter alia: • Lead up to 3,300 mg/kg (Category B soil, exceeds all relevant NEPM HIL levels, although HIL comparisons were not included by Golder) • Benzo(a)pyrene up to 67.2 mg/kg – corresponding B(a)P TEQ of 100 mg/kg (Category A soil for two samples, exceeds all NEPM HIL levels for B(a)P TEQ, although no comparisons to NEPM HILs made by Golder) • Various metals (lead, copper, mercury, nickel, silver, tin, zinc)exceeded Fill Material criteria and would categorise as Category C waste • Some samples analysed for pH, fluoride, B(a)P and TPH exceeded Fil Material criteria and would categorise as Category C waste • Some leachable contamination was identified (lead) The report concluded that there is a layer of fill across the site typically 0.6 to 1 m thick. The fill is considered to essentially be entirely made up of presorbed waste, with Golder estimating that 75% of the fill would be Category C waste, with 25% of the soil Category A or Category B waste. Groundwater was assessed and it was found that some beneficial use criteria were exceeded in all three wells, albeit for unlikely uses. These results were compared with groundwater conditions at a number of nearby audited sites, and it was noted that the metals, fluoride, nitrate and cyanide were likely to be attributable to regional or natural sources, and did not affect site use risks. Groundwater investigation was relatively brief and for instance did not include a groundwater contour plan for either of the monitoring rounds. It may be arguable whether groundwater is truly unaffected by conditions at the site, but Coffey agrees that there is no evidence of significant groundwater contamination. This may be subject to further review should an environmental audit proceed. The Golder report concluded that: • The fill was contaminated by some of the fill being sourced from a nearby gasworks. • Fill between 0.6 and 1 m thick is approximately 25% Category A or B soil and 75% Category C soil (17,000 tonne total) • Groundwater impacts are not likely attributable to the site activities. • Because groundwater risks were considered low, and soil impacts could be managed, an environmental audit would be of "low" value, although Golder noted the need for an audit was the prerogative of the planning authority. Further consideration by Golder noted that because contaminated soils were to be removed as part of site development... "Environmental Audit is not considered to be warranted". Golder identified the possibility of unidentified sources of contamination being found during later works, which could lead to the triggering of a need for environmental audit.

2. Requirement for Environmental Audit

The primary question to be addressed (as required by the planning permit) is whether or not an environmental audit is required.

As Golder points out, the planning permit contains wording to the effect that the assessment should either recommend an environmental audit, or, if not, confirm that the site can be made suitable for sensitive uses (and specify requirements to manage contamination).

Effectively, Golder has taken this to mean that an environmental audit can be avoided so long as the site contamination can be managed (although Golder does acknowledge that groundwater contamination of concern could trigger an audit requirement). However, this ignores other relevant guidance.

There are three documents that provide guidance on this issue.

- Minister's Direction Number 1 pursuant to the Planning and Environment Act, 1987
- The DSE General Practice Note on Potentially Contaminated Land, 2005
- State Environment Protection Policy: Prevention and Management of Contaminated Land (SEPP PMCL)

Minister's Direction No 1 does not strictly apply, as it is written in the context of a planning scheme amendment. Nevertheless it does outline a definition of "potentially contaminated land". This can be summarised as land (being) used or known (from available information) to have been used for industry, mining, or storage of chemicals, gas, wastes or liquid fuel (if not ancillary to another use of land).

The DSE Practice Note is more general (applying for instance to scenarios where no planning scheme amendment is contemplated), and lists specific uses a High, Medium or Low risk of contamination based on known historical use.

"High" risk uses include the following types of uses:

- Metal finishing and treatments
- Printing works
- Iron and steel works

Given the site history includes a dyer, iron works and "industrial manufacturer", Coffey considers the history to have had a high potential for contamination (from the site). As well, the Practice Note identifies that there is a (medium) risk of site contamination where fill has been placed on the site. Golder considers that placement of fill on the site has included gasworks waste, and that this is the source of the confirmed contamination.

The Practice Note, in Table 2 "Assessment Matrix" indicates that for a high risk site (based on known use), where a dwelling (any kind of residential use) is proposed, the need for an Environmental Audit is indicated.

This means that, based on the report in relation to site use, notwithstanding the results of any subsequent phase 2 assessment or proposals for management, the prevailing guidelines indicate that an environmental audit under Section 53X of the Environment Protection Act, 1970 should be required for this site.

The "potential" for contamination is somewhat moot, given that Golder has identified some 17,000 tonnes of prescribed industrial waste soil, with all fill soils on site considered to be contaminated.

The DSE Practice note does include some flexibility where other strategies or programs are in place to effectively manage contamination (consistent with the permit wording). However, some context

should be considered in regard to this aspect of the guidance – if this approach was adopted to an extreme literal interpretation, no audit might ever be triggered. The extent to which the intended flexibility in the guideline may reasonably be applied is subjective, but based on experience with EPA's preferred approach, Coffey considers that where contamination was minor, and perhaps typical of existing sensitive use sites in the area, it may be reasonable to use "other programs to manage contamination". For the Richmond Plaza site in question, Golder estimates a very large volume of prescribed industrial waste, including some samples above the limits which may be disposed legally to any landfill. All of the fill soils are considered to be categorised as prescribed industrial waste. If the site had a layer of fill soils of which most was "Fill Material", and only some isolated pockets were above Fill Material limits, it might be reasonable under the DSE guidance to argue for use of the "other management programs", but this is clearly not the case for this site.

Golder notes that the site does not include sensitive use for any ground or below ground level on the site, and that therefore the need to confirm the site is suitable for sensitive use is "very onerous". As it is, residential and child care uses will proceed on upper levels, and Golder does make a point that this will limit the risks. However, for the time being, there is no known mechanism in the planning system to differentiate a sensitive use as being non-sensitive based on its level within the development. It may be correct (as Golder implies) that a consideration of risk would find limited risk in many scenarios, but the guidance would indicate that the vehicle in which to conduct that risk assessment is an environmental audit. Currently, EPA is known to be requiring S53X environmental audits on industrial sites which are not planned to be used for sensitive use. While Coffey does not agree with the approach EPA is following on those sites (based on reference to existing guidance), we consider this is relevant in terms of highlighting the current approach adopted by the environmental regulator, where an audit requirement is being considered.

SEPP PMCL has the effect of advising planners (in Part 14 - 4) that where a planning permit application would have the effect of allowing a sensitive use to proceed on potentially contaminated land, that an audit should be undertaken. Adherence to this SEPP is required under the Planning and Environment Act, 1987. Given there is clear contamination beyond minor/incidental isolated pockets within the fill, Coffey would consider that under the SEPP, an audit should be required.

Finally, we note for completeness that the environmental audit system will be overhauled when the Environment Protection Amendment Act 2018 takes effect in mid-2020. The details of the future auditing system are not yet known, and it is not considered directly relevant to this report, given the implementation timing.

3. Conclusion

Coffey considers that an environmental audit should be conducted at this site.

Should any of the above be unclear, please feel free to contact the undersigned.

For and on behalf of Coffey



David Lam
Senior Principal Environmental Consultant

PLANNING PERMIT

Permit No: PLN14/0314

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

ADDRESS OF THE LAND:
42 Cameron St, Richmond VIC 3121 (with vehicular access via 271 Bridge Road and 208, 224, 228, 230 and 238 Church Street, 46 Cameron Street and 37-39 Bank Street)

THE PERMIT ALLOWS:

Development of the land to construct a multi-storey building (over a basement car park), and a reduction in the car parking requirement

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

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 advertised plans received by Council 11 July 2014 (prepared by SJB Architects) but modified to show:

   (a) treatment of the North, South, East and West elevations to be in accordance with the sketch plans dated 02 December 2014;
   (b) the location of the 5,000lt rain water tank;
   (c) the west facing terraces at Levels 1- 4 to demonstrate compliance with the objectives of Standard B22 – Overlooking objective of Clause 55;
   (d) details of internal privacy screening between terraces;
   (e) operable windows to common area/corridor;
   (f) the length of the car stacker spaces increased to accommodate an 85th percentile vehicle;
   (g) the provision of at least 2 bicycle spaces in an easily accessible area for visitors;
   (h) an updated schedule of all materials and finishes (including materials samples, colours and coloured elevations/perspectives). The schedule must show the materials, colour, finish and application methods (where relevant) of all external walls, roof, fascias, window frames, glazing types, cladding, doors and fences and must:
      (i) delete all tinted glazing 'G2' and replace with clear glass; and
      (ii) materials to reflect the modified treatment of the North, South, East and West elevations as per the sketch plans dated 02 December 2014.

Date: 14 January 2015

Matt Cohen
Signature for the Responsible Authority

Environmentally Sustainable Design Principles

(i) all works recommended in the ESD report referred to in condition 9;

Endorsed Plans

2. All development must accord with the endorsed plans. Any alterations must be approved by the Responsible Authority.

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

Privacy screens

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.

5. All screening and other measures to prevent overlooking as shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority.

Walls on boundary

6. 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.

Waste Management Plan

7. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design and received by Council 11 July 2014, but modified to be:

(a) in accordance with the Waste Management Plan prepared by Leigh Design dated 25 August 2014.

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

Environmentally Sustainable Design Principles

Date: 14 January 2015

Matt Cohen
Signature for the Responsible Authority

9. Before the plans are endorsed, an amended Environmentally Sustainable Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the report will then form part of this permit. The Report must be generally in accordance with the report 42 Cameron Sustainability Management Plan (July 2014) prepared by Cundall but modified to address the following:

   (a) provision of external solar protection to glazing on the North and West elevations at levels 3 and 4;
   (b) provision of a solar photovoltaic system on the roof to meet common area energy demand;
   (c) individual water meters to apartments and all other major uses of water to be installed;
   (d) demonstration through sample energy ratings of the proposed 6.5 Star average rating for energy efficiency (NatHERS); and
   (e) provision of either 4 Star gas storage hot water systems to each dwelling or a gas boosted centralised system including a solar preheat collectors with a minimum of 45% contribution to annual energy requirements.

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

Acoustic Treatments

11. Before the commencement of the development, an acoustic report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the acoustic report will be endorsed and will then form part of the permit. The report must be generally in accordance with the report prepared by Vipac dated 23 October 2013 but modified to address/show the following:

   (a) Protect all new dwelling occupants from external noise sources from the adjacent Richmond Plaza, including the car park and loading dock under the approved Planning Permit PLN11/0834 redevelopment.

12. On the completion of any works required by the endorsed Acoustic report (condition 11) above and before the residential use commences, an updated acoustic report prepared by a suitably qualified acoustic consultant to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority demonstrating that the required level of noise attenuation has been achieved. The report must:

   (a) confirm compliance with condition 11 of the permit; and
   (b) provide measurement data taken from inside the dwellings of the development, demonstrating compliance with the relevant standards.

13. The recommendations and any works contained in the approved acoustic reports pursuant to conditions 11 and 12 must be implemented and completed and where they are recommendations of an ongoing nature must be maintained all to the satisfaction of the Responsible Authority.

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Signature for the Responsible Authority

Landscaping

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

    (a) details of raised planters to be confirmed (height, construction and tree planting details);
    (b) details of irrigation; and
    (c) details of tree protection measures.

    to the satisfaction of the Responsible Authority.

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

Car parking

16. The area set aside for the parking of vehicles, together with the associated access lanes as delineated on the endorsed plan must:
    (a) be provided and completed to the satisfaction of the Responsible Authority prior to the commencement of the development hereby permitted;
    (b) thereafter be maintained to the satisfaction of the Responsible Authority;
    (c) be made available for such use at all times and not used for any other purpose;
    (d) be properly formed to such levels that it can be used in accordance with the endorsed plan; and
    (e) be drained and sealed with an all weather seal coat.

    all to the satisfaction on the Responsible Authority.

17. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the car stackers must be installed in accordance with the manufacturer's specifications by a suitably qualified person.

18. The car stackers shown on the endorsed plans must be maintained:
    (a) by a suitably qualified person; and
    (b) to the satisfaction of the Responsible Authority.

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19. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a minimum of 24 bike racks must be installed:

    (a) at the permit holder's cost; and
    (b) in a location and manner.

    to the satisfaction of the Responsible Authority.

    Vehicle crossings and accessways

20. Any redundant or modified existing crossovers to the development must be removed and the kerb, channel, and footpath reinstated to the satisfaction of and at no cost to the Responsible Authority.

21. Any damage to road(s) and footpath(s) or other Council infrastructure as a result of the development must be reinstated prior to the completion of the development to the satisfaction of the Responsible Authority.

22. Upon the completion of building works and connections for underground utility services, the footpath immediately outside the property's frontages must be re-sheeted. All works must be borne by the permit holder and to the satisfaction of the Responsible Authority.

    Construction management plan

23. Before any 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 as evidence of its approval. The plan must provide for or include the following:

    (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;
        (vii) washing of concrete trucks and other vehicles and machinery; and
        (viii) 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;

Date: 14 January 2015

Matt Cohen
Signature for the Responsible Authority

(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, to the satisfaction of the Responsible Authority. In this regard, consideration (amongst other matters) may be given to:
(q) using lower noise work practice and equipment;
(r) the suitability of the site for the use of an electric crane;
(s) silencing all mechanical plant by the best practical means using current technology;
(t) fitting all pneumatic tools operated near a residential area with an effective silencer; and
(u) other relevant considerations.

24. During the construction, the following must occur:

(a) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(b) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
(c) vehicle borne material must not accumulate on the roads abutting the land;
(d) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(e) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time Expiry

25. This permit will expire if:

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

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

NOTE: A building permit maybe required before development is commenced. Please contact Council's Building Department on PH 9205 5351 to confirm.

NOTE: In accordance with the Yarra Planning Scheme, a 4.5 per cent public open space contribution may apply in the event of the subdivision of the land.

NOTE: The design and construction of the vehicle crossing must also satisfy the requirements of Council's Community Amenity unit's Vehicular Access into Properties (Info Sheet and Application Form) before a vehicle crossing permit can be issued.

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Signature for the Responsible Authority

NOTE: The Permit Holder must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the Building Regulations 2006 from Yarra Building Services Unit.

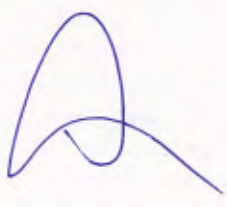
NOTE: Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 610.

NOTE: 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.

NOTE: The site must be drained to the legal point of discharge to the satisfaction of the Responsible Authority.

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

NOTE: A copy of this permit and the endorsed plan (and any subsequent variation) must form part of the document to any Contract of Sale or Lease for any part of the site after the date of the permit.



Date: 14 January 2015

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Signature for the Responsible Authority

PLANNING PERMIT

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

WHEN DOES A PERMIT BEGIN?

A permit operates:

* from the date specified in the permit; or

* if no date is specified, from—

(i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or

(ii) the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if—

* the development or any stage of it does not start within the time specified in the permit; or

* the development requires the certification of a plan of subdivision or consolidation under the **Subdivision Act 1988** and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or

* the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.

2. A permit for the use of land expires if—

* the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or

* the use is discontinued for a period of two years.

3. A permit for the development and use of land expires if—

* the development or any stage of it does not start within the time specified in the permit; or

* the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or

* the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or

* the use is discontinued for a period of two years.

4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—

* the use or development of any stage is to be taken to have started when the plan is certified; and

* the permit expires if the plan is not certified within two years of the issue of the permit.

5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT APPEALS?

* The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.

* An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.

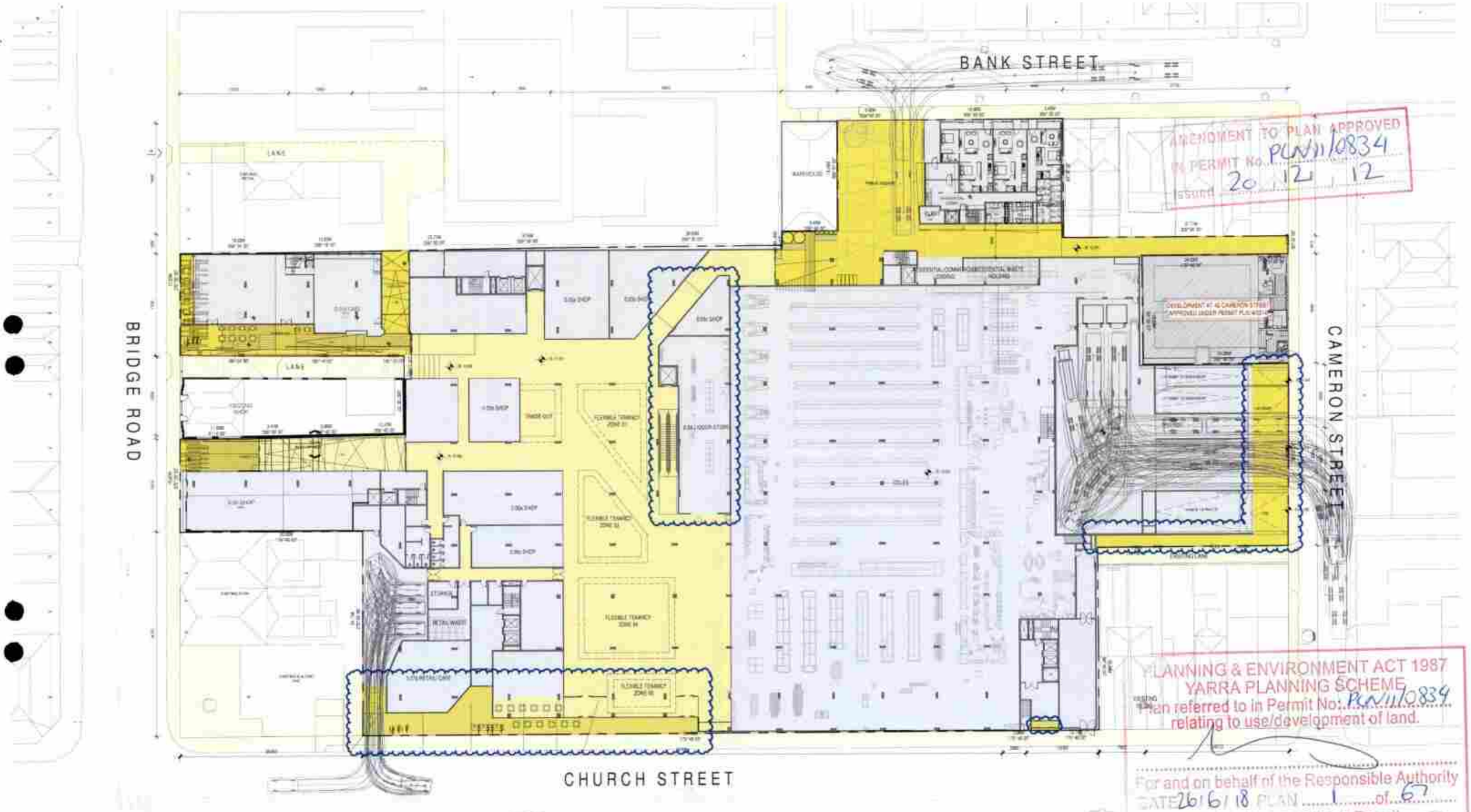
* An application for review is lodged with the Victorian Civil and Administrative Tribunal.

* An application for review must be made on an Application for Review form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.

* An application for review must state the grounds upon which it is based.

* An application for review must also be served on the Responsible Authority. Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

Planning and Environment Regulations 2005 No. 33 Form 4 Sections 63 and 86



AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
ISSUED 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 1 of 67
This is NOT a Building Permit

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- Main
- PUBLIC REALM - 24HR ACCESS
- PUBLIC REALM - INTERNAL
- PUBLIC REALM - SITE SURROUNDINGS
- Calculating...

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29/05/2018 3:09:51 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

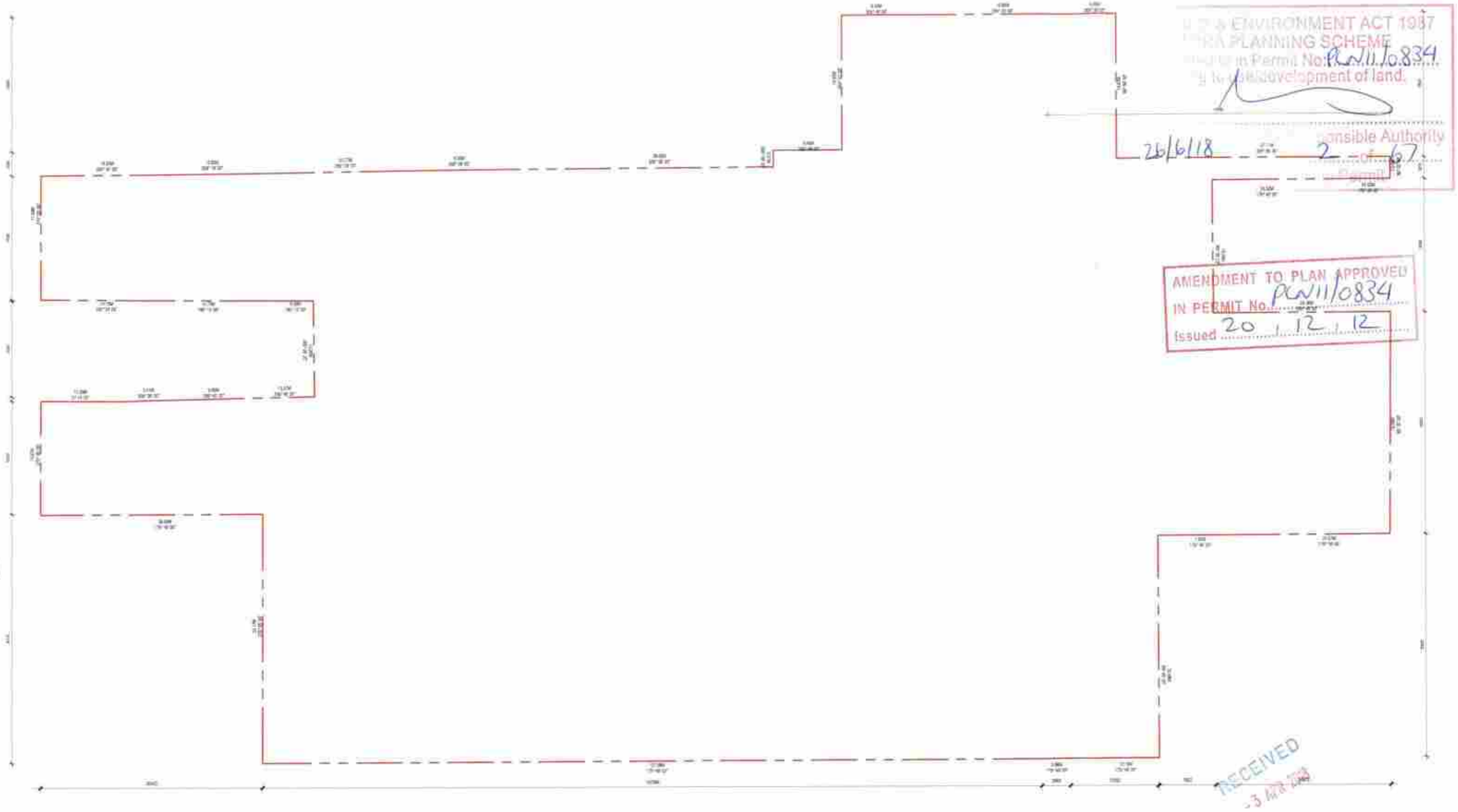
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02	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
03	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
04	04.10.17	TP SECONDARY CONSENT	MC	NM
05	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
ACCESSSIBILITY PLAN

Date	Scale	Sheet Size
	1 : 600	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-51	05

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PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Attached to Permit No: PLN11/0834
Relating to development of land.
26/6/18
Responsible Authority
2 of 67
Permit
AMENDMENT TO PLAN APPROVED
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28/09/2018 8:09:21 PM

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Client Name & Logo
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Rev.	Date	Revision	By	Chk.
01	22.06.11	TOWN PLANNING SUBMISSION	EJ	NM
02	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
03	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
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05	29.11.17	SECTION 72 AMENDMENT	JZ	NM

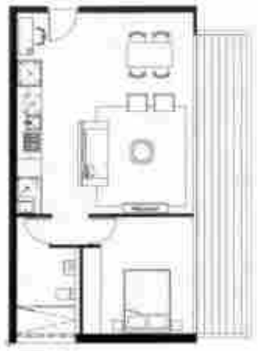
Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
TITLE PLAN

Date	Scale	Sheet Size
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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-00**	**05**

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PLANNING & ENVIRONMENT AC 97
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of la
For and on behalf of the Responsible rity
DATE 26/6/18 Page 3 of 67



AMENDMENT TO PLAN APPROVED
UNDER PERMIT No. PLN11/0834
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Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
01	22.08.11	TOWN PLANNING SUBMISSION	EJ	NM
02	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
03	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
04	04.10.17	TP SECONDARY CONSENT	MC	NM
05	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
APARTMENT TYPES 1 OF 4

Date	Scale	Sheet Size
	1 : 200	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-00-A**	**05**

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Melbourne VIC 3000
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29/03/2018 3:03:32 PM



Apartment 1.6
57m²
9.5 (Qty) / 9.5 (Qty) & 12(Qty) m² balcony



Apartment 1.1
58
75



Apartment 1.8
45.5
10.4



Apartment 1.9
48
8



Apartment 1.10
63
51

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834.
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 2/12/13 PLAN 4 of 67
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20 / 12 / 12



Apartment 2.11
70
4



Apartment 2.12
62.1
5.3



Apartment 2.13
60
11.2



Apartment 2.14
76.7
8.1

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Client Name & Logo
COLES PROPERTY GROUP

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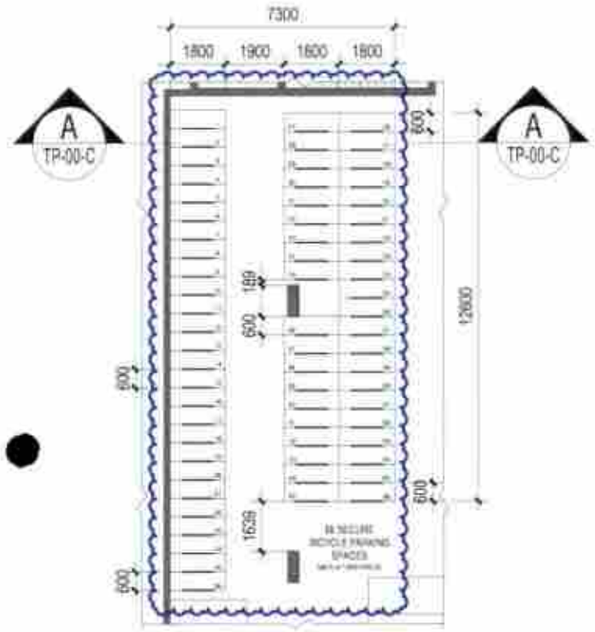
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03	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
04	04.10.17	TP SECONDARY CONSENT	MC	NM
05	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

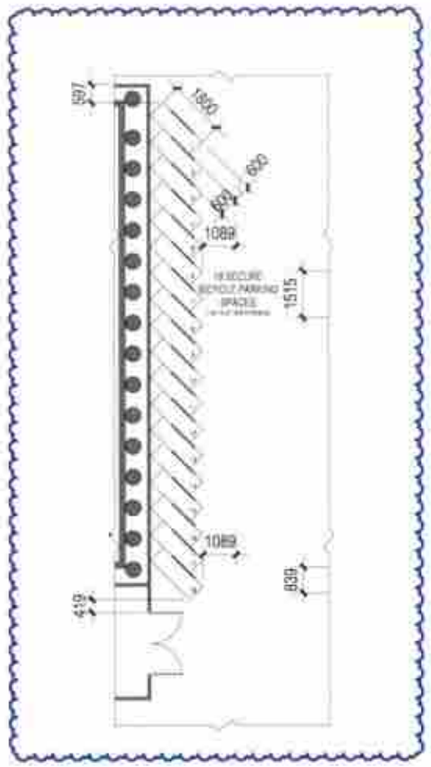
Drawing
APARTMENT TYPES 2 OF 4

Date	Scale	Sheet Size
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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-00-B	05

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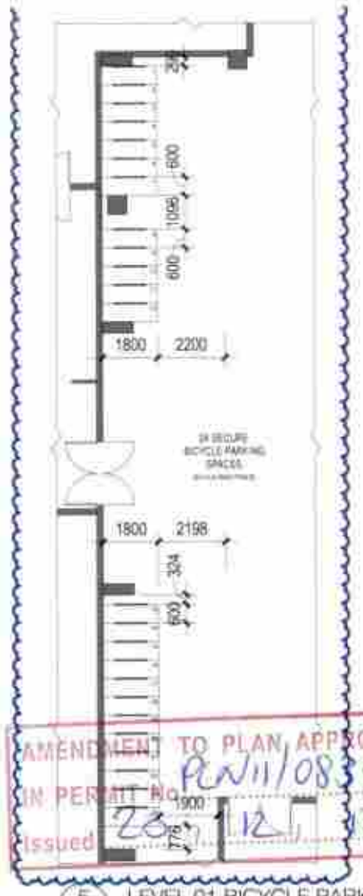
1 LEVEL B1 BICYCLE PARKING LAYOUT 1



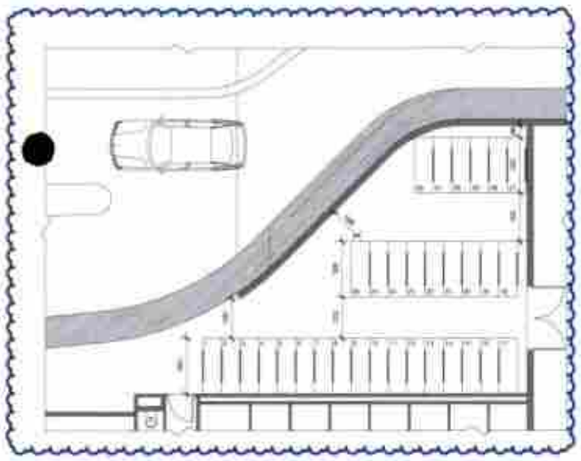
2 LEVEL B1 BICYCLE PARKING LAYOUT 2



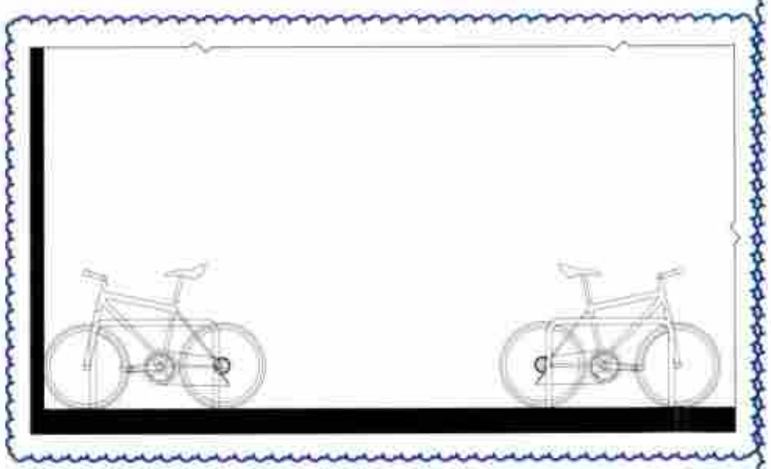
4 LEVEL 01 BICYCLE PARKING LAYOUT 3



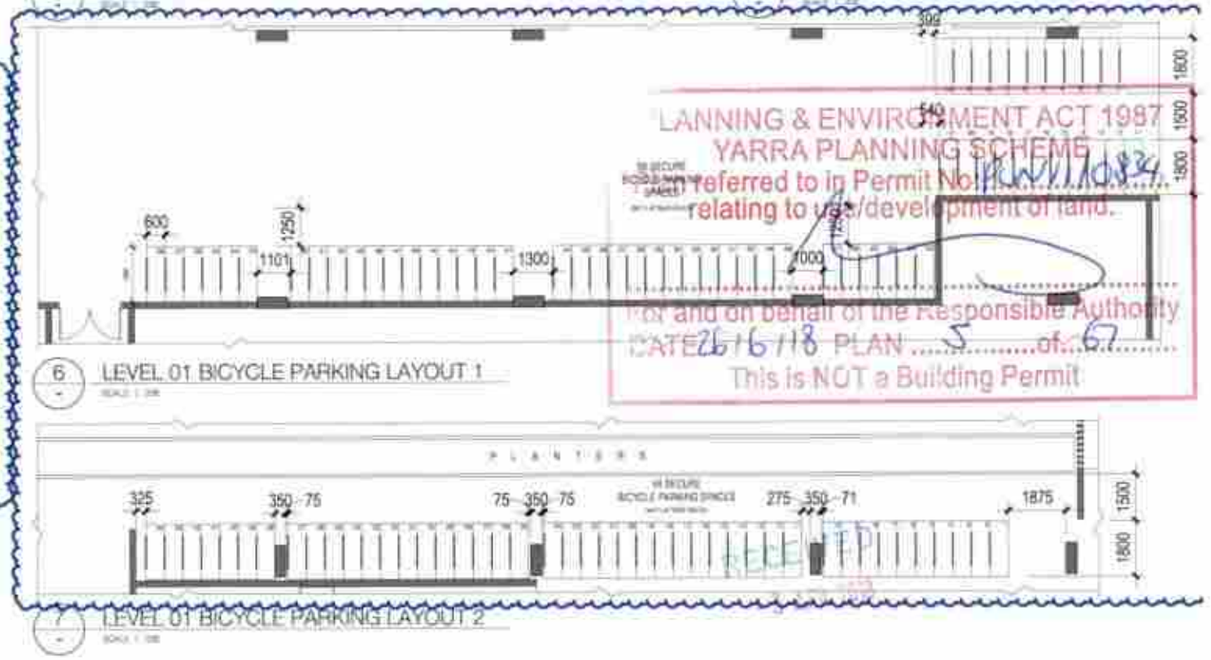
5 LEVEL 01 BICYCLE PARKING LAYOUT 4



3 LEVEL B1 BICYCLE PARKING LAYOUT 3



A FLATBAR RAIL PARKING ELEVATION



6 LEVEL 01 BICYCLE PARKING LAYOUT 1

7 LEVEL 01 BICYCLE PARKING LAYOUT 2

AMENDMENT TO PLAN APPROVED
IN PERMIT NO. PLN11/0834
Issued 28/11/12

LANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
referred to in Permit No. PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 5 of 67
This is NOT a Building Permit

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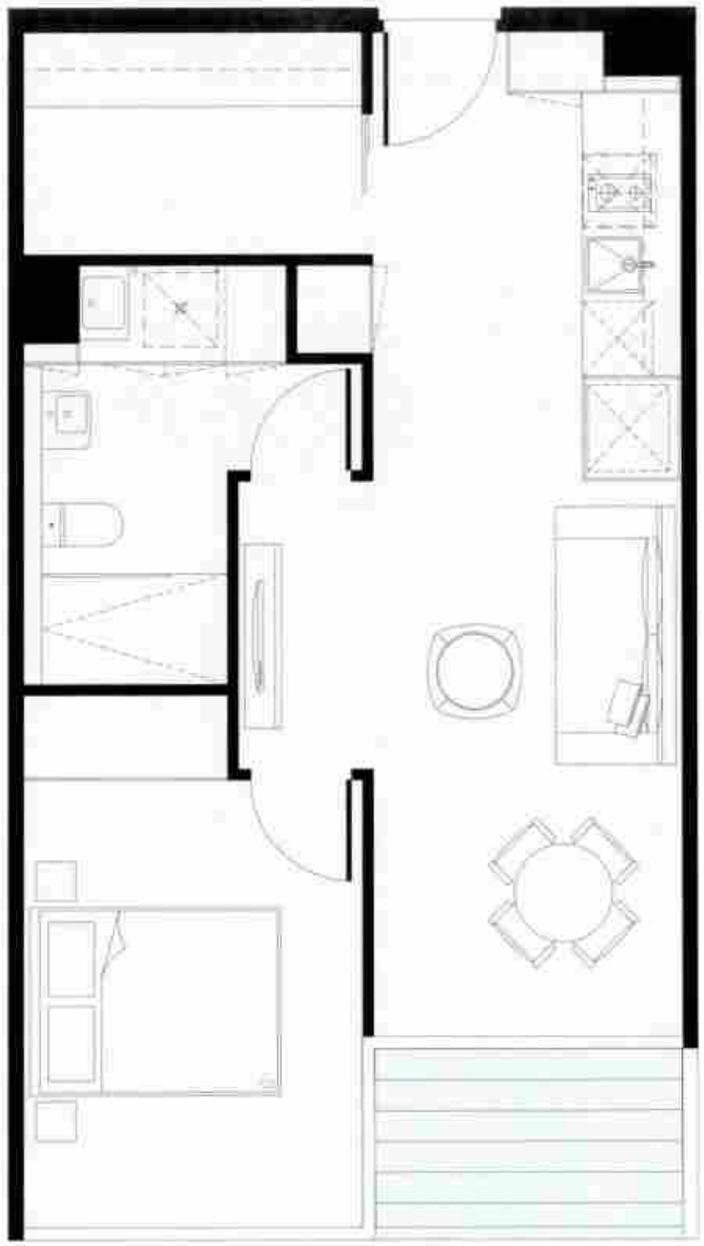
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02	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
03	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
04	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
05	04.10.17	TP SECONDARY CONSENT	MC	NM
06	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

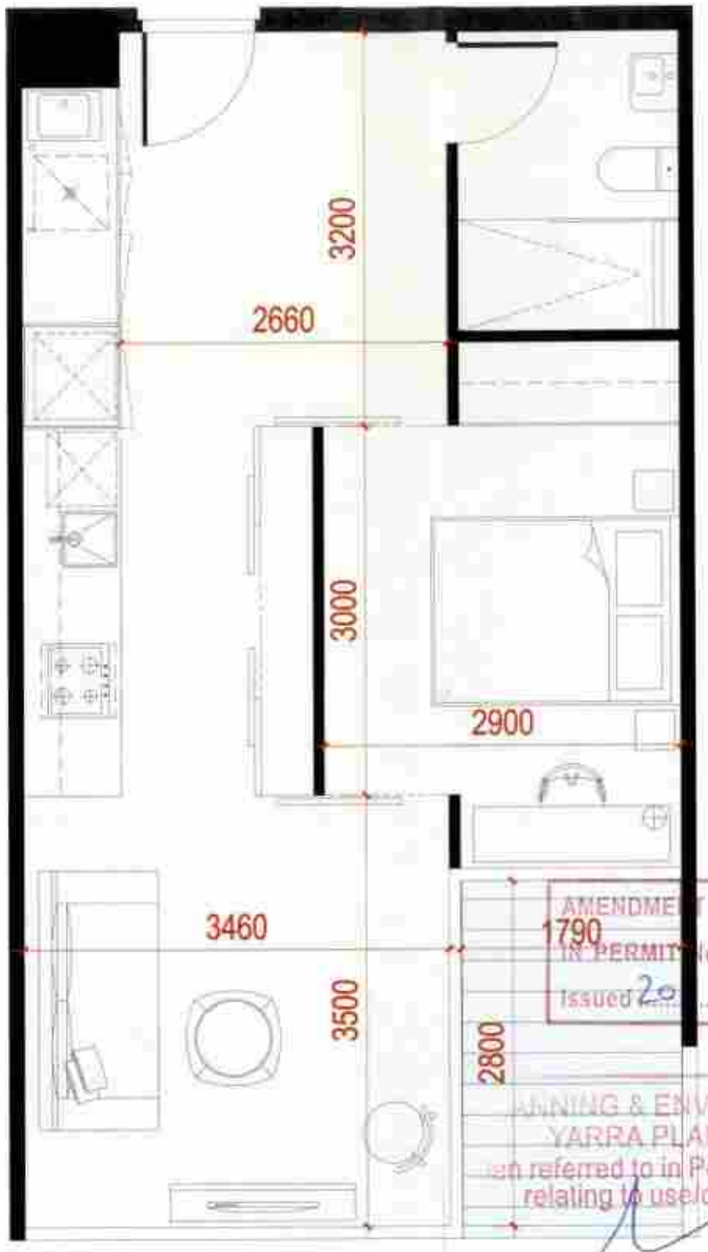
Drawing
BICYCLE PARKING TYPES

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-00-C	06

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Melbourne VIC 3000
T 61 3 9699 6888
sjb.com.au



Apartment 1.1
50.9m²
3.9m² balcony



Apartment 1.1
50.9m²
4.5m² balcony

LAYOUT REVISED TO ACHIEVE DAYLIGHT REQUIREMENTS

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20 12 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
Signed and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 6 of 6
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Rev.	Date	Revision	By	Chk.
	17.03.17	TOWN PLANNING ENDORSEMENT	NM	OC
01	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
02	04.10.17	TP SECONDARY CONSENT	MC	NM
03	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
APARTMENT TYPE 4 - alternative layout to meet daylight requirements

Date	Scale	Sheet Size
	1 : 50	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-00-D	03

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29/03/2018 3:03:48 PM



Apartment 1.1
55.8
3.8



Apartment 1.2
50.6
3.6



Apartment 1.3
55.5
3.8



Apartment 2.1A
87.9
11.9



Apartment 2.1B
78.7
8.1



Apartment
61.10
6.8



Apartment
86.1
5.4



Apartment
69.70
11.5



Apartment
57.86
9.5



Apartment
54.93
10.7



Apartment
63.8
5.4



Apartment
62.81
5.7



Apartment 2.1A
87.9
11.9



AMENDMENT TO PLAN APPROVED
IN PERMIT No. PA11/0834
Issued 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. PA11/0834
relating to the development of land.
and on behalf of the Responsible Authority
26/6/18 PLAN 7 of 67
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29/12/2016 3:04:01 PM

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Rev.	Date	Revision	By	Chk.
01	04.10.17	TP SECONDARY CONSENT	MC	NM
02	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
APARTMENT TYPES 3 OF 4

Date	Scale	Sheet Size
	1 : 200	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-00-E	02

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Apartment 1.11
56.8m²
11.04m² (terrace varies)



Apartment 1.12
60.1m²
13.40m² (terrace varies)



Apartment 1.13
52.8m²
13.8m²



Apartment 1.14
64.2m²
13.3m²



Apartment 2.15
78.2m²
11.1m² (terrace varies)

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.

Signed and on behalf of the Responsible Authority
DATE 26 / 6 / 18 PLAN 8 of 67
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Client Name & Logo
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coles

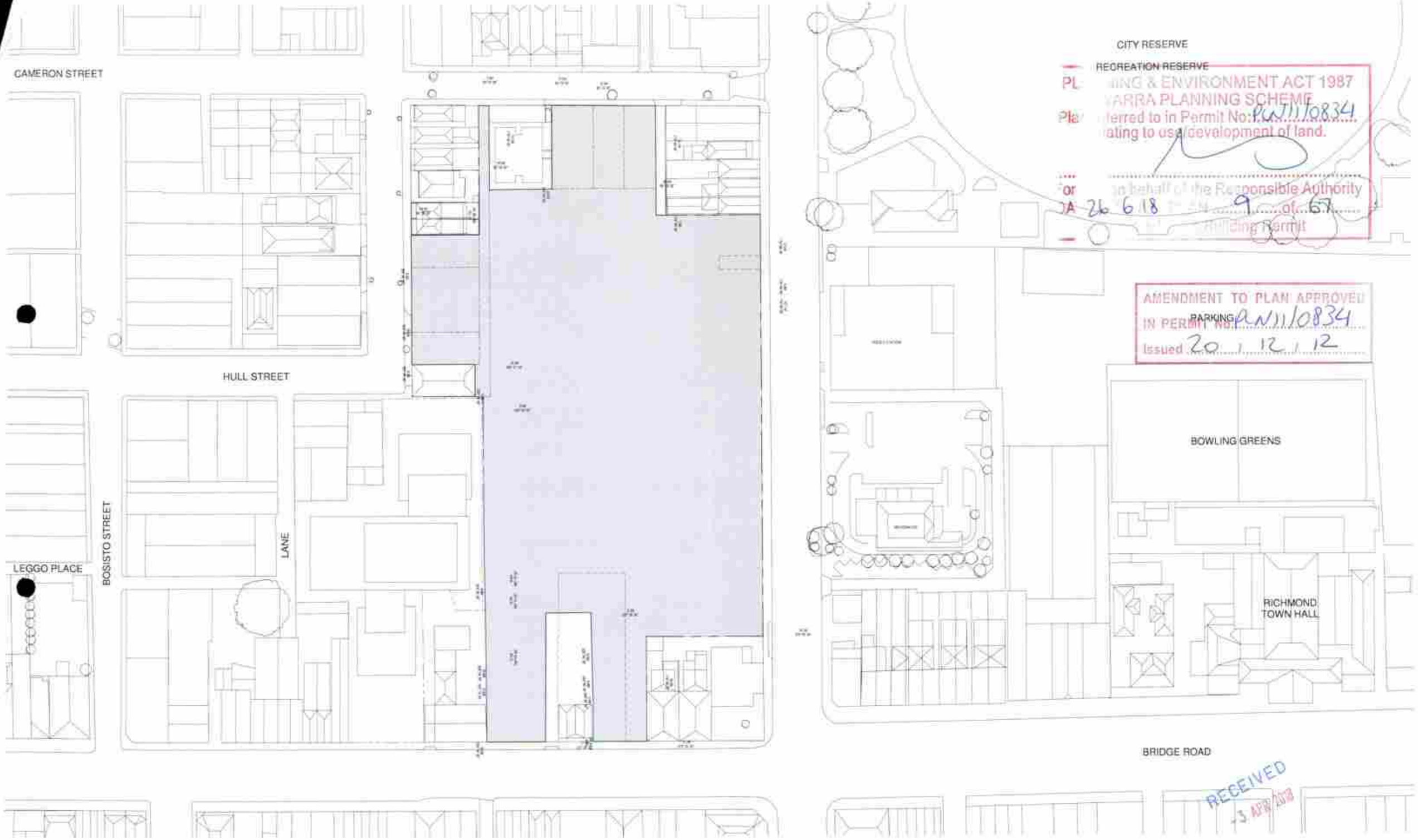
Rev.	Date	Revision	By Chk.
01	04.10.17	TP SECONDARY CONSENT	MC NM
02	29.11.17	SECTION 72 AMENDMENT	JZ NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
APARTMENT TYPES 4 OF 4

Date	Scale	Sheet Size
	1 : 200	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-00-F	02

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PL ...NING & ENVIRONMENT ACT 1987
...YARRA PLANNING SCHEME
Pla... ...ferred to in Permit No: PW11/0834
...ating to use/development of land.
...
For ... on behalf of the Responsible Authority
DA 26 6 18 ... 9 ... of 67 ...
... Building Permit

AMENDMENT TO PLAN APPROVED
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Client Name & Logo
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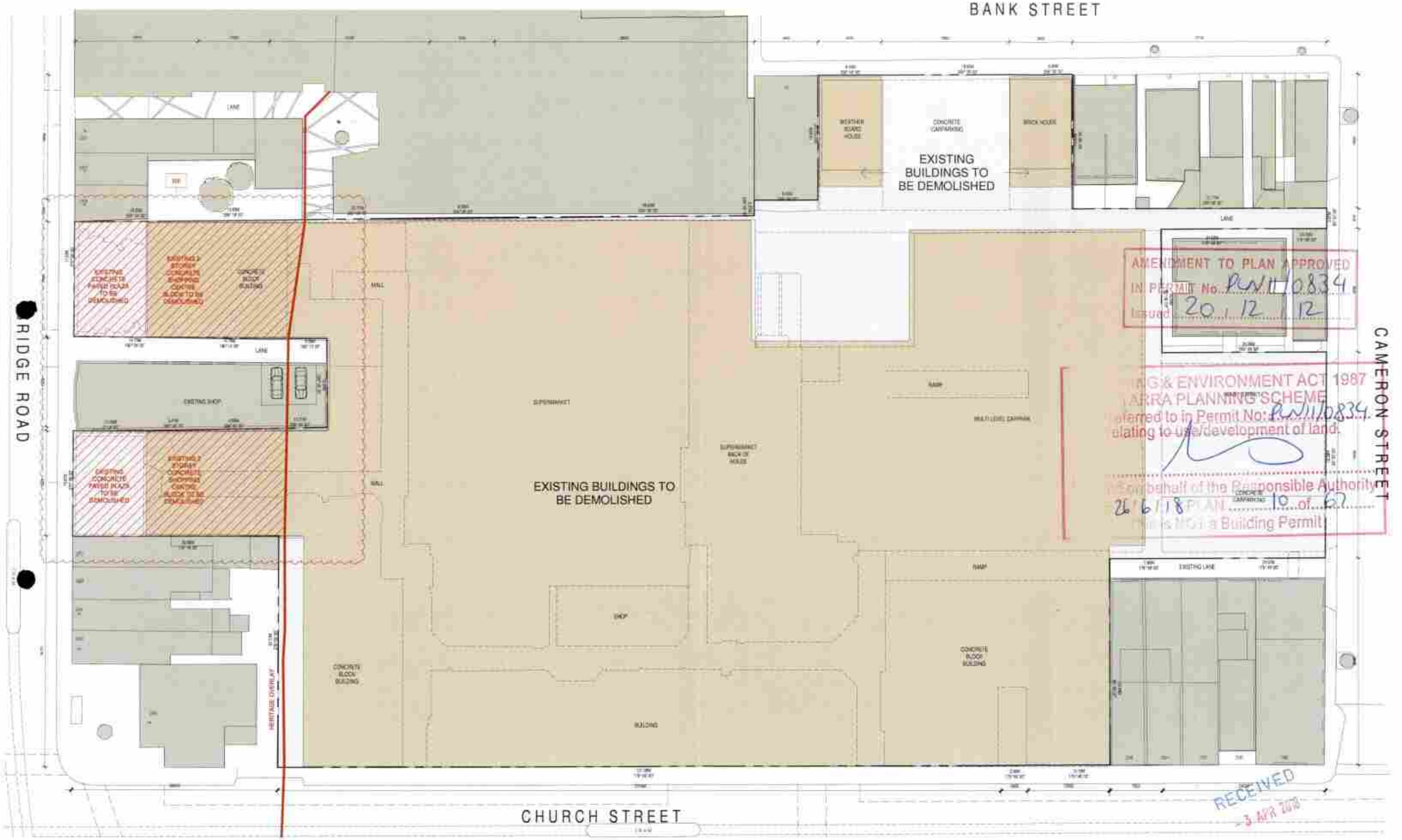
Rev.	Date	Revision	By	Chk.
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02	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
03	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
04	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
05	04.10.17	TP SECONDARY CONSENT	MC	NM
06	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
LOCATION PLAN

Date	Scale	Sheet Size
	1 : 1000	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-01	06

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AMENDMENT TO PLAN APPROVED
IN PERMIT No. PA1710834
Issued 20 / 12 / 12

...NG & ENVIRONMENT ACT 1987
...ARRA PLANNING SCHEME
...eferred to in Permit No: PA1710834
...elating to use/development of land.
...on behalf of the Responsible Authority
26/6/18 PLAN 10 of 67
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The Building Contractor shall verify location of services prior to any work commencing. Figured dimensions shall take precedence over scaled work.

25/03/2018 (LOA 18 PM)

North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By Chk.
01	06.09.17	TOWN PLANNING ENDORSEMENT	AD NM
02	04.10.17	TP SECONDARY CONSENT	MC NM
03	29.11.17	SECTION 72 AMENDMENT	JZ NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
DEMOLITION PLAN
(ppp)

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-02**	**03**

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BANK STREET

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

29m wide

Staff spaces

Columns comply with AS 2890.1:2004

6-7m long

Staff

TOTAL PARKING

DEVELOPMENT AT 42 CAMERON STREET APPROVED UNDER PERMIT PLN11/0834

AMENDMENT TO PLAN APPROVED UNDER PERMIT No. PLN11/0834 20 | 12 | 12

PLANNING & ENVIRONMENT ACT 1987 YARRA PLANNING SCHEME Plan referred to in Permit No: PLN11/0834 relating to use/development of land.

for and on behalf of the Responsible Authority DATE 26/6/18 PLAN 11 of 67 This is NOT a Building Permit

Bollards in shared spaces to be provided as per AS/NZS 2890.6:2009.

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The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

28/03/2018 3:08:27 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By	Chk.
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	31.08.17	TOWN PLANNING ENDORSEMENT	NM	–
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - BASEMENT 01

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-03	09

SJB Architects
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sjb.com.au

BANK STREET

CAMERON STREET

BRIDGE ROAD

CHURCH STREET

LANE

LANE

EXISTING SHOP

EXISTING SHOP

EXISTING BUILDING

EXISTING LANE

DEVELOPMENT AT 46 CAMERON STREET APPROVED UNDER PERMIT PDP/0417/17

LOCATION FROM WHICH LIQUOR IS TO BE SOLD

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 12 of 67
This is NOT a Building Permit

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29/03/2018 3:04:53 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	10.07.17	TOWN PLANNING ENDORSEMENT	NM	–
08	31.08.17	TOWN PLANNING ENDORSEMENT	NM	–
09	04.10.17	TP SECONDARY CONSENT	MC	NM
010	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - PODIUM GROUND FLOOR

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-04**	**010**

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BANK STREET

Space adjacent to columns 2.7m wide

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

4500

3780

DEVELOPMENT AT 6 CAMERON STREET APPROVED UNDER PERMIT No. RW/10834

20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. RW/10834
relating to use/development of land.

Endorsed on behalf of the Responsible Authority
26/6/18 PLAN 13 of 67
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25/05/2018 3:04:40 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By	Chk.
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	31.08.17	TOWN PLANNING ENDORSEMENT	NM	–
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - PODIUM LEVEL 01

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-05	09

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BANK STREET

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

4500

7380

60065

AMENDMENT TO PLAN APPROVED
IN PERMIT No. RW11/0834
Issued 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. RW11/0834
relating to use/development of land
Endorsed on behalf of the Responsible Authority
26/6/18 PLAN 14 of 67
This is not a Building Permit

Spaces adjacent to columns 2.7m wide.

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29/05/2018 8:04:46 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By	Chk
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	26.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	10.07.17	TOWN PLANNING ENDORSEMENT	NM	–
08	31.08.17	TOWN PLANNING ENDORSEMENT	NM	–
09	04.10.17	TP SECONDARY CONSENT	MC	NM
010	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - PODIUM LEVEL 02

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-06**	**010**

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BANK STREET

BOND ROAD

CAMERON STREET

CHURCH STREET

All internal corridors in apartment buildings to have a min. width of 1.5m with an indentation at each entrance of up to 1.5mm to articulate doorway entries.

AMENDMENT TO PLANS APPROVED
PLN17/0839
20/12/2018

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0839
relating to use/development of land.
for and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 15 of 67
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Rev.	Date	Revision	By	Chk.
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	26.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	10.07.17	TOWN PLANNING ENDORSEMENT	NM	–
08	31.08.17	TOWN PLANNING ENDORSEMENT	NM	–
09	04.10.17	TP SECONDARY CONSENT	MC	NM
010	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 03

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-07	010

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BANK STREET

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

DEVELOPMENT AT 42 CAMERON STREET APPROVED UNDER PERMIT PLN14/0214

BLOCK A LOBBY

BLOCK B LOBBY

BLOCK C LOBBY

AMENDMENT TO PLAN APPROVED
PERMIT No. PLN11/0834
20 . 12 . 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 16 of 67
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29/03/2018 9:04:57 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
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03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	10.07.17	TOWN PLANNING ENDORSEMENT	NM	–
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 04

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-08	09

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BANK STREET

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PW11/0834
Issued 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PW11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 17 of 67
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25/05/2018 3:26:02 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
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Rev.	Date	Revision	By	Chk.
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	26.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	10.07.17	TOWN PLANNING ENDORSEMENT	NM	–
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 05

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-09	09

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BANK STREET

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

AMENDMENT TO PLAN APPROVED
IN PERMIT No. RW/11/0834
Issued 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: RW/11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 20/6/18 PLAN 18 of 67
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28/09/2018 3:05:07 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By	Chk.
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	10.07.17	TOWN PLANNING ENDORSEMENT	NM	–
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 06

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-10	09

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BANK STREET

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

RL 40.50

RL 40.50

DEVELOPMENT AT 42 CAMERON STREET (APPROVED UNDER PERMIT PLN16/0774)

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 19 of 67
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North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By	Chk.
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	10.07.17	TOWN PLANNING ENDORSEMENT	NM	–
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 07

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-11**	**09**

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DANN STREET

BODE ROAD

CAMERON STREET

CHURCH STREET

SCREENED PLANT / SERVICE ZONE

DEVELOPMENT AT 42 CAMERON STREET (APPROVED UNDER PERMIT PLN14/0514)

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 20 of 67
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29/03/2018 3:05:16 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By	Chk.
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	10.07.17	TOWN PLANNING ENDORSEMENT	NM	–
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 08

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-12	09

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BANK STREET

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 21 of 67
This is NOT a Building Permit

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28/03/2018 3:05:20 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By	Chk.
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	28.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	26.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	10.07.17	TOWN PLANNING ENDORSEMENT	NM	–
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 09

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-13	09

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BANK STREET

BRIDGE ROAD

CAMERON STREET

CHURCH STREET



RECEIVED
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25/03/2018 3:05:25 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP

Rev.	Date	Revision	By	Chk.
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	28.11.13	TOWN PLANNING ADDENDUM	LG	NM
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09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - RESIDENTIAL LEVEL 10

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker

Job No.	Drawing No.	Revision
20755	**TP-15**	**09**

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BANK STREET

LANE

LANE

RIDGE ROAD

CAMERON STREET

CHURCH STREET

SCREENED PLANT / SERVICE ZONE

BUILDING B

BUILDING C

DEVELOPMENT AT 40 CAMERON STREET APPROVED UNDER PERMIT PLN14/0214

AMENDMENT TO PLAN APPROVED
IN PERMIT NO. PLN11/0834
Issued 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26 / 6 / 18 PLAN 23 of 67
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North Point

Client Name & Logo
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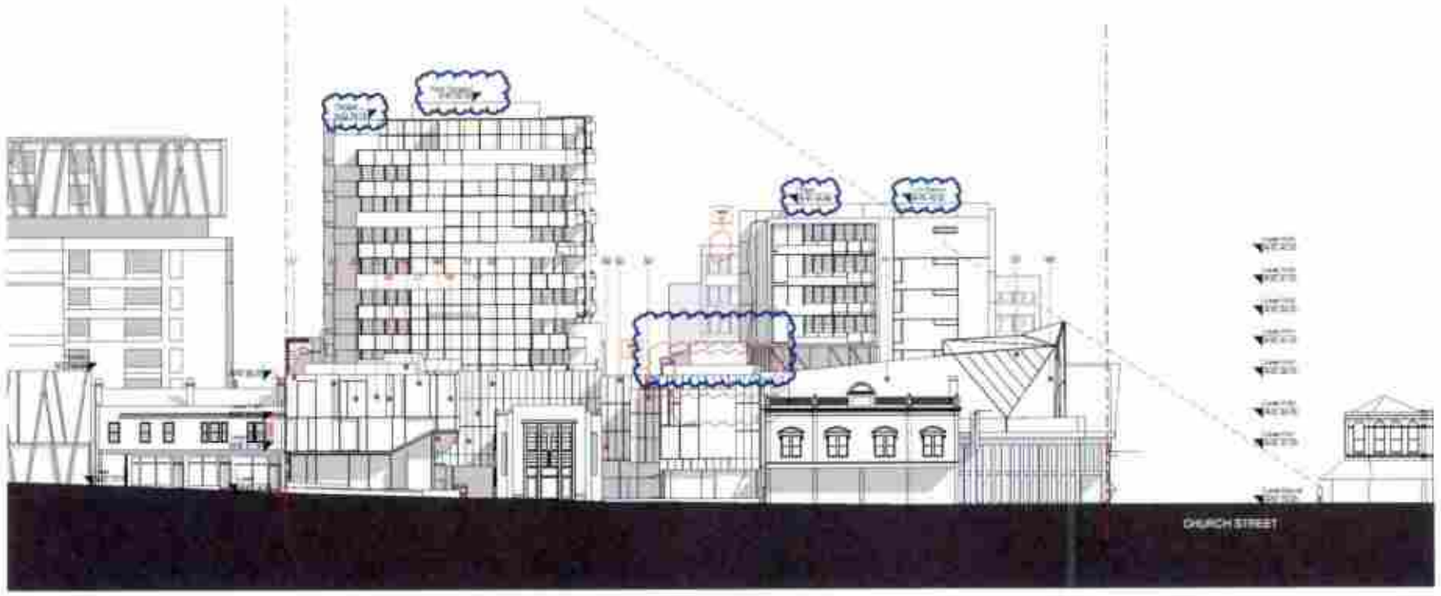
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06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	10.07.17	TOWN PLANNING ENDORSEMENT	NM	–
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

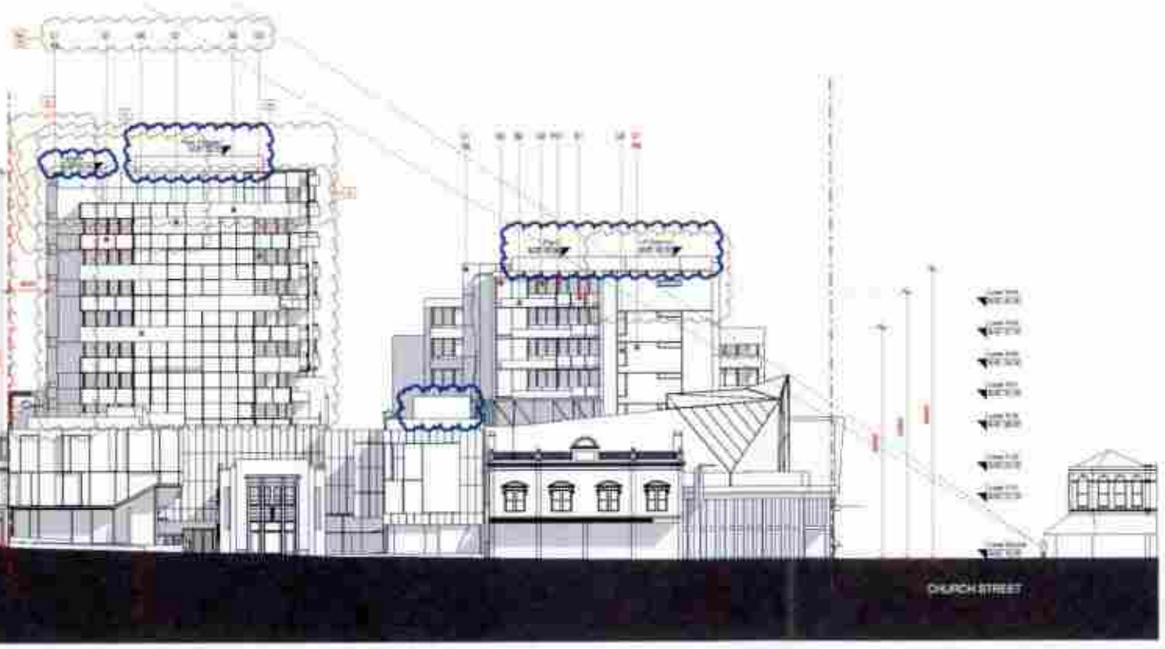
Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - RESIDENTIAL LEVEL ROOF

Date	Scale	Sheet Size
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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-16	09

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01 SOUTH ELEVATION - BRIDGE ROAD

M1. Aluminium composite panel - pearl grey
M2. Aluminium composite panel - orange
M3. Aluminium composite panel - white
M4. Anodised metal sheet, folded profile - olive green
M5. Anodised metal sheet, folded profile - charcoal
M6. Anodised metal sheet, folded profile - magenta
M6a. Anodised metal sheet, folded profile - orange
M7. Charcoal powder coat metal cladding feature band/balustrade
M8. Powder coated aluminium sheet - olive green
M9. Bronze coloured aluminium panels
M10. Powdercoated aluminium grille
M11 Black anodised aluminium louvre
M12 Charcoal perforated metal panel
M13. Copper/aluminium alloy cladding
M14. Aluminium profile batten feature screen - bronze
M15. Black steel peripheral frame, bronze anodised aluminium infill frames
M16. Metal 'mesh' feature - white high gloss finish
M17. Perforated copper cladding to substation doors

B1. Clear glass balustrade
B2. Dark grey back painted glass balustrade
B3. Cadmium yellow powdercoated balustrade
B4. Timber clad balustrade
B5. Pearl Grey Aluminium Composite Panel

G1. Glass and aluminium steel shopfronts
G2. Screen printed glass (digital pattern - Opaque finish)
G3. Grey glazing with black aluminium frame
G4. Clear glazing with natural anodised aluminium frame
G5. Clear glazing with black aluminium frame
G6. White back painted glazing/balustrade
G7. Bondi bronze glazing with black anodised aluminium frame
G8. White translucent glazing (various degrees of opacity)
G9. Tinted Glazing

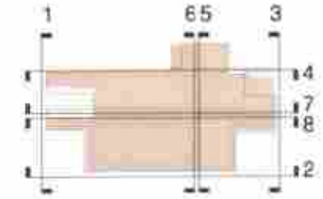
C1. Precast wall panels
C2. Multi-coloured cement sheet - cholesterolfree relief
C3. C. precast concrete with relief pattern - natural and grey finishes
C4. Precast concrete with vertical relief pattern/cladding
C5. Precast concrete roof with waterproof membrane

S1. Terracotta façade panel - olive green colour
S2. Terracotta façade panel - brown/copper colour
S3. Reconstituted stone cladding
S4. Brickwork with relief pattern - burnt ash

R1. Acrylic render white
R2. Acrylic light grey render
R3. Textured render - earthy grey
R4. Textured render - sandy brown
R5. Textured render - beach
R6. Acrylic render - magenta
R7. Acrylic render - olive green
R8. Acrylic render - dark grey

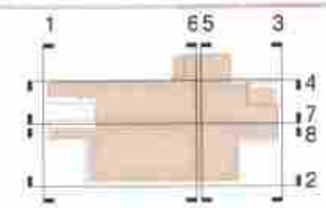
T1. Timber Sheet Cladding
T2. Vertically fixed reclaimed timber batten
PS1. Privacy Screen - white translucent glazing
PS2. Privacy Screen - pearl grey aluminium composite panel

ALL GROUND FLOOR INTERFACES TO BE TREATED WITH DULUX GRAFFITI RESISTANT PERMANENT (NON-SACRIFICIAL) COATING SUCH AS DULUX DURETHANE® CLEAR, IN MATT OR HIGH GLOSS FINISH.



01 SOUTH ELEVATION - BRIDGE ROAD

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 24 of 67
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Rev.	Date	Revision	By	Chk.
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06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	29.05.17	TOWN PLANNING ENDORSEMENT	AD	NM
08	10.07.17	TOWN PLANNING ENDORSEMENT	AD	NM
09	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
010	04.10.17	TP SECONDARY CONSENT	MC	NM
011	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
SOUTH ELEVATION - BRIDGE ROAD

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	Author	Checker

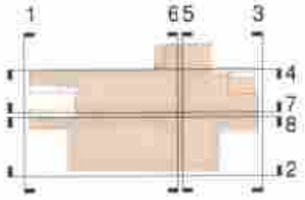
Job No.	Drawing No.	Revision
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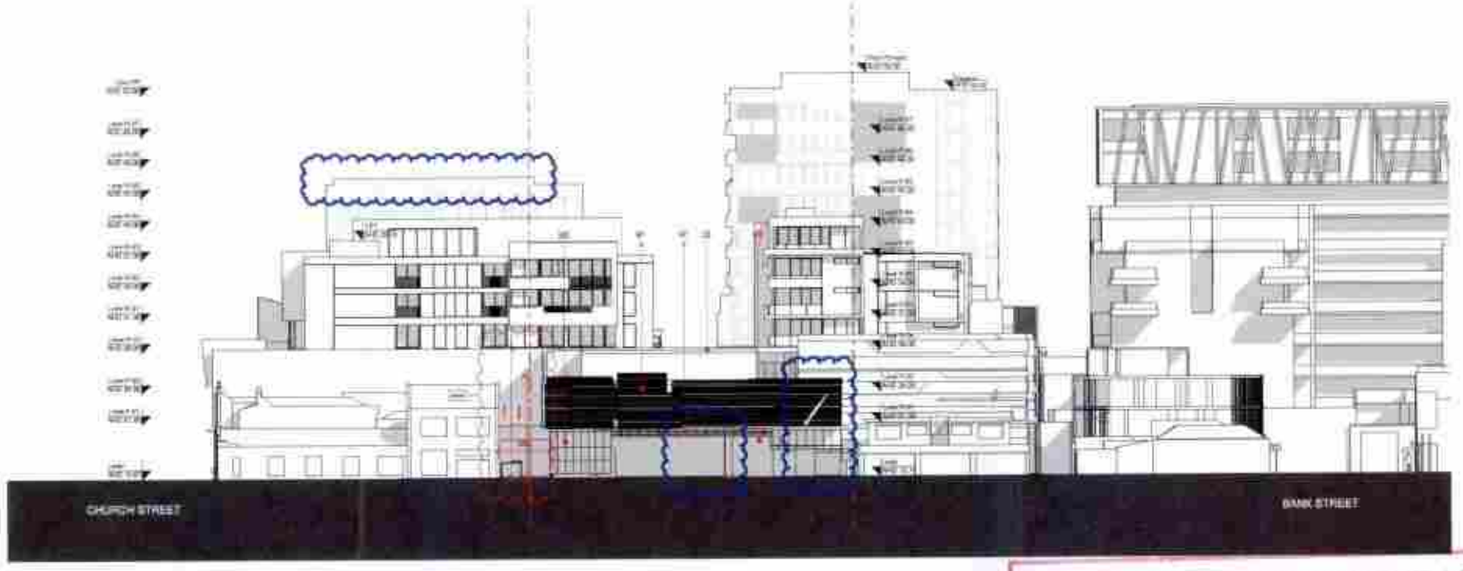
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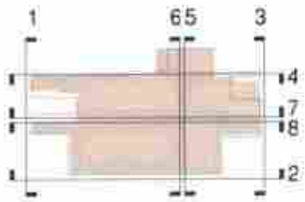
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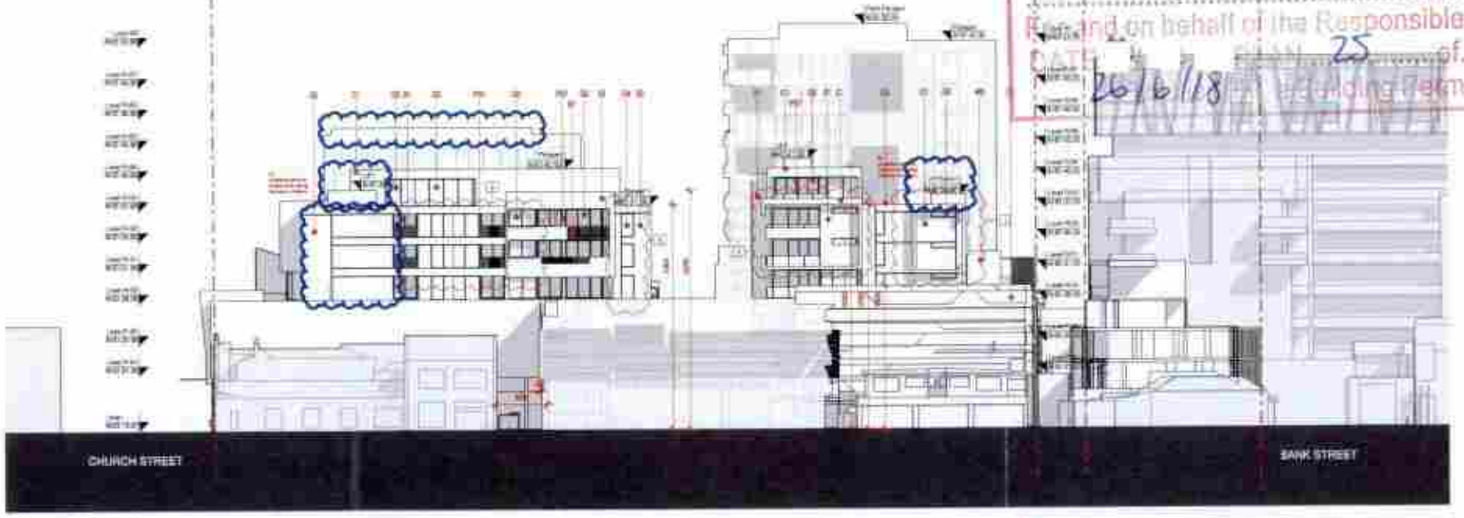
03 NORTH ELEVATION - CAMERON STREET





03 NORTH ELEVATION - CAMERON STREET





PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
Signed on behalf of the Responsible Authority
DATE 26/6/18
Page 25 of 67
Yarra Planning Permit

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09	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
010	04.10.17	TP SECONDARY CONSENT	MC	NM
011	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

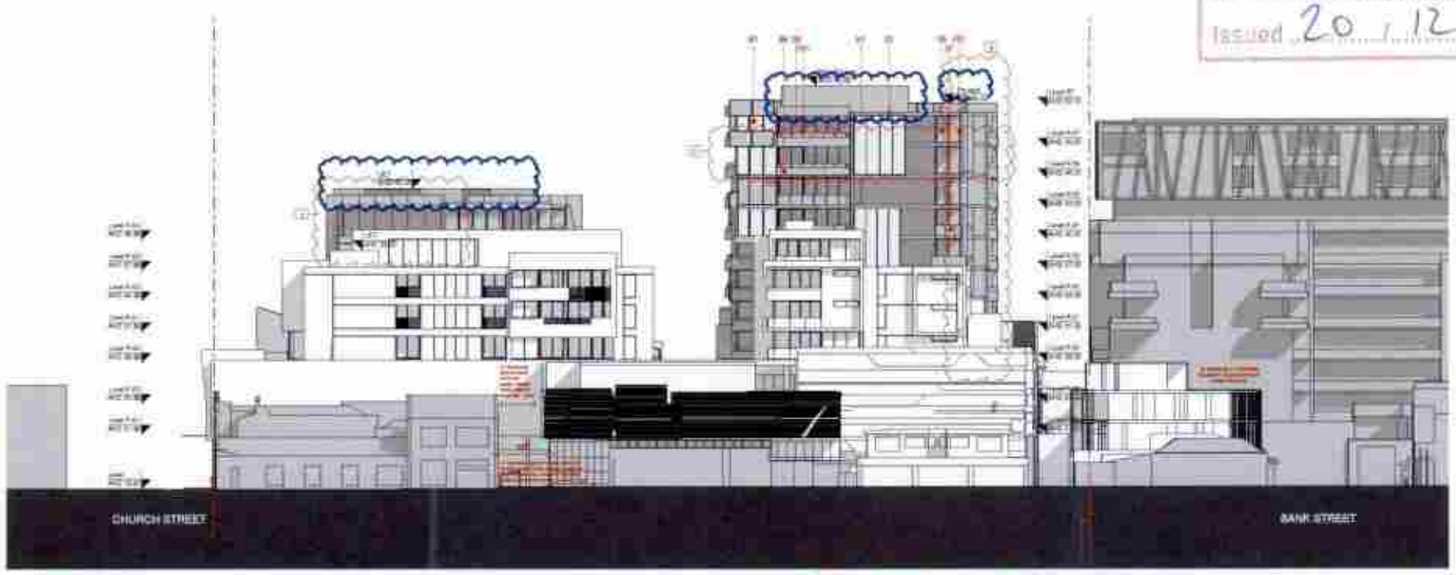
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NORTH ELEVATION - CAMERON STREET
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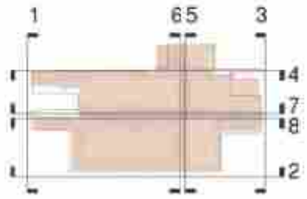
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	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-22	011

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03 NORTH ELEVATION - CAMERON STREET





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YARRA PLANNING SCHEME
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011	28.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
NORTH ELEVATION - CAMERON STREET
- (hhh)

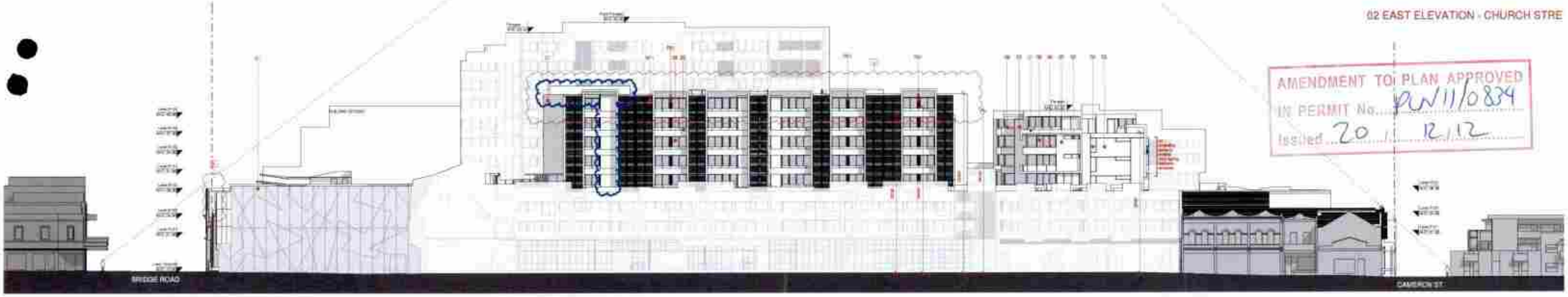
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	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-23**	**011**

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02 EAST ELEVATION - CHURCH STRE

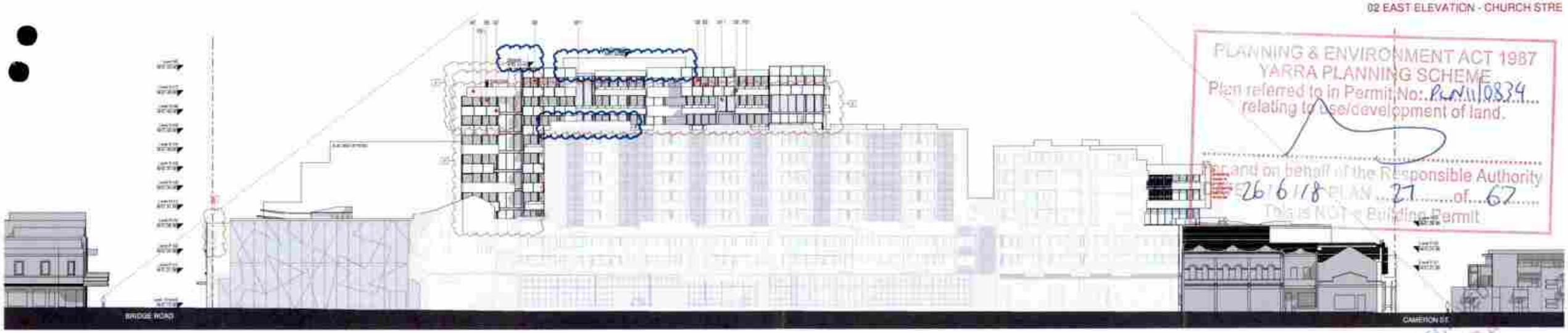


02 EAST ELEVATION - CHURCH STRE



AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20 / 12/12

02 EAST ELEVATION - CHURCH STRE



PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
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26/6/18 PLAN 27 of 67
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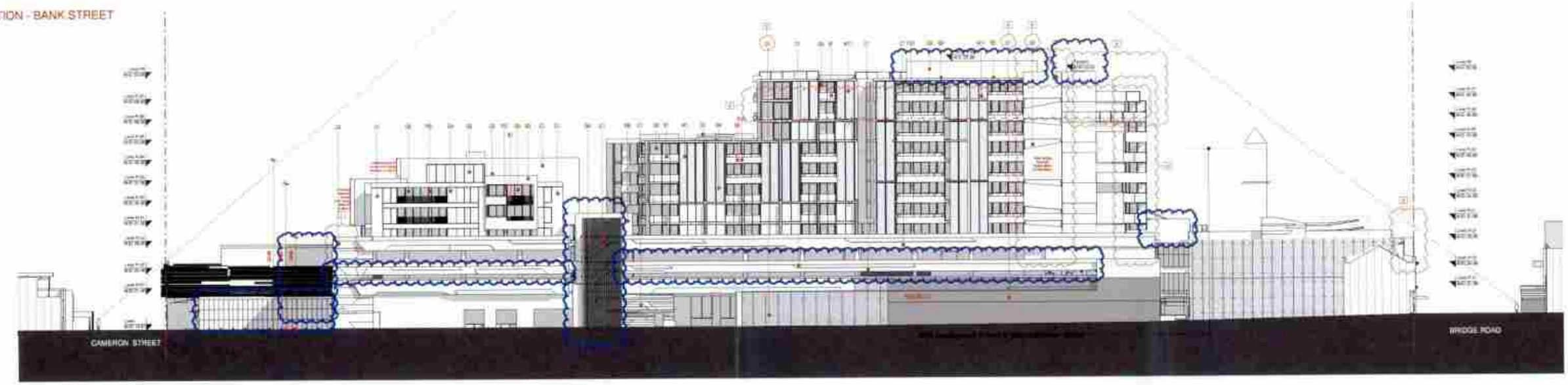
Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

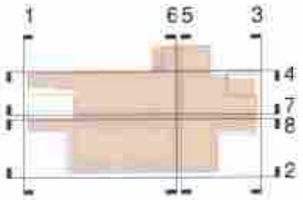
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	Author	Checker
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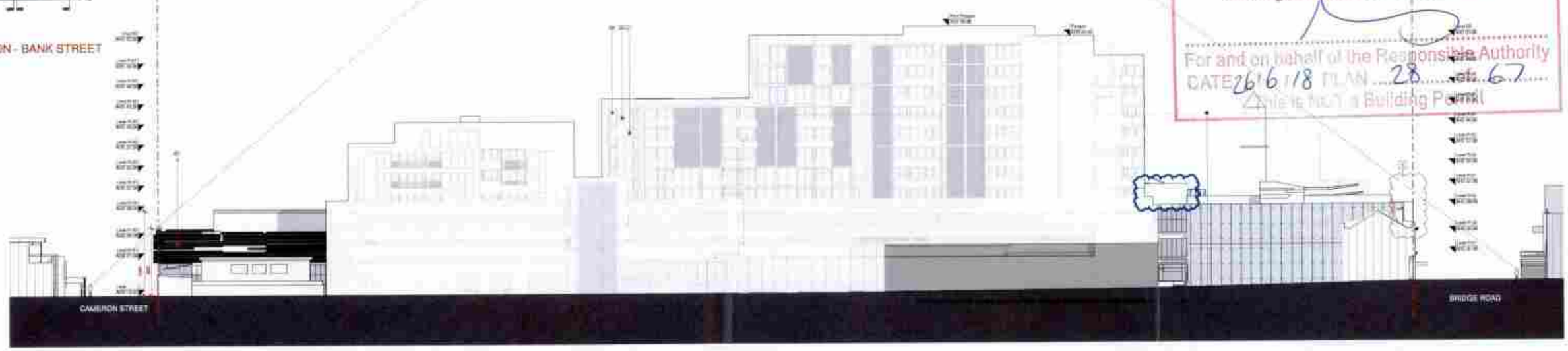
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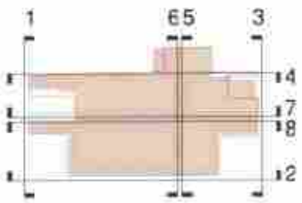
04 WEST ELEVATION - BANK STREET





04 WEST ELEVATION - BANK STREET





PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. PW170834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 28 of 67
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010	04.10.17	TP SECONDARY CONSENT	MC	NM
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Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

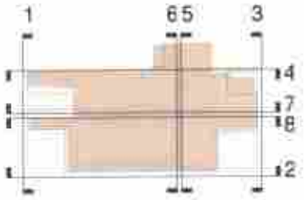
Drawing
WEST ELEVATION - BANK STREET
- (hhh)

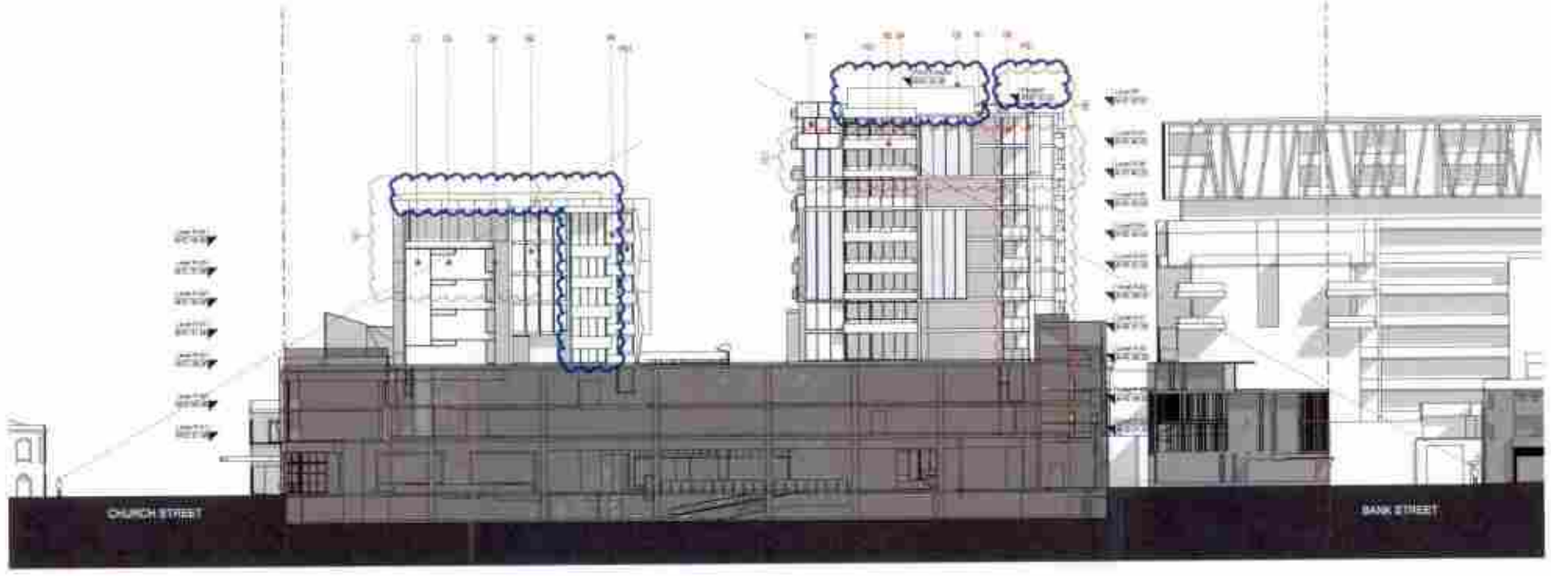
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	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-24**	**011**

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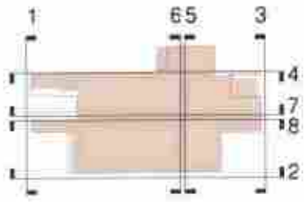
05 INTERNAL NORTH ELEVATION

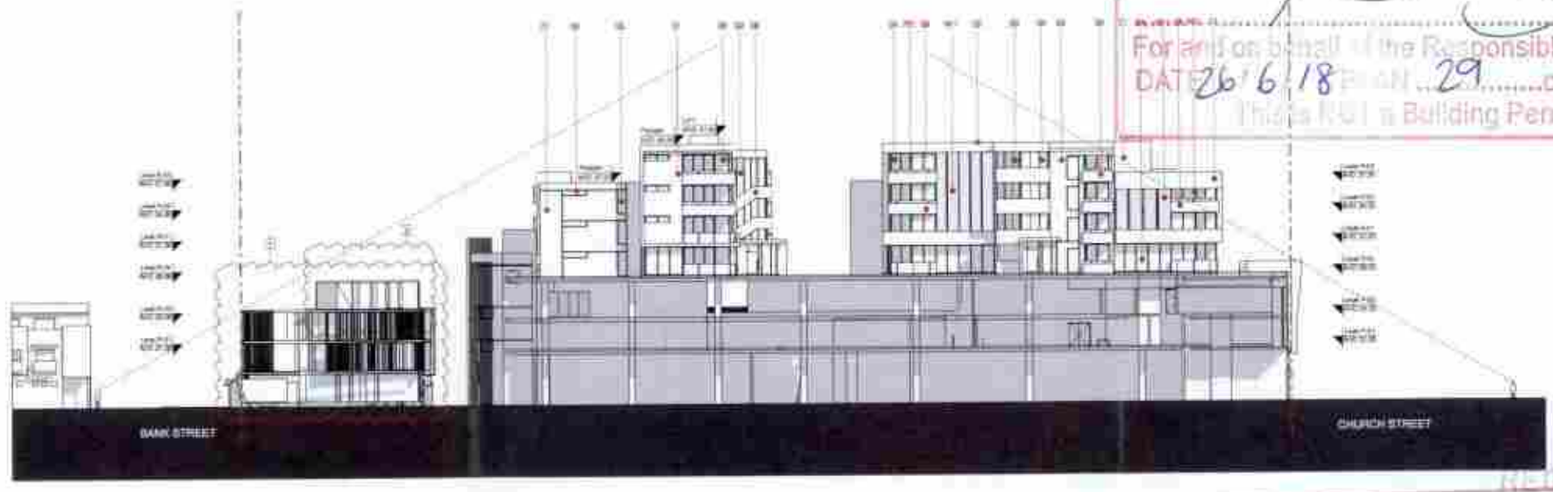




PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PAGE 29 of 67
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06 INTERNAL SOUTH ELEVATION





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Rev.	Date	Revision	By	Chk.
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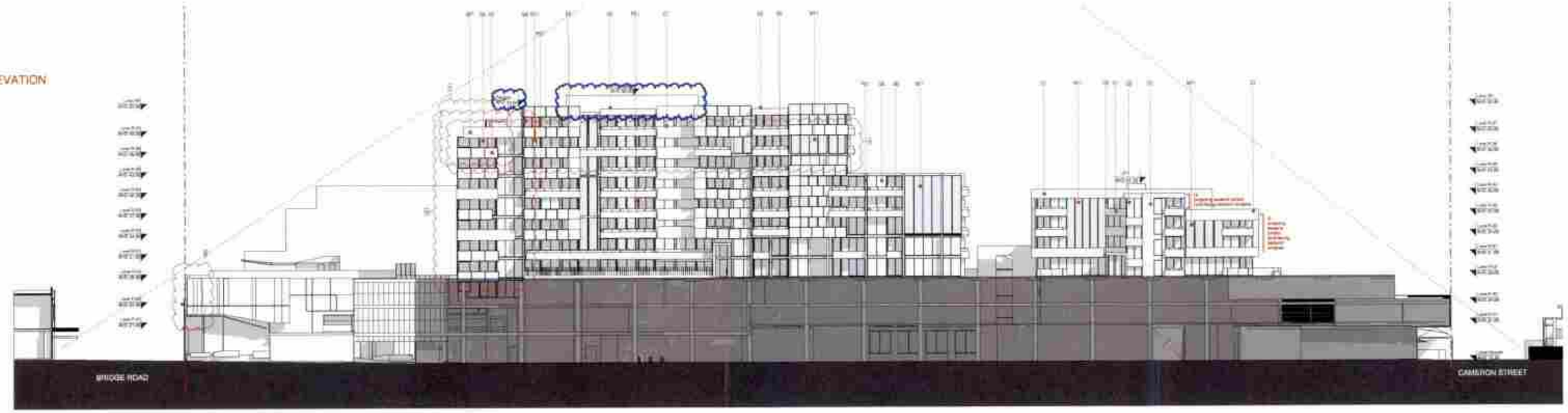
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PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

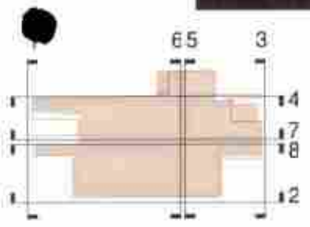
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NORTH & SOUTH ELEVATIONS - INTERNAL - (hhh)

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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-25	09

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7 INTERNAL EAST ELEVATION

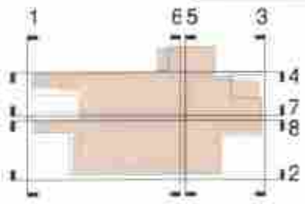




PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLN 30 of 67
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3 INTERNAL WEST ELEVATION





AMENDMENT TO PLAN APPROVED
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Client Name & Logo
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Rev.	Date	Revision	By	Chk.
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05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	29.05.17	TOWN PLANNING ENDORSEMENT	AD	NM
08	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
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010	29.11.17	SECTION 72 AMENDMENT	JZ	NM

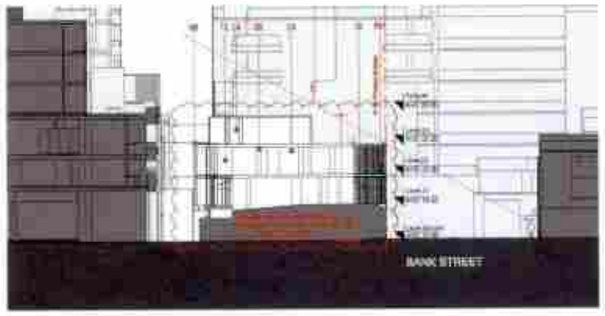
Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
EAST & WEST ELEVATIONS - INTERNAL
- (hhh)

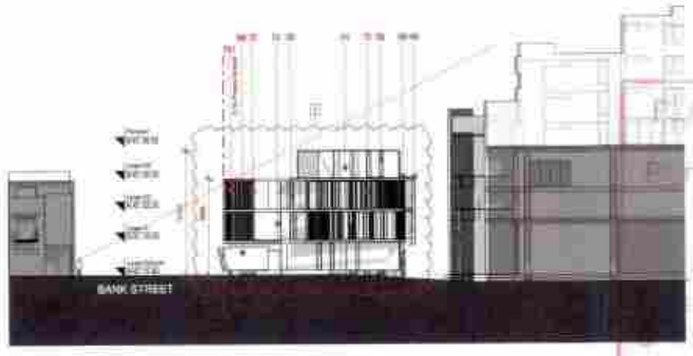
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	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-26**	**010**

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01 BANK STREET DEVELOPMENT NORTH ELEVATION

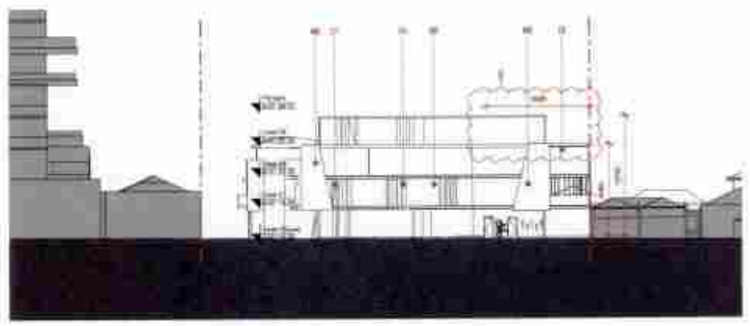


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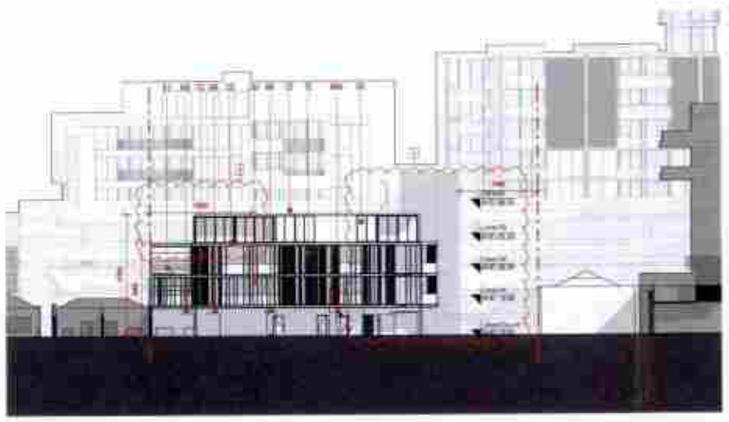


PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to the redevelopment of land.
Responsible Authority
26 6 18 31 of 67
Building Permit

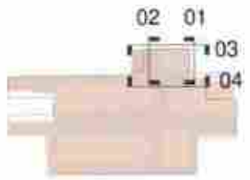
03 BANK STREET DEVELOPMENT EAST ELEVATION



04 BANK STREET DEVELOPMENT WEST ELEVATION



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Rev.	Date	Revision	By	Chk.
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04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
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09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

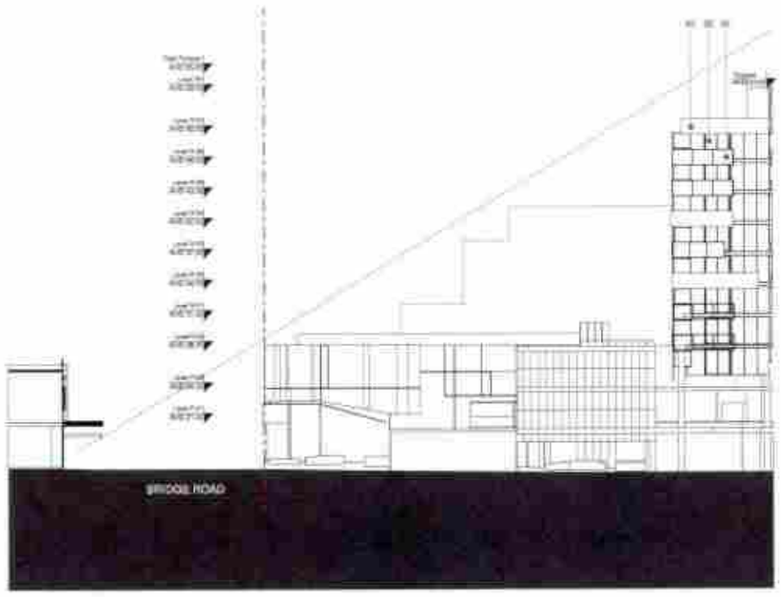
Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
BANK STREET DEVELOPMENT ELEVATIONS
- (hhh)

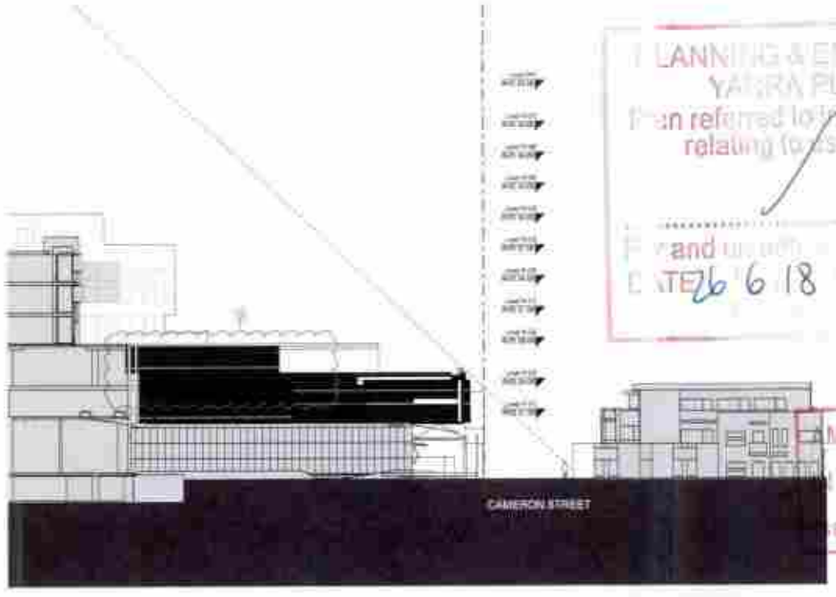
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Job No.	Drawing No.	Revision
20755	TP-27	09

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01 INTERNAL LANEWAYS EAST ELEVATION (FROM BRIDGE ROAD)



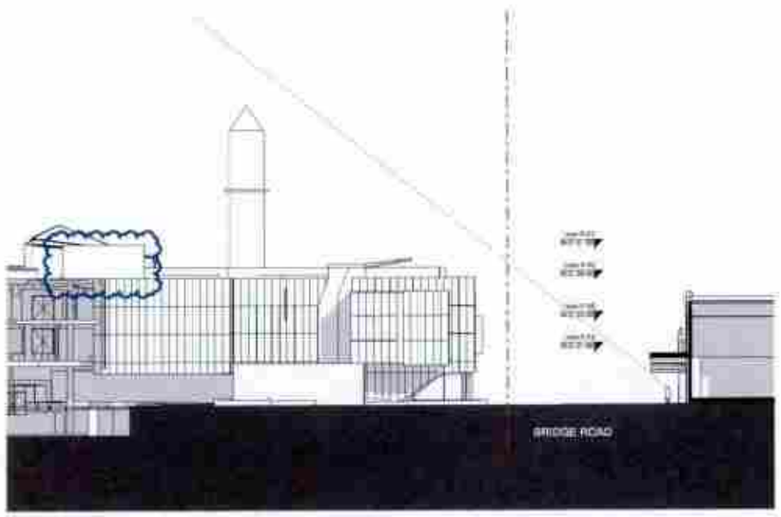
02 INTERNAL LANEWAYS EAST ELEVATION (FROM CAMERON STREET)



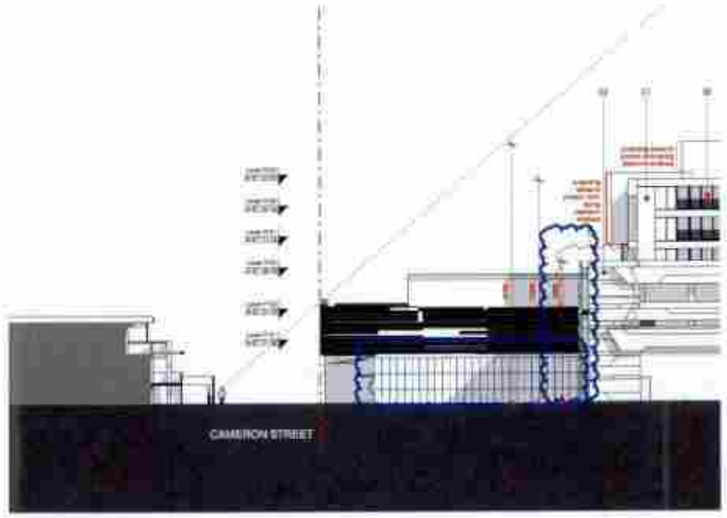
PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
and the Responsible Authority
DATE 26 6 18 32 of 67
Building Permit

AMENDMENT TO PLAN APPROVED
PERMIT No PLN11/0834
Issued 20 12 12

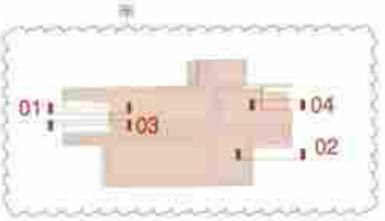
03 INTERNAL LANEWAYS WEST ELEVATION (FROM BRIDGE ROAD)



04 INTERNAL LANEWAYS WEST ELEVATION (FROM CAMERON STREET)



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COLES PROPERTY GROUP

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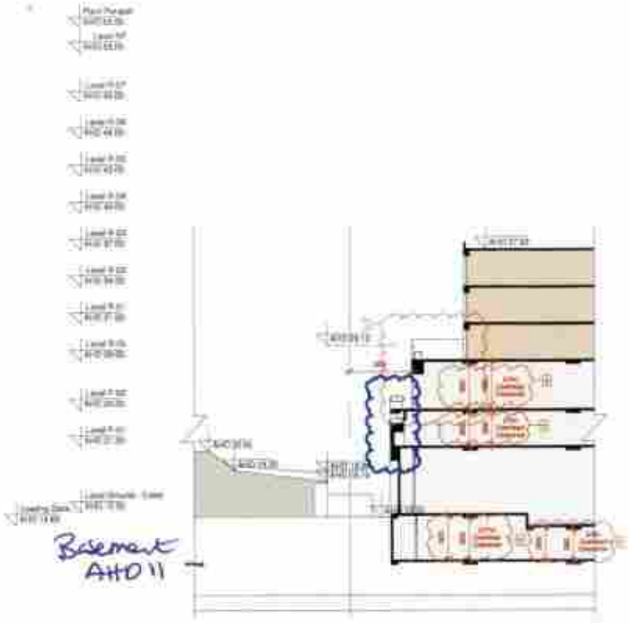
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06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	04.10.17	TP SECONDARY CONSENT	MC	NM
08	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

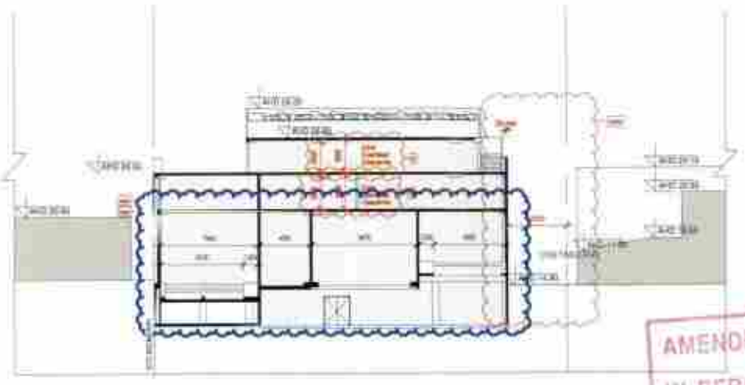
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LANEWAY ELEVATIONS - INTERNAL - (hhh)

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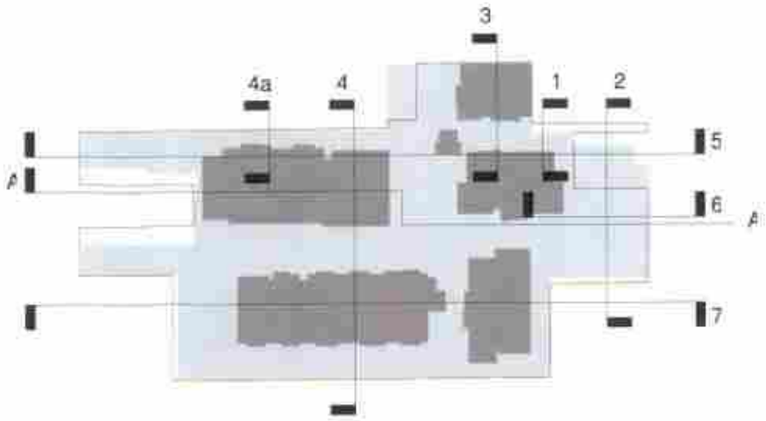
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1 SECTION

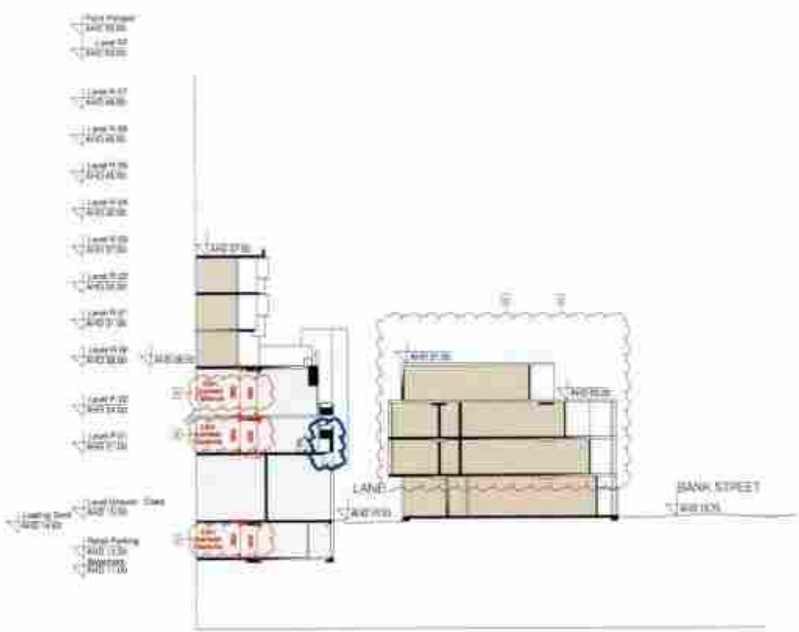


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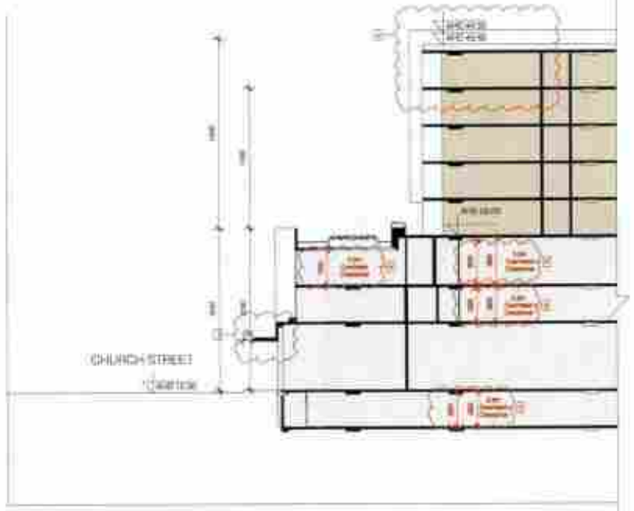


AMENDMENT TO PLAN APPROVED
IN PERMIT No. PA11/0834
Issued 20.12.12

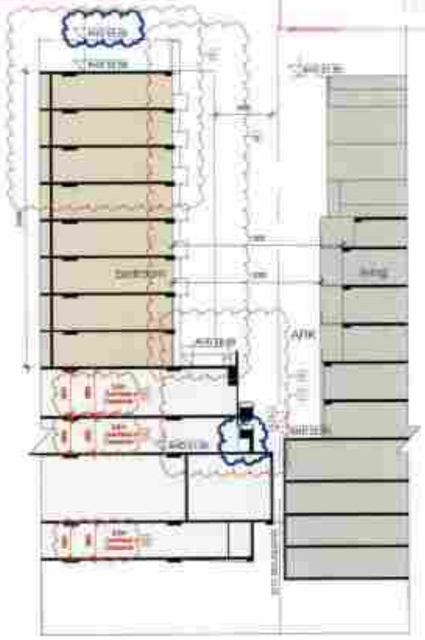
PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PA11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 Page 33 of 67
Planning Permit

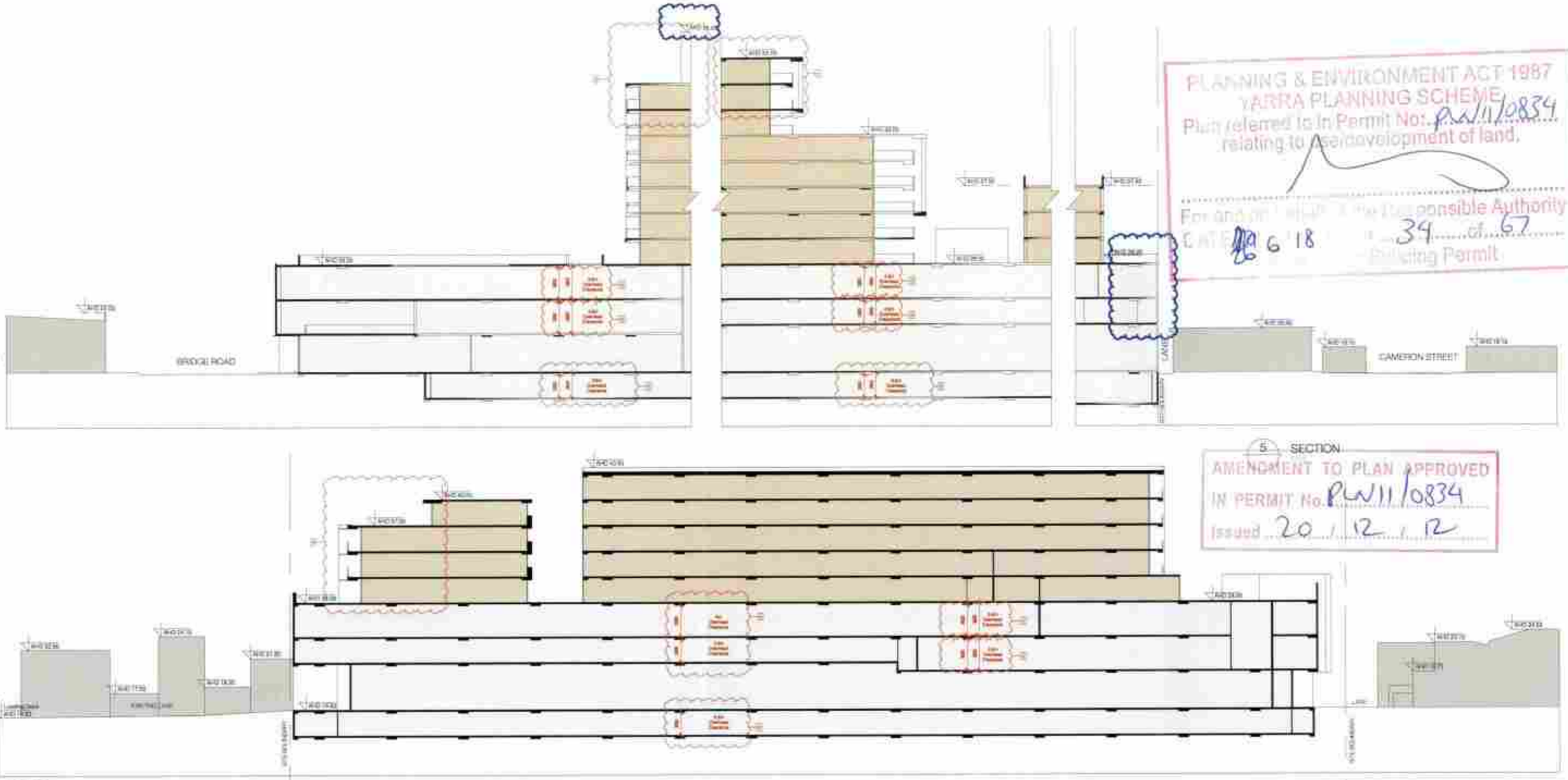


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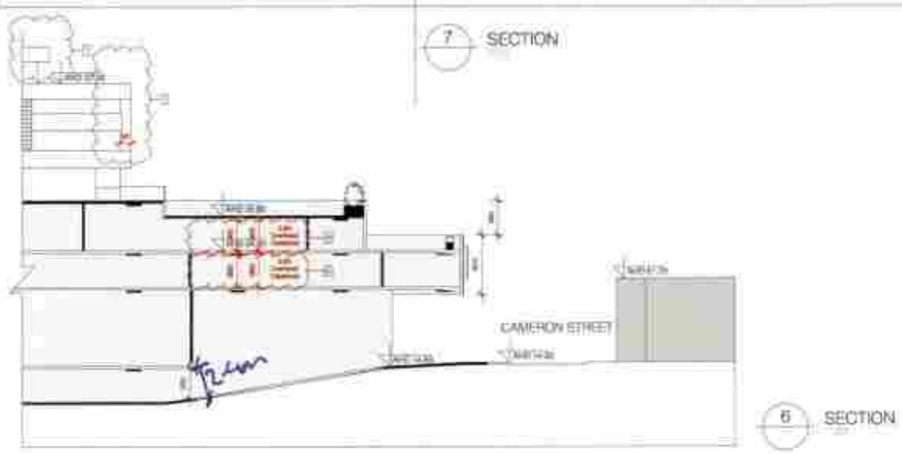


4 SECTION


Bedroom
Living
Bedroom
Bedroom
Bedroom

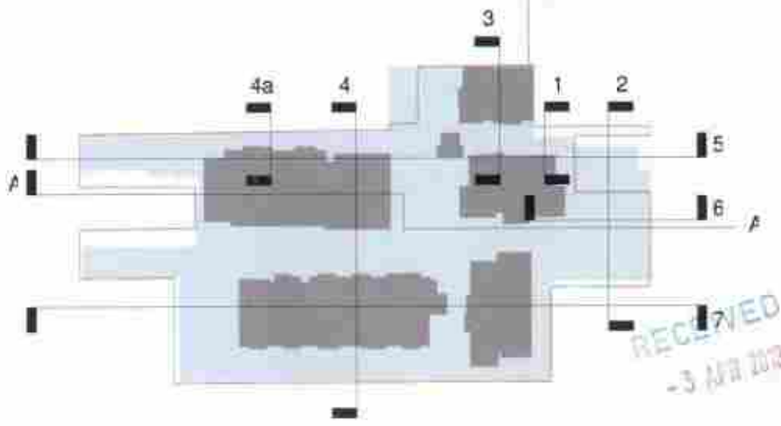


5 SECTION



7 SECTION

6 SECTION



PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
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DATED 6 / 18 34 of 67
Building Permit

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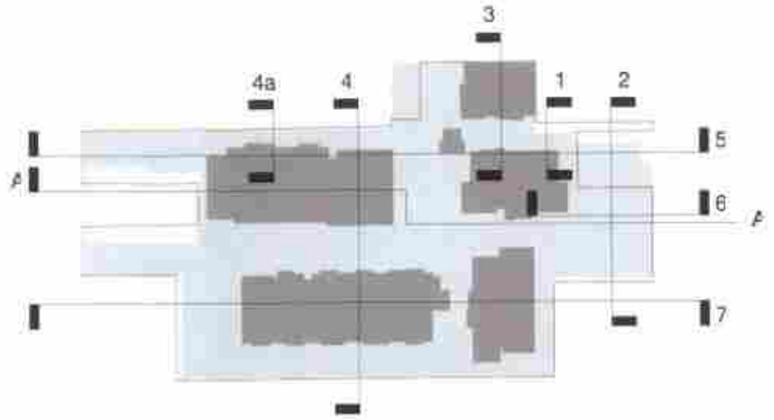
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05	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	04.10.17	TP SECONDARY CONSENT	MC	NM
07	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
SECTION 05 - 07

Date	Scale	Sheet Size
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	Author	Checker
Job No.	Drawing No.	Revision
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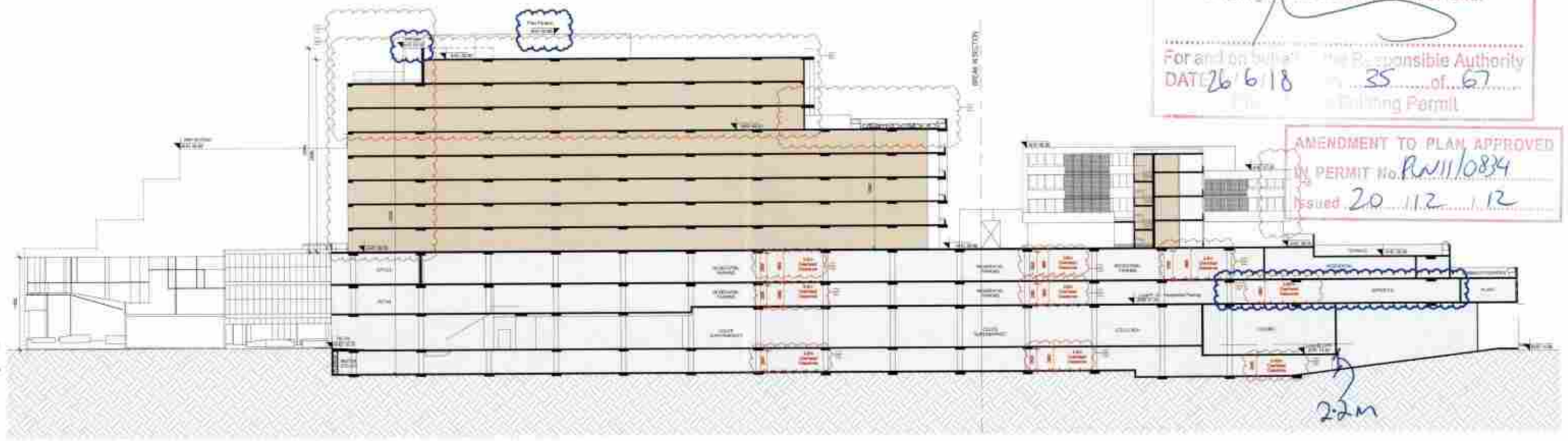
PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 26/6/18

35 of 67

Endorsed Plan

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07	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
SECTION AA

Date	Scale	Sheet Size
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	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-32**	**07**

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min 2m wide x 2m deep sight triangles to be provided for exit lanes into Cameron St

BANK STREET

LANE

LANE

BRIDGE ROAD

CAMERON STREET

CHURCH STREET

EXISTING SHOP

EXISTING SHOP

EXISTING BUILDING

LIQUOR STORE

LOCATION FROM WHICH LIQUOR IS TO BE SOLD

EXISTING LANE

DEVELOPMENT AT 42 CAMERON STREET APPROVED UNDER PERMIT PLN14/0834

AMENDMENT TO PLAN APPROVED IN PERMIT No. PLN11/0834 ISSUED ON: 20.12.17 AR

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 36 of 67
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28/03/2018 3:09:43 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

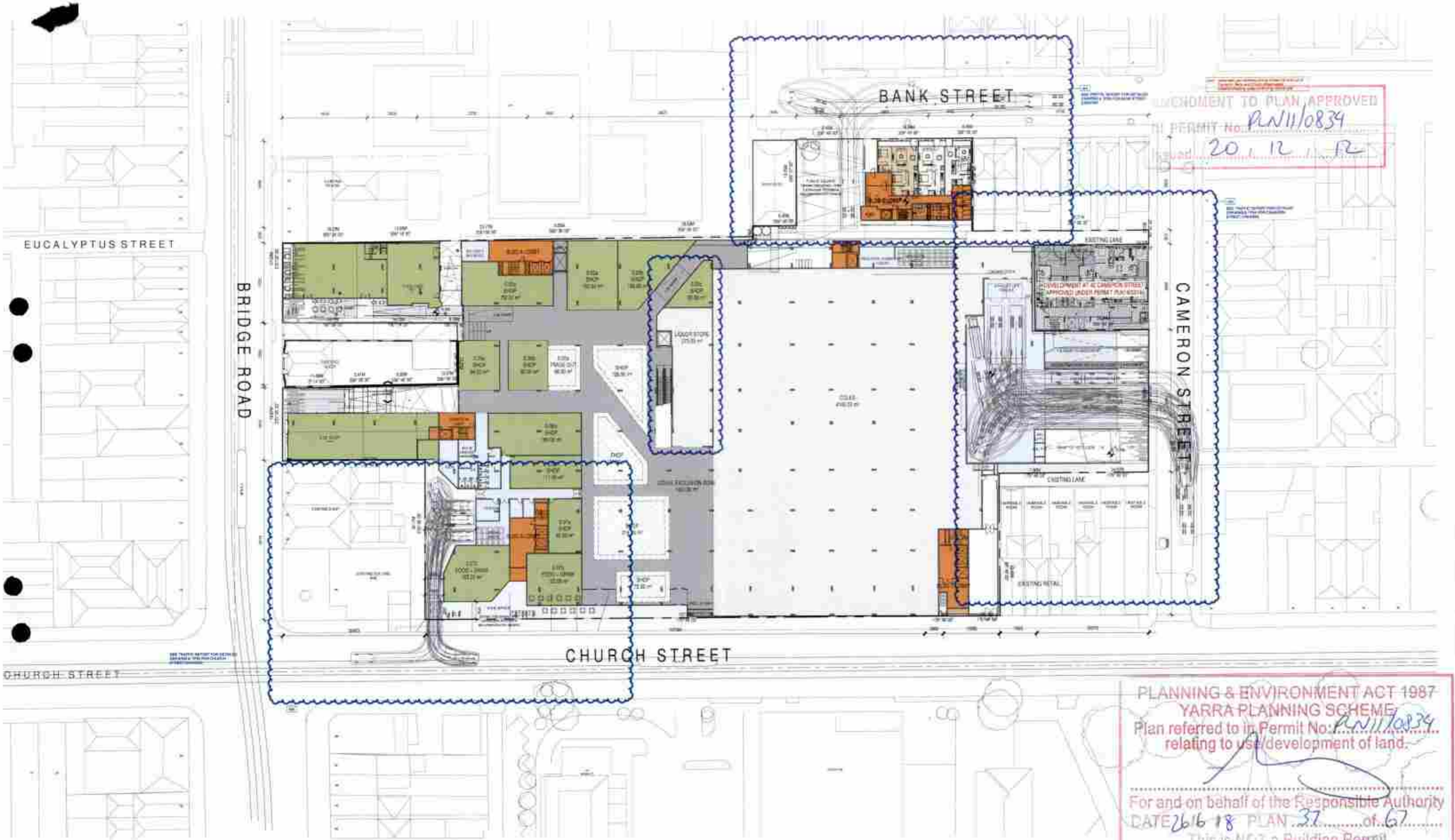
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07	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - PODIUM GROUND FLOOR
LIQUOR SALE & CONSUMPTION - (ff)

Date	Scale	Sheet Size
	1 : 500	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-50	07

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AMENDMENT TO PLAN APPROVED
PLANNING PERMIT No. PLN11/0839
20.12.17 RL

PLANNING & ENVIRONMENT ACT 1987
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DATE 26/6/18 PLAN 37 of 67
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North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By	Chk.
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02	04.10.17	TP SECONDARY CONSENT	MC	NM
03	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - PODIUM GROUND FLOOR TURNING CIRCLES

Date	Scale	Sheet Size
	1 : 750	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-52	03

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IN PERMIT No. PA1710834
Issued 20 / 12 / 17

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. PA1710834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 38 of 62
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29/09/2018 3:10:04 PM

North Point

Client Name & Logo
COLES PROPERTY GROUP
coles

Rev.	Date	Revision	By	Chk.
01	04.09.17	TOWN PLANNING ENDORSEMENT	DB	NM
02	04.10.17	TP SECONDARY CONSENT	MC	NM
03	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - GROUND FLOOR CHURCH ST
TURNING CIRCLES

Date	Scale	Sheet Size
	1 : 250	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-53	03

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CAMERON STREET

TRAFFIC NOTES - (ccc)

HRV (AS 2890.2)

LENGTH:12500mm
WIDTH: 2500mm
TRACK: 2500mm
LOCK TO LOCK TIME : 6.0
STEERING ANGLE: 35.2

TRAFFIC NOTES - (ccc)

VOLVO FM11 8X4 RIGID

LENGTH:10800mm
WIDTH: 2500mm
TRACK: 2500mm
LOCK TO LOCK TIME : 6.0
STEERING ANGLE: 39.1

TRAFFIC NOTES - (ccc)

SRV (AS 2890.2)

LENGTH:6400mm
WIDTH: 2300mm
TRACK: 2300mm
LOCK TO LOCK TIME : 6.0
STEERING ANGLE: 38.0

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN17/0834
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YARRA PLANNING SCHEME
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01	04.09.17	TOWN PLANNING ENDORSEMENT	DB	NM
02	04.10.17	TP SECONDARY CONSENT	MC	NM
03	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
PLAN - GROUND FLOOR CAMERON ST TURNING CIRCLES

Date	Scale	Sheet Size
	1 : 250	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-54	03

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TRAFFIC NOTES : (ccc)

HRV (AS 2890.2)

LENGTH:12500mm
WIDTH: 2500mm
TRACK: 2500mm
LOCK TO LOCK TIME : 6.0
STEERING ANGLE: 35.2

BANK STREET



ME
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NT TO PLAN APPROVED
NO: PLN17/0834
20 / 12 / 17

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
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PLAN 40 of 67
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YARRA PLANNING SCHEME
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01	04.09.17	TOWN PLANNING ENDORSEMENT	DB	NM
02	04.10.17	TP SECONDIARY CONSENT	MC	NM
03	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

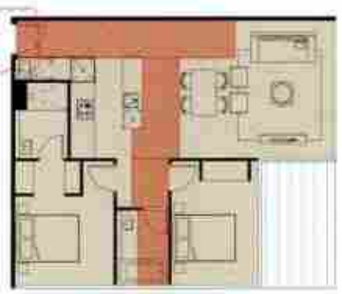
Drawing
PLAN - GROUND FLOOR BANK ST TURNING CIRCLES

Date	Scale	Sheet Size
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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-55**	**03**

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(uuu)

Refer to attached Schedule for full list of dwellings which can be adapted for persons with limited mobility.

Apartment types standards

2.4, 2.4A, 2.5, 2.9, 2.7, 2.8, 2.8A
Accessibility design to Apartment Design Guidelines for Victoria, 2017
(qqq)
100mm indentation added to each apartment entrance to articulate dwelling entry.

AMENDMENT TO PLAN APPROVED
PERMIT No. PLN11/0834
SUBJECT TO 20/12/17

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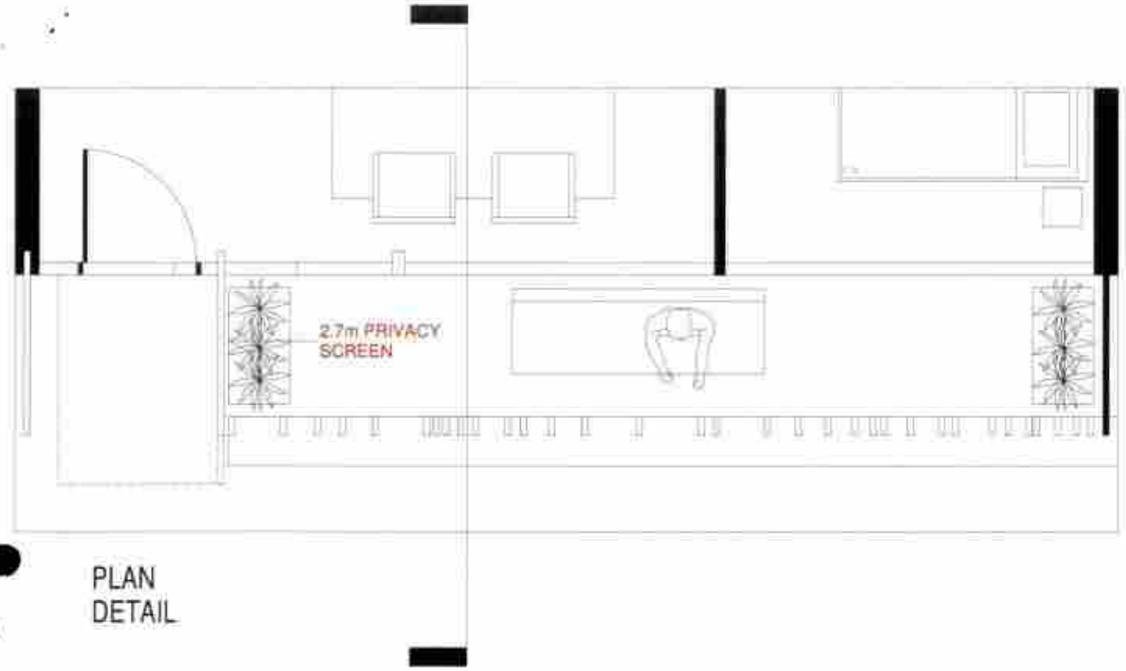
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02	01.11.13	TOWN PLANNING ADDENDUM	LG	NM
03	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
04	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
05	04.10.17	TP SECONDARY CONSENT	MC	NM
06	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
APARTMENT TYPES
LIMITED MOBILITY DWELLINGS - (uuu)

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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-60	06

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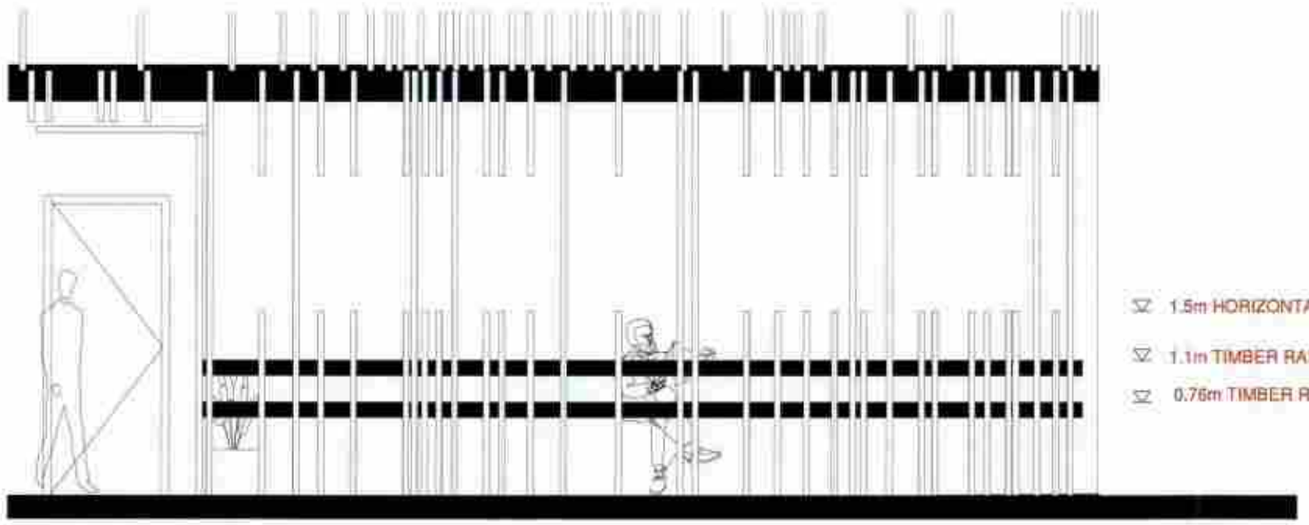


PLAN DETAIL

50X150mm TIMBER POSTS

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0834
relating to use/development of land.
Responsible Authority
26/6/18 42 of 67
Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN17/0834
Issued 20/12/18

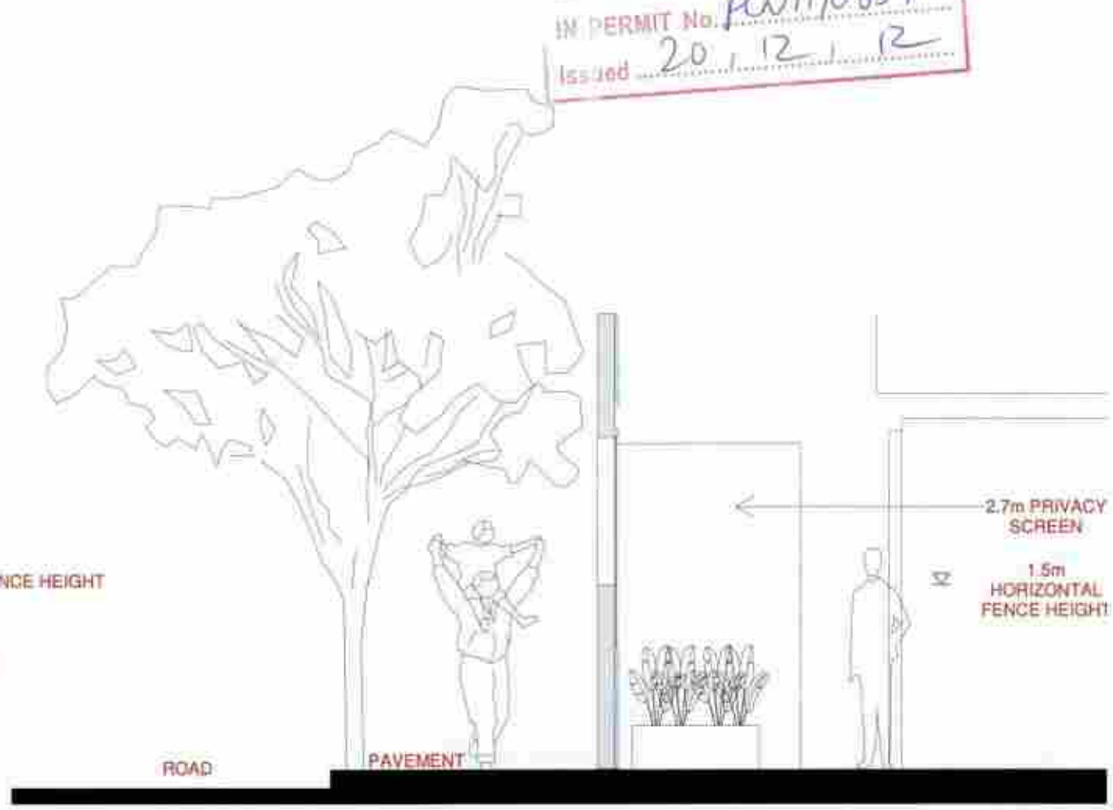


1.5m HORIZONTAL FENCE HEIGHT

1.1m TIMBER RAILS

0.76m TIMBER RAILS

ELEVATION DETAIL



SECTION DETAIL

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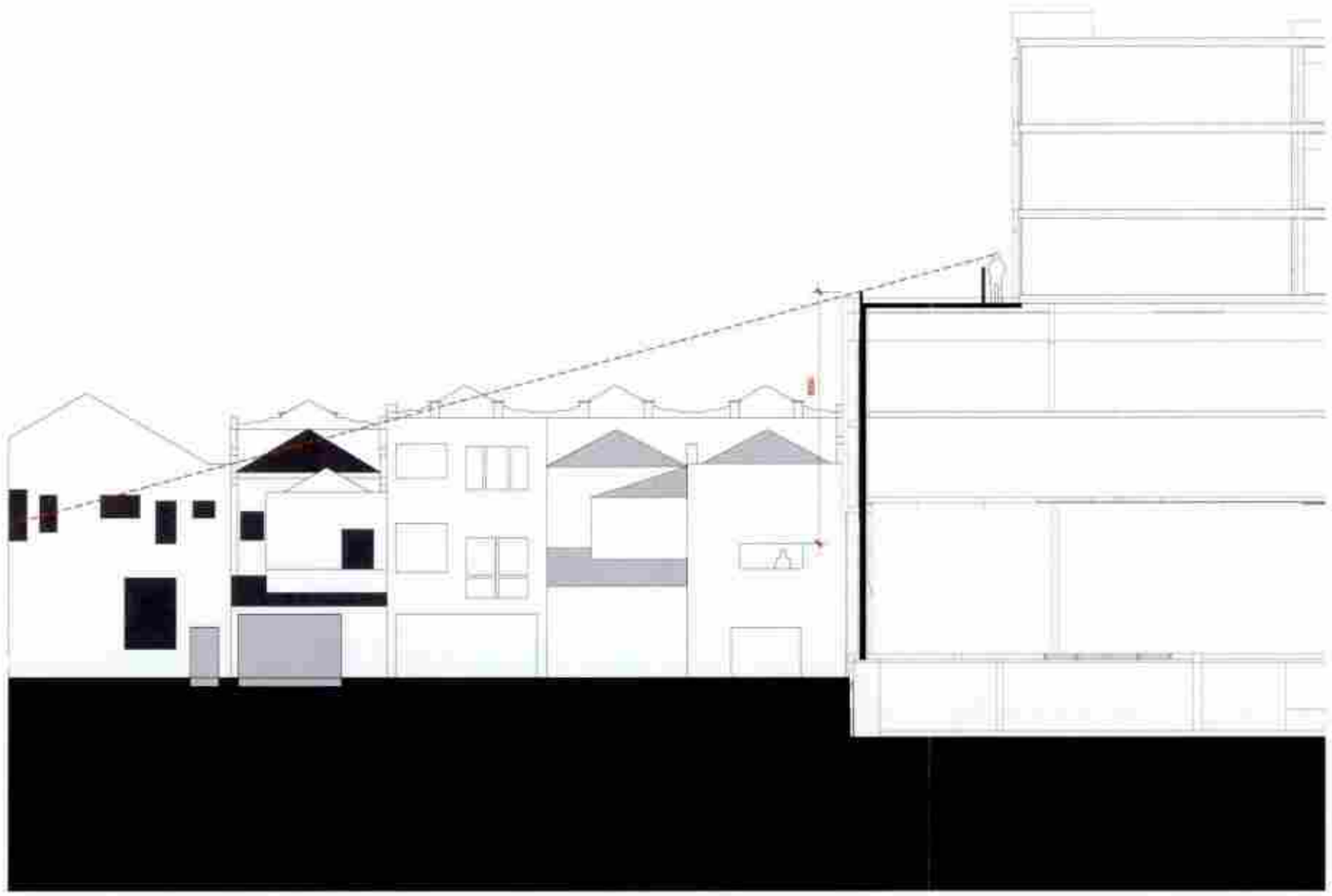
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02	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
03	26.04.17	TOWN PLANNING ENDORSEMENT	NM	–
04	04.10.17	TP SECONDARY CONSENT	MC	NM
05	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
BANK STREET FENCE DETAIL - (w)

Date	Scale	Sheet Size
	1 : 50	@ A3
	Drawn	Chk.
	SJB	NM
Job No.	Drawing No.	Revision
20755	**TP-61**	**05**

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YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 43 of 67
Unless in Part 1 a Building Permit

(kkk) minimum 1.7m high screens

(vii) view lines demonstrate that views are not provided to habitable room windows or private open space areas within 9m radius and 45 degree arc of any north facing habitable windows or balconies to building C (06-08 range)

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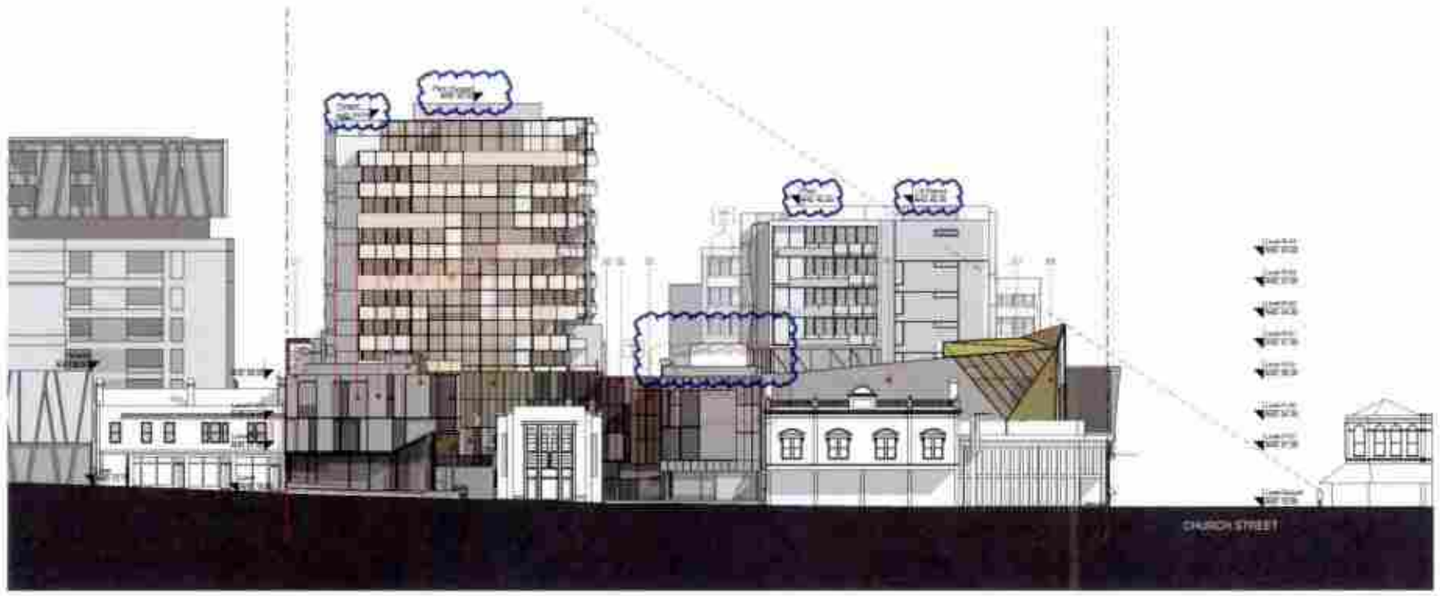
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04	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
05	04.10.17	TP SECONDARY CONSENT	MC	NM
06	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
APARTMENT TYPES
BUILDING C - (kkk) - (vii)

Date	Scale	Sheet Size
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	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-62**	**06**

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01 SOUTH ELEVATION - BRIDGE ROAD

M1. Aluminium composite panel - pearl grey
M2. Aluminium composite panel - orange
M3. Aluminium composite panel - white
M4. Anodized metal sheet, folded profile - olive green
M5. Anodized metal sheet, folded profile - charcoal
M6. Anodized metal sheet, folded profile - magenta
M6a. Anodized metal sheet, folded profile - orange
M7. Charcoal powder coat metal cladding feature band/balustrade
M8. Powder coated aluminium sheet – lime green
M9. Bronze coloured aluminium panels
M10. Powdercoated aluminium grille
M11 Black anodised aluminium louvre
M12 Charcoal perforated metal panel
M13. Copper/aluminium alloy bladerfin
M14. Aluminium profile batten feature screen - bronze
M15. Black steel peripheral frame, bronze anodised aluminium infill frames
M16. Metal 'hood' feature - white high gloss finish
M17. Perforated copper cladding to substation doors

C1. Precast wall panels
C2. Multi-coloured cement sheet - chessboard relief
C3. C/ precast concrete with relief pattern - natural and grey finishes
C4. Precast concrete with vertical relief pattern/ribbing
C5. Precast concrete roof with waterproof membrane

S1. Terracotta façade panel - olive green colour
S2. Terracotta façade panel - brown/copper colour
S3. Reconstituted stone cladding
S4. Brickwork with relief pattern - burnt ash

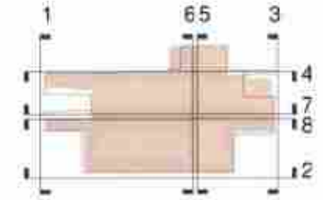
B1. Clear glass balustrade
B2. Dark grey back painted glass balustrade
B3. Cadmium yellow powdercoated balustrade
B4. Timber clad balustrade
B5. Pearl Grey Aluminium Composite Panel

G1. Glass and aluminium metal shopfronts
G2. Screen printed glass (angled pattern) - Graphite finish
G3. Grey glazing with black aluminium frame
G4. Clear glazing with natural anodised aluminium frame
G5. Clear glazing with black aluminium frame
G6. White back painted glazing/balustrade
G7. Bronz bronze glazing with black anodised aluminium frame
G8. White translucent glazing (various degrees of opacity)
G9. Timber Glazing

R1. Acrylic render white
R2. Acrylic light grey render
R3. Textured render - warmly grey
R4. Textured render - sandy brown
R5. Textured render - beach
R6. Acrylic render - magenta
R7. Acrylic render - olive green
R8. Acrylic render - dark grey

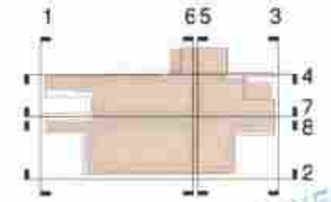
T1. Timber Street Cladding
T2. Vertically fixed recessed timber batten
PS1. Privacy Screen - white translucent glazing
PS2. Privacy Screen - pearl grey aluminium composite panel

ALL GROUND FLOOR INTERFACES TO BE TREATED WITH DULUX GRAFFITI RESISTANT PERMANENT (NON-SACRIFICIAL) COATING SUCH AS DULUX DURETHANE® CLEAR, IN MATT OR HIGH GLOSS FINISH.



01 SOUTH ELEVATION - BRIDGE ROAD

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PA11/0834
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27/03/2018 9:43:01 AM

Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	29.05.17	TOWN PLANNING ENDORSEMENT	AD	NM
08	10.07.17	TOWN PLANNING ENDORSEMENT	AD	NM
09	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
010	04.10.17	TP SECONDARY CONSENT	MC	NM
011	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
SOUTH ELEVATION - BRIDGE ROAD

Date	Scale	Sheet Size
	As indicated	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	TP-20	011

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02 EAST ELEVATION - CHURCH STRE

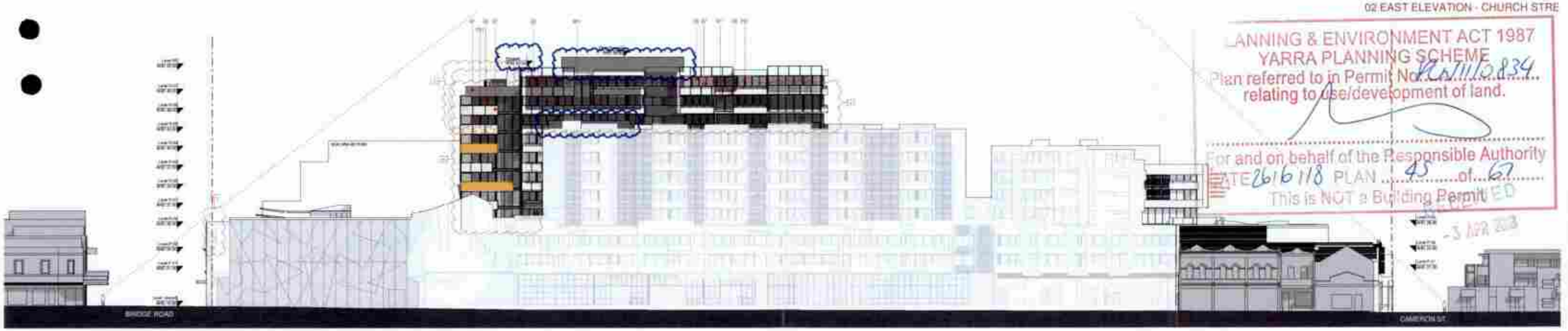


02 EAST ELEVATION - CHURCH STRE



AMENDMENT TO PLAN APPROVED
UNDER PERMIT No. PLN11/0834
Issued 20 / 12 / 12

02 EAST ELEVATION - CHURCH STRE



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YARRA PLANNING SCHEME
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06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
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08	10.07.17	TOWN PLANNING ENDORSEMENT	AD	NM
09	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
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011	29.11.17	SECTION 72 AMENDMENT	JZ	NM

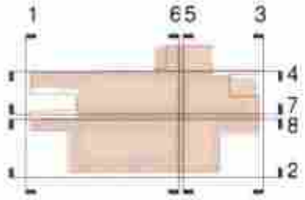
Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

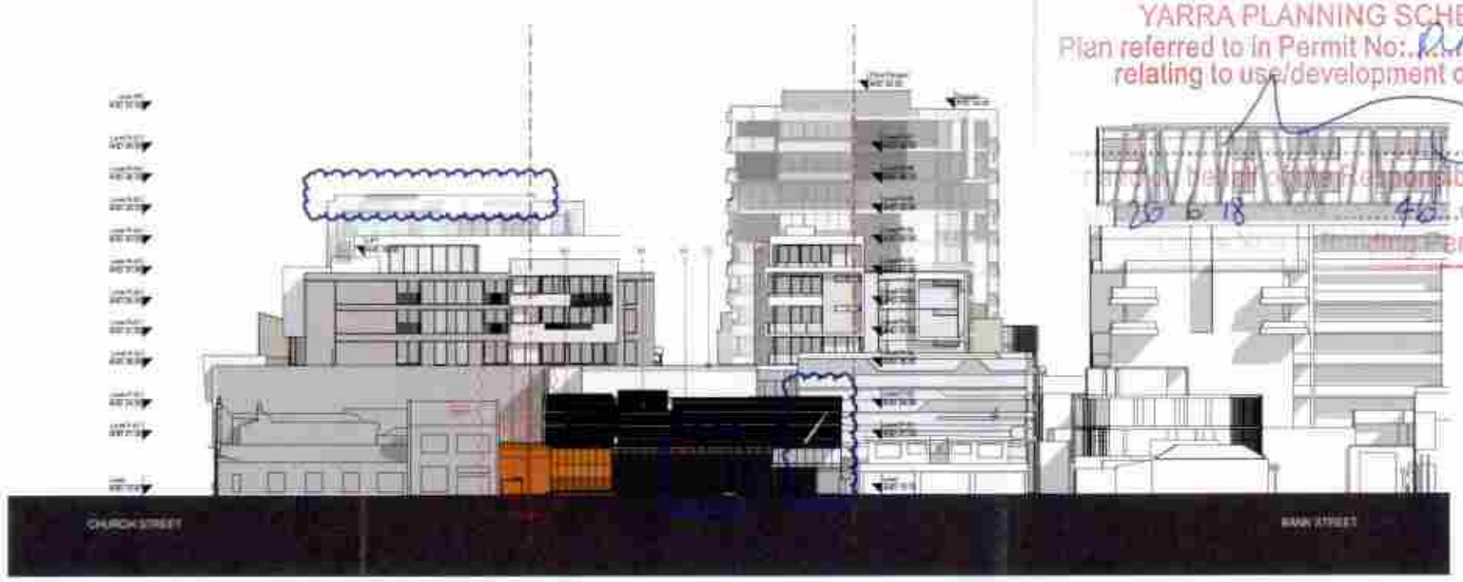
Drawing
EAST ELEVATION - CHURCH STREET
- (hhh)

Date	Scale	Sheet Size
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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-21**	**011**

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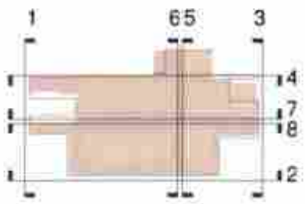
03 NORTH ELEVATION - CAMERON STREET

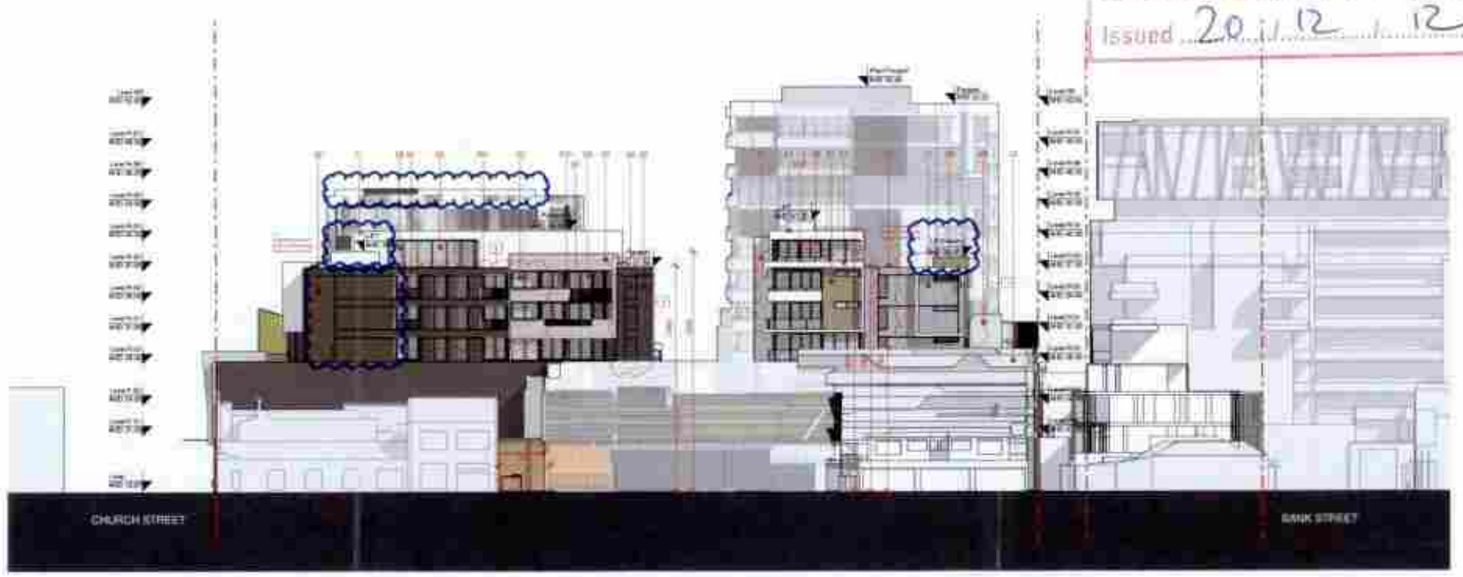




PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PA1110839
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26 & 18 40 of 67
Planning Permit

03 NORTH ELEVATION - CAMERON STREET





AMENDMENT TO PLAN APPROVED
IN PERMIT No. PA1110839
Issued 20 / 11 / 12 / 12

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The Builder/Contractor shall verify all dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

27/03/2018 9:44:22 AM

Client Name & Logo
COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	29.05.17	TOWN PLANNING ENDORSEMENT	AD	NM
08	10.07.17	TOWN PLANNING ENDORSEMENT	AD	NM
09	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
010	04.10.17	TP SECONDARY CONSENT	MC	NM
011	29.11.17	SECTION 72 AMENDMENT	JZ	NM

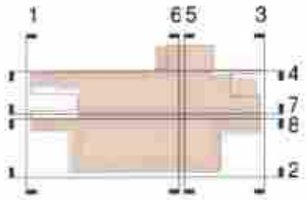
Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

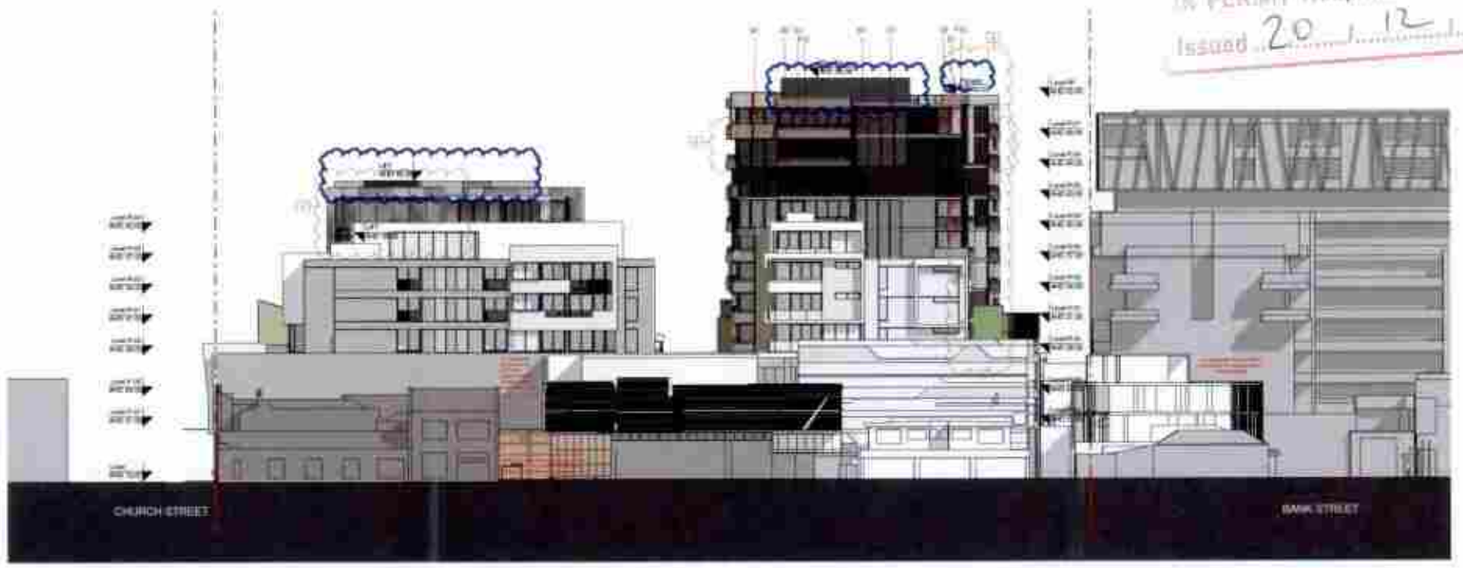
Drawing
NORTH ELEVATION - CAMERON STREET
- (fifth)

Date	Scale	Sheet Size
	1 : 600	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-22**	**011**

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03 NORTH ELEVATION - CAMERON STREET





AMENDMENT TO PLAN APPROVED
IN PERMIT No. PW11/0834
Issued 20 / 12 / 17

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PW11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 47 of 67
This is NOT a Building Permit

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27/03/2018 8:44:38 AM

Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	29.05.17	TOWN PLANNING ENDORSEMENT	AD	NM
08	10.07.17	TOWN PLANNING ENDORSEMENT	AD	NM
09	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
010	04.10.17	TP SECONDARY CONSENT	MC	NM
011	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

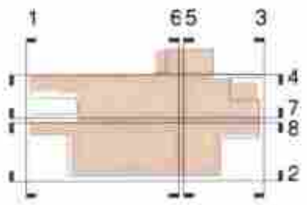
Drawing
NORTH ELEVATION - CAMERON STREET
- (hhh)

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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-23**	**011**

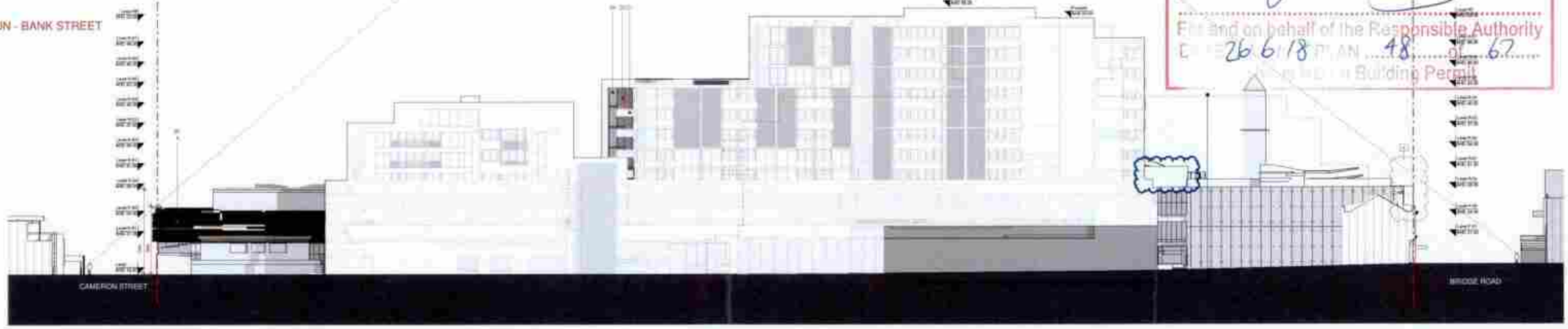
SJB Architects
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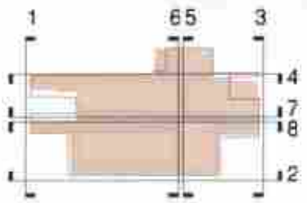
04 WEST ELEVATION - BANK STREET





04 WEST ELEVATION - BANK STREET





AMENDMENT TO PLAN APPROVED
IN PERMIT No. PA1110834
Dated 20 / 12 / 17

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PA1110834
relating to use/development of land.
Signed and on behalf of the Responsible Authority
Dated 26/6/18 PLAN 48 OF 67
Subject to Building Permit

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Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	29.05.17	TOWN PLANNING ENDORSEMENT	AD	NM
08	10.07.17	TOWN PLANNING ENDORSEMENT	AD	NM
09	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
010	04.10.17	TP SECONDARY CONSENT	MC	NM
011	29.11.17	SECTION 72 AMENDMENT	JZ	NM

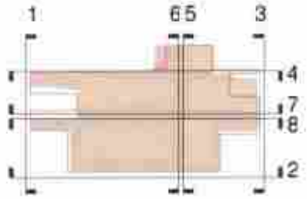
Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
WEST ELEVATION - BANK STREET
- (hhh)

Date	Scale	Sheet Size
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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-24**	**011**

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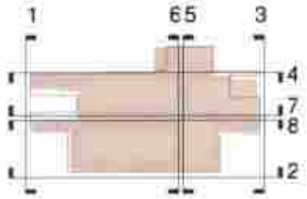
05 INTERNAL NORTH ELEVATION





AMENDMENT TO PLAN APPROVED
IN PERMIT No. PA11/0834
Issued 20 / 12 / 12

06 INTERNAL SOUTH ELEVATION





PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PA11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 49 of 67
This is NOT a Building Permit

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Client Name & Logo

COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project

PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing

NORTH & SOUTH ELEVATIONS - INTERNAL
- (hhh)

Date	Scale	Sheet Size
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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-25**	**09**

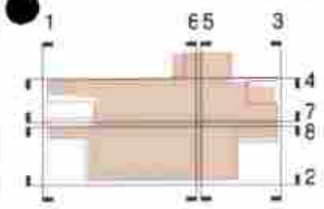
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AMENDMENT TO PLAN APPROVED
IN PERMIT No. PA11/0834
Issued 20 / 12 / 12

2 INTERNAL EAST ELEVATION



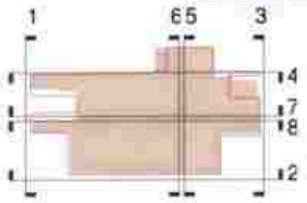


PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PA11/0834
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 50 of 67
Building Permit

1 INTERNAL WEST ELEVATION





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Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	29.05.17	TOWN PLANNING ENDORSEMENT	AD	NM
08	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
09	04.10.17	TP SECONDARY CONSENT	MC	NM
010	29.11.17	SECTION 72 AMENDMENT	JZ	NM

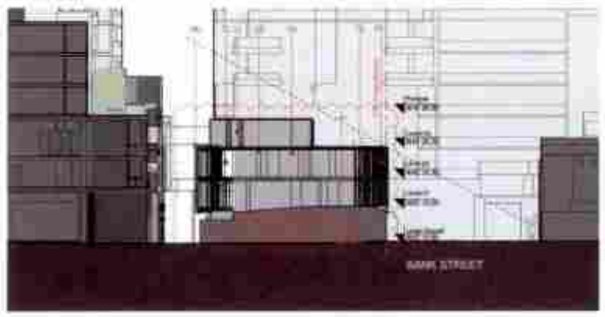
Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
EAST & WEST ELEVATIONS - INTERNAL
- (hhh)

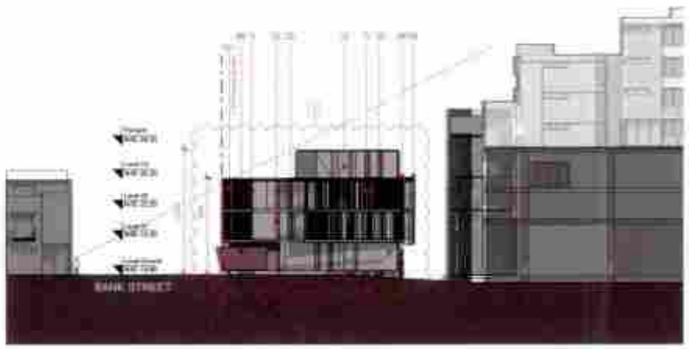
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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-26**	**010**

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sjb.com.au

01 BANK STREET DEVELOPMENT NORTH ELEVATION

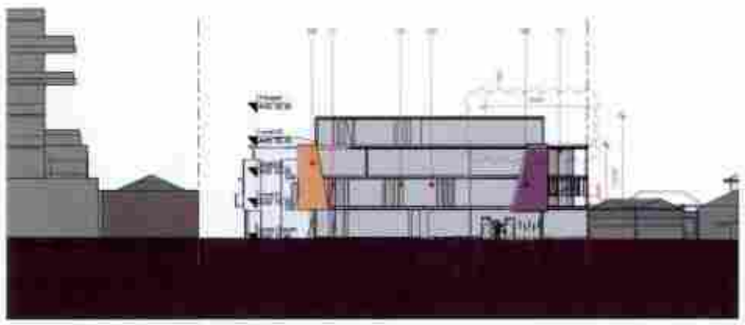


02 BANK STREET DEVELOPMENT SOUTH ELEVATION



AMENDMENT TO PLAN APPROVED
IN PERMIT No. PA11/0834
Issued 20 / 12 / 12

03 BANK STREET DEVELOPMENT EAST ELEVATION



04 BANK STREET DEVELOPMENT WEST ELEVATION



PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. PA11/0834
relating to use/development of land.
for and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 02 01 51 of 67
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19/01/2018 3:37:54 PM

Client Name & Logo
COLES PROPERTY GROUP

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Rev.	Date	Revision	By	Chk.
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	06.09.17	TOWN PLANNING ENDORSEMENT	AD	NM
08	04.10.17	TP SECONDARY CONSENT	MC	NM
09	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project
PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing
BANK STREET DEVELOPMENT ELEVATIONS
- (hhh)

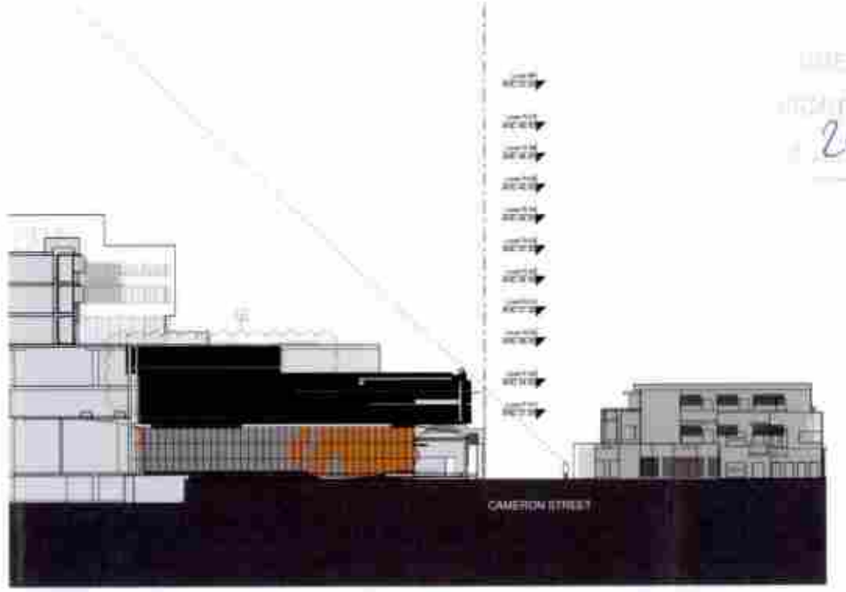
Date	Scale	Sheet Size
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	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-27**	**09**

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Level 5, 18 Oliver Lane
Melbourne VIC 3000
T 61 3 9699 6888
sjb.com.au

01 INTERNAL LANEWAYS EAST ELEVATION (FROM BRIDGE ROAD)

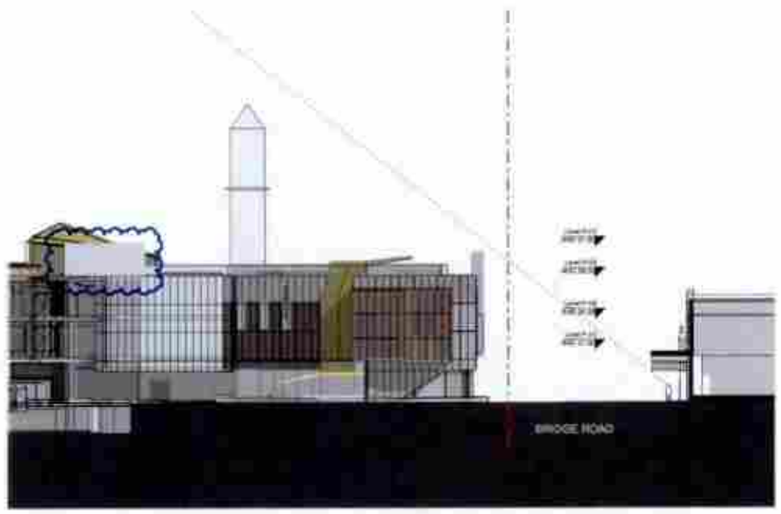


02 INTERNAL LANEWAYS EAST ELEVATION (FROM CAMERON STREET)

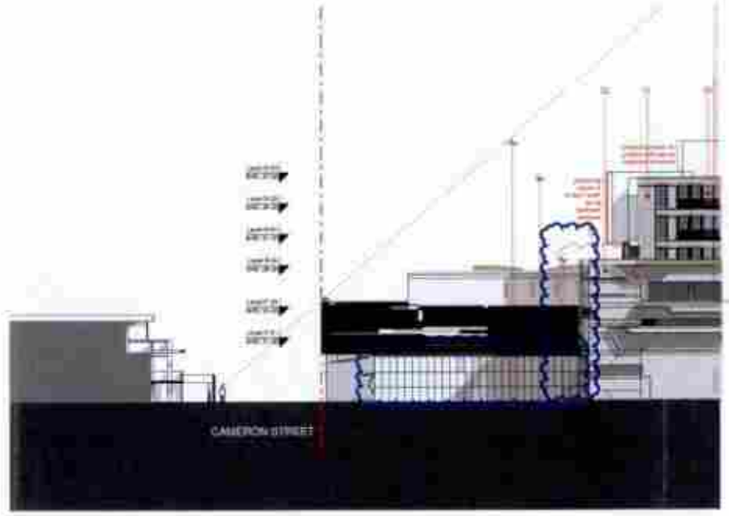


URGENT TO PLAN APPROVED
PERMIT No. PA11/0839
20 / 12 / 12

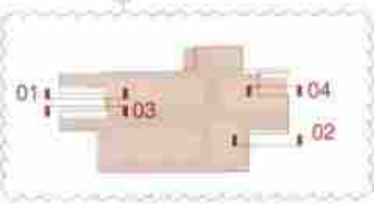
03 INTERNAL LANEWAYS WEST ELEVATION (FROM BRIDGE ROAD)



04 INTERNAL LANEWAYS WEST ELEVATION (FROM CAMERON STREET)



PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PA11/0839
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 2 of 67
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27/03/2018 9:46:58 AM

Client Name & Logo

COLES PROPERTY GROUP

coles

Rev.	Date	Revision	By	Chk.
02	09.11.11	TOWN PLANNING ADDENDUM	LZ	NM
03	13.09.13	TOWN PLANNING ADDENDUM	LG	NM
04	12.11.13	TOWN PLANNING ADDENDUM	LG	NM
05	13.04.17	TOWN PLANNING ENDORSEMENT	NM	–
06	28.04.17	TOWN PLANNING ENDORSEMENT	NM	–
07	04.10.17	TP SECONDARY CONSENT	MC	NM
08	29.11.17	SECTION 72 AMENDMENT	JZ	NM

Project

PROPOSED MIXED USE DEVELOPMENT
261-271 Bridge Road, Richmond, 3121

Drawing

LANEWAY ELEVATIONS - INTERNAL - (hhh)

Date	Scale	Sheet Size
	1 : 600	@ A3
	Drawn	Chk.
	Author	Checker
Job No.	Drawing No.	Revision
20755	**TP-28**	**08**

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Project
351-271 BRIDGE ROAD

Job No.
20755

File No.
4.3

Date
Rev

20.03.18
S
S72 - COMMERCIAL CHANGES

coles

LVL.S 0r - 03 : RETAIL, COMMERCIAL, COMMUNITY

AREA SUMMARY				NFA (m²)	NOTES
				TP04(10)	
	RETAIL		Endorsed	1/12/17	
		GROUND	2,455	2,209	Retail
			60	565	Kiosks & stalls
			4,150	4,145	Supermarket
				273	Liquor Store
				7,193	Sub total
	COMMERCIAL	LEVEL 01	2,270	1,627	inc Childcare
	COMMERCIAL	LEVEL 02	1,444	931	
			Childcare	410	
	COMMERCIAL	LEVEL 03		196	
TOTAL			11,560	9,947	

SCHEDULE

Basement Level		NFA (m²)	NOTES
	BIKE CHANGE	57	
	FIRE TANK	119	
	SPRINKLER PUMP / PLANT	32	
	WATER STORAGE TANKS	205	
	MAIN SWITCHROOM	37	
	WATER METER ROOM	13	
	GREASE TRAP AND SERVICES	22	
	SUPERMARKET PLANT	138	
	CAR PARK	9,390	
	42 CAMERON ST BASEMENT AREA	422	
TOTAL		10,435	

Ground Level				NFA (m²)	GBA (m²)	NOTES
	SITE AREA				12,965	
RETAIL			Endorsed	TP04(10) 1/12/17		
0.01a	SHOP - CAFE	BRIDGE ROAD		200		
0.01b	SHOP - CAFE	BRIDGE RD LANEWAY		155		
0.02a	SHOP - CAFE	BRIDGE RD LANEWAY		152		
0.03a	SHOP - SHOP	PIAZZA		160		
0.03b	SHOP - SHOP	PIAZZA		158		
0.03c	SHOP - SHOP	PIAZZA		63		
0.05a	SHOP - SHOP	PIAZZA		94		
0.05a	SHOP - trade-out area	PIAZZA		66		
0.05b	SHOP - SHOP	PIAZZA		92		
0.06a	SHOP - SHOP	BRIDGE ROAD		348		
0.06b	SHOP - SHOP	PIAZZA		160		
0.06c	SHOP - SHOP	PIAZZA		111		
0.07a	SHOP - SHOP	PIAZZA		85		
0.07b	SHOP - SHOP	PIAZZA		135		
0.07c	SHOP - CAFE	CHURCH STREET		155		
	SUBTOTAL SPECIALTY RETAIL			2,182		2,209
1.00	RETAIL	PIAZZA KIOSK		150		
2.00	RETAIL	PIAZZA KIOSK				
3.00	RETAIL	PIAZZA KIOSK		134		
4.00	RETAIL	PIAZZA KIOSK		218		
5.00	RETAIL	PIAZZA KIOSK		75		
6.00	RETAIL	PIAZZA KIOSK				
7.00	RETAIL	PIAZZA KIOSK				
						565
	RETAIL - SUPERMARKET	COLES		4,150		4,145
	RETAIL - LIQUOR STORE	VINTAGE CELLARS		273		273
				6,605		
RESIDENTIAL						
	BUILDING A LOBBY			772	91	
	BUILDING B LOBBY			50	56	
	BUILDING C & CHURCH ST APTS LOBBY			33	62	
ANCILLARY						
	AMENITIES			20	199	
	NEW SUBSTATION			150	109	
	GAS METERS			28	36	
	RETAIL STORAGE				25	
	RETAIL WASTE - CHURCH ST			26	47	
	RESIDENTIAL WASTE HOLDING - BANK ST			57	57	
	LOADING - BANK ST			42	43	
	SUPERMARKET LOADING				570	
	CIRCULATION				101	
TOTAL					6,681	

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-3 APR 2018

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0839
relating to use/development of land.
Signature for the Responsible Authority
Date: 26/6/18

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN17/0839
Issued 29/12/17

Project
261-271 BRIDGE ROAD

Job No. 20755 | File No. 4.3 | Date | Rev

20.03.18
S
S72 - COMMERCIAL CHANGES

coles

Level 01 - Commercial				NFA (m²)	GBA (m²)	NOTES
COMMERCIAL						
1.01	RESTAURANT	BRIDGE RD			592	
1.03	OFFICE	BRIDGE RD			280	
1.04	OFFICE	BRIDGE RD			379	
1.05	CHILDCARE				376	
				2,270	1,627	
	COMMERICAL LOBBY				115	
RESIDENTIAL						
	BUILDING A LOBBY			170	33	
	BUILDING B LOBBY				76	
	BUILDING C & CHURCH ST APTS LOBBY			40	44	
	BUILDING D LOBBY					
ANCILLARY						
	BUILDING A WASTE STORAGE				60	
	BUILDING B WASTE STORAGE				48	
	BUILDING C WASTE STORAGE				30	

Level 02 - Commercial				NFA (m²)	GBA (m²)	NOTES
COMMERCIAL						
2.01	CAFE	BRIDGE RD			549	
2.02	OFFICE	BRIDGE ROAD			113	
2.03	OFFICE	BRIDGE ROAD			269	
				2,215	931	
	COMMERCIAL LOBBY				115	
	CHILDCARE EXTERNAL TERRACE AREA				484	
RESIDENTIAL						
	BUILDING A LOBBY			30	103	
	BUILDING B LOBBY				73	
	BUILDING C & CHURCH ST APTS LOBBY			40	44	
	AMENITIES			220	321	
ANCILLARY						
	RESIDENTIAL STORAGE			570	600	

Level 03 - Podium		NFA (m²)
COMMERCIAL	GYM AND YOGA STUDIO	195

TOTAL

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0839
relating to use/development of land.
.....
For and on behalf of the Responsible Authority
DATE 26 / 6 / 18 pp. SY ..... of ..... CT
Delegate to sign Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN17/0839
Issued 20 / 12 / 18

20755_4.3_Development Schedule (S) S72 Commercial Changes

Project
261-271 BRIDGE ROAD

Job No.
20755

File No.
4.3

Date
Rev

20.03.18
S
S72 - COMMERCIAL CHANGES

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LVLS 04-09 - RESIDENTIAL

AREA SUMMARY	NFA (m²)	GFA (m²)	Lvl 0F	Lvl 01	Lvl 02	Lvl 03	Lvl 04	Lvl 05	Lvl 06	Lvl 07	Lvl 08	Lvl 9	Lvl 10
Building A - Bridge Road	8,257	10,183				1,398	1,398	1,398	1,398	1,398	1,120	1,120	953
Building B - Church St	4,620	6,024				1,250	1,194	1,194	1,194	1,194			
Building C - Church St	1,606	1,990				576	576	588	251				
Building D - Cameron St	1,554	1,966				610	555	555	246				
Church Street apartments	1,769	2,357		1171	1186								
Building E - Bank Street standalone	784	1,379				412	412	405	150				
TOTAL	18,589	23,900											
Endorsed	*18,394*	*24,713*											

APARTMENT NUMBERS		Levels (Typicals)	N° bds	1-Bed (non-compliant light) per level	1-Bed (non-compliant light) total	1-Bed per level	1-Bed total	2-Bed per level	2-Bed total	3-Bed per level	3-Bed total	TOTAL per level	TOTAL total	TOTAL per bldg
	CHURCH STREET APARTMENTS	1,2	2			6	12	6	12			12	24	24
BUILDING A	BRIDGE RD													
		3,4,5,6,7	5			13	65	6	30			19	95	
		8,9	2			11	22	4	8			15	30	
		10	1			11	11	2	2			13	13	138
BUILDING B	CHURCH ST													
		3	1			11	11	3	3			14	14	
		4,5,6,7	4			11	44	5	20			16	64	78
BUILDING C	CHURCH ST													
		3,4	2			1	2	2	4	2	4	5	10	
		5	1			2	2	2	2			4	4	
		Duplex Apt (5&6)	1					1	1	2	2	3	3	17
BUILDING D	BANK STREET													
		3	1			4	4	3	3			7	7	
		4,5	2			3	6	4	8			7	14	
		6	1					2	2			2	2	23
BUILDING E	BANK STREET STANDALONE													
		G	1	2	2			1	1			3	3	
		1	1	3	3	1	1	1	1			5	5	
		2	1			1	1	2	2			3	3	
		3	1					2	2			2	2	13
TOTAL					5		151		101		6		293	293
				Endorsed	*22*		*196*		*706*		*0*		*923*	
	RATIO: 1-Bed (borrowed light) : 1-Bed : 2-Bed				2%		62%		34%		2%			

FOR PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN17/0834
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 26/6/18

This is a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN17/0834
Issued 20/12/18

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Project
261-271 BRIDGE ROAD

Job No.
20755

File No.
4.3

Date
Rev

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S72 - COMMERCIAL CHANGES

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PARKING - DWI

SUMMARY			BASEMENT	GROUND	LVL 01	LVL 02	TOTAL
RETAIL			229				
	plus:	GREEN SHARECAR	3				
		ELECTRIC CAR CHARGING	2				
		DISABLED	8				
		MOTHER & PRAM	8				
							250
STAFF PARKING		STAFF			36		
		DISABLED			4		40
RESIDENTIAL					110	154	264
PARKING TOTAL			250		150	154	554
		Endorsed:	251		131	174	556
MOTORCYCLES			18		10		28
		Endorsed:	15		10		25
BICYCLES			124	5 (Bank)	213		337
		Endorsed:	104	17	101	81	340
Public Showers			8				8
(note: additional showers available in gym, daycare, etc)		Endorsed:	7				

		1-Bed (1 Park/Unit)		2-Bed (1 Park/Unit)		3-Bed (2 Park/Unit)		TOTAL	PERMIT REQ'D:
		N° apts.	N° cars	N° apts.	N° cars	N° apts.	N° cars		MIN. 80% APTS
BUILDING A	BRIDGE RD	98	79	40	40	0	0	119	
BUILDING B	CHURCH ST	55	45	23	23	0	0	68	
BUILDING C	CHURCH ST	4	3	7	7	6	12	22	
BUILDING D	CAMERON ST	10	8	13	13	0	0	21	
CHURCH ST APTS	CHURCH ST	12	10	12	12	0	0	22	
BUILDING E	BANK ST	7	6	6	6	0	0	12	
		186	151	101	101	6	12	264	234

RESIDENTIAL STORAGE - DWI

SUMMARY	DWELLINGS	BASEMENT	GROUND	LVL 01	LVL 02	TOTAL	STORAGE/DWELLING
BANK STREET	13		13			13	average 4m³/dwelling
RESIDENTIAL	280		0	106	281	387	average 4m³/dwelling

134 bicycle parking spaces for visitors.

PLAN ENDORSEMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. RW/10/0839
relating to use/development of land.
Signature for and on behalf of Responsible Authority
DATE 16/6/18
Date of Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. RW/10/0839
Issued 20/12/12

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Drawing List						
Sheet No.	**Sheet Name**	**Sheet Size**	**Rev. No.**	**Rev. Date**	**Project No.**	**Project Name**
0	Cover Sheet	A1		0	LC 2059	Richmond Plaza -
1/5	GF and L1 Landscape Concept	A1		0	LC 2059	Richmond Plaza -
2/5	Podium Level 3 Landscape Concept	A1		0	LC 2059	Richmond Plaza -
3/5	Level 8 & Sections	A1		0	LC 2059	Richmond Plaza -
4/5	Sections	A1		0	LC 2059	Richmond Plaza -
5/5	Notes and Details	A1		0	LC 2059	Richmond Plaza -

LANDSCAPE: INSPECTIONS AND APPROVALS

Progress approvals & inspections
Builder to be responsible for arranging progressive landscape works inspections and certificates:
Pre-commencement: to record condition of existing works and drainage system
During works: Weekly (date and time to be agreed)
Compliance Certificate: minimum 7 days notice
Establishment Period: each 3 months (date and time to be agreed)
Final Hand-over: minimum 14 days notice
Compliance Certificate and final hand-over
(i) Compliance Certificate
Builder to give 7 days notice of intended completion, and arrange a site inspection. Subject to approvals at this inspection, the Establishment Period will commence. A Compliance Certificate will be issued when ALL landscape works described or implied by the documents have been completed.
(ii) Establishment Period
Establishment Period will mean TOTAL RESPONSIBILITY for landscape works in accordance with the establishment clauses of this brief.
(iii) Hand-over (final completion)
Builder to give 14 days notice of intended Hand-over, and arrange a site inspection. A Certificate of Hand-over will be issued when ALL landscape works described or implied by the agreed landscape documents are complete and ALL defects rectified to the satisfaction of the Landscape Architect and the Project Manager.

PUBLIC AREAS

All public area footpaths, steps ramps and crossings to comply with DDA-Tactile indicators,nosing's and handrails where necessary.

EVALUATION STANDARDS

At inspections, the following standards will apply:
Trees, shrubs and groundcovers: species and quantities correct in weed-free mulched beds with healthy new growth, free of pest/disease, and trees with straight strong trunks: staking as appropriate for larger specimens. Beds and Lawns: weed-free, evenly mulched with specified material and to specified depth. Grass forming a dense continuous healthy weed-free sward without need of spot repairs, evenly green in colour, of a consistent height and recently fertilised. Generally: 100% living plants in a fresh, tidy 'spot on' appearance.

MAINTENANCE OF CLIMBERS (details 4/4 and 6/4)

Climbers in the public areas positioned to cover walls need to be trained and pruned throughout the year. The relevant horticultural practices specified on this page are to be applied to these plants.

The Chinese Star Jasmine (Trachelospermum jasminoides) will need initial training to get started on the mesh proposed, and from then on, regular pruning to ensure the foliage is clipped in close proximity to the mesh. This will be a monthly practice during the warmer months and an as need basis in the cooler ones.

The Chalice Vine (Solandra maxima), is a more robust climber, therefore will require more attention in the initial stages to ensure it is trained effectively on the mesh, and from then on careful pruning to maintain its shape close to the mesh. As noted above, this will need to be undertaken at least monthly in the growing seasons and then on an as need basis.

PUBLIC LIGHTING

Public area lighting is in three categories:

1. Open landscape and pedestrian areas
2. Way finding lights
3. Moodi/inconspicuous lights.

The first will comprise the Dooku range of illuminaires by Versilux. These will be pole or wall mounted with spacing and pole height in accordance with later lighting design.

The second way finding lighting will include internal illuminated signs (see general designs 3/4) and the Area Talia bollard by Versilux

The third is a series of LED strip lighting beneath seating and benches, and garden feature lighting of vegetation such as key trees.



Talia bollard



Dooku area light

Town Planning Landscape Notes - General Construction

1. These notes are to read as a general guide for implementation of the landscape plan. This drawing is not for construction and is to be used for Town Planning purposes only. The final locations of all services and other assets may not be known at the town planning stage and the landscape plan may need to be revised to respond to building permit civil and architectural plans.

2. Demolition: Vegetation to be removed shall be mulched for re-use on the site. Strip and stockpile existing site topsoil prior to building works commencing and re-use in the landscape.

3. Pavement: Consider using recycled concrete aggregate for sub grade material. Drain pavements to garden beds (install sub surface drains in garden beds in poor draining soils where logical.

4. Weed Control: All areas shown on the drawings as mulched planting bed, grassed areas and trees in grassed areas s shal include a weed eradication programme using an approved non- residual contact herbicide (Glyphosphonate) following the manufacturers specifications. Leave sprayed areas for a period of 10 days prior to disturbance and repeat for any weeds still alive.

5. Landscape Set Out: Install edging between all lawn areas and garden beds - type and location as shown in the drawings. The contractor is solely responsible for locating, avoiding and protection of all services on and associated with the site. Dial before you dig - Telephone No: 1100

6. Sub-soil Preparation for Planting:
Sub-surface Drainage: Install sub-surface drainage which discharges to stormwater or soakage pits for any garden bed or grassed area that is poorly drained.
Sub-soil Ripping: For garden bed areas and advanced trees, rip to depths shown in the planting details. Mark location of all underground services prior to commencing ripping operations.
Sub-soil Additives: Contact your local nursery to obtain advice on additives to adjust the pH level to the desired range of pH 5.5 to 7.0. Some plants tolerate high or low pH levels. If soil is heavy yellow clay, add gypsum at the rate of 1.5 - 2kg/m2 for garden beds and 1.5 kg/m2 for lawns. In very dry or hydrophobic soils a soil wetting agent shall be added.
Rotary Cultivation: After application of soil additives, cultivate plant bed and lawn areas to depths shown on planting plan so as to eliminate compaction and to mix sub-soil and soil additives.

7. Topsoiling:
Supply: Slore stripped topsoil shall be used where possible and improved so as to meet the specifications for imported topsoil blends in AS 4419-2003. All topsoil to meet this standard.
Installation: Spread topsoil as per detailed drawing.

8. Mulching:
Supply: Wood to AS 4454-1999 or inorganic as per drawings or inflammable when WMD.
Installation: Spread over all garden beds to max consolidated depth as per detail.

9. Planting of Mulched Beds & Advanced Trees.
Supply: Trees to comply with Natspec Purchasing of Landscape Trees - A Field Guide to Assessing Tree Quality. Shrubs shall demonstrate a large, well developed and healthy fibrous roots with repeated and sequential division and no evidence of root curl, restriction or damage.
Installation: Set out plants in accordance with the drawings. Water plants prior to planting and when planted at a rate of: Tubes & 140mm pots > 5 lt; 200-300mm pots >10 lt; 300mm + >30 Lt. Climbers require a wire of trellis climbing frame.
Planting of Grassed Areas:
Supply: Install low water use grass such as Palmetto or Sir Walter Buffalo. Use NPK 10:4:6 + trace elements lawn starter.
Installation: Following preparation and topsoiling, re-grade to provide smooth contours and to eliminate soil voids. Apply turf roll as per manufacturers instructions. Keep continually moist until established.

10. Irrigation: Install a programmable sub-surface drip irrigation system activated by a soil moisture probe to all mulched garden beds areas and for trees in pavement, designed, installed and supplied to the relevant Australian Standards and Codes and used in accordance with current water restrictions. If grassed areas are to be irrigated, they shall be on separate zones to the mulched beds and preferably sub-surface drip.

MAINTENANCE AND MANAGEMENT DETAILS OF ALL PUBLICALLY ACCESSIBLE SPACES

Landscape works are to be maintained and nurtured. Mulched and gravel surfaces to be kept tidy and topped up as necessary. Any soil subsidence or erosion to be rectified. Landscape establishment/maintenance must encompass accepted horticultural practices, as well as rectifying any defects that become apparent under normal use. This includes, but may not be limited to: watering, mowing, fertilising, cultivation, topdressing, renovating, aerating, re-grassing, weeding, pest/disease control, staking, plant replacement and re-planting, pruning, clearing stormwater pits, repairing irrigation faults, raking, sweeping and lopping up mulch, promoting healthy plant growth and keeping landscape appearance neat and tidy.

Rectify or replace damaged, dead, stolen or destroyed plants by vandalism as directed after visitation and report damage to the Superintendent with a joint inspection and another visit after completion. Replacements will be of the same species, and will be free from disease and weeds.

Protection: Newly planted areas to be protected against trespass and traffic until plants establishes. Protection shall include the erection of approved temporary fencing where required or directed by Superintendent.

Weed and pest control: All areas shown on the drawings as mulched planting bed, grassed areas and trees in grassed areas shall include a weed eradication programme using an approved non- residual contact herbicide, pesticide etc following the manufacturers specifications or the preferred manual weed removal. Such use shall be strictly in accordance with health and safety regulations. Spraying shall be only on still days. Sprayed areas to be marked with dye, protected from public access, and left for 10 days before any further works and repeat for any weeds still alive. Owner to be notified before carrying out any spraying.

As part of the maintenance and management of the public realm, hand rubbish are to be removed and eliminate any reoccuring weed growth usign selective herbicides approved by Council and applied in accordance with current Occupational Health and Safety Legislation. These Works are to be carried out regularly so that at weekly intervals the area may be observed in a completely clean and tidy condition.

Watering: During summer, trees and garden beds are to be watered regularly to ensure stress-free growth and survival. Note: all garden areas and planter boxes to include drip irrigation system. Minimum weekly summer water requirements, subject to Melbourne's water restrictions, are deemed to be: Grass areas - no watering; Trees and shrubs - 25mm of rainfall or applied equivalent.

ALL DRIP IRRIGATION SYSTEMS WILL REQUIRE AN ONGOING COMMITMENT TO A MAINTENANCE PROGRAM TO ENSURE THE SYSTEM OPERATES AT ITS OPTIMUM LEVEL.

The maintenance program is based on a series of inspections that can be undertaken on a regular cycle following the complete installation and start-up of the irrigation system.
Bi-monthly Flushing Open Flush valves and allow system to manually flush for 30-60 seconds. This should be done at the beginning and end of every season and bi-monthly during the
season. If submains or dripper lines are damaged, repair damage, open Flush valves downstream of damage and then open solenoid valve and flush until all debris is removed having made sure that there is somewhere for the water to go.
Filter in Rainwater Package should be checked and cleaned at least every 2 months. If a significant dirt load is encountered clean filter more frequently.
Bi-Annually
- Check operation of solenoid valve.
- Controller – check operation.
- Check filter for any build-up and type of deposits. Wash discs thoroughly.
- Check water pressure at the filter by inserting pressure test needle attached to a pressure gauge into glands on the filter while the solenoid valve is activated.

Dripline
Operate system for 5-10 minutes and check operational pressure at each zone. An increase in pressure may indicate a problem caused by blockages or kinked drip line, while a marked decrease in pressure will indicate a line break. Walk garden beds looking for excessively wet areas or excessively dry areas. If excessively wet areas are found, expose drip line and inspect tubing for damage. When damaged section is found, cut and remove the damaged section of drip line. With the system running, insert joiner fittings and new section of drip line if required and rejoin sections of pipe. Inspect for a proper fit, any further leaks and re-cover drip line if no leaks found to be evident. If excessively dry areas are found, check operating pressure of system at the valve to ensure system is operating within the required pressure. Check operation of filter and clean if required. Check for leaks in the drip line or kinks in the drip line upstream of the dry area. Locate these and repair. Annually Remove 2 or 3 drippers from each irrigation zone and inspect. Drippers should be removed from the centre of each zone, as this will be indicative of the condition of all drippers. Presence of slime, silt and other contaminants should be determined and Netafim Australia contacted for appropriate treatment.

Logbook: Landscape contractor to keep a logbook record (available for inspection upon request) of all maintenance work to include dates, task descriptions and materials used.

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24 JAN 2018

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PW10834
Issued 20/12/17

Planning Approval - 15/12/17

	Richmond Plaza - Section 72 Amendment (Dec17)		LC 2059
	Coles Group		
	Cover Sheet		0

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CAMERON STREET

BANK ST

Level 1

COLES
SUPERMARKET

CHURCH STRE

BRIDGE ROAD

Feature entrance paving with in-ground lighting

Existing Bluestone to be retained

Number minimum 100,000 lit tank capacity

Bike Racks

Melbourne Bike Share Stand

Taxi Information Point

Zig Zag paving to continue through from AA' development from the west

Feature Green Colour Wall

Low, baffled lighting

Feature entrance paving with in-ground lighting



Example of inground feature lighting a variation of which is shown for the Bridge Road and Cameron Street entries.

Note:
ALL PUBLIC AREAS INCLUDING STEPS, RAMPS AND CROSSINGS TO COMPLY WITH DDA- TACTILE INDICATORS, NOSINGS AND HANDRAILS WHERE NECESSARY

Note:
INTERNALLY ILLUMINATED WAYFINDING SIGNAGE AND FEATURE LIGHTING WILL BE APPLIED IN AS NOT TO ADVERSELY AFFECT THE AMENITY OF NEARBY RESIDENTS

LEGEND

- RL 26.00 Proposed Level
- Mulched And irrigated Garden Bed
- Artificial Lawn
- Bluestone/Granite paving
- Timber Deck
- Community Garden
- Compacted Granitic Sand
- Timber Fence 1.7m High
- Fiber Above ..
- Proposed Seating
- Wayfinding signage locations
  - Directional Signage
  - identification Signs (eg. Apartments)
- Low, baffled Lighting to all publically accessible areas (private, communal and public laneways)

Planning Approval - 15/12/17

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24 JAN 2018

Richmond Plaza - Section 72 Amendment (Dec17) | LC 2059
Coles Group | 1/5
GF and L1 Landscape Concept

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CAMERON ST

BANK ST

CHURCH ST

BRIDGE RD

RL 24.00

RL 26.60

RL 28.00

TW 24.6

TW 26.0

TW 28.6

TW 28.5

Pergola above

Roof Cafe Terrace

CANOPY OVER REFER TO ARCHITECTS DRAWINGS

Note:
ALL PUBLIC AREAS FOOTPATHS, STEPS, RAMPS AND CROSSINGS TO COMPLY WITH DDA - TACTILE INDICATORS, NOSINGS AND HANDRAILS WHERE NECESSARY

LEGEND

- Proposed Level
- Mulched And Irrigated Garden Bed.
- Artificial Lawn
- Bluestone/Granite paving
- Timber Deck
- Community Garden
- Compacted Granitic Sand
- Timber Fence 1.7m High
- Floor Above
- Proposed Seating
- Wayfinding signage locations - Directional Signage - Identification Signs (eg. Apartments)
- Low, baffled Lighting to all publically accessible areas (private, communal and public laneways)

Community Gardens



Community space/park



Outdoor seats

Proposed Furniture



Commercial systems recliner



Commercial systems Bags seat



Commercial systems wharf platform



Commercial systems wharf bench

Planning Approval - 15/12/17

AMENDMENT TO PLAN APPROVED IN PERMIT No. PLN11/0834 29/12/17

FOR PLANNING & ENVIRONMENT ACT 1987 YARRA PLANNING SCHEME Plan referred to in Permit No. PLN11/0834 relating to use/development of land. Responsible Authority DATE 26/6/18

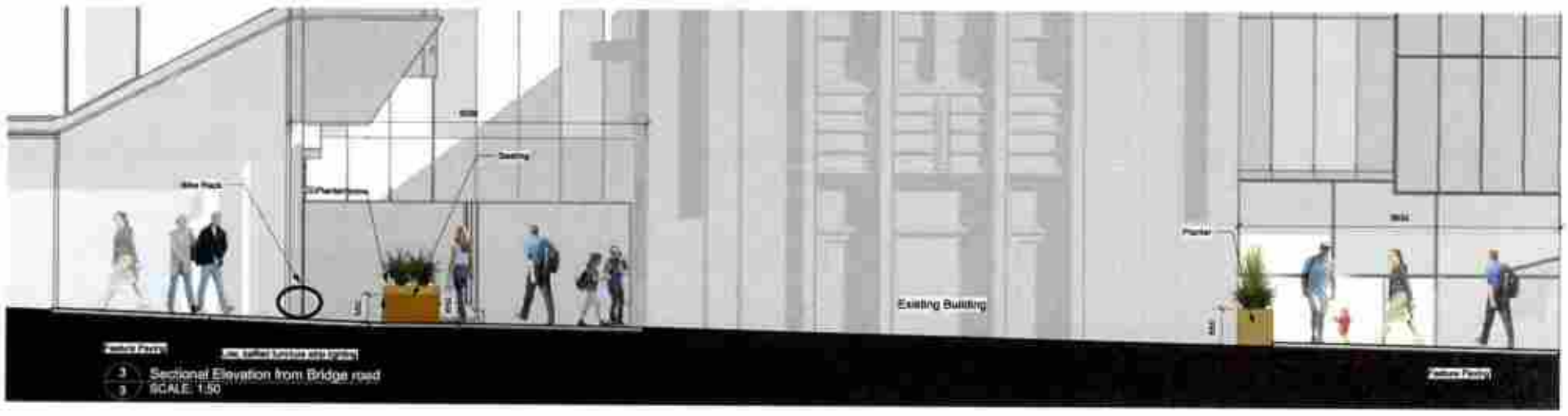
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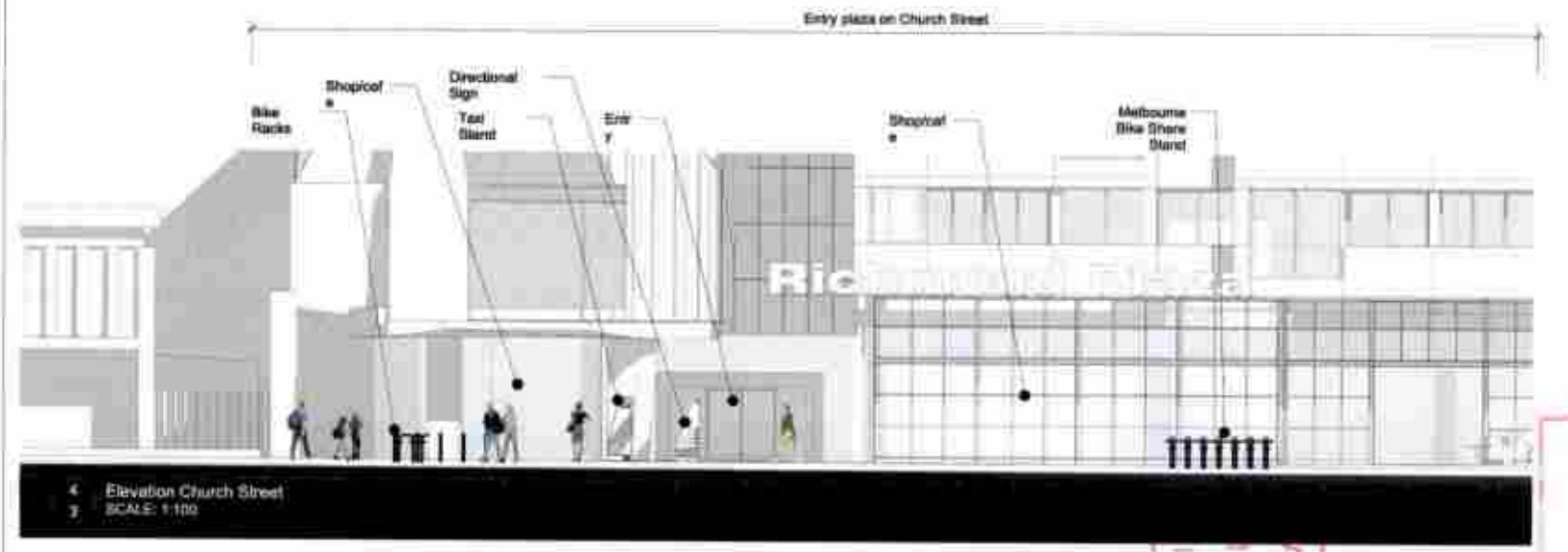
Richmond Plaza - Section 72 Amendment (Dec 17)		LC 2059
Coles Office		2/5
Podium Level 3 Landscape Concept		

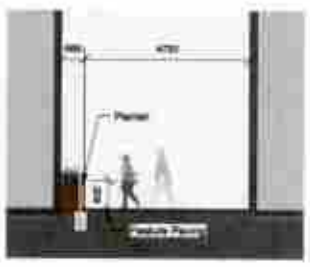
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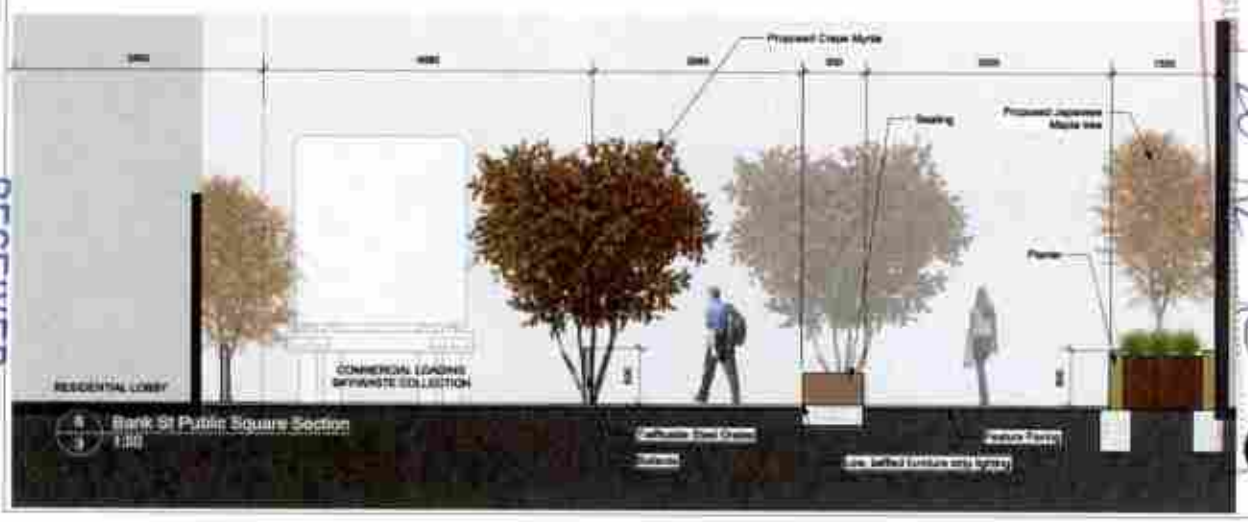
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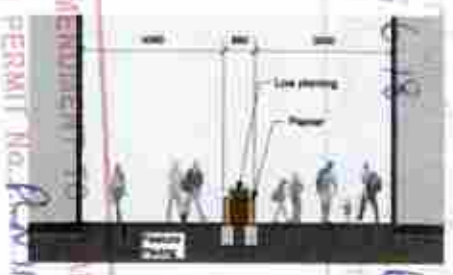












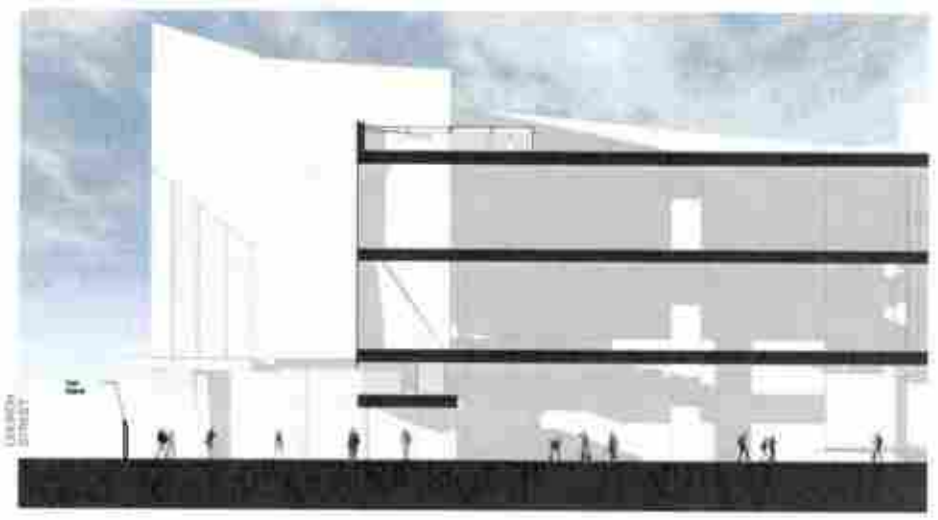
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YARRA PLANNING SCHEME
Plan referred to in Permit No. PLN17/0834
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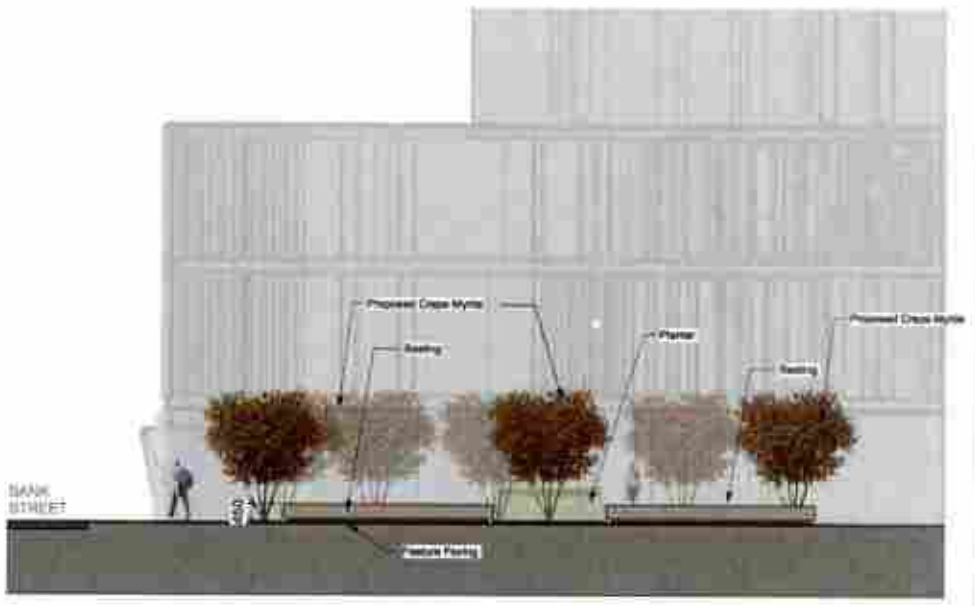
AMENDMENT TO PERMIT No. PLN17/0834
APPROVED 20/12/18

Richmond Plaza - Section 72 Amendment (Dec17) LC 2059
Coles Group
Level 8 & Sections
3/5

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1/4 Church Street Entry Section
1:200



4/4 Bank Street Entry Section
1:100



2/4 Bridge Road Entry 1
1:100



3/4 Bridge Road Entry 2
1:100

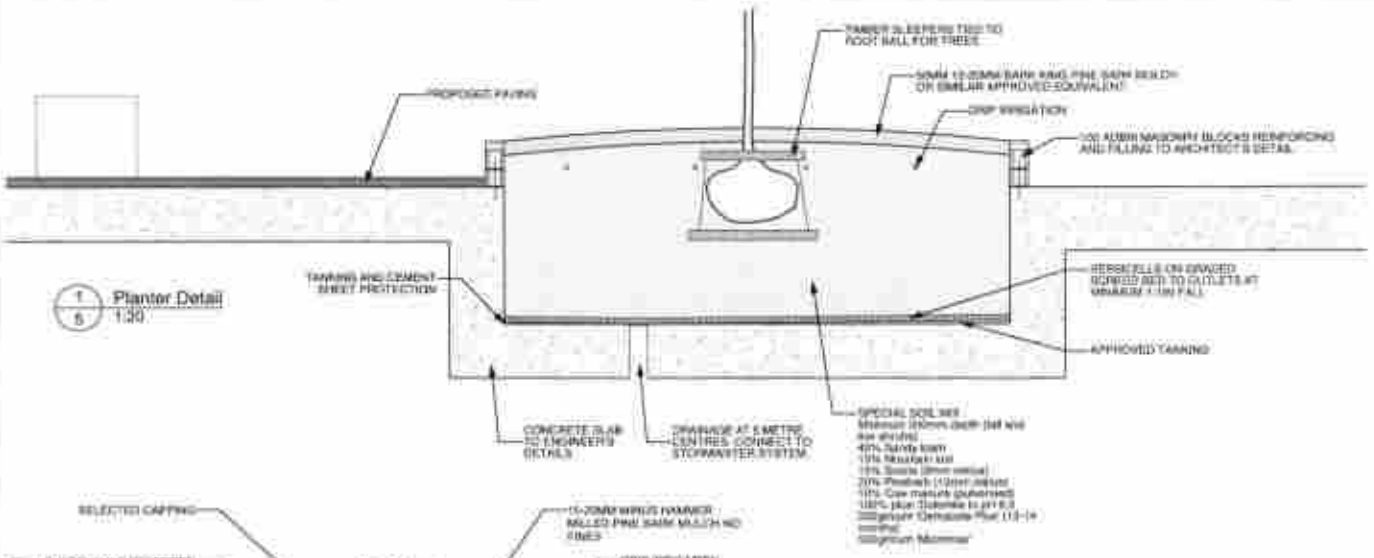
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24 JAN 2018

Planning Approval - 15/12/17

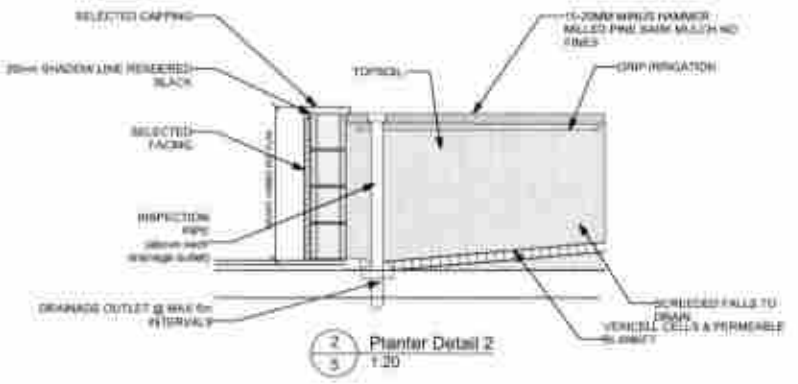
memla

Richmond Plaza - Section 72 Amendment (Dec17) LC 2059
Coles Group
Sections
4/5

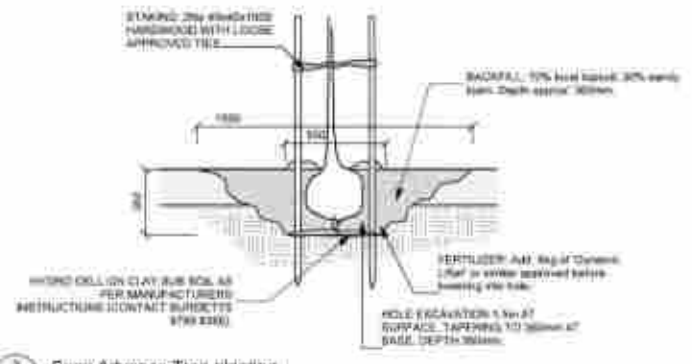
MEMLA pty ltd



1/5 Planter Detail
1:20



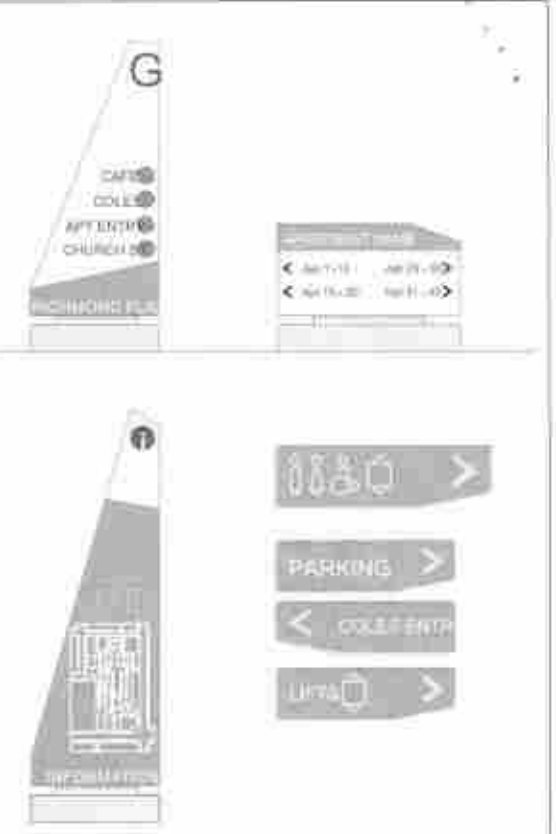
2/5 Planter Detail 2
1:20



3/5 Semi Advance Tree planting
1:20



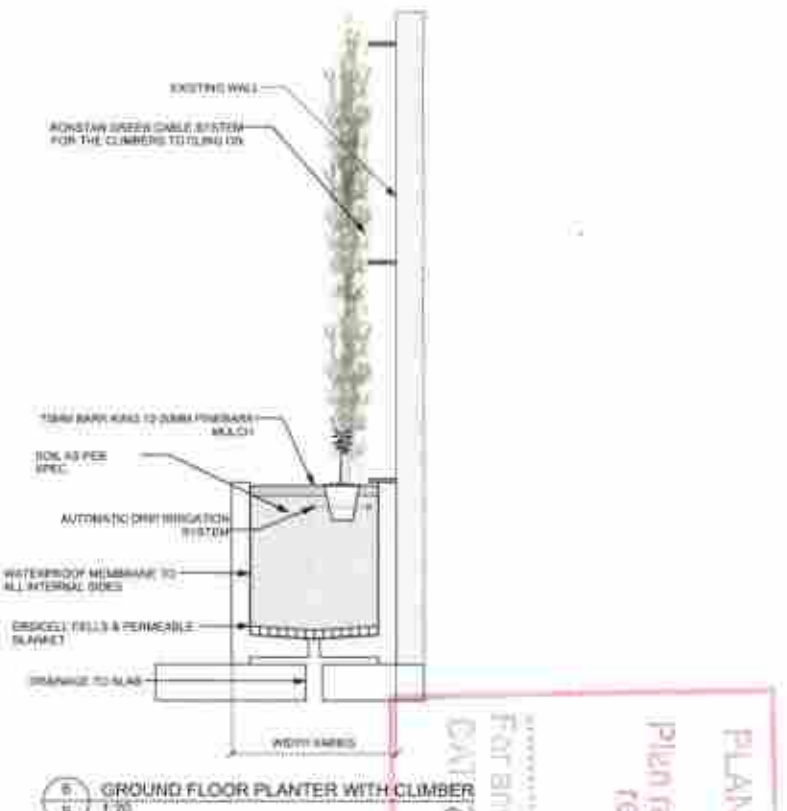
4/5 Level 1 Terrace Planter/Climber
1:20



5/5 Wayfinding signage examples
1:20

Plant List

Image	ID	Qty	Common Name	Botanical Name	Scheduled Size	Mature Height	Mature Spread
	Trees						
	Mesu	225	White Lace	Melaleuca myrtifolia	45 L Bag	5m	5m
	Mgi	39	Southern Magnolia cultivar	Magnolia grandiflora 'Teddy Bear'	45 L Bag	1.5m	1.2m
	Ti	7	Kahikatea, Water Cum	Tristaniopsis laurina 'Luscious'	45 L Bag	7m	4m
	Ulmpark	21	Chinese Elm	Ulmus parvifolia 'Burnley Select'	45 L Bag	9 - 15m	6 - 15m
	Lagi	61	Crape Myrtle	Lagerstroemia indica 'Tuscarora'	45 L Bag	6m	4m
	Eucl-T	11	Brittle Gum	Eucalyptus mannifera 'Little Spotty'	45 L Bag	7m	5m
	Acerd	21	Japanese Maple	Acer palmatum 'Elegans'	45 L Bag	4 m	3 m
	aH	14	Native Frangipani	Hymenosporum flavum	45 L bag	8.5m	3.5m
	Rob	4	Honey Locust	Robinia x ambigua	45 L Bag	10 - 15m	3.5 - 8m
	J	12	Blue Jacaranda, Black Poui, Fern Tree	Jacaranda mimosifolia	45 L Bag	10 - 15m	3.5 - 6m
	Shrubs						
	Vti	196	Laurustinus	Viburnum tinus	200mm Pot	3m	3m
	Murlf	130	Orange Jessamine	Murraya paniculata	200mm pot	1.5 - 3m	3.5 - 6m
	Cal	148	White Correa	Correa alba	200mm Pot	0.9 - 1.5m	0.9 - 1.2m
	CalBotL	116	Weeping Bottlebrush	Callistemon viminalis 'Little John'	200mm Pot	0.9 - 1.5m	0.9 - 1.2m
	Camj	151	Japanese Camellia	Camellia sasanqua 'Hiryu' Standard	300mm Pot	3 - 5m	2.0 - 3.5m
	Cob	187	Native Fuschia	Correa 'Dusky Bells'	200mm Pot	0.9 - 1.5m	0.9 - 1.2m
	Cli-1	318	Clivia	Clivia miniata	200mm Pot	0.3 - 0.45m	0.0 - 0.3m
	Wfr	125	Coastal Rosemary	Westringia fruticosa	200mm Pot	0.9 - 1.5m	0.9 - 1.2m
	Rhaga	20	Thorny Saltbush	Rhagodia spinescens	150mm Pot	.75m	1.2m
	Hin	4	Veronica, Hebe	Hebe 'Inspiration'	200mm Pot	1.2m	1.2
	Ground Cowers						
	Grasses						
	DorTR	1946	Tea Red	Dianella tasmanica	200mm Pot	.5m	.5m
	Lian	1282	Dwarf mon-nyon	Lomandra longifolia 'Tanika'	150mm Pot	0.8m	0.65m
	Poa	32	Tussock Grass	Poa labillardieri	200mm Pot	0.75 - 0.9m	0.6 - 0.9m
	Palo	557	Fountain Grass	Pennisetum alopecuroides 'Penneampi'	200mm Pot	45m	45m
	Climbers						
	Solm	38	chalice vine	Solandra maxima	300mm Pot		900mm Pot
	TJ	8	Chinese Star Jasmine	Trachelospermum jasminoides	150mm Pot		150mm Pot
	Aquatic Plants						
	Total	**5719**					



6/5 GROUND FLOOR PLANTER WITH CLIMBER
1:20

RECEIVED
24 JAN 2018

AMENDMENT TO PLAN APPROVED IN PERMIT No. PA1170839
Issued 29/12/17

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. PA1170839
relating to development of land.
For and on behalf of the responsible Authority
DATE 26/6/18
Building Permit

Planning Approval - 15/12/17

memla

Richmond Plaza - Section 72 Amendment (Dec17) — LC 2069
Coles Group — 6/5
Notes and Details

MEMLA pty ltd

PLP Building Surveyors
& Consultants Pty Ltd

Melbourne | Brisbane | Perth

MEMORANDUM

COMPANY:	Debuilt Property
ATTENTION:	Paul Benson
FROM:	Socrates Capouleas
COPIES TO:	SJB Planning
PROJECT NAME:	Richmond Plaza Development 261-271 Bridge Road Richmond
SUBJECT:	Statement of Compliance with Condition 1(BB)(iii) of Planning Permit
DATE:	3 September 201

As requested, I provide the following information to satisfy the Planning Permit process;

1. **Purpose of Report**
I have been requested to provide a statement confirming the landscape plan complies with Condition 1(bb)(iii) of the permit which asks for *'all public area footpaths, steps, ramps and crossings to comply with DDA- Tactile Indicators, nosing's and handrails where necessary.'*

2. **Documents Reviewed**
I have reviewed the MEMLA Landscape drawings being Sheets 1-4 including Ground floor and level 1 landscape concept, Podium Level 3 Landscape Concept, Level 8 & Sections and Generals Notes and Details.

3. **Findings**
We have undertaken a desk top review of all available drawings against the Disability (Access to Premises-Buildings) Standards and Building Code of Australia 2017 and confirm that current layout generally complies with these Standards. There are minor inclusions required to the documentation (ie further detailing on hand rails and tactiles etc) but we see no aspect of the current design that is not capable of fully satisfying the BCA and Referenced Standards. This information would typically be provided during construction documentation phase by way of detailed specifications.

I trust the above is of assistance. Please call me with any queries.

Yours Faithfully
PLP BUILDING SURVEYORS PTY LTD

SOCRATES CAPOULEAS
DIRECTOR/REGISTERED BUILDING SURVEYOR BSU1557

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20/12/12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 63 of 67
This is NOT a Building Permit

RECEIVED
29 MAY 2018

APARTMENT BLOCK A

FACADES



C1 - PRECAST CONCRETE



R2 - ACRYLIC LIGHT GREY RENDER



R6 - ACRYLIC RENDER - MAGENTA



R7 - ACRYLIC RENDER - OLIVE GREEN



R8 - ACRYLIC DARK GREY RENDER



M11 - BLACK ANODISED ALUMINIUM LOUVRE



M7 - CHARCOAL POWDER COAT METAL CLADDING FEATURE BAND/BALUSTRADE



M10 - POWDERCOATED ALUMINIUM GRILLE

WINDOWS / GLAZING



G3 - DARK GLASS WITH BLACK ALUMINIUM FRAME



G4 - CLEAR GLAZING WITH NATURAL ANODISED ALUMINIUM FRAME



G5 - CLEAR GLASS WITH BLACK ALUMINIUM FRAME

PS1 - MAX 25% TRANSLUCENT PRIVACY SCREENS AT MIN 1.7M HEIGHT

PS2 - PEARL GREY ALUMINIUM COMPOSITE PANEL AT MIN 1.7 M HEIGHT

BALUSTRADES

B1 - CLEAR GLASS BALUSTRADE



B2 - DARK GREY BACK PAINTED GLASS BALUSTRADE



B3 - CADMIUM YELLOW POWDERCOATED BALUSTRADE

G6 - WHITE BACK PAINTED GLAZING/BALUSTRADE



C5 - PRECAST CONCRETE ROOF WITH WATERPROOF MEMBRANE

APARTMENT BLOCK B

FACADES



C1 - PRECAST CONCRETE



I19 - BRONZE COLOURED ALUMINIUM PANELS



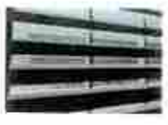
M11 - BLACK ANODISED ALUMINIUM LOUVRE



C5 - PRECAST CONCRETE ROOF WITH WATERPROOF MEMBRANE



S3 - RECONSTITUTED STONE



M11 - BLACK ANODISED ALUMINIUM LOUVRE



S1 - TERRACOTTA FACADE PANEL - OLIVE GREEN COLOUR

WINDOWS / GLAZING



G3 - DARK GLASS WITH BLACK ALUMINIUM FRAME



G4 - CLEAR GLAZING WITH NATURAL ANODISED ALUMINIUM FRAME



G5 - CLEAR GLASS WITH BLACK ALUMINIUM FRAME

PS1 - MAX 25% TRANSLUCENT PRIVACY SCREENS AT MIN 1.7M HEIGHT



G6 - WHITE BACK PAINTED GLAZING/BALUSTRADE



C5 - PRECAST CONCRETE ROOF WITH WATERPROOF MEMBRANE

PS1 - MAX 25% TRANSLUCENT PRIVACY SCREENS AT MIN 1.7M HEIGHT

BALUSTRADES



B2 - DARK GREY BACK PAINTED GLASS BALUSTRADE



B4 - TIMBER BALUSTRADE

G6 - WHITE BACK PAINTED GLAZING/BALUSTRADE

PS2 - PEARL GREY ALUMINIUM COMPOSITE PANEL AT MIN 1.7 M HEIGHT

APARTMENT BLOCK C

FACADES



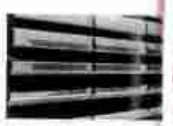
C1 - PRECAST CONCRETE



S3 - RECONSTITUTED STONE



S2 - TERRACOTTA FACADE PANEL - COPPER/BROWN COLOUR



M11 - BLACK ANODISED ALUMINIUM LOUVRE

WINDOWS / GLAZING



G4 - CLEAR GLAZING WITH NATURAL ANODISED ALUMINIUM FRAME



G5 - CLEAR GLASS WITH BLACK ALUMINIUM FRAME



PS1 - MAX 25% TRANSLUCENT PRIVACY SCREENS AT MIN 1.7M HEIGHT



T2 - TIMBER-LOOK EXTRUSION



M6A - ANODISED METAL SHEET, FOLDED PROFILE - ORANGE



M6 - ANODISED METAL SHEET, FOLDED PROFILE - (MAGENTA

BALUSTRADES

B1 - CLEAR GLASS BALUSTR

G6 - WHITE BACK PAINTED GLAZING/BALUSTRADE



B1 - CLEAR GLASS BALUSTRA



PS1 - MAX 25% TRANSLUCENT PRIVACY SCREENS AT MIN 1.7M HEIGHT

BANK STREET RESIDENTIAL DEVELOPMENT



C3 - PRECAST CONCRETE WITH VERTICAL RELIEF PATTERN



T2 - TIMBER-LOOK EXTRUSION



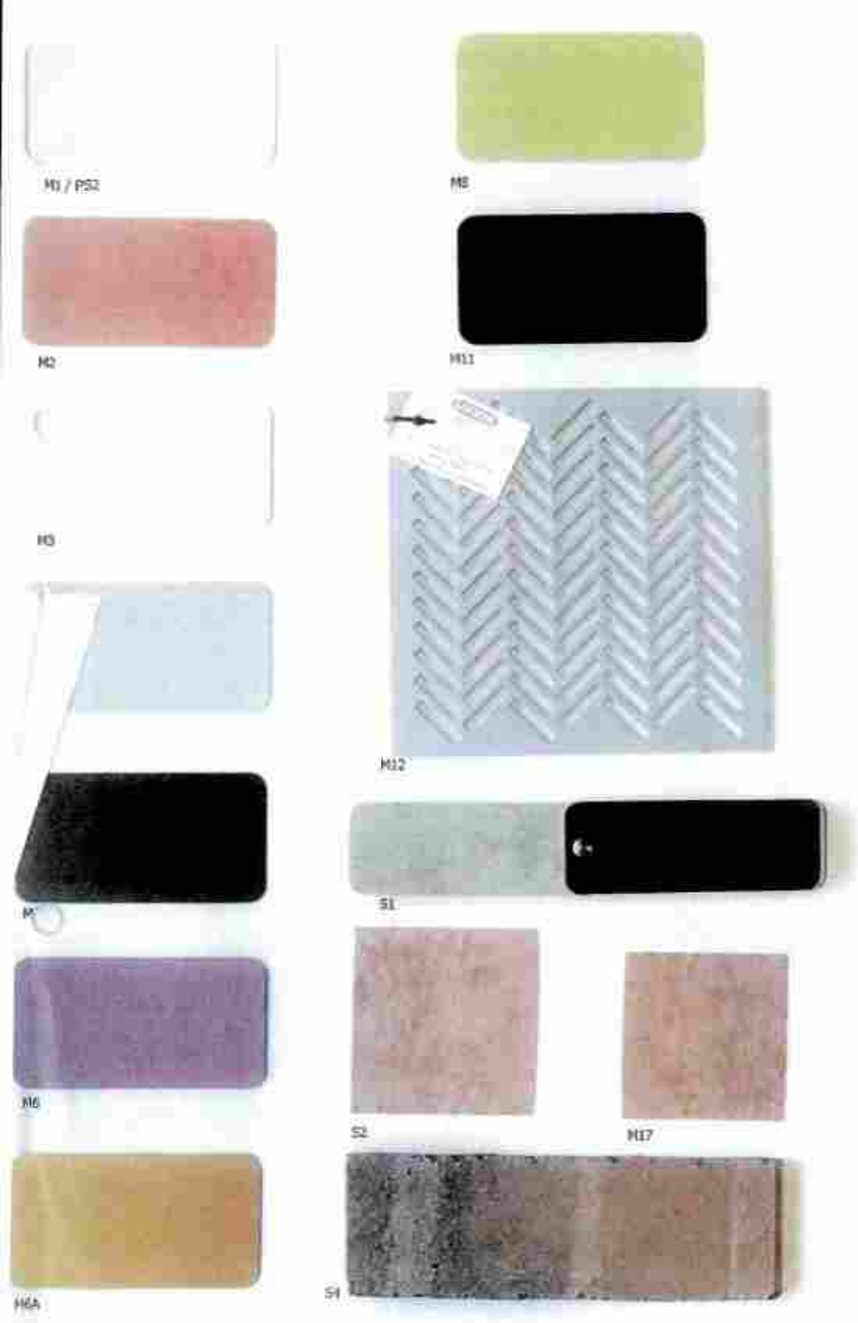
M6 - ANODISED METAL SHEET, FOLDED PROFILE - (MAGENTA

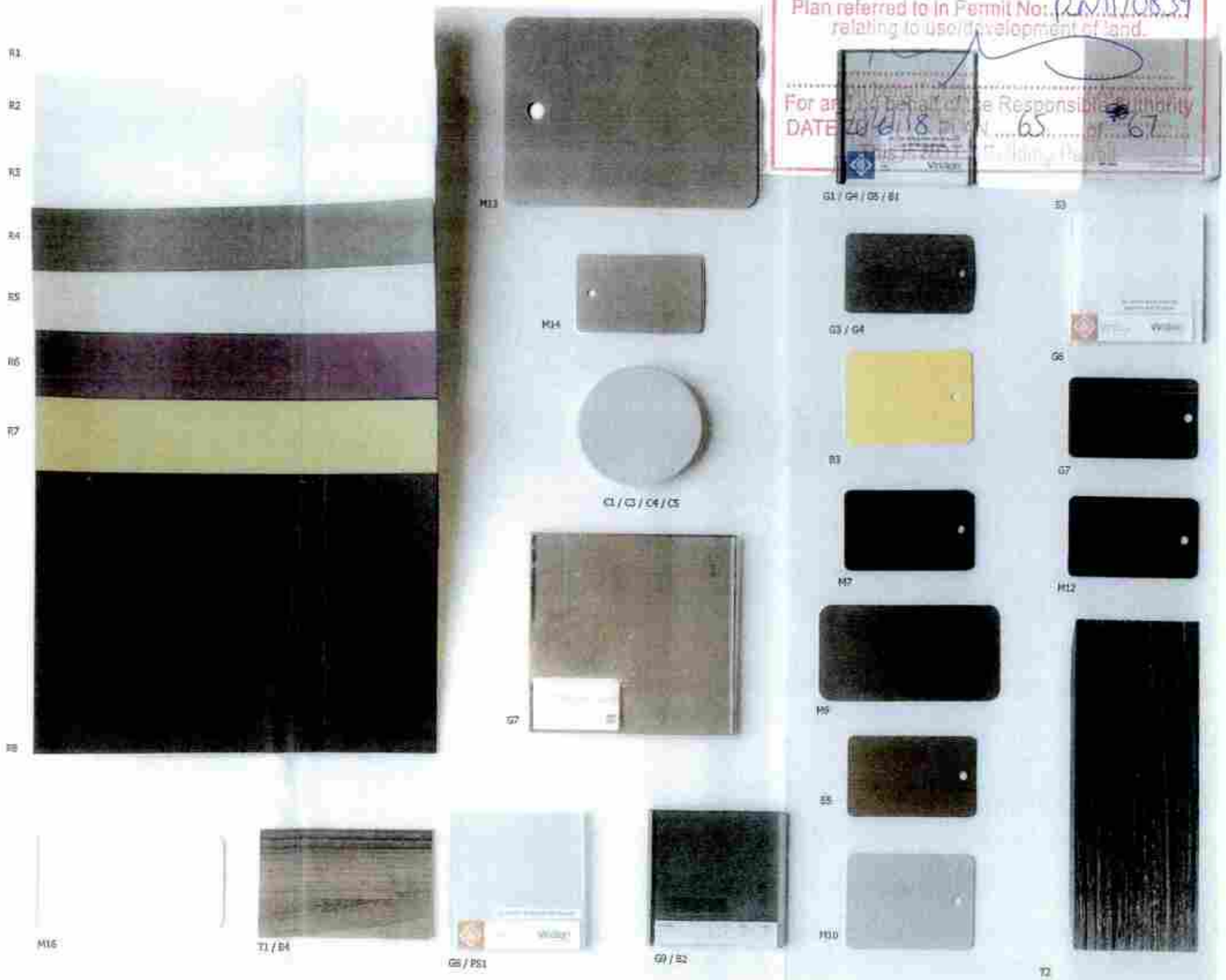
PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Planning Permit No: PLN11/0834
Allowing to use/develop of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 64 of 67
This is NOT a Building Permit

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AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20/12/12

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20 / 12 / 12

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 20/12/12 PLN 65 of 67





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The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

Project
PROPOSED MIXED USE DEVELOPMENT
251-271 Bridge Road, Richmond, 3121

Drawing
MATERIALS

Date	Scale	Sheet Size
06.09.17		@ A3
Reg No.	Drawn	Chk.
	AD	NM
Job No.	Drawing No.	Revision
20755	TP-00-E	03

RECEIVED
19 NOV 2017

SJB Architects
SJB Architects
Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
61 3 9650 0088
sjb.com.au

MATERIAL SCHEDULE

GROUND LEVEL - LEVEL 02
FACADES



M1 - ALUMINIUM COMPOSITE PANEL - PEARL/GREY



M8 - POWDERCOATED ALUMINIUM SHEET - LIME GREEN



R1 - ACRYLIC WHITE RENDER



M13 - COPPER/ALUMINIUM ALLOY BLADE/FIN



M2 - ALUMINIUM COMPOSITE PANEL - ORANGE



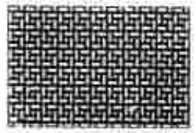
M11 - BLACK ANODISED ALUMINIUM LOUVRE



R2 - ACRYLIC LIGHT GREY RENDER

M16 - METAL 'HOOP' FEATURE - WHITE HIGH GLOSS FINISH

M3 - ALUMINIUM COMPOSITE PANEL - WHITE



M12 - PERFORATED METAL PANEL



R3 - TEXTURED RENDER - EARTHY GREY



C2 - MULTI-COLOURED CEMENT SHEET - CHECKERBOARD RELIEF



M4 - ANODISED METAL SHEET, FOLDED PROFILE - OLIVE GREEN



C1 - PRECAST CONCRETE



R4 - TEXTURED RENDER - SANDY BROWN



C4 - PRECAST CONCRETE WITH VERTICAL RELIEF PATTERN/RIBBING



M5 - ANODISED METAL SHEET, FOLDED PROFILE - CHARCOAL



S1 - TERRACOTTA FACADE PANEL - OLIVE GREEN COLOUR



R5 - TEXTURED RENDER - BEACH



M6 - ANODISED METAL SHEET, FOLDED PROFILE - MAGENTA



S2 - TERRACOTTA FACADE PANEL - BROWN/COPPER COLOUR



R6 - ACRYLIC DARK GREY RENDER



M6A - ANODISED METAL SHEET, FOLDED PROFILE - ORANGE



S4 - BRICKWORK - BURNT BROWN



T1 - TIMBER CLADDING

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20/12/12

WINDOWS / GLAZING



G1 - GLASS AND ALUMINIUM RETAIL SHOPFRONTS



G5 - CLEAR GLASS WITH BLACK ALUMINIUM FRAME



G7 - BONDI BRONZE GLAZING WITH BLACK ANODISED ALUMINIUM FRAME



M15 - BLACK STEEL PERIPHERY FRAME BRONZE ANODISED INTERSECTING ALUMINIUM FRAMES/BLADES WITH WHITE TRANSLUCENT GLAZING INFILL



G8 - WHITE TRANSLUCENT GLAZING



G9 - TINTED GLAZING

BALUSTRADES



B1 - CLEAR GLASS BALUSTRADE



B5 - PEARL/GREY ALUMINIUM COMPOSITE PANEL

1.5 SCREENS



M14 - ALUMINIUM PROFILE BATTEN FEATURE SCREEN - BRONZE/COPPER COLOUR



M17 - PERFORATED COPPER PANEL DOORS TO SUBSTATION/ETC

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN10/0834
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 26/6/18 PLAN 66 of 67
This is NOT a Building Permit

Project
261-271 BRIDGE ROAD

Job No.
20755

File No.
4.3

Date 19.10.17
Rev -

coles

SCHEDULE - DDA ADAPTABLE DWELLINGS - (uuu)

Building A

APARTMENT TYPE	GRD	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06	LVL 07	
2.4	A001	A101	A201	A301	A401	A501	A601	A701	8
2.4	A002	A102	A202	A302	A402	A502	A602	A702	8
2.4						A507	A607	A707	3
2.7	A018	A118	A208	A318	A418	A518	A618		7
TOTAL									26

Building B

APARTMENT TYPE	GRD	LVL 01	LVL 02	LVL 03	LVL 04	
2.4	B004	B110	B210	B310		4
2.4	B005	B211	B211	B311		4
2.4		B102	B202	B302	B402	4
TOTAL						12

Building C

APARTMENT TYPE	GRD	LVL 01	LVL 02	
2.5	C003	C103	C203	3
TOTAL				3

Building D

APARTMENT TYPE	GRD	LVL 01	LVL 02	
2.4	D004	D104	D204	3
TOTAL				3

TOTAL	44
TOTAL NUMBER OF APARTMENTS	293

EXCEEDS MINIMUM 5% OF DWELLINGS WHICH CAN BE ADAPTED FOR PERSONS WITH LIMITED MOBILITY

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan related to Permit No: PLN11/0834
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 26/6/18 CLAUSE 67 - 67

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0834
Issued 20/12/17

1.8 PLN17/0535 - 20 - 30 Mollison Street, Abbotsford - Use and development of the land for the construction of a mixed use building (with offices, food and drinks premises (cafe), arts and craft centres and restricted recreation facility) and a reduction in car parking requirements. [CONFIDENTIAL ITEM]

Executive Summary

Purpose

1. The purpose of this report is to seek Council approval to support the settlement agreed to at the compulsory conference held on 4 December 2018 at the Victorian Civil and Administrative Tribunal (VCAT) for planning permit application PLN17/0535 at 20 – 30 Mollison Street, Abbotsford.

2. This report provides Council with an assessment of the planning permit application against the provisions of the Yarra Planning Scheme (the Scheme) and recommends that Council notify the Victorian Civil and Administrative Tribunal (VCAT) and all parties to the proceeding that Council supports the settlement agreed to at the compulsory conference.

Key Planning Considerations

3. Key planning considerations include:

   (a) Land Use (Clause 33.03);
   (b) Interfaces uses policy (Clause 22.05);
   (c) Built form and Heritage (Clauses 15.01, 15.03, 21.05, 22.10 and 33.03); and
   (d) Car Parking and Bicycle Provision (Clauses 52.06 and 52.34) of the Yarra Planning Scheme.

Key Issues

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

   (a) Strategic context;
   (b) Uses;
   (c) Built form and Design;
   (d) Off-site amenity;
   (e) Traffic, access, bicycle parking and car parking reductions;
   (f) Waste management; and
   (g) Objector concerns.

Submissions Received

5. Council received 115 objections and one letter of support, the grounds of which are summarised as follows:

   (a) The proposal is an overdevelopment and is not responsive to neighbourhood character;
   (b) Excessive height and scale;
   (c) Lack of demand for cafes and artist studios;
   (d) Inappropriate uses;
   (e) Design of the development;
   (f) Interface with non-industrial uses;
   (g) Lack of landscaping;
   (h) High site coverage;
   (i) Amenity impacts (overlooking/overshadowing/daylight to existing windows/noise/impact on solar panels/light pollution/litter);
   (j) Shadows to the public realm;
   (k) Impact on local bat migration patterns;

(l) Insufficient staff numbers for the childcare;
(m) Poor ESD;
(n) Lack of affordable housing;
(o) Wind impacts to the street;
(p) Increased traffic - less car parking spaces should be provided;
(q) Access from Little Nicholson Street;
(r) Safety concerns due to child care drop off;
(s) Safety of children at Abbotsford Primary School due to traffic;
(t) Impact on water table due to basements;
(u) Inadequate car parking (including layout) and loading of vehicles and bicycle facilities (including visitor parking);
(v) Cumulative traffic/parking impacts of other approvals;
(w) Lack of equitable development opportunities;
(x) Will create a precedent;
(y) Access to the rear of the buildings from Little Nicholson Street;
(z) Construction issues (disruption, early starts, impact on street trees, traffic and noise).

6. The letters of support stated the following:

   (a) Economically logical;

7. Four other parties have joined in the appeal. All four parties support the settlement.

VCAT Proceedings

8. On 7 August 2018, Council was informed that the applicant had lodged a Section 79 'failure to determine within the prescribed time' appeal with the Victorian Civil and Administrative Tribunal (VCAT).

9. Four parties joined the proceedings.

Financial Implications

10. This application is being presented to the Internal Development Approval Committee (Council) to consent to the changes agreed to by all parties at the VCAT compulsory conference on 4 December 2018, including the permit conditions, and the proposal shown on the 'without prejudice' plans dated 21 November 2018 and the façade strategy dated 27 November 2018; subject to further conditions.

11. In the event that consent is not provided by Council, and the matter proceeds to the full four day VCAT hearing set down in January 2019, there will be costs for Council associated with preparation, attendance and legal representation at the VCAT hearing.

Conclusion

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

CONTACT OFFICER: **Vicky Grillakis**
TITLE: **Coordinator Statutory Planning**
TEL: **92055124**

PLN17/0535 - 20 - 30 Mollison Street, Abbotsford - Use and development of the land for the construction of a mixed use building (with offices, food and drinks premises (cafe), arts and craft centres and restricted recreation facility) and a reduction in car parking requirements. [CONFIDENTIAL ITEM]

Trim Record Number: D18/207861
Responsible Officer: Manager Statutory Planning

Help

Proposal:	Use and development of the land for the construction of a mixed use building (with offices, food and drinks premises (cafe), arts and craft centres and restricted recreation facility) and a reduction in car parking requirements.
Existing use:	Vacant Warehouse
Applicant:	Mollison Land Pty Ltd
Zoning / Overlays:	Industrial 3 Zone/No overlays
Date of Application:	7 July 2018
Application Number:	PLN17/0535

Planning History

1. As outlined in the original officer report prepared for the application.

Background

2. As outlined in the original officer report prepared for the application.

VCAT Proceedings

3. As outlined within the supplementary delegate report, attached to this report.

4. Since the time the previous supplementary report was written, the following has occurred:

   (a) Draft conditions were circulated to the applicant on 29 November 2018;
   (b) The applicant provided a response to the draft conditions on 4 December 2018 which outlined a number of proposed changes, most notably, the deletion of the dog boarding use from the permit preamble, and subsequent deletion of the associated conditions;
   (c) A 2nd compulsory conference was held on 4 December 2018, with Council, the applicant and four objector parties in attendance;
   (d) All four objector parties and the applicant agreed to conditionally settle the matter, subject to Council confirming to the Tribunal that it adopts the settlement outcome on 13 December 2018;
   (e) It was agreed that, in the event that Council does not adopt the settlement outcome, the date for circulation of amended plans will be 19 December 2018 and the date for the filing and servicing of any witness statements to be relied upon at the hearing is to be 17 January 2019. The hearing remains scheduled for four days starting 21 January 2019;
   (f) The matter is listed for an administrative mention on 13 December 2018 and on that date, Council must advise the Tribunal and the other parties whether it adopts the settlement outcome;
   (g) In the event that Council agrees to consent, the matter will be settled, with the Tribunal making orders to:
      (i) substitute the 'without prejudice plans' dated 21 November and the facade strategy dated 27 November 2018 for the application plans;
      (ii) set aside the decision of the Responsible Authority;
      (iii) and direct a permit to be issued subject to the agreed to conditions (as outlined within the *Recommendation* section of this report).

(h) All parties agreed to the above and have signed the Tribunal documentation.
(i) The applicant has consented to a number of public realm improvements as part of this settlement outcome.

The Proposal

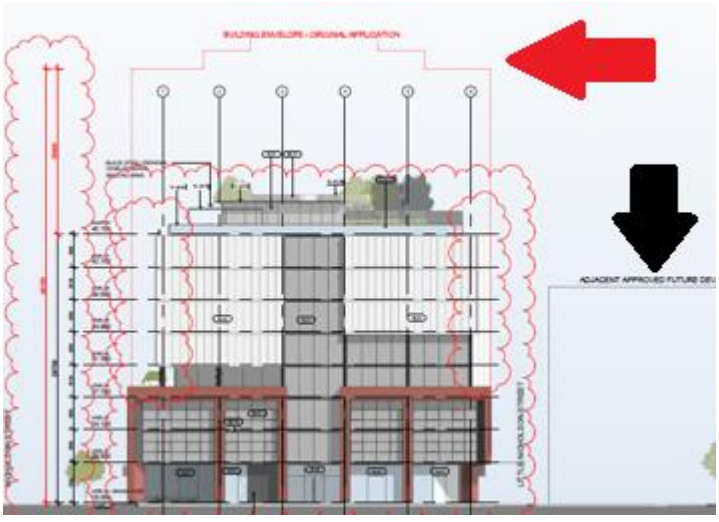
5. As outlined within the supplementary delegate report, attached to this report.

6. Key changes to the proposal as per the 'without prejudice plans' are:

(a) Deletion of four levels, and an overall reduction in height (not inclusive of rooftop area) from 48.1m to 29.7m. The rooftop RL of these plans is RL45.7 (with the ground floor being RL16). This is an 18.4m height reduction;
(b) Increased setbacks from Nicholson Street (3.2m) from the fourth floor and above – previously zero setback;
(c) Increased setbacks from Mollison Street from the fourth floor and above of between 0.5m and 1.2m– previously zero setback;
(d) A 2.1m setback from Little Nicholson Street from the third floor and above for the portion to the south of Gridline C – previously zero setback;
(e) Deletion of Basement 3 and a reduction in the number of cars on Basement 1. Resulting in an overall reduction from 148 car parking spaces, to 96 (reduction of 52);
(f) Deletion of the child care use;
(g) Deletion of the curved glazed elements and replacement with linear glazing and overall streamlining/simplification of its use;
(h) Deletion of the white mesh material, and replacement with a ceramic frit glass, and overall streamlining/simplification of the use of this material; and
(i) Introduction of a 'negative level' above the brick podium using grey tint glazing.

7. The changes in the plans have been discussed in greater detail within the supplementary delegate report, attached to this report.

8. Below is the southern elevation, with the original building envelope outlined in red and the approved office building to the east, outlined in black:



9. Render comparisons of the two proposals are shown below:

These images depict the previous design:



Looking from the north, southward along Nicholson Street

Looking from the south, northward along Nicholson Street

Looking from the east, westward along Mollison Street

These images show the 'without prejudice' plans:



Looking from the north, southward along Nicholson Street

Looking from the south, northward along Nicholson Street

Looking from the east, westward along Mollison Street

10. Key changes as a result of the agreed to permit conditions (at the 4 December 2018 Compulsory Conference) are as follows:

    (a) Deletion of the dog boarding and subsequent increase in the restricted recreation use;
    (b) The gates within the northern laneway relocated to be within 1m of the building edge; and
    (c) The provision of five visitor car spaces (reallocated from the two shared parking bays and three office spaces).

Existing Conditions

Subject Site

11. A description of the subject site was provided in the original report. There has been no noticeable change in the existing conditions.

Surrounding Land

12. A description of the subject site was provided in the original report. There has been no noticeable change in the existing conditions.

Planning Scheme Provisions

13. Details of the relevant planning scheme provisions were provided in the original report. However, since Council determined the application, the Yarra Planning Scheme has been amended.

Advertising

14. As outlined in the original officer report prepared for the application.

Referrals

15. The original application and the sketch plans were internally referred to various internal departments and external consultants. Details are provided within the initial officer report.

16. The substituted plans were re-referred to the following departments for comment:

    (a) Engineering Services;
    (b) Civil Engineering;
    (c) Waste Services;
    (d) ESD Advisor;
    (e) Urban Design;
    (f) Strategic Transport;
    (g) Streetscapes and Natural Values;

    External consultants

    (h) Urban Design (Rob McGauran – MGS Architects);

17. Referral responses/comments have been included in the original delegate report, and the supplementary delegate report, both are attached to this report.

OFFICER ASSESSMENT

18. An assessment of the advertised plans is outlined within the original delegate report, attached to this report.

19. An assessment of the 'without prejudice plans' dated 21 November 2018 and the facade strategy dated 27 November 2018 is outlined within the supplementary delegate report, attached to this report.

20. The proposal has significantly improved compared to the advertised plans. Not only has the height and massing significantly decreased and the presentation of the street wall been enhanced, but the architectural quality of the proposal has been improved, with a façade strategy provided which shows the minutia detailing of the proposal to provide Council with certainty that this building will be of an exceptional standard.

21. Additionally, the equitable development opportunities for adjoining lots have been improved, as well as the impact to the public realm.

22. This has been discussed in greater detail within the supplementary delegate report, attached to this report.

23. The key additional changes as a result of the agreed to permit conditions, are as follows:

    (d) Deletion of the dog boarding and subsequent increase in the restricted recreation use;
    (e) The gates within the northern laneway relocated to be within 1m of the building edge; and
    (f) The provision of five visitor car spaces (reallocated from the two shared parking bays and three office spaces).

24. These changes were put forward by the other parties in the proceeding. They are considered to be minor. Council accepts these changes.

25. The applicant is proposing to delete the dog boarding use from the proposal, with a subsequent increase in the restricted recreation facility use. The proposed hours of operation would be 6am and 9pm, seven days per week, with a maximum 73 patrons permitted on the land at any one time. As per the assessment of the restricted recreation facility use outlined within the original delegate report, this use was found to be of a small scale which would be compatible with the surrounding community as well as future office staff. In light of the permit applicant deleting the child care and dog boarding sues from the proposal (compared to the advertised plans), the increase in the restricted recreation use is acceptable.

Conclusion

26. The proposal as per the 'without prejudice plans' is a substantial improvement to what was originally proposed within the advertised plans. Both Council's planning officer's assessment and referral advice clearly demonstrate this and the proposal warrants Council's support, subject to conditions. Additionally, the applicant has consented to a number of public realm improvements as part of this settlement outcome.

27. Based on the assessment provided in this report, it is recommended that the Internal Development Approval Committee (Council) consent to the changes agreed to by all parties at the VCAT compulsory conference on 4 December 2018. This includes the permit conditions set out in the Recommendation section of this report, and the proposal shown on the 'without prejudice plans' dated on 21 November 2018 and the facade strategy dated on 27 November 2018 subject to the further changes as per the conditions.

RECOMMENDATION

That having considered all relevant matters, the Committee resolves to advise VCAT that Council supports the settlement reached at the compulsory conference on 4 December 2018 and consents to the Tribunal making an order to issue planning permit PLN17/0535 with the following preamble:

(a) the use of the land for 'office', 'arts and craft centres', 'restricted recreation facility' and 'food and drinks premises (cafe)' under clause 33.03-1;
(b) the construction of a building or construction or carrying out of works under clause 33.03-4; and
(c) the reduction in the number of car parking spaces under clause 52.06-3,
(d) in accordance with the endorsed plans and subject to the following conditions.

at 20-30 Mollison Street, generally in accordance with the architectural plans prepared by CHT Architects dated 21 November 2018 and the façade strategy dated 27 November 2018 and subject to the following conditions agreed to:

1 Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the architectural plans prepared by CHT Architects dated 21 November 2018 and the façade strategy dated 27 November 2018 but modified to show:

(a) replacement of the dog care area with restricted recreation facility;

(b) shadowing effect removed from all elevations;

(c) the number of spaces on Basement correctly annotated and for the 'child care drop off' annotations deleted;

(d) the ground floor plan to correctly label 'wellness centre' and 'studio' as 'restricted recreation facility and 'arts and craft centres' respectively;

(e) details of shading provided on the roof terrace area to provide for amenity and shade to future occupants;

(f) relocation of each gate to the northern lane to be within 1 metre of the building edge and to be visually permeable;

(g) additional details for the proposed northern laneway such as (but not limited to):

(i) minimum thoroughfare width;

(ii) provision of seating and increased landscaping (may be in the form of a green wall or climbing planter);

(iii) proposed materiality;

(iv) confirmation it is for pedestrians only;

(v) the provision of security lighting along its length;

(vi) the extent of physical and visual permeability (including gated entries and extent of barrier adjacent to Basement carpark entry);

(vii) a ground floor elevation plan for its entire length (including details of wall permeability and any plantings);

(h) Confirmation the proposed 1.2m wide pedestrian path along Little Nicholson Street will be DDA compliant, with compliant ramps where required;

(i) the deletion of any signage protruding over the widened section of Little Nicolson Street, with any signage being setback at least 0.3m behind the edge of the roadway;

(j) the boundary between private and public property delineated through the use of alternative surface materials or “banding”;

(k) a sight triangle superimposed for the exit lane (i.e. - north side of the accessway);

(l) dimensions for column depths and column setbacks to satisfy Diagram 1 Clearance to car parking spaces in Clause 52.06-9;

(m) confirmation whether accessible parking spaces are required;

(n) swept path diagrams for vehicle turning movements from the Little Nicholson Street entrance for a B99 design vehicle and an oncoming B85 design vehicle;

(o) the shared parking bays reallocated to parallel bays and allocated to visitors;

(p) three office car spaces reallocated to visitors, (with a minimum of five visitor car spaces overall);

(q) dimensions of bicycle storage spaces, and relevant access ways demonstrating compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;

(r) provision of visitor bicycle parking to be provided at a rate of at least 1 space to each 500sqm of net leasable area, in a location easily accessed by visitors to the site (i.e. spaces must not be located within a secure facility) and for all visitor bicycle parking facilities to be ground level (horizontal) spaces;

(s) visitor bike parking shown within the ground floor setbacks amended from angled instead of perpendicular to the building;

(t) employee bicycle parking facilities (provided at a rate of a minimum of 1 space to each 100sqm of net office floor area), each within a secure facility (bicycle locker or lockable compound), with reasonable proximity and access to:

(i) building entrances and/or lift shafts;

(ii) end of trip facilities, including showers and change rooms;

(u) at least 20% of bicycle storage spaces provided as horizontal storage spaces as required under AS2890.3;

(v) details on the number of showers and change-rooms must be provided with a minimum of 10 shower/change rooms provided allowing for a toilet to be provided for within the each of the end-of-trip facilities;

(w) confirmation on plans the basement levels are electrically wired with a minimum 40A single phase electrical sub circuit for 'EV readiness';

(x) a materials sample board of external colours, materials and finishes, with all finishes to be as per those shown in the endorsed façade strategy;

(y) any requirement of the endorsed Sustainable Management Plan (condition 16) (where relevant to show on plans);

(z) any requirement of the endorsed Waste Management Plan (condition 19) (where relevant to show on plans);

(aa) any requirement of the endorsed Landscape Plan Report (condition 22) (where relevant to show on plans);

(bb) any requirement of the endorsed Wind Report (condition 28) (where relevant to show on plans);

(cc) any requirement of the endorsed Acoustic Report (condition 30) (where relevant to show on plans); and

(dd) any requirement of the endorsed Public Realm Diagram plan (condition 32) (where relevant to show on plans).

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

3 As part of the ongoing consultant team, CHT Architects or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee the design and construction of the development; and

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

Office Use

4 Except with the prior written consent of the Responsible Authority, the office use authorised by this permit may only operate between the hours of 7am and 9pm, seven days per week.

5 Except with the prior written consent of the Responsible Authority, no more than 900 staff are permitted on the land in association with the office at any one time.

Food and drinks premises (café) Use

6 Except with the prior written consent of the Responsible Authority, the food and drink premises (café) use authorised by this permit may only operate between the hours of 7am and 8pm, seven days per week.

7 Except with the prior written consent of the Responsible Authority, no more than 100 patrons are permitted on the land in association with the food and drinks premises at any one time.

Arts and Craft Centre Use

8 Except with the prior written consent of the Responsible Authority, the Arts and Craft Centre use authorised by this permit may only operate between the hours of 7am and 9pm, seven days per week.

9 Except with the prior written consent of the Responsible Authority, no more than two artists is permitted to operate in each studio on the land at any one time.

Restricted Recreation Facility Use

10 Except with the prior written consent of the Responsible Authority, the Restricted Recreation Facility use authorised by this permit may only operate between the hours of 6am and 9pm, seven days per week.

11 Except with the prior written consent of the Responsible Authority, no more than 73 patrons are permitted on the land in association with the restricted recreation facility at any one time.

Sustainable Management Plan

12 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 Intrax Consulting Engineers (on 9 June 2017), but modified to include or show:

(a) what COP/EER the central HVAC plant equipment will be; Recommend 100% economy cycle, heat recovery and a BMS to manage, control and monitor the system;
(b) the type of hot water system used and its standard of energy efficiency;
(c) notations to confirm the rainwater tank volumes, locations and connections on plans; and
(d) bike spaces provision to be consistent with architectural plans.

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

SMP Implementation Report

14 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.

Waste Management Plan

15 Before the development commences, an amended Waste Management Plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design (dated 19 June 2017), but modified to include the updated architectural plans prepared by CHT Architects dated 21 November 2018.

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

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

Landscape Plan

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

(a) provide detailed planting plans for the development and show the type, location, quantity, height at maturity and botanical names of all proposed plants;

(b) show the type, location, quantity, height at maturity and botanical names of all proposed plants;

(c) detail the design and layout of the common area, outdoor terraces (including rooftop area), planters and any ground level planting areas (including the northern laneway);

(d) provide a specification of works to be undertaken prior to planting; and

(e) detail plant/planting maintenance schedules and requirements.

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

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

all to the satisfaction of the Responsible Authority.

Street Tree

20 Before the development commences, the permit holder must provide an Asset Protection Bond of $30,000 (ex GST), being $15,000 for each of the two streets trees along existing Nicholson Street (street trees 14702 and 14703) to the Responsible Authority. The security bond:

(a) must be provided to the Responsible Authority in the form of a bank cheque or guarantee;
(b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and
(c) in accordance with the requirements of this permit..

21 Before the development commences, the permit holder must make a one off contribution of $5,444.20 to the Responsible Authority to be used for the cost of supply, planting and establishing, and maintenance of five new street trees along Nicholson and Mollison Streets.

Tree Management Plan

22 Before the development commences, a Tree Management Plan prepared to the satisfaction of the Responsible Authority and by a suitably qualified Arborist must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of the permit. The Tree Management Plan must make recommendations for:

(a) the protection of street trees 14702, 14703 and 14704 along Nicholson and Mollison Streets:

(i) pre-construction;

(ii) during construction; and

(iii) post construction;

(b) the provision of any barriers;

(c) any pruning necessary; and

(d) watering and maintenance regimes,

all to the satisfaction of the Responsible Authority.

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

Wind

24 Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Impact Statement prepared by ViPac and dated 9 October 2017, but modified to include (or show):

(a) A wind tunnel model study of the development be undertaken to quantify the wind conditions in the surrounding streetscapes and on the terraces due to the relative height of the proposed development compared to the surrounding buildings resulting in full exposure to prevailing wind directions. Any wind mitigation strategies (wind controls) determined to be required by the wind tunnel study not rely on existing or future street trees.

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

Acoustic report

26 Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Marshall Day prepared on 11 October 2017, but modified to include (or show, or address) noise emissions from the proposed 'food and drinks premises (café)' and any potential off-site amenity impacts to existing dwellings.

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.

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

Public Realm improvements

28 Before the development commences, or by such later date as approved in writing by the Responsible Authority, an amended Public Realm Diagram plan (inclusive of the widening of Nicholson and Mollison Street footpaths) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended Public Realm Diagram plan must be generally in accordance with the Public Realm Diagram plan TP9.00 prepared by CHT Architects plot dated 27 November 2018, but modified to include (or show, or address):

(a) The Mollison and Nicholson Street footpaths resurfaced with asphalt pavements not concrete;
(b) The reinstatement of the pram ramp on Nicholson Street at its intersection with Mollison Street;
(c) Cross-sections of the widened Little Nicholson Street footpath with regards to vehicle and storm water management;
(d) Parking bays and tree pits shown on plan;
(e) Parking bay lengths to be a minimum of 6.3m for bays with end space obstructions; and
(f) Tree pits be a width of 2500mm as per Yarra Standard Design 709- Tree Surrounds: Road and Footpath Treatment.

29 Before the building is occupied, all works associated with the Public Realm Diagram plan as shown on the endorsed plans and Public Realm Diagram plan (referred to in Condition 32) must be fully constructed and completed by the permit holder, to the satisfaction of the Responsible Authority.

30 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, at least four bike spaces must be installed on the Mollison Street footpath (in proximity to the 'food and drinks premises (café)':

(a) at the permit holder's cost; and
(b) in a location and manner,
(c) to the satisfaction of the Responsible Authority.

31 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, public seating must be installed along the Nicholson and Mollison Street footpaths (at least one on each street):

(a) at the permit holder's cost; and
(b) in a location and manner,
(c) to the satisfaction of the Responsible Authority.

Road Infrastructure

32 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the upstand fire hydrant in Nicholson Street must be replaced with a below-ground fire hydrant:

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

33 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

(a) at no cost to the Responsible Authority (inclusive of the cost of modifying any parking signs or road markings for parking bays (where required); and

(b) to the satisfaction of the Responsible Authority.

34 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any roads, footpaths and other road related infrastructure adjacent to the development site damaged as a result of the construction works, including trenching and excavation for utility service connections along Mollison and Nicholson Streets must be reconstructed and re-sheeted as single full width areas (with any areas of pavement failure as a consequence of construction traffic must be reinstated with full depth pavement):

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

35 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath immediately outside the subject site's Mollison Street and Nicholson Street road frontages must be stripped and re-sheeted:

(a) with the footpath having a cross-fall of 1 in 40 or unless otherwise specified by the Responsible Authority;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

36 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the tactile ground surface indicators (TGSIs) are to be replaced at the Nicholson Street pedestrian crossing once the footpath has been stripped and re-sheeted:

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

37 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the Nicholson Street road frontage must be reconstructed:

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

38 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicular crossing servicing the development must be constructed:

(a) to satisfy the vehicle ground clearance requirements for the B99 design vehicle;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

Widening of Little Nicholson Street

39 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the section of Little Nicholson Street between Mollison Street and the subject site's northern boundary must be widened and reconstructed for the full length of the subject site's eastern boundary:

(a) and must include the following works:

(i) drainage along this section of roadway reconstructed to the satisfaction of the Responsible Authority;

(ii) the modification of the existing pit and underground drainage at the junction of Little Nicholson Street and Mollison Street;

(iii) the provision of a kerb along the west side of Little Nicholson Street; and

(iv) any columns that abut the west side of Little Nicholson Street must be positioned no less than 300 mm from the edge of the new carriageway;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

40 Prior to occupation, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, providing for the following:

(a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) over that part of the land to be used for the widened section of Little Nicholson Street between Mollison Street and the subject site's northern boundary;

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 43(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 43(a).

41 The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of preparing, drafting, reviewing, executing and registering the agreement, including the reasonable costs borne by the Responsible Authority.

Civil Works

42 Before the development commences, a detailed civil and drainage design prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once the plan is approved, it will be endorsed and will then form part of the permit. The plan must include provisions for all civil and drainage works that are required to the abutting road frontages, as part of the development. Surface material finishes must be shown on the design. Before the development is completed, all associated works shown on the endorsed plan must be fully constructed and completed by the permit holder, and all to the satisfaction of the Responsible Authority.

Car parking

43 Before the development is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

(a) the management of any visitor car parking spaces and security arrangements for occupants of the development, including details on how visitors are to access car parking;

(b) details of way-finding, cleaning and security of end of trip bicycle facilities;

(c) the number and allocation of storage spaces;

(d) any policing arrangements and formal agreements;

(e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;

(f) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 19; and

(g) details regarding the management of loading and unloading of goods and materials.

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

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

(a) constructed and available for use in accordance with the endorsed plans;

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

(c) treated with an all-weather seal or some other durable surface; and

(d) line-marked or provided with some adequate means of showing the car parking spaces,

all to the satisfaction of the Responsible Authority.

46 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

Green Travel Plan

47 Before the development is occupied, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to the following:

(a) a description of the location in the context of alternative modes of transport;

(b) employee welcome packs (e.g. provision of Myki/transport ticketing);

(c) the provision of real time passenger information displays for nearby stops within each lobby;

(d) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;

(e) a designated ‘manager’ or ‘champion’ responsible for coordination and implementation;

(f) details of bicycle parking and bicycle routes;

(g) details of GTP funding and management responsibilities;

(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 basement levels for 'EV readiness'; and

(l) provisions for the Green Travel Plan to be updated not less than every 5 years.

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

Lighting

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

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity,

all to the satisfaction of the Responsible Authority.

General

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

51 The amenity of the area must not be detrimentally affected by the construction and use, including through:

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; or

(d) the presence of vermin.

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

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

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

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

56 Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday–Friday (excluding public holidays) before 7 am or after 6 pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9am or after 3pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management

57 Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

(a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

(b) works necessary to protect road and other infrastructure;

(c) remediation of any damage to road and other infrastructure;

(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

(e) facilities for vehicle washing, which must be located on the land;

(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;

(g) site security;

(h) management of any environmental hazards including, but not limited to,:

(i) contaminated soil;

(ii) materials and waste;

(iii) dust;

(iv) stormwater contamination from run-off and wash-waters;

(v) sediment from the land on roads;

(vi) washing of concrete trucks and other vehicles and machinery; and

(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) the construction program;

(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(k) parking facilities for construction workers;

(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.

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; and

(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

58 This permit will expire if:

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

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

(c) the use has not commenced within five years of the date of this permit.

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

CONTACT OFFICER: **Vicky Grillakis**
TITLE: **Coordinator Statutory Planning**
TEL: **92055124**

Attachments

1 PLN17/0535-06 - 20 - 30 Mollison Street Abbotsford - refusal - original delegate report
2 PLN17/0535-06 - 20 - 30 Mollison Street Abbotsford - supplementary report - approval
3 PLN17/0535-06 - 20 - 30 Mollison Street Abbotsford - without prejudice plans - 22 November 2018
4 PLN17/0535-06 - 20 - 30 Mollison Street Abbotsford - without prejudice plans - facade strategy - 27 November 2018

City of Yarra
Planning Application DAP Report

on No:	**PLN17/0535**
Address: **rent Land Use:**	**20-30 Mollison Street Abbotsford** **Vacant warehouse**
Zone/s:	**Industrial 3 Zone**
Overlay/s:	**None**
Date Received:	**7 July 2017**
The Proposal:	**Use and development of the land for the construction of a mixed use building (12 storeys with roof top garden and three basement levels with offices, childcare centre, dog boarding, food and drinks premises (cafe), arts and craft centres and restricted recreation facility), a reduction in car parking requirements.**
Objections/Submissions:	**115 Objectors** **One letter of support** **Nine Statements of Grounds**
Planning Officer:	**Vicky Grillakis**
Statutory Days:	**Failure Appeal**

Planning Scheme Amendments

Amendment VC139

On the 29 August 2017, the amendment was gazetted to include the following policy reference within Clause 15.01-1S (Urban Design):

- *Urban Design Guidelines for Victoria*

  This policy document provides best practice knowledge and advice to inform the design of buildings in relation to the function and amenity of the public realm.

Amendment VC142

On 16 January 2018, Planning Scheme Amendment VC142 was gazetted by the Minister for Planning. Among other changes, this amendment removed the permit requirements within clause 52.07 of the Yarra Planning Scheme for a loading bay.

Amendment VC148

On 31 July 2018, Planning Scheme Amendment VC148 was gazetted by the Minister for Planning. Amongst other changes the amendment has deleted the State Planning Policy Framework (SPPF) and has replaced it with a new integrated Planning Policy Framework (PPF) in Clauses 10 to 19 of the Scheme.

The introduction of VC148 amended Clause 52.06 (Car parking) so that the car parking rates of Column B applies if any part of the subject site is identified as being within the Principal Public Transport Network Area (PPTN).

The subject site is located within the PPTN Area and, therefore, the Column B car parking rates apply to this planning permit application. As a result, the office car parking requirement is now 3 spaces per 100sqm instead of 3.5 and the requirement for both a food and drinks premises and arts and craft centres is now 3.5 spaces per 100sqm instead of 4.

Background

The following are matters of process that are relevant to this application:

Land Uses Description Variations

The advertised plans show a 'wellness centre' and five 'artists studio's' on the ground floor plan, however the advertising description states that the uses are 'restricted recreation facility' and 'arts & craft centres'.

The application material states that the 'wellness centre' is a medical centre with three practitioners. Under Clause 73.04-9 of the Yarra Planning Scheme, a medical centre is nested under 'office' which is a permit required use within the Industrial 3 Zone, pursuant to clause 33.03-1. However, Council's planning officer advertised the use as a 'restricted recreation facility' as the application material outlined that it was to be used for a small fitness centre and reference images in the application material showed it to be used similar to a gymnasium (restricted recreation facility). A 'restricted recreation facility' is also a 'permit required use' pursuant to clause 33.03-1. The applicant had confirmed they agreed to this land use description.

In relation to the 'artists' studios', these were to be used for artists as flexible workshop studios or exhibition spaces. Pursuant to Clause 73.03 an 'arts and craft centre' is land used to manufacture, display, and sell, works of art or craft, such as handicrafts, paintings, and sculptures. Accordingly, Council's planning officer found this to be the most apt description and advertised the application as such.

Appeal against Council's failure to determine the application in time

An application has been lodged at the Victorian Civil Administrative Tribunal (VCAT) by the applicant under section 79 of the *Planning and Environment Act* 1987 (the Act) for the failure of Council to determine the application within the statutory time period.

The purpose of this report is to form Council's position on the application.

A Compulsory Conference is scheduled for 12 November 2018. A VCAT Full Hearing is scheduled for four days beginning on 21 January 2019.

Nine other parties have lodged statements of grounds.

Planning History

The site has the following planning history:

- Planning Permit No. 42505 for the extension of the existing warehouse was issued on 21 April 1966.
- Planning Permit No. 86/135 for the subdivision into 4 titles and use in 5 occupancies for factory/warehouse was issued on 27 October 1986.
- Planning Permit No. 86/135 for the subdivision of the existing building into 5 separate occupancies and 4 separate titles was issued on 15 December 1986.

.ıg Permit No. 980512 for the construction of a new entrance was issued on 12 June

.nning permit PL05/0653 was issued on 28 October 2005 for buildings and works and to ɹbuild fire damaged walls.

ısting Conditions

ubject Site

The subject site is located on the north-eastern intersection of Mollison and Nicholson Streets, Abbotsford. Little Nicholson Street is located along its eastern boundary. The site has a frontage to Nicholson Street of 45.71m and a frontage to Mollison Street of 40.58m, resulting in a total area of 1,855sqm. The site is currently occupied by a single storey warehouse with an at-grade car parking area access from Nicholson Street and a double storey building fronting Mollison Street. The image below shows the subject site:



Title

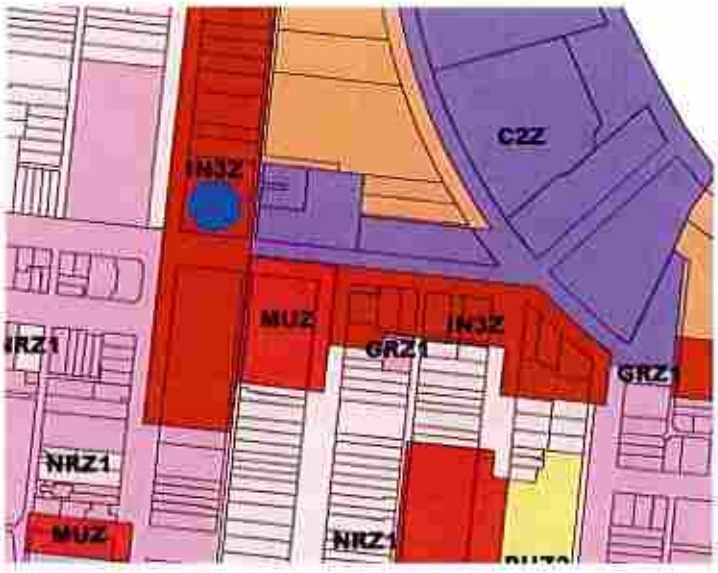
The subject site is made up of four lots:

- TP534865U
- TP224749B
- TP329629C
- Tp859338G

The titles submitted with the application do not show any covenants or easements.

Surrounding Land

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 recently constructed apartment developments. This is also depicted within the zoning of the land, which in the general area near the subject site includes Industrial 1, Industrial 3, Commercial 2, Neighbourhood Residential, General Residential and Mixed Use Zones. The image below depicts the various zones, with the subject site being the blue circle:



The area contains a range of businesses including light industry, manufacturing, warehousing and other commercial uses as well as residential. The area comprises of a mix of allotment sizes and building types ranging from industrial to warehouses, office and commercial reflecting the historic industrial nature of the area. Over recent years, the industrial base of the area has declined as manufacturing processes have changed and plants have closed. Some sites are now vacant or underutilised. Other sites have been redeveloped for residential and commercial uses.

The aerial image below depicts the surrounds:



North

To the north of the site are a row of attached, single and double storey commercial buildings, each with a front setback area for at-grade car parking/loading accessed from Nicholson Street. All have

rear access to Little Nicholson Street. These continue further north up to Gipps Street, with some buildings also being built to the street edge.

Further to the north is a large light industrial area with the residential land associated with Abbotsford further to the north, the Johnston Street Neighbourhood Activity Centre (NAC) and its associated commercial uses are located 720m north of the subject site.

East

To the east of the site is Little Nicholson Street which is a 4.5m wide laneway with only one lane in a two-way traffic flow servicing Gipps Street to the north and Mollison Street to the south. Properties fronting Nicholson Street and Victoria Crescent to the east have car parking access to this laneway.

Beyond this is an open-air, at grade car park with two and three-storey, hard-edged commercial buildings to its east. These buildings extend across the Mollison Street and Victoria Crescent interfaces. The land is known as Nos. 32- 68 Mollison Street. The buildings are constructed of painted masonry with large industrial windows on each floor level. The corner of the three-storey building (furthest from the car park – No. 68 Mollison Street) is splayed at the south-east corner where Mollison Street intersects with Victoria Crescent. There are several vehicle crossovers and pedestrian entries across the Mollison Street interface. This land is affected by an Incorporated Plan Overlay (IPO) (Schedule 1 - (32 – 68 Mollison Street, Abbotsford)) which specifies particular built form outcomes for the site. This site is zoned Commercial 2 (also as a result of the IPO).

A recent planning permit (PLN17/0649) was approved on 17 May 2018 for the site for the construction of a five-storey buildings and a change of use to office and shop and reduction in the associated car parking requirement. This built form is in line with the requirements of the IPO. Plans have yet to be endorsed. The proposal includes a five storey side wall along its interface with Little Nicholson Street.

The image below depicts the approval for the site associated with PLN17/0649 when viewed from Mollison Street:



This land also has an older planning permit, PLN13/1025, which granted the construction of a seven storey car park building. This permit is still valid.

To the north-east, at No. 12 - 20 Victoria Crescent is a recently vacant laundry facility previously operated by Spotless. This facility operated on a 24 hour basis. There is current planning permit application for this site, PLN18/0239 for use and development of the land for the construction of two office buildings (six and nine storeys in height, hours of operation 8am to 6pm Monday to Friday, 1200 staff) with two ground floor food and drinks premises (maximum 100 patrons and hours of operation 7am to 6pm, seven days per week), a reduction in car parking requirements and part demolition. No decision had been made at the time of this report. The image below is of the proposal as viewed from Victoria Crescent:



Further east, along Mollison Street are a number of single storey commercial buildings used for warehouses, light industrial and manufacturing as well as some remnant dwellings. Further to the east, is Victoria Crescent with single and double storey, hard-edged buildings. The buildings are used as offices with some light industrial uses.

The Abbotsford Primary School is located approximately 120m south-east of the subject site. Beyond Victoria Crescent are the Yarra River to the east and the Carlton United Brewery along Church Street.

South

The southern side of Mollison Street, directly opposite the subject site is the three-storey (14m high) former Denton Hat Mills brick building at the intersection of Nicholson and Mollison Streets. This development features both the historic mill building, as well as a new structure along its eastern boundary containing three and four storey apartment buildings. The ground floor is partly occupied by cafes and business uses, with the upper levels containing residential apartments. Pedestrian access to the building is from both Mollison Street and Nicholson Street. Current vehicle access to the site is via Little Nicholson Street. This building is within its own site specific heritage overlay (HO40).

To the south-east of the subject site is No. 61-69 William Street which also forms part of the Incorporated Plan previously discussed and has development approval for a four-storey residential development that is currently under construction. The image below depicts renders of the proposal:





Further to the south are single and double storey dwellings. The Victoria Street Major Activity Centre (MAC) is located 300m to the south and includes a number of commercial uses such as cafés, restaurants, supermarkets, pubs and bars, with a primarily Vietnamese/Asian focus. Tram routes are available along both Victoria Street Church Street.

West

To the west of the site is Nicholson Street which is a two-way street, with bicycle lanes and parking either side. On the western side of Nicholson Street is a recently completed residential development (Planning Permit PLN11/0343) within the former St Joseph's School with dwellings across three storeys incorporating new and restored buildings. This development has a frontage to Nicholson Street of approximately 90m. The retained brick heritage buildings are classified as 'individually significant' within the Charles Street heritage precinct (HO313).

To the south of these is the termination of Mollison Street, with this portion only being able to be accessed from the west, with no access to Nicholson Street. Fronting onto this section of Mollison Street are two, three storey, older style apartments with north-facing balconies and a setback at ground floor to provide for car park access. To their west and south are single and double storey dwellings with some three-storey dwellings also evident.

Beyond this, is Langridge Street which provides direct access to Hoddle Street and the suburb of Collingwood. Collingwood and North Richmond Train Stations are located to the north-west and south-west respectively. Various bus routes run along Hoddle Street. Beyond the train line and along Hoddle Street there are a number of commercial premises, generally with high site coverage.

The Proposal

The application is for the use and development of the land for the construction of a mixed use building (12 storeys with roof top garden and three basement levels) with offices, childcare centre, dog boarding, food and drinks premises (cafe), arts and craft centres and restricted recreation facility and a reduction in car parking requirements.

Generally speaking, the proposal is for a 12 storey office building, with the use of brick pillars at the lower levels up to the second floor to create a "street wall" effect, with a lightweight, metal and glazed third floor above. These lower levels have curved walls between the vertical separations to provide setbacks. Above this, the upper levels are built out to the boundary with a combination of mesh, glazing and metal framing. The curved, light weight metal frame/glass elements are used in these upper levels to provide setbacks. The images below are renders of the proposal:



Looking from the north, southward along Nicholson Street

Looking from the south, northward along Nicholson Street

Looking from the east, westward along Mollison Street

Further details of the proposal are as follows:

Uses

- Office (including business incubator and co-working spaces);
- Childcare Centre - maximum 78 children between newborn and 5 years old, operating between 7.00am to 6.00pm Monday to Friday with a maximum of five staff – located on the third floor with drop off areas within the basement;
- Restricted Recreation Facility - (maximum 20 patrons) fronting Mollison Street;
- Food and drinks premises (café) – at the intersection of Mollison and Nicholson Streets;
- 5 x Arts and Craft Centres - located at ground floor along Nicholson Street;
- Dog Boarding - between 5-30 dogs – 7.00am to 6.00pm Monday to Friday accessed from Little Nicholson Street;

Development

- Three basement levels for 148 car parking spaces, 122 bike spaces, five motor bike spaces and two shared car spaces. End of trip facilities are located in the north-west corner of the site as well as 90 bike spaces. These are accessed from the north-eastern boundary at ground floor directly onto Little Nicholson Street which is proposed to be widened to a minimum of 5.5m. The Basement 1 plan incorrectly states that there are 48 car parking spaces and two shared spaces however there is only a total of 48 car parking spaces. Had Council been of a mind to support the proposal, this would have been rectified by way of condition.

- A northern laneway is proposed between 3m and 6.38m in width. The applicant has stated this is for pedestrian access only. This setback is replication for the full extent of the building.
- At ground floor, the external walls are setback approximately 3m with brick pillars along the title boundaries. These brick pillars extend from the ground floor to the third floor. Above the ground floor, between the pillars, is curved glazing along the north-western, southern and western facades with setbacks of up to 2.1m from a street frontage, and 5.4m from the northern boundary.
- Above these floors, the built form is a mixture of building built on boundary or having setback via the use of curved glazed elements, setback up to 2.1m from the title boundary. Any curved elements facing the proposed northern laneway are setback further.
- The dog boarding, food and drinks premises (cafe), arts and craft centres and restricted recreation facility are all located at ground floor with a central gallery with services behind and an atrium above. The dog board and wellness centre both have mezzanine levels above.
- The atrium is a maximum of 7.7m in width and 20.8m in length between the ground and second floors, whereby from the third floor and above, it reduces to 7.7m by 6.8m.
- The child care is at the third floor and includes an internal area in the eastern half of the floor, and an external area in the western.
- At the fourth floor, there is a large void over the external area of the child care in the north-western portion. A large break out area is located on the fourth floor, with the two levels overhead having voids.
- From the fourth floor and above, the building will be exclusively used for office space with break out areas.
- At the ninth floor, the proposal is setback 7.6m from Mollison Street in the south-western corner of the site. This continues up to the tenth floor, where there is also a large break out space with a void overhead on the eleventh floor.
- The roof shows plant and equipment as well as a vegetable plot and chicken run.
- The overall maximum wall and building height is 48.1m. The plant and equipment reaches a maximum of 51.5m.
- The proposed materials are clear glazing, red brick, white mesh, black metal framing and precast concrete.

Yarra Planning Scheme Provisions

Zoning

The subject site is zoned Industrial 3 Zone. The following provisions apply:

- Pursuant to Clause clause 33.03-1, a planning permit is required to use the land as offices, childcare centre, dog boarding, food and drinks premises (cafe) (nested under retail premises as per Clause 73.04-12), arts and craft centres and restricted recreation facility.

- Pursuant to Clause 33.03-4, a planning permit is required construct a building or construct or carry out works.

A number of the uses had not provided staff numbers, patrons or hours of operation, as they are all permit required uses, this would have been a condition on the permit.

Overlays

No overlays affect the land.

Relevant Particular Provisions

Clause 52.06- Car parking

Pursuant to Clause 52.06-2, before a new use commences the required car parking spaces must be provided on the land.

Where a use is not specified in the table, an adequate number of car spaces must be provided to the satisfaction of the responsible authority. The following table identifies the car parking requirement under Clause 52.06-5, the provision on site, and the subsequent reduction below the statutory requirement:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	12,806 m^2	3 spaces per 100 m^2 of net floor area	384	135 (inclusive of two shared car parking spaces)
Childcare Centre	78 places	0.22 spaces per child	17	11
Food and Drink (café)	151 m^2	3.5 spaces per 100 m^2 of leasable floor area	6	1
Restricted Recreation Facility (Wellness Centre)	270sqm	Rate Not Specified	To the satisfaction of the Responsible Authority	1
Dog Boarding Facility	152 m^2	Rate Not Specified	To the satisfaction of the Responsible Authority	0
Arts & Craft Centre	5 studios 145sqm	3.5 spaces per 100 m^2 of leasable floor area	5	0
Total			**412 Spaces + Parking for dog facility and restricted recreation facility**	**148 Spaces**

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. The proposal is seeking a reduction of 264 spaces, where the requirement is 412 and they are providing 148. There are also two office shared car parking spaces located on Basement 1 that will be shared for the office use.

Land Use differences

It should be noted that the applicant's traffic report had stated the artist studios were an 'Innominate use' with no specified rate and is therefore, to Council's satisfaction, however Council planning officers submit that these are arts and craft centres (for the reasons already outlined).

The applicant's traffic report also states that the 'wellness centre' is a medical centre with three practitioners, and therefore has a rate of '5 spaces to the first person providing health services plus 3 spaces to every other person providing health services'. As previously discussed, Council's planning officers submit that the 'wellness centre' is more similar to a restricted recreation facility, which has no specified rate and is therefore, to Council's satisfaction.

As a result of these variations, there is a difference between Council's planning officer's assessment and the applicant's traffic report in this respect.

Differences due to Amendment VC148

Due to the introduction of Amendment VC148 which amended Clause 52.06, there is also a significant difference between Council's planning officer's car parking rate assessment and the

assessment of Council's Senior Traffic Engineer and the applicant's traffic report. As a result of the amendment, car parking rates of Column B applies if any part of the subject site is identified as being within the Principal Public Transport Network Area (PPTN).

The subject site is located within the PPTN Area and, therefore, the Column B car parking rates apply to this planning permit application. As a result, the office car parking requirement is now 3 spaces per 100sqm instead of 3.5 and the requirement for both a food and drinks premises and arts and craft centres is now 3.5 spaces per 100sqm instead of 4.

The previous car parking requirement (prior to VC148) was a total of 476 spaces plus the parking for the dog facility and restricted recreation facility. Whereas now, post-VC148, the car parking requirement is 412 spaces plus the parking for the dog facility and restricted recreation facility. This is a decreased requirement of 64 car parking spaces. The previous car parking reduction would have been 328 spaces, however it is now 264.

Clause 52.34 - Bicycle facilities

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

Proposed Use	**Quantity/ Size**	**Statutory Parking Rate**	**No. of Spaces Required**	**No. of Spaces Allocated**
Retail premises (other than specified in this table)	151 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Office (other than specified in the table)	12806 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	43 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	13 visitor spaces.	
Bicycle Parking Spaces Total			**44 resident / employee spaces**	**212 employee spaces**
			13 visitor spaces	**0 visitor spaces**
Showers / Change rooms		**1 to the first 5 employee spaces and 1 to each additional 10 employee spaces**	**5 showers / change rooms**	**Not specified.**

Clause 52.34-2 states that a permit may be granted to reduce or waive this requirement. Clause 52.34-5 contains bicycle signage requirements.

No bicycle parking rate is specified for the childcare centre, dog care facility, restricted recreation facility and the arts & craft centre.

As previously outlined, there are some differences in the land use definitions, and therefore in relation to the restricted recreation facility, the applicant and Council's Strategic Transport Unit had assessed that as a medical centre which resulted in no change for staff bicycle spaces and one additional visitor space compared to what is shown in the table above.

The development provides a total of 168 additional employee spaces above the requirements of the planning scheme. However no visitor parking spaces are provided, and it is unclear how many showers or change rooms are provided. Had Council been of a mind to support the proposal, the full requirement would have been a condition on any permit.

General Provisions
- Clause 65 – Decision guidelines

Planning Policy Framework (PPF)
Relevant clauses are as follows:

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of Urban Land)

The objective is:

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

Clause 11.03 (Planning for Places)

Clause 11.03-1R (Activity centres – Metropolitan Melbourne)

Relevant strategies are:

Support the development and growth of Metropolitan Activity Centres by ensuring they:

- *Are able to accommodate significant growth for a broad range of land uses.*
- *Are supported with appropriate infrastructure.*
- *Are hubs for public transport services.*
- *Offer good connectivity for a regional catchment.*
- *Provide high levels of amenity*

Clause 13.05-1A (Noise abatement)

The objective is:

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

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

Clause 15.01 (Built Environment and Heritage)

Clause 15.01-1S (Urban design)

The objective is:

- *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-1R (Urban design - Metropolitan Melbourne)

The objective is:

- *To create distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S – (Building Design)

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

Relevant strategies of this clause are:

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

This clause also states that planning must consider as relevant:

- *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S (Healthy neighbourhoods)

The objective of this clause is:

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

Relevant strategies include:

- *Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:*
  - *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
  - *Streets with direct, safe and convenient access to destinations. Conveniently located public spaces for active recreation and leisure.*
  - *Accessibly located public transport stops.*
  - *Amenities and protection to support physical activity in all weather conditions.*

Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)

The strategy is:

- *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)

The objective of this clause is '*to recognise, support and protect neighbourhood character, cultural identity, and sense of place.*'

Relevant strategies are:

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

Clause 15.02-1S – (Energy and resource efficiency)

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 17 – (Economic development)

Clause 17.01-1S– Employment

The objective of this clause is:

- *To strengthen and diversify the economy.*

Relevant strategies include:

- *Protect and strengthen existing and planned employment areas and plan for new employment areas.*
- *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.*
- *Improve access to jobs closer to where people live.*

Clause 17.02-1S – (Business)

The objective of this clause is '*to encourage development which meet the communities' needs for retail, entertainment, office and other commercial services*'.

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

The objective of this clause is:

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

Relevant strategies to achieve this objective include:

- *Develop transport networks to support employment corridors that allow circumferential and radial movements.*

- *Plan urban development to make jobs and community services more accessible by (as relevant):*
    - *Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.*
    - *Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.*
    - *Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.*

- *Integrate public transport services and infrastructure into new development.*

Clause 18.02-1S – (Sustainable personal transport)

The objective of this clause is:

To promote the use of sustainable personal transport.

Relevant strategies of this policy are:

- *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
- *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
- *Ensure cycling routes and infrastructure are constructed early in new developments.*
- *Provide direct and connected pedestrian and bicycle infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.*
- *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.*
- *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.*
- *Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.*
- *Ensure provision of bicycle end-of-trip facilities in commercial buildings*

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

Strategies of this policy are:

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

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

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)

The objective of this clause is:

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

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)

The following LPPF provisions of the Scheme are relevant:

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.04-2 – Activity Centres

The relevant objective of this clause is:

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

Relevant strategies to achieve this objective include:

- *Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*
- *Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day.*
- *Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.*

Clause 21.04-3 – (Industry, office and commercial)

The objective of this clause is '*to increase the number and diversity of local employment opportunities.*'

Clause 21.05-2 – (Urban design)

The relevant objectives and strategies of this clause are:

- *Objective 16 - To reinforce the existing urban framework of Yarra;*
- *Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:*
    - *Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
        - *Significant upper level setbacks*
        - *Architectural design excellence*

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

- *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;*
- *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;*
- *Objective 21 - To enhance the built form character of Yarra's activity centres;*
  - *Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and*
  - *Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.*
- *Objective 22 - To encourage the provision of universal access in new development.*

Clause 21.05-4 (Public environment)

The relevant objective and strategies of this clause are:

- *Objective 28 - To a provide a public environment that encourages community interaction and activity:*

  - *Strategy 28.1 Encourage universal access to all new public spaces and buildings*
  - *Strategy 28.2 Ensure that buildings have a human scale at street level.*
  - *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.*
  - *Strategy 28.5 Require new development to make a clear distinction between public and private spaces.*
  - *Strategy 28.8 Encourage public art in new development.*
  - Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.

Clause 21.06 – (Transport)

This clause builds upon the objectives outlined at clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

Clause 21.06-1 – (Walking and cycling)

This clause builds upon the objectives outlined at Clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

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

Clause 21.07-1 – (Environmentally sustainable development)

The relevant objective and strategy of this Clause is:

- *Objective 34 To promote ecologically sustainable development:*

  - *Strategy 34.1 Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and*

management, solar access, orientation and layout of development, building materials and waste minimisation;

Clause 21.08-1 – (Abbotsford)

This clause states the following:

Abbotsford is a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. The residential precincts are surrounded by industrial development located in the vicinity of Hoddle Street and the Yarra River.

There is a large industrial precinct centred around Carlton United Beverages. Due to requirements under SEPP N-1 the viability of this industrial precinct has the potential of being undermined by new residential development located too close. The introduction of offices does not present a similar threat and would aid the development of underutilised land to the west of Victoria Crescent south of Gipps Street.

Figure 5 shows Nicholson Street as needing improvement on street presentation and cycle links to open space.

Figure 3 shows the subject site as being part of a non-residential area where the aim is to improve the quality of the environment and the interface of development with the street.

Local Policies

Clause 22.05 – Interface Uses Policy

This policy applies to applications for use or development within Industrial Zones (amongst others).

The relevant objective of this clause is:

To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.

Clause 22.05-3 also states that it is policy that '*new non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*'

Decision guidelines at clause 22.05-6 include:

- *Before deciding on an application for non-residential development, Council will consider as appropriate:*
    - *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.*
    - *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 22.10 - Built Form and Design Policy

This policy provides guidelines to assess the scale, form and appearance of new development in areas where heritage overlay controls do not apply.

The policy aims to ensure that the design of new buildings limit the impact on the amenity of surrounding land while making a positive contribution to the streetscape through high standards in architecture and urban design.

The policy comprises the following design elements to guide the assessment of built form:

- *urban form and character;*
- *setbacks and building height;*
- *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 22.16 – Stormwater Management (Water Sensitive Urban Design)

This policy applies to (as relevant) new buildings.

Clause 22.17 – Environmentally Sustainable Design

This policy was introduced into the Scheme on 19 November 2015 and applies to residential development with more than one dwelling. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Relevant Documents

Clause 15.01-2S states that planning must consider as relevant:

- *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017). (UDG)*

City of Yarra Review of Heritage Areas 2007 Appendix 8, revised May 2017

The heritage classifications discussed in this report are derived from the incorporated document 'City of Yarra Review of Heritage Overlay Areas 2007, Graeme Butler and Associates 2007: Appendix 8 City of Yarra Heritage Database'.

Advertising

The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 1147 letters sent to surrounding owners and occupiers and by three signs displayed on site (one facing each street frontage – Nicholson, Mollison and Little Nicholson Streets). Council received 115 objections and one letter of support, the grounds of which are summarised as follows:

- The proposal is an overdevelopment and is not responsive to neighbourhood character;
- Excessive height and scale;
- Lack of demand for cafes and artist studios;
- Inappropriate uses;
- Design of the development;
- Interface with non-industrial uses;

- Lack of landscaping;
- High site coverage;
- Amenity impacts (overlooking/overshadowing/daylight to existing windows/noise/impact on solar panels/light pollution/litter);
- Shadows to the public realm;
- Impact on local bat migration patterns;
- Insufficient staff numbers for the childcare;
- Poor ESD;
- Lack of affordable housing;
- Wind impacts to the street;
- Increased traffic - less car parking spaces should be provided;
- Access from Little Nicholson Street;
- Safety concerns due to child care drop off;
- Safety of children at Abbotsford Primary School due to traffic;
- Impact on water table due to basements;
- Inadequate car parking (including layout) and loading of vehicles and bicycle facilities (including visitor parking);
- Cumulative traffic/parking impacts of other approvals;
- Lack of equitable development opportunities;
- Will create a precedent;
- Access to the rear of the buildings from Little Nicholson Street;
- Construction issues (disruption, early starts, impact on street trees, traffic and noise).

The letters of support stated the following:

- Economically logical;

Referrals

The application was referred to the following internal departments and external authorities and their recommendations are contained below:

External Referrals:

- Transport for Victoria

Internal Units:

- Engineering Services;
- Waste Services;
- ESD Advisor;
- Urban Design;
- Strategic Transport;

External consultants

- Urban Design (Rob McGauran – MGS Architects);
- Acoustic Consultant (SLR Consultants);
- Wind Consultant (Mel Consultants).

External Referrals

Transport for Victoria

The Head, Transport for Victoria pursuant to Section 56(1) of the Planning an Environment Act 1987 does not object to the grant of a planning permit.

Internal Units

Engineering Services

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	12,806 m^2	3.5 spaces per 100 m^2 of net floor area	448	135
Childcare Centre	78 places	0.22 spaces per child [sic]	17	11
Food and Drink	151 m^2	4 spaces per 100 m^2 of leasable floor area	6	1
Medical Centre	3 Practitioners	5 spaces to the first person providing health services plus 3 spaces to every other person providing health services	11	1
Dog Boarding Facility	150 m^2	Rate Not Specified	To the satisfaction of the Responsible Authority	0
Artists' Studios	5 studios	Rate Not Specified	To the satisfaction of the Responsible Authority	0
		Total	**482 Spaces + Parking for dog facility and artist studios**	**148 Spaces**

[These figures have since been updated as per Amendment VC148. Additionally, there were differences between the classifications of uses which impacted the car parking requirement total– refer to the planning officer's assessment under Clause 52.06 of the *Particular Provisions* section of this report]

The site would have a parking shortfall of 313 office spaces, six childcare spaces, five spaces associated with the food and drink use and 10 spaces for the medical centre. The parking provision for the dog boarding facility and the artists' studios would be to the satisfaction of Council.

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

Car Parking Demand Assessment

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

- *Parking Demand for Office Use. Parking associated with office type developments is generally long-stay parking for employees and short term parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office 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.*

  The development would be providing on-site office parking at a rate of 1.05 spaces per 100 square metres (135 spaces for 12,806 square metres of office floor space). In nearby Collingwood, a number of developments have been approved with reduced office rates, as shown in the following table:

Collingwood	
71-93 Gipps Street *PLN16/1150 issued 30 August 2017*	*0.96 spaces per 100 m²* *(86 on-site spaces; 8,923 m²)*
2-16 Northumberland Street *PLN16/1150 issued 14 June 2017*	*0.89 spaces per 100 m²* *(135 on-site spaces; 15,300 m²)*

  The proposed on-site office parking rate of 1.05 spaces per 100 square metres of floor area is considered appropriate, having regarding to the site's excellent accessibility to public transport services and proximity to Melbourne. Employees would aware of the scarcity of available long-stay on-street car parking and would opt for more sustainable forms of transport.

  Clients and customers to the office would park on-street. A traffic impact assessment by another consultant we had reviewed for a nearby site had adopted an office visitor parking rate of 5% of the office's total car parking generation. Given that all the on-site office spaces are allocated to staff, the off-site visitor parking demand would equate to around seven spaces.

- *Parking Demand of Childcare Centre. Traffix Group has indicated that the parking demand at a childcare centre is almost evenly split between parents and staff. When applying the statutory parking rate, a parking demand of nine parent spaces and eight staff spaces would be generated. Since only 11 on-site spaces would be allocated to the childcare centre, the demand of nine parent spaces and two staff spaces is considered reasonable. Staff who have not been allocated any on-site parking would make other travel arrangements to commute to and from the site.*
- *Parking Demand for Food and Drink Use. One space would be allocated to this use (for an employee). Customer parking would be accommodated off-site. The allocation of one space for the food and drink use is not unusual and is considered appropriate. If we adopt 2.0 spaces per 100 square metres for customers, the parking demand would be three off-site spaces.*
- *Parking Demand for Medical Centre Use. The medical/wellness centre would accommodate three practitioners with one space allocated to this use. Two of the practitioners would commute to the site by using public transport or riding a bicycle. Patients would be drawn from the local area and would park, walk or arrive by public transport. Traffix Group has assumed that the centre would generate three parking spaces for patients.*
- *Parking Demand for Dog Boarding Facility. The dog boarding facility would operate whereby owners drop off and pick up their dogs. Employees would use alternative transport to commute to the facility and dog owners would either drive and park (short-stay) or walk (if residing locally). Traffix Group has adopted two customer spaces, given the small scale of the premises.*

- *Parking Demand for Artists' Studios. No on-site parking would be provided for the artists' studios. Persons working at the studios would take public transport, ride a bicycle or walk. It is possible that some of the artists reside locally. It is unknown whether this use would attract customers. Traffix Group has assumed a parking demand of two customers, which is considered reasonable.*
- *Availability of Public Transport in the Locality of the Land. The site is within walking distance of tram services operating along Victoria Street and bus services operating along Johnston Street.*
- *Multi-Purpose Trips within the Area. Clients and customers to the site who choose to drive might combine their visit by engaging in other business or activities whilst in the area. .*
- *Convenience of Pedestrian and Cyclist Access. The site has very good walking accessibility to public transport nodes. 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:

- *Car Parking Demand Assessment. The off-site car parking demand for this site is summarised as follows:*

Proposed Use	Car Parking Demand
Commercial	
Office	On-site parking for employees is adequate. Office visitor parking demand has been adopted at 5% of total office parking demand – 7 spaces.
Childcare Centre	Pick-up and drop-off parking contained on-site. Employees would make other travel arrangement if not parking on-site.
Food and Drink	3 patron spaces
Medical Centre	3 patient spaces
Dog Boarding facility	2 customer spaces
Artists' Studios	2 customer spaces

Around 17 off-site short-stay parking spaces would be generated by the development.

- *Availability of Car Parking. Traffix Group had conducted on-street parking occupancy surveys in the surrounding area on Wednesday 10 May 2017 between 9:00am and 4:00pm. The survey area encompassed Mollison Street and sections of Langridge Street, Nicholson Street and William Street. The times and extent of the survey are considered appropriate. An on-street parking inventory of 192 publicly available spaces was identified. The results of the survey indicate that on-street parking occupancy had peaked at 10:00am and at 12:00pm, which no fewer than 14 vacant spaces available.*
- *Car Parking Deficiency associated with Existing Land Use. According to Traffix Group, the existing property contains an office and a warehouse with a retail outlet. The report indicates that the site would have a parking credit of some 28 spaces based on the statutory parking rate for a warehouse. This parking would be accommodated on-street. The existing short-stay parking credit of the site could potentially be transferrable to the new development.*
- *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 on-site car parking provision is considered appropriate in the context of the development and the surrounding area. The assumptions and assessment made in the submitted traffic engineering report are considered reasonable.

Engineering Services 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
Employees (Office, Food & Drink, Medical Centre)	0.5 trips per on-site staff space per peak hour (137 spaces)	Not provided	69	69
Childcare Centre	0.5* to 0.8 vehicle trips per child per peak hour (78 children)	-	39	39
	Total	-	108	108

* Lower end of the range was adopted by Traffix Group due to the childcare centre's inner city location and the potential for some parents to be drawn from the office and the nearby area.

Trip Generation from Nearby Approved Developments

The recently approved developments at 32-60 Mollison Street and 61-69 William Street would have peak hour traffic volumes of 130 trips and 153 trips per peak hour respectively.

Traffic Impact of Subject Site

The traffic generated by the subject site and the two large recently approved sites would directly impact the intersection of Nicholson Street and Mollison Street. The traffic impact of the Nicholson Street/Mollison Street intersection was assessed using the SIDRA program, which measures intersection performance. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic.

The intersection analysis was undertaken for existing conditions and post development conditions, which also incorporated inputs from the two recently approved developments. The results of the post-development modelling suggest that the intersection would continue to operate satisfactorily when the three developments are operational.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Access Arrangements	
Development Entrance – Little Nicholson Street	*The proposed 6.4 metre wide entrance complies with the Australian/New Zealand Standard AS/NZS 2890.1:2004.*
Visibility	*The exit lane of the entrance is adjacent to the proposed laneway to be built as part of the development. The sight triangle has not been shown on the drawings.*
Headroom Clearance	*Minimum headroom clearance has not been depicted as a perpendicular measurement from the surface of the ramp to the underside of the building.*
Internal Ramped Accessways	*The 6.552 metre wide internal ramps satisfy AS/NZS 2890.1:2004.*
Car Parking Modules	
At-grade Parking Spaces	*The dimensions of the at-grade parking spaces (2.6 metres by 4.9 metre) satisfy Design standard 2: Car parking spaces.*
Accessible Parking Spaces	*Have not been provided.*
Aisles	*The 6.4 metre wide aisles comply with Table 2: Minimum dimensions of car parking spaces and accessways of Clause 52.06-9.*
Column Depths and Setbacks	*Not dimensioned on the drawings.*
Clearances to Walls	*Clearances of 300 mm have been provided for spaces abutting walls.*
Gradients	
Ramp Grade for First 5.0 metres inside Property	*The accessway is horizontal for a distance of 11.3 metres inside the building line. This satisfies Design standard 3: Gradients in terms of grade requirements for the first 5.0 metres inside the property.*
Ramp Grades and Changes of Grade	*The ramp grades and the changes of grade for the ramped accessway and the internal ramps satisfy Design standard 3.*
Transition Grades Lengths at the Base of 1 in 4 Ramp Sections	*The transition grades at the base of 1 in 4 ramp sections have a minimum length of 2.5 metres, which satisfactorily accommodates the ground clearance for a B99 design vehicle.*
Loading Arrangements	
Loading Bay	*The on-site loading bay measures 3.6 metres by 7.6 metres. According to Traffix Group, the headroom clearance in the car park is only 2.2 metres, which would be suitable for small commercial vehicles or vans – adequate for the uses on this site. There is no objection to the waiver of the loading bay requirement under Clause 52.07.*
Truck Swept Paths	*The swept path diagrams for the 6.34 metre long truck accessing the loading bay are considered satisfactory.*

Design Items to be Addressed

Visibility	*Sight triangle should be superimposed on the drawings.*
Headroom Clearance	*To be dimensioned on the drawings.*
Accessible Parking Spaces	*Applicant to confirm whether accessible parking spaces are required.*
Column Depths and Setbacks	*To be dimensioned on the drawings.*
Vehicle Turning Movements –	*Swept path diagrams for a B99 design vehicle and an oncoming B85 design*

Little Nicholson Street Entrance	*vehicle should be provided the entrance off Little Nicholson Street.*
Pedestrian Pathway (Inside Property)	*A clear, unobstructed pedestrian pathway of no less than 1.2 metres should be provided on the east side of the development at ground level.*

IMPACT ON COUNCIL ROAD ASSETS

The construction of the new buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site.

It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for residents, employees, visitors and other users of the site.

WIDENING AND RECONSTRUCTION OF LITTLE NICHOLSON STREET

The widening of Little Nicholson Street to allow for a two lane width carriageway will necessitate its full reconstruction from Mollison Street to the site's northern boundary. The widening would also require the removal of the existing concrete open invert drain that runs along the western side of Little Nicholson Street. Removing the open invert drain would, in turn, require drainage modification works. Detailed engineering design drawings for the widening and reconstruction works is to be submitted to Council for assessment and approval. All costs associated with these infrastructure works shall be borne by the Permit Holder.

The Permit Holder would need to obtain and maintain insurance, approved by Yarra City Council, for public liability and to indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land occupied by the widened section of Little Nicholson Street. A Section 173 Agreement may need to be prepared in relation to this matter.

ENGINEERING CONDITIONS

Civil Works

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

- *The footpaths along the property's Mollison Street and Nicholson Street road frontages must be stripped and re-sheeted 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 kerb and channel along the Nicholson Street road frontage is to be reconstructed in accordance with Council's Infrastructure Road Materials Policy and to Council's satisfaction and the Permit Holder's cost.*
- *All redundant vehicle crossings surrounding the site must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost. The cost of modifying any parking signs or road markings for parking bays (where required) shall be borne by the Permit Holder.*
- *The tactile ground surface indicators (TGSIs) are to be replaced at the Nicholson Street pedestrian crossing once the footpath has been stripped and re-sheeted, to Council's satisfaction and at the Permit Holder's cost.*
- *Little Nicholson Street, between Mollison Street and the northern boundary of the site must be widened and reconstructed to Council's satisfaction. The works shall also include the following items:*

- *The removal of the concrete open invert drain on the western side of Little Nicholson Street;*
- *The modification of the existing pit and underground drainage at the junction of Little Nicholson Street and Mollison Street;*
- *The provision of a kerb along the west side of Little Nicholson Street, and*
- *Any columns that abut the west side of Little Nicholson Street must be positioned no less than 300 mm from the edge of the new carriageway.*

- *All infrastructure works associated with the widening and reconstruction of Little Nicholson Street must be funded by the Permit Holder.*
- *The new vehicle crossing servicing the development must be constructed in accordance with Council's Standard Drawings and engineering requirements. The vehicle crossing must satisfy the ground clearance for a B99 design vehicle.*
- *The upstand fire hydrant in Nicholson Street must be replaced with a below-ground fire hydrant.*

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.*

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.*

NON-PLANNING ADVICE FOR THE APPLICANT
Legal Point of Discharge
The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the Building Regulations 2006 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 610.

Preparation of Detailed Road Infrastructure Design Drawings
The developer must prepare and submit detailed design drawings of all road infrastructure works associated with this development for assessment and approval.

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.*
- *Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.*
- *Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.*
- *Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.*

Additional Comments Provided By Construction Management
Construction Difficulty Notes:

- *Power lines along both Nicholson Street and Mollison Street road frontages will impact any potential crane lifting works. It is recommended that a section of power lines be undergrounded to facilitate any future crane lifting during construction works.*
- *Closures to Little Nicholson Street should be kept to a minimum during constructions works.*

Other Construction Items

- *All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.*
- *Redundant pits/services to be removed and council assets to be reinstated.*
- *There are two public lighting attached to the eastern wall of the development (Light Nos. L811288 and L811230). These lights cannot be removed until an alternative light is provided. This would require the Permit Holder to consult CitiPower for their guidance/direction in this matter.*
- *Provide report from arborist regarding pruning tree branches in Nicholson Street.*

Waste Services

The waste management plan for 20-30 Mollison St, Abbotsford authored by Leigh Designs, dated 19 June 2017, is satisfactory from a City Works branch's perspective.

ESD Advisor

The standard of the ESD meets Council's Environmental Sustainable Design (ESD) standards.

Applicant ESD Commitments:

- *Certified 5 Star Green Star commitment.*
- *Access to daylight is reasonable with ~40% of the office floor area reaching the target daylight factor of 2% or greater.*
- *Energy efficiency standards will exceed the NCC with a NABERS 6 Star Energy Commitment Agreement.*

- *A STORM report with a score of 134% is included that is reliant on 740m2 of roof draining to 25,000 litre tank for flushing in toilets for 100 occupants, plus an additional 255m2 of roof terrace draining into an additional 5,000 litres of storage used for irrigation.*
- *Some access to natural ventilation. Mechanical ventilation with fresh air rates exceeding AS1668 rates by at least 50%.*
- *Exterior shading screens to large areas of the façade will assist in managing solar heat gain.*
- *Energy efficient lighting.*
- *Water efficient taps, fixtures and irrigation system.*
- *Landscaping will marginally improve the ecological value of the site.*
- *Breakout spaces, rooftop and terraces accessible for staff.*

Application ESD Deficiencies:

There are no major deficiencies identified at this time.

Outstanding Information:

- *Please state what COP/EER the central HVAC plant equipment will be. Recommend 100% economy cycle, heat recovery and a BMS to manage, control and monitor the system.*
- *Please indicate what type of hot water system will be used and its standard of energy efficiency.*
- *Please note the rainwater tank volumes, locations and connections on plans. One tank of unspecified volume can be identified on the plans currently.*
- *The SMP states there are 72 bicycle spaces for staff and 30 for visitors, plus 86 lockers and 4 showers provided for cyclists. However the architectural drawings clearly note total of 212 spaces, across three levels of basement and the ground floor. Please ensure that the 212 bike spaces are consistent and noted in the SMP. Ensure that at least 20% of spaces are on ground in line with AS2890.3.*

Urban Design

COMMENTS
Urban Design comments have been sought on the above application, in particular on the proposed public realm and streetscape improvements.
(Comments refer to application drawings received on 27 October 2017)
Comments are provided below and attached annotated plan.

Nicholson & Mollison Streets

The 3m building setback (from western and southern site boundary) is supported as this provides a generous streetscape.
Further clarification is required to define the type and extent of the proposed ground floor surface material.
Acceptable outcomes include reinstatement of an asphalt footpath (between the site boundary and back of kerb), or bluestone unit pavers (between the building line and back of kerb).
Mollison and Nicholson Streets should be consistently paved using one material.
If a continuous bluestone unit paver is proposed the site boundary should be clearly demarcated.
Given this development is not located within a heritage area in-situ concrete kerb and channels are acceptable.
All proposed streetscape materials and fixtures should be as per Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings.

Little Nicholson Street

Widening of Little Nicholson Street to 5.5m wide is supported as this encourages two-way vehicular traffic.
Further information is required to understand the proposed cross section, particularly in regard to vehicle and stormwater management.

New Laneway

Given the laneway is over 40m long and approximately 3m at its narrowest point it is important to ensure that this is a safe and welcoming space.
In principle the northern laneway is supported however further information is required to ascertain its function and quality of offer.

Confirm intended use (minimum thoroughfare width, seating, garden beds etc.) and proposed materiality.

It is assumed that this laneway is a pedestrian link only, therefore all references to 'shared connection/link' should be removed. Vehicle use is not supported.

CEPTED principles need to be considered particularly due to limited solar access, pedestrian permeability and natural surveillance. Maintaining adequate light levels and sight lines (particularly mid-block at existing blade walls) is essential to ensure the success of this laneway.
Confirm extent of physical and visual permeability (including extent of barrier adjacent to Basement carpark entry).

Trees - Nicholson Street .

2 No. existing trees are required to be protected and retained.
Due to the removal of existing vehicle crossovers on Nicholson Street, there is opportunity for 2 No. additional tree planting as shown on attached drawing.
Platanus sp. or City of Yarra approved equivalent.

Trees - Mollison Street

Due to the quality and location of existing trees along Mollison Street there is opportunity to consider installing new street trees along this street as shown on attached drawing.
Placement could be more responsive to column spacing and building setback, however it is expected that developer contribution would be made to ensure tree planting consistency is attained along Mollison Street. Alternatively existing trees are to be protected and retained.
Further discussion to include City of Yarra Aboriculture and Streetscapes.

Bicycle hoops

Further opportunities for additional bicycle parking should be explored, particularly in proximity to Café as shown on attached drawing.
All proposed streetscape fixtures should be as per Technical Notes: City of Yarra Public Domain Manual, with all required clearances to be dimensioned.

Public Seating

We recommend that some public seating be provided along Nicholson and/or Mollison Street to accommodate anticipated use within the public realm.
All proposed streetscape fixtures should be as per Technical Notes: City of Yarra Public Domain Manual, with all required clearances to be dimensioned.

Strategic Transport

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
Medical centre	3 practitioners	1 employee space to each 8 practitioners	0 employee spaces	
		1 visitor space to each 4 practitioners	1 visitor spaces.	
Office (other than specified in the table)	12806 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	43 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	13 visitor spaces.	
Retail premises (other than specified in this table)	151 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Bicycle Parking Spaces Total			44 resident / employee spaces	212 employee spaces
			14 visitor spaces	0 visitor spaces
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	5 showers / change rooms	Not specified.

No bicycle parking rate is specified for the childcare centre, dog care facility or artist's studio uses.

The development provides a total of 168 additional employee spaces above the requirements of the planning scheme. However no visitor parking spaces are provided, and it is unclear how many showers or change rooms are provided.

Adequacy of visitor spaces

No spaces are specified as visitor spaces. No spaces appear accessible to visitors, given all spaces appear to be located within a secure facility. The following is relevant:

- *At least 14 spaces suitable for visitor use must be provided to meet the statutory requirement.*
- *At least 27 visitor spaces are required to meet Council's best practice guidelines. This comprises of the BESS rate for office spaces, and 1 space for the medical centre use. This rate would also likely satisfactory cater for the childcare centre and artist's studio uses. It is not expected the dog care facility would generate cyclist demand.*
- *Visitor spaces must be:*
  - *Accessible to visitors (i.e. not located within a secure facility);*
  - *At a horizontal bicycle rail.*

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a surplus of 168 employee spaces above the requirements of the planning scheme, it is noted:

- *A reduction of 334 car parking spaces is sought (69% 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, best-practice requires a rate of 1 space to each 100sqm of office floor space[1]. Therefore it is recommended a minimum of 130 employee spaces be provided. This requirement has been exceeded, and therefore the number of bicycle spaces provided is acceptable.*

Design and location of employee spaces and facilities

Employee and resident spaces are inadequately located and designed for the following reasons:

- *Resident/employee bicycle parking is provided in six different storage areas across ground-floor, and the three basement levels. Due to the steep ramps that provide access to the car park, it is envisioned most cyclists would choose to exit the basement levels via the lift shaft.*
- *Spreading cyclist facilities across four levels is not supported, as cyclists may need to travel from storage area, to storage area whilst looking for a free parking space. At minimum the bicycle storage areas should be contained within ground-floor and basement 1, within two storage areas.*
- *Further, none of the spaces within the basement levels are located within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for employees must be provided in a bicycle locker, or in a lockable compound. A secure car park does not constitute a lockable compound.*
- *All bicycle storage spaces appear to have been provided as 'Ned Kelly' style hanging spaces. Pursuant to AS2890.3 at least 20% of bicycle storage spaces within any storage facility should be provided as horizontal ground level spaces. Given the proposal includes 82 additional employee spaces over Council's best-practice guidelines; it would be acceptable for the total number of spaces to be reduced, providing at least 130 employee spaces are retained.*

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[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers the following best-practice guidance for bicycle parking rates: 'Non-residential buildings should provide spaces for at least 10% of building occupants.' Assuming a floor-space occupancy of 1 steff 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*

- *Storage area and relevant walkway dimensions are not noted on the plans. Whilst it appears most spaces and walkways meet the requirements of AS2890.3, the plans must be notated to undertake a detailed assessment of these requirements.*
- *No details of the number of change rooms or showers has been provided. Pursuant to Council's best practice guidelines, at least 1 shower and change room (or combined shower/change-room) should be provided to each 10 bicycle spaces.*

Electric vehicles / Shared Vehicles

It is noted the application includes provision of two car-share bays at Basement 1. However the bays are shown as tandem bays. Tandem bays are not functional from a user operational perspective as issues can arise when vehicles are returned early or late, or to the incorrect bay.

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). To ensure the potential for future provision for electric vehicle charging the basement levels should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to the basement levels 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. The GTP should include:

(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) the provision of real time passenger information displays for nearby stops within each lobby;
(d) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(e) a designated 'manager' or 'champion' responsible for coordination and implementation;
(f) details of bicycle parking and bicycle routes;
(g) details of GTP funding and management responsibilities;
(h) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
(i) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(j) security arrangements to access the employee bicycle storage spaces; and
(k) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
(l) Reference to a minimum 40A single phase electrical sub circuit should be installed to the basement levels for 'EV readiness'; and
(m) provisions for the Green Travel Plan to be updated not less than every 5 years.

Recommendations
The following changes should be included on the plans before endorsement:

(a) Dimensions of bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
(b) A minimum of 25 visitor bicycle parking provided in a location easily accessed by visitors to the site (i.e. spaces must not be located within a secure facility).
(c) All visitor bicycle parking facilities to be ground level (horizontal) spaces.

(d) *A minimum of 130 employee bicycle parking facilities to be located, at Basement 1 and ground-floor, within a secure facility, with reasonable proximity and access to:*
   i. Building entrances and/or lift shafts;
   ii. End of trip facilities, including showers and change rooms.

(e) *All employee bicycle parking facilities to include a minimum of 20% of ground level (horizontal) spaces.*

(f) *Details on the number of showers and change-rooms must be provided. At minimum one shower should be provided to each 10 employee bicycle storage spaces.*

(g) *The car-share bays must be relocated to parallel bays.*

(h) *The basement level car parks must have electrical wiring with a minimum 40A single phase electrical sub circuit should be installed to the basement levels for 'EV readiness'.*

A Green Travel Plan with the requirements mentioned previously must also be submitted for endorsement.

External consultants

Urban Design (Rob McGauran – MGS Architects)

- *Whilst the proposed mix of uses is supported, the scale, juxtaposition, briefing and provision and resolution of the project are presently poorly executed from an architectural design, contextual response and technical resolution perspective.*
- *The site is within 5 minutes' walk of a tram and 10 minutes of trains but does not sit on a major arterial or within a major area of change but rather sits at a clear point of transition between valued lower rise industrial and fine grain residential Victorian neighbourhoods subsequently further incrementally developed with similar low rise scale. It is similarly at the junction of important local bike routes.*
- *The scale of the site combined with that of its neighbours suggest that the precinct could be developed with a scale larger than its neighbours to the south and west but that the scale would be more tempered at the Nicholson Street and Mollison Street frontage interfaces where a highly valued character is already established.*
- *The proposal is at best a work in progress with a poor level of resolution of the plan, section and technical elements of the project and this lack of resolution undermines the possible merits of the applicant's proposal.*

Critical issues of the proposal that need to be clearly resolved include the following:-

Recommendation

At ground level coordinate and complete plans to adequately describe facilities arrangements for lifts, EOT and egress and demonstrate that the proposed escape meets regulatory requirements for escape.

Response to valued heritage context and equitable development.

- *The adjoining area has highly valued heritage neighbourhoods that are largely ignored as a basis of design response by the proposal.*
- *The development should acknowledge the historic 3 level industrial; and institutional neighbours to the south, west and northeast in the design response.*
- *Setback built form above level 3 to the southern, western, eastern and northern interfaces.*
- *These setbacks should be underpinned by principles of equitable development and clear demarcation between the street wall character of the precinct and upper level form.*

- *The proposed development scale is excessively obtrusive in the context of highly valued adjoin heritage neighbourhoods.*
- *Whilst the development of workplaces and studio areas are welcome additions to the area the community development as provided with large expanses of surface with now street setback at tower scale is unsupportable as it will have significant offsite impacts both in visual bulk terms but also in respect to solar and street level amenity and fails to address key Urban Design objectives of local policy.*
- *The applicants proposed justification for this scale outlined in their drawing TPO07-2 argues the need for transition on the one hand but ignores the immediately adjoin heritage forms to the south and west that would suggest far more modest outcomes.*

Recommendation

- *Setback a minimum 4.5 m from the centre line of Little Nicholson [sic] Street and 4.5 m from the northern boundary above level 3.*

- *Setback to gridline 2 from the Nicholson Street frontage above level 3 to provide a high level of amenity for the proposed child care and its proposed external areas and to:*

    - *Respond to the clearly described street wall character of the intersectional area and the heritage forms marking this corner*

    - *Ensure patrons of each age group receive equitable access to light and amenity not present in the existing arrangements.*

- *Setback a minimum of 6m from the Mollison Street frontage above Level 3 to:*

    - *Respond to the clearly described street wall character of the intersectional area and the heritage forms marking this corner to the south between Nicholson Street and Little Mollison Street*

- *Delete development in excess of 8 levels should not be considered and at 8 levels would need to incorporate design and urban design outcomes of exceptional quality.*

<u>Operational issues</u>

- *The nature of proposed uses and the quality of the internal and external areas and their functionality require detailed responses.*

- *Further detail is required regarding the following:*
    - *Describe the operation of the dog care facility and the management of noise and waste management and the proposed use and access arrangements to the proposed mezzanine areas. Provide details of how animal waste from the ground and rooftop facilities is to be managed as both are substantial in scale.*
    - *Describe the proposed interface between these areas and the internal gallery area and the proposed treatments and use of this internal gallery area.*
    - *Describe the arrangements for toilet, kitchen, exhaust and waste management for the proposed Café.*
    - *Describe the proposed interface between the cafe and the internal gallery area and the proposed treatments and use of this internal gallery area. Show the extent of proposed seating in external areas if any.*
    - *Describe the nature of amenities for the artists' studios and the nature of their interfaces with the internal atrium areas.*
    - *Describe drop off and access arrangements for the Child care facility and hours of operation.*

- *Presently the entire atrium zone would appear inactivated is this correct and would also appear to be the sole point of egress for all upper floors is this also correct?*
- *Presently it would appear that toilets servicing the ground floor are all centralised.*
- *Given these toilets are for a diverse range of uses including pet handlers, food handlers, artists, healthcare providers and artists using a range of media, describe how required health standards for staff are to be maintained and how the quality and standards of these facilities are to be managed to ensure these outcomes in the long term.*
- *Describe how waste is to be managed for artists' studios and how food preparation*
- *Describe how the business incubator on levels 1 and 2 is to work and how theatre and breakout areas are proposed to be accessed, where reception areas are to be provided etc.*
- *.Show the food preparation areas for these floors and confirm the adequacy of the proposed toilets for the proposed population and inclusion of handwashing facilities.*
- *Provide evidence of compliance with compliance with emergency egress requirements for distance of travel to an escape.*
- *Provide clear details of the lift lobby area and its dimensions and perimeter treatments to the atrium on all levels.*

- *Provide details of the childcare facility layout including areas for reception and security control, pram storage, staff and children's toilet areas, play zones for differing age groups, acoustic separation between the childcare and adjoining workplace areas and evidence that windows overlooking the childcare are inoperable (i.e. that objects cannot be dropped into these areas.*
  - *Clarify the number of students.*
  - *Show details of the proposed perimeter screens and their support, presently the perimeter is not clearly defined to recreation areas and the juxtaposition between internal and external areas similarly not clearly shown.*

- *Provide landscape design details for all semi-public, private and public open space and circulation areas prepared by a landscape architect.*
- *Provide details of how breakout areas interconnecting a number of floors are to work and update plans to adequately describe the arrangements and provide details of how proposed landscaping is to be resilient and high quality in these areas in the long term.*
- *Provide details of disability access to breakout areas.*
- *It would appear that these areas are effectively in many instances external areas with exposure to weather from prevailing winter and summer showers.*
- *Describe how these internal to external areas are to operate and how planter depths are to be provided and areas drained. Current sections provide no clarity of design intent with trees growing out of concrete slabs.*
- *Breakout areas are inconsistently indicated with landscaping sometimes shown in single level areas that are capped by floors above and sometimes by double or triple spaces such as level 7 with atrium over not shown. If these are intended to be external areas they should be clearly shown as such. If they are double height internal spaces completely enclosed on all sides they should be similarly indicated as tenanted workplace areas and not external zones. Clearly the large trees shown in examples such as level 8 will not be viable with an immediate floor over though I note in elevation this would appear to be double height with a screen to the external face enclosing this zone.*
- *The proposal indicates large areas of the development with mesh screen facades built to the street interface. The precedent application of this material shown on TP) 8-4 shows an external accessible maintenance walkway between the screen and internal glazing. The proposal in its current form makes no such allowance providing no apparent means to maintain glazing with the screens in many cases in immediate abutment with the adjoin screen. This clearly raises significant maintenance and amenity issues that are not readily addressable with the current proposition. Similarly the facetted form of façade treatments*

combined with column locations effectively creates a discontinuous access to the breakout areas that remain unresolved.

- *Vegetable plots and chicken runs on the roof top and their maintenance and location next to plant areas are not defined.*
- *Access to the rooftop amenity areas are not described*
- *Plans do not show enclosed facades on a number of levels and demarcation between atriums and the internal office areas are poorly described.*
- *No details are provided for the roof top elevations*
- *The theatre is described in the accompanying documentation as a tiered space but is not laid out to facilitate such an outcome with neither aisle access or upper level access*
- *Roof garden treatments indicated in the town planning report are not described in either plans or sections.*
- *The acoustic report has not considered noise from the dog or child care facilities back into the atrium area or to adjoining workplace areas other than the wellness zone.*

Wind effects

- *The Vipac report provides for only walking standards to be met for the perimeter areas of the entry and the café. These should provide in my view for sitting level comfort outcomes not walking as currently indicated. This would promote streetscape activation consistent with the character made so popular in successful venues within the municipality in mixed use precincts.*
- *The report also describes an assumption of extensive landscaping "to the childcare and breakout areas. As noted above the existing plans do not enable this to occur. The tall nature of the building is contributing to higher wind speeds at the bicycle entry and main SW intersection*
- *Outdoor breakout areas and amenity areas are only providing for walking levels of comfort. This is inconsistent with the precedent images and proposed breakout roles of these areas and is relied on by a diverse community of workers.*

Overshadowing

- *The shadow diagrams included on drawing TP5.00-4 and 5.01 and 5.02 demonstrate the extent of overshadowing on the neighbourhood. This sits at odds with a proposition said to be promoting active transport walking and cycling as preferred travel modes and a collaborative neighbourhood and street life culture. The morning shadows impact substantially the entire south of the Mollison Street intersection and western side of Nicholson Street and north facades of the property to the south north facing windows until after 3pm. The south footpath and western footpath should in my view be protected from overshadowing between 10 and 2 at the equinox.*

Conclusion

- *The proposal in its current form whilst incorporating some interesting mixed use propositions remains unresolved in its execution and a poor response to its context. The outcome has significant building bulk, overshadowing and environmental effects at street level that unreasonably impact on the adjoin neighbourhood. The juxtaposition of the proposed uses within the development is unresolved and the amenity of the shared space poor in its resolution at this time.*

Recommendation

- *The proposal should be refused in its current form.*

Acoustic Consultant (SLR Consultants)

The acoustic report prepared for the commercial development proposed for 20-30 Mollison Street generally addresses the issues of noise to and from the proposed use. The items we believe may require further attention are summarised below.

- *Ground floor café – the report does not identify the café as a potential source of nuisance noise to nearby dwellings. If operating hours of the café are proposed to be restricted to 7 am to 7 pm, specific consideration of noise from this source is not necessary. However if operation outside these hours is proposed we would expect noise emissions from the use to be assessed either in this report, or in a subsequent acoustic report prepared specifically for the use.*
- *An assessment of maximum noise events has not been conducted for noise from Spotless to the childcare centre. If frequent truck passbys are a feature of the Spotless laundry we recommend that an assessment be conducted, particularly to sleeping areas.*

Wind Consultant (Mel Consultants)

In conclusion, the Vipac Wind Impact Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. We have no issues with the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the assessment. This is consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. We agree with many aspects of the Vipac Wind Impact Statement for the assessment of the wind conditions.

However, we have concerns that the wind conditions at the southwest corner outside the café entrance may not achieve the standing criterion, the wind conditions on the childcare covered external play area may not achieve the sitting criterion, and the breakout areas, especially at building corners, may experience wind conditions above the walking criterion. Vipac have recommended in the conclusions that a scaled wind tunnel model study be undertaken in the detailed design stage to verify the predictions and determine the optimal wind controls, wherever necessary. We would agree that a wind tunnel model study of the development be undertaken to quantify the wind conditions in the surrounding streetscapes and on the terraces due to the relative height of the proposed development compared to the surrounding buildings resulting in full exposure to prevailing wind directions. We would also recommend that any wind mitigation strategies (wind controls) determined to be required by the wind tunnel study not rely on existing or future street trees.

Assessment

The considerations for this application are as follows, as required:

- Strategic context;
- Uses;
- Built form and Design;
- Off-site amenity;
- Traffic, access, bicycle parking and car parking reductions;
- Waste management; and
- Objector concerns.

Strategic context

In assessing this application Council officers must make a comprehensive evaluation of the proposal with consideration to the purposes and objectives sought to be achieved by the Act and the Yarra Planning Scheme, the applicable decision guidelines, and as to whether or not there is a net community benefit and sustainable development outcome. There is no doubt that the site has many of the attributes that would lead to a support of higher density development. However, having carried out an assessment of the competing state and local policies and objectives against the

particulars of this development, on balance this proposal does not represent an acceptable outcome.

The development in its current form is an overdevelopment of the site and is a poor response to its context. Specifically the issues are:

- excessive height;
- lack of street wall and subsequently, does not respond to the site context nor fit into the emerging built form context and streetscapes;
- lack of sufficient side and rear setbacks resulting in a non- equitable sharing of development opportunities and visually dominating the streetscape;
- is not of high architectural design excellence and subsequently lacks sufficient technical/operational details;
- excessive shadow impacts to the public realm; and
- does not provide an appropriate response to the adjoining heritage streetscape.

Council does not dispute that the Industrial 3 Zone which applies to the site is capable of accommodating a greater density and higher built form, subject to individual site constraints. Additionally, state and local policies (such as clause 11.03-1R and 18.01-1S) encourage the concentration of development near activity centres and intensifying development on sites well connected to public transport such as the subject site.

However, in this instance, the site is in a transitional location where it interfaces with finer grain, low scale residences and heritage buildings to the west and south which temper development potential and require a considered response.

The Planning Scheme is a network of complex policies and objectives, which is to be read as a complete document; with an understanding that objectives of urban consolidation and employment growth can conflict with neighbourhood character and other objectives. Clause 71.02-3 requires planning authorities to ingrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. Council submits the proposal fails these tests.

The issue around strategic imperatives (such as urban consolidation) versus site context is complex and one in which the Tribunal explored in its decision for *2G Investment Group Pty Ltd v Yarra CC* [2009] VCAT 2182. Within this decision, the Tribunal recognised that strategic imperatives cannot outweigh concerns about how a design responds to its context.

The following comments were made:

> [9] ..... However, we disagree that this opportunity and the strategic imperative override the necessity to also achieve a good design outcome. We have refused this application because of the failure of this particular design to respond to its context and to provide a reasonable level of amenity to future occupants and adjoining properties.

In this instance, the application fails when balancing the competing objectives of the Scheme; principally those of equitable development, enhancement of the public realm, architectural excellence, height and heritage which are not sufficiently off-set by positive urban consolidation achievements.

In summary, while there are clear policy directions to support the intensive redevelopment of the site for high density office buildings to provide for employment growth, the proposal clearly does not meet many of other policies and its poor design response does not warrant support.

<u>Uses</u>

All of the uses within the proposal require planning permission. The uses are as follows:

- Office – no details provided on the hours of operation or number of staff;
- Restricted recreation facility (maximum 20 patrons) fronting Mollison Street – no details provided on the hours of operation or number of staff;
- Food and drinks premises (café) (151sqm) at the intersection of Mollison & Nicholson Streets – no details provided on the hours of operation or number of staff;
- Dog boarding – between 5-30 dogs – Hours of operation are between 7.00am to 6.00pm Monday to Friday accessed from Little Nicholson Street;
- Childcare Centre – max 78 children between newborn and 5 years old – hours of operation are between 7.00am to 6.00pm Monday to Friday and maximum 5 staff – located on the third floor with drop off areas within the basement; and
- Five x Arts and Crafts Centres located at ground floor along Nicholson Street – no details provided on the hours of operation or number of staff.

As already acknowledged, the subject site is within the Industrial 3 Zone which has objectives that readily encourage commercial uses as follows:

- *To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.*
- *To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.*

In addition to the above, Clause 22.05 (*Interface Uses Policy*) requires new non-residential use and development within Industrial Zones to be designed to minimise noise and visual amenity impacts upon nearby, existing residential properties. The proposed office use is largely considered to generate minimal off-site amenity impacts, with the use contained within the building and unlikely to cause unreasonable noise, odour, visual or other impacts to adjacent land.

Office

The use of the site predominantly as an office building is supported by the Planning Policy Framework and the objectives of the zone, as outlined previously, and promotes urban consolidation within proximity to an activity centre that is well serviced by existing infrastructure and services and buffers the residential area on the west side of Nicholson Street from activities in the Industrial 1 Zone to the east. The applicant did not include hours of operation or staff numbers as part of the application material. Had Council been of a mind to support this proposal, this would have been required as a permit condition.

Food and drinks premises (café) and Restricted Recreation facility (Wellness Centre)

The small scale of the food and drinks premises and restricted recreation facility will allow for it to be a locally focused service that would not generate unreasonable levels of activity and associated off-site amenity impacts for the surrounding residential areas which complies with the Industrial 3 Zone design guidelines under clause 33.03-2. Council submits that these would be compatible uses for the nearby community as per the Industrial 3 objectives.

The food and drinks premise is a small operation (with a floor area of 151sqm) and so is unlikely to be an attractor destination in its own right (ie. similar to the scale of similar cafes and convenience shops in the area).

The proposed restricted recreation facility would have a maximum of 20 patrons with up to three staff providing specialist services. The use would comprise a small fitness gym with consulting suites for massage therapy, myotherapy etc. This use is similar to the food and drinks premises, as

it would be a small operation and compatible with the surrounding community, as well as future office staff.

The applicant has also not included hours of operation for these uses as part of the application. Had Council been of a mind to support this proposal, this would have been required as permit conditions.

With regards to noise, Council's Acoustic Engineer stated that noise impacts to nearby dwellings had not been assessed for the café. Had Council been of a mind to support this proposal, an assessment in an amended acoustic report would have been required by way of condition.

Dog boarding and Childcare Centre

These two uses are the most contentious within the development. They both have similar hours of operation being between 7.00am to 6.00pm, Monday to Friday. The dog boarding is located at ground floor, facing Little Nicholson Street whilst the child care centre is located on the third floor with drop off areas within the basement. The dog boarding will have a maximum of 30 dogs and the child care will have a maximum of 78 children.

Council planning officers submit that these two uses are compatible with the nearby community and would provide a service to local residents as well as future employees of the office. Council has recently adopted the Spatial Economic and Employment Strategy (SEES) and Housing Strategy (HS) which provide up to date strategic information on these aspects in the Yarra municipality. The SEES identifies the Abbotsford precinct, as a Major Employment Precinct.

Council's HS identifies that there will be a projected increase in families with children and older persons in Yarra over the next 15 years. The uses directly respond to the changing demographics within Yarra. Facilities like childcare centres and dog boarding are a type of community facility and social infrastructure and it is important that they establish in urban areas in appropriate locations.

The site is well suited to accommodate the proposed uses. The proposed location would provide a concentration of uses that provide a variety of land uses and are highly accessible to the community as it is located within an established urban area.

In terms of their hours of operation, these are acceptable as they allow sufficient time for drop offs and pick-ups before and after work. It is also worth noting that clause 22.01 (*Discretionary Uses in a Residential 1 Zone*) stipulates that permit required uses in a residential zone should have hours of operation limited to 8am to 8pm. In light of these hours being supported by the Scheme in a purely residential area and that the proposed uses are located in an industrial zone, it is reasonable to permit the use to operate for one hour more in the morning from 7am.

These hours of operation also reduce the impact of light spill as it is generally daylight around these hours. With regards to noise, Council's Acoustic Engineer did not state that they had any off-site amenity concerns, however it was noted that the applicant's report had not assessed noise impacts from Spotless Cleaning to the north-east at No. 12-20 Victoria Crescent. However since the time of the referral, the site is currently vacant.

Had Council been of a mind to support these uses, permit conditions would have controlled the hours of operation, staff numbers, numbers of children and dogs and also required management plans.

With regards to traffic implications, this will be discussed within the *Traffic* section of this report.

Arts and Crafts Centres

In terms of the use decision guidelines of the Industrial 3 Zone, the proposed arts and crafts centres will not have detrimental impact on the amenity of the neighbourhood in terms of transport

of materials, appearance of emissions. The arts and crafts centres will not be an intensive use as each artisan would be likely to operate at a small individual scale and will therefore not be creating emissions, or transporting large and heavy loads. Nonetheless, the surrounding area includes more intensive industrial uses than those which are proposed. The applicant has also not included hours of operation for this use as part of the application. Had Council been of a mind to support this proposal, this would have been required as a permit condition.

Finally, rubbish would be adequately concealed within the building and any emissions would have an adequate dispersal distance from any dwellings. Conditions can be included to ensure the amenity of the area is not unreasonably compromised due to the proposed uses. These would normally include restrictions on hours of operation, noise, waste disposal, deliveries and emission including light spill.

Generally speaking, Council's external urban designer found the application material lacking in sufficient details regarding the various uses, how they were managed, how they would be operated, how their interfaces would interact and how different areas within single uses will work. An extensive list was included within their referral comments. Council's external urban designer stated that "the nature of proposed uses and the quality of the internal and external areas and their functionality require detailed responses".

A similar circumstance had occurred within a recent Tribunal decision, *Langridge and Cambridge Funding Development Pty Ltd v Yarra CC* [2018] VCAT 703 that related to a hotel. In that instance there had also been a lack of detail regarding the permit required use. The Tribunal members made the following comments:

> 127 We agree with Mr Hutson and McGurn's advice that the critical matters include good quality fittings and finishes, good management and good quality communal areas. However, on these matters we have little to no information. We think we should have this material even in draft form, rather than rely on permit conditions to fill in the gaps later.
>
> 128 We think the applicant needs to satisfy its own benchmarks. The application should include details of the finishes to the rooms. It should include layouts and details of the communal areas, including opportunities for socialising, connecting with family and friends and relaxing in a comfortable and interesting spaces. An application should be accompanied with a likely operator and a draft management plan that provides details of the levels of service and safety that can be expected or if an operator is not involved, appropriate expert evidence.

Had Council been of a mind to support the proposal, it would have required additional detailed information regarding the uses, floor layouts, internal sections for each of the uses prior to making a decision on the planning application.

Built form and Design

The relevant permit trigger for the development is the Industrial 3 Zone, and the primary considerations for the proposed development are the decision guidelines at clause 33.03-4 of the Scheme. Furthermore, the urban design assessment for this proposal is guided by State and Local policies at clause 15.01-2S (Building Design), clause 21.05-2 (Urban design), clause 22.05 (Interface uses policy) and clause 22.10 (Built form and design policy).

Context

The built form of the surrounding area is a mixture of architectural styles, uses and materials. The area has been dominated by its previous industrial uses with the historic Denton Hat Mill building as well as bulkier light industrial and office buildings in the surrounding area. Most of the surrounding developments are constructed with a zero setback from the street, high levels of site coverage (most with 100%) and significant walls on the boundaries. The existing character of the

surrounding area is predominantly one and two storeys in height with taller built forms interspersed (between three and four storeys).

The direct interfaces to the subject site include hard-edged walls of one and two-storey commercial building to the north and a car park on the opposite side of Little Nicholson Street to the east. On the opposite side of Mollison Street are dwellings within the Denton Hat Mills residential redevelopment (three-storey Victorian-era) and to the west is the recently completed three-storey residential development within the former St Joseph's School.

As has already been outlined, there is no dispute that strategically, the subject site is appropriately located for a higher-density development, being located within proximity to a MAC, within an industrial use zone with excellent access to public transport, services and facilities and with limited direct sensitive, residential abuttals. Three boundaries have the width of a street/laneway to provide a buffer from amenity impacts. Additionally, the subject site is a corner site which typically allows for taller built form. It would be a reasonable expectation that this site would experience intensification in use and development. However, as previously noted, the subject site is located at an interface position where it is the transition point between more robustly developed industrial/commercial land, lower rise industrial and finer grain residential, most of which is also heritage fabric. These are important considerations which temper development expectations.

Council's external urban designer has stated that "the precinct could be developed with a scale larger than its neighbours to the south and west but that the scale would be more tempered at the Nicholson Street and Mollison Street frontage interfaces where a highly valued character is already established". Overall it was seen that "whilst the proposed mix of uses is supported, the scale, juxtaposition and resolution of the project are presently poorly executed from an architectural design, contextual response and technical resolution perspective."

As will be stated below, Council's external urban designer recommends a maximum of eight storeys in height for this development with setbacks above a four storey street wall. Whilst Council submits that the proposal is an overdevelopment in terms of height and massing, it is important to note that an eight storey building is a significant intensification of the site in comparison to existing conditions.

Council planning officers also submit that the issues with the overall height and massing of the proposal result in far too many varying elements which need to be modified. Therefore Council is unable to support the proposal or rectify these matters via permit conditions. The overall composition of the building is a flawed design response and not a design concept to be accommodated on this site.

Street wall

As previously outlined, the existing built from character is generally low scale, with the exception of the Denton Hat Mills to the south which is a three storey heritage building (approximately 14m in height) and the retained heritage fabric to the west associated with St Joseph's (maximum of 12m at its peak).

The proposal has not provided a typical street wall with setbacks for the upper levels. Instead it has opted for the use of brick pillars reaching up to the second floor with a lightweight third floor to create the appearance of a podium/street wall. These levels have curved walls between the vertical separations to provide setbacks. The use of the brick pillars is also clearly a reference to the heritage building to the south, however this is not sufficient in this instance and does not comply with policy at Clauses 15.01-2S and 22.10-3.3.

The image below depicts this:



It is acknowledged that the streetscape character to the north and east of the subject site will change over time as each of these older, remnant industrial buildings are developed and therefore fitting in with this existing character is not appropriate. However, the heritage buildings to the south and west will remain within the streetscape due to their heritage grading and because both sites have already experienced infill re-development and been subdivided. Therefore, as a reference to the transition/interface nature of the subject site and the adjoining heritage buildings, Council's external urban designer has suggested a four storey podium would be contextually appropriate for the subject site. Council planning officers support this recommendation. This scale would be commensurate to the scale of adjoining retained heritage buildings and would also allow for a transition in scale to the lower residential buildings to the south-west.

The street wall is an important aspect of any proposal when considering neighbourhood character as it directly interfaces with the street. The provision of a street wall would have provided a clear demarcation between the street wall character and taller built form above (in addition to setbacks).

Upper levels

Moving up the building, the upper levels are built out to the boundary with a combination of mesh, glazing and metal framing. The previously mentioned curved, light weight metal frame/glass elements are also used in these upper levels to break up the massing of the mesh.

The massing of the proposal is an issue due to the lack of setbacks to avoid visual bulk and inequitable development opportunities which is non-compliant with policy at Clauses 15.01-2S and 22.10-3.3. Council's external urban designer stated that the proposal has "largely ignored" its adjacent heritage buildings in its design response with it being "excessively obtrusive". The lack of any setbacks results in excessive on-boundary wall heights, creating visual bulk when viewed from Nicholson and Mollison Streets (equitable development impacts will be discussed later in the report). Council's planning officer also has concerns with the visual bulk impacts associated with the sheer eastern side walls visible from the further to the east along Mollison Street and the canyon-effect it could create in Little Nicholson Street if other sites were developed similarly.

The visual bulk due to the lack of setbacks is further exacerbated by the excessive use of large expanses of white mesh along the street frontages with zero street setbacks. This results in the

proposal appearing top-heavy and dominating in the streetscape and not in compliance with the decision guidelines of clause 22.10-3.3. This is clearly seen in the image below, where there are 30m long sections of mesh along the western elevation:



Whilst other elevations may not have such long expanses of mesh, in each instance, the 'bulker' sections of mesh continue to dominate the fine grain and lighter-weight lower portions of the development and the streetscape overall. This is particularly because these sections are built out to the title boundary, cantilevering over the setback curved elements which gives an overbearing appearance when viewed from the street. This is shown in the image below:



To address these massing concerns, Council's external urban designer has recommended a 6m setback from Mollison Street above the third floor and an 8.4m setback from the Nicholson Street frontage (this is to also provide improved amenity to the child care centre below). Again, considering the transitional nature of the site, these setbacks would have ensured that the proposal does not dominate the adjoining residential areas and heritage fabric and would allow the overall building to fit in with its surrounds whilst still being able to accommodate a greater scale of built form above.

Finally, turning to the overall height, Council's external urban designer recommended deleting levels of the development in excess of eight levels and that if an eight storey building were to be approved at this height, it would need to incorporate setbacks and design and urban design outcomes of exceptional quality. The reduction in height is necessary for similar reasons as to why the development should have a street wall with upper levels being setback.

An additional factor relating to the overall height is the excessive overshadowing of the public realm, which will be discussed further in the *Public realm, light and shade and pedestrian space* section of this report.

Architectural Quality

In terms of architectural design, the proposal does not represent excellence. Council's external urban design has found that "the proposal is at best a work in progress with a poor level of resolution of the plan, section and technical elements of the project and this lack of resolution undermines the possible merits of the applicant's proposal." Planning officers do not necessarily take issue with the proposed materials, however believe the execution is poor.

Whilst the rational of the brick pillars are certainly derived from their surrounds, they lack a 'cap' to assist in anchoring the lower levels into the streetscape. The black frame/glazing elements appear quite busy due to their finer detailing coupled with their curved design. Also, this detailing abruptly terminates at first floor, with the ground floor glazing having a different rhythm which appears at odds with the levels above it. As previously stated, the extent of white mesh is not well thought-out, with large expanses along street frontages which cantilever over the curved glazing, resulting in a visually dominant form. Council planning officers also have concerns with the white mesh, as it is not derived from the surrounding area, and whilst the material itself may be acceptable, the excessive use of it is not.

Public realm, light and shade and pedestrian spaces

Policy at Clauses 15.01-2S and 22.10-3.4 require the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In terms of improvements to the public realm, the applicant has stated that the proposed northern pedestrian laneway and the sections of increased footpath width along Nicholson and Mollison Streets are all positives of the proposal. Council planning officers agree, however, further detail is required with the proposal not being fully resolved in its current state. Had Council been of a mind to support this proposal, conditions would have required that the widened section of footpath remain as private title, clearly delineated from public land to be managed by the land owner and confirmed by way of a Section 173 Agreement. Additionally, the on-going management/maintenance would have been required to the satisfaction of Council.

Council's internal urban design unit made numerous recommendations for additional streetscape improvements such as trees along Nicholson and Mollison Streets, bike hoops, public seating and paving. Had Council been of a mind to support the proposal, these would have been included as conditions due to the prominence of this corner location.

Council's internal urban design unit also raised concerns with the proposed northern laneway due to its 40m length and narrow width. Further information and details were required. Council's internal urban design unit also raised concerns that it appeared that there would be limited solar

access, pedestrian permeability and natural surveillance within the proposed laneway. Council's internal urban design unit stated that "maintaining adequate light levels and sight lines (particularly mid-block at existing blade walls) is essential to ensure the success of this laneway." These details would have all been required, had Council been in a position to support the proposal.

In terms of overshadowing to the public realm, this is another area of concern and a significant failing of the application. The applicant provided shadow diagrams as well as sections to show the extent of shading. These revealed that it was quite extensive and do not comply with policy design objectives at Clauses 15.01-2S and 22.10-3.4

At 9am, the proposal will shadow the entire western intersection of Nicholson and Mollison Streets (both the northern and southern footpaths as well as a section of the western footpath of Nicholson Street). Whilst it is noted that the buildings on the north side of this intersection and also the Denton Hat Mill building will also result in shading, the proposal would go much further beyond that and also shade the roof of the apartments buildings to the south-west. This shading is continued at 10am, with an addition portion of the southern footpath of Mollison Street is also shaded, with this shading encroaching up the front wall of the Denton Hat Mills.

This increases at 11am, where half of the front street wall of the Denton Hat Mills is entirely shaded. At 11am, the Nicholson and Mollison Street intersection is entirely in shadow and does not improve until 12noon, where only the eastern side of the intersection is in shadow. At 12noon however, the entire front wall of the Denton Hat Mills is in shadow – save for the most eastern row of windows.

From 12noon onwards, different sections of the southern footpath are in shadow as the shadows move in an easterly direction and by 2pm, the extent of shading reaching up the wall of the Denton Hat Mills starts to reduce. By 3pm, the majority of the building is free of shadow, however the shading is now reaching up the building associated with No. 61-69 William Street and the footpath outside of its frontage.

This extent of shadowing is quite significant and unacceptable. Not only do the shadows completely cover the southern footpath of Mollison Street from 10am onwards, but they also reach up the front walls of the buildings to the south and south-west. This encroachment is significant because it means that any pedestrian walking along that part of the footpath would be entirely in shadow. Shading to parts of the northern footpath of Nicholson and Mollison Streets is not a concern as any building along the northern side would shade the footpath. Council's external urban design also recognised it as an issue and stated that "this sits at odds with a proposition said to be promoting active transport walking and cycling as preferred travel modes and a collaborative neighbourhood and street life culture." A reduction in height and inclusion of setbacks above a street wall would assist in reducing the extent of shading.

Site Coverage

The level of site coverage proposed is well above the maximum of 80 percent as directed by clause 22.10-3.6. However as the existing level of site coverage in the surrounding and immediate area is similar, it is acceptable. Commercial buildings in this precinct traditionally have high levels of site coverage with this characteristic being evident throughout Abbotsford.

Landscape architecture

Landscaping is not a typical feature of commercial developments or in the wider Abbotsford area. The proposal includes some plantings and a roof top area. Council's external urban designer had requested additional information and found the lack of resolution to undermine the possible merits of the proposal. There also appeared to be numerous inconsistencies with how planters were shown.

Had Council been of a mind to support this proposal, it would have been required by way of condition.

Environmentally Sustainable Design

Redevelopment of the site located in an existing built up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes which reduce staff and visitors from relying on private vehicles.

Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme, encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management.

Council's ESD Advisor confirmed that the proposal meets Council's ESD standards as they have made the following commitments:

- *Certified 5 Star Green Star commitment.*
- *Access to daylight is reasonable with ~40% of the office floor area reaching the target daylight factor of 2% or greater.*
- *Energy efficiency standards will exceed the NCC with a NABERS 6 Star Energy Commitment Agreement.*
- *A STORM report with a score of 134% is included that is reliant on 740m2 of roof draining to 25,000 litre tank for flushing in toilets for 100 occupants, plus an additional 255m2 of roof terrace draining into an additional 5,000 litres of storage used for irrigation.*
- *Some access to natural ventilation. Mechanical ventilation with fresh air rates exceeding AS1668 rates by at least 50%.*
- *Exterior shading screens to large areas of the façade will assist in managing solar heat gain.*
- *Energy efficient lighting.*
- *Water efficient taps, fixtures and irrigation system.*
- *Landscaping will marginally improve the ecological value of the site.*
- *Breakout spaces, rooftop and terraces accessible for staff.*

Council's ESD Advisor identified some outstanding information which would have been required had Council been of a mind to support the proposal.

- *Please state what COP/EER the central HVAC plant equipment will be. Recommend 100% economy cycle, heat recovery and a BMS to manage, control and monitor the system.*
- *Please indicate what type of hot water system will be used and its standard of energy efficiency.*
- *Please note the rainwater tank volumes, locations and connections on plans. One tank of unspecified volume can be identified on the plans currently.*
- *The SMP states there are 72 bicycle spaces for staff and 30 for visitors, plus 86 lockers and 4 showers provided for cyclists. However the architectural drawings clearly note total of 212 spaces, across three levels of basement and the ground floor. Please ensure that the 212 bike spaces are consistent and noted in the SMP. Ensure that at least 20% of spaces are on ground in line with AS2890.3.*

The proposal, subject to additional conditions, would have achieved a good level of environmentally sustainable design and greater internal amenity for future occupants had Council been of a mind to support it.

Off-site amenity

The policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy). Clause 55 of the Scheme provides some guidance on these matters (although not strictly applicable).

Design objectives at clause 22.10-3.8 aim to limit the impact of new development on the amenity of surrounding land, particularly residential land, by ensuring that development does not prejudice the rights of adjoining land users. These objectives are largely designed to reduce off-site amenity impacts to land within a residential zone where they interface with commercial/industrial zones. Therefore this application must consider both the off-site amenity impacts for residential land as well as any potential impacts to existing commercial/industrial uses.

Having regard to amenity impacts on nearby existing residences, policy within clause 22.05 acknowledges that in order to maintain the viability of industrial and business areas, residences which abut business areas should not have unrealistic expectations of the level of amenity which can be achieved.

Equitable Development

Due to limited setbacks, the proposal will not result in equitable development opportunities to the north and east. The proposal has incorporated setbacks of 3m from the northern boundary and none to Little Nicholson Street.

Council's external urban designer also agreed with this as being a significant issue and recommended setbacks from the north of 4.5m above Level 3 and 4.5m from the centre line of Little Nicholson Street. Council planning officers would have required this, had Council been of a mind to support the proposal. This would also assist in preventing excessively high sheer walls along Little Nicholson Street.

Whilst there is a planning permit approval for a five storey office building to the east, Council planning officers believe that this proposal should still provide a setback above Level 3. Five storeys is significantly higher than what is currently being proposed.

Overlooking/Overshadowing/Daylight to Windows

In this instance, the subject site is completely surrounded by land either within the Industrial 3 Zone to the north and south or the Commercial 2 Zone to the east, thereby reducing the relevance of the residential amenity objectives as there is no direct abuttal with private open spaces or habitable rooms from which amenity can be impacted on in terms of overlooking and overshadowing.

The appropriateness of amenity impacts including setbacks, walls on boundaries, shadowing and overlooking need to be considered within their strategic context, with the site being located within an Industrial 3 Zone. In addition, the local character shows a high level of site coverage and boundary-to-boundary development within the subject site and those surrounding it.

As previously outlined, the subject site does not abut any sensitive uses and is located in a zone which prohibits dwellings and where commercial and industrial uses are desired. The closest dwellings are those to the west, south-west, south-east and south at the upper levels of the Denton Hat Mills (noting the latter is also within the Industrial 3 Zone whilst the former are in residential zones).

In each instance, the subject site is located at least 20m away from these sites. This is sufficient to reduce off-site amenity impacts and would minimise the potential for overlooking.

As already acknowledged, the proposal will result in significant shadowing impacts to the public realm as well as segments of north-facing walls along the southern side of Mollison Street (to the south, south-east and south-west). Many of these walls have north-facing habitable room windows and balconies. Due to the extent of shading reaching quite high, this would also impact these windows. The apartment buildings at No. 282-288 Langridge Street (which are located on the southern side of Mollison Street to the west of its intersection with Nicholson Street) will have shading until 10.30am, with only a small section of shading at 11am. Whilst this is an amenity impact to these windows, Council planning officers do not believe this is unacceptable as this

shading/daylight impact to windows is only for a short period of time, and many of the balconies are covered above by either another balcony or eave. Nevertheless, this would have been improved with a lower building with increased street setbacks.

The north-facing windows of the Denton Hat Mills will have their daylight impacted from approximately 9.30am, until 3pm. Council planning officers are less concerned about the western-most, and eastern-most north-facing windows as they also have west-facing and east-facing windows as well. Therefore, the most significant impacts occur between 10.30am and 2pm. Again, whilst this is an amenity impact, Council's planning officers do not believe this is an unacceptable due to the zoning of the land. These dwellings are located within the Industrial 3 Zone also, where dwellings are prohibited. In 2006, Amendment (C62) to the Yarra Planning Scheme altered that part of the site specific heritage overlay in the Yarra Planning Scheme to allow prohibited uses to be considered on that site. Additionally, at ground floor, there are non-residential uses.

Neither the zone purpose nor the decision guidelines indicate an intention that residential amenity impacts associated with development should be an issue in this zone, or residential standards of amenity applied within it. The purpose does however state 'that uses do not affect the safety and amenity of adjacent, more sensitive uses'.

This issue has been discussed in many Tribunal decisions within Commercial 2 Zones (formally Business 3 Zones) where dwellings are also prohibited. Relevant cases are as follows:

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

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

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

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

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

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

Non-conforming residential uses cannot expect the same level of amenity as a dwelling within a residential area. Application of policies to protect their amenity to a standard associated with residential areas would result in an unreasonable limitation of the development potential of the subject site. The vision for the area under the current zoning is for increased development to contribute to accommodating employment growth supporting the economic viability and enhancing the industrial precinct. Therefore, whilst this amenity impact is certainly recognised, in terms being unacceptable, Council planning officers do not believe this is a ground to refuse this application. It is noted that the reduction in height and setbacks would have improved the shading significantly.

Noise and light spill

Policy at Clause 22.05 of the Scheme seeks to ensure new commercial development is adequately managed having regard to its proximity to residential uses.

The proposal is unlikely to result in unacceptable noise emissions to the nearby residential properties given the majority of the building would be used for offices. Due to the nature of the office use there will be minimal noise generated by pedestrian activity, with this activity largely limited to Mollison and Nicholson Streets and not considered to be detrimental to the amenity of the adjacent properties. The use also ensures that deliveries to the site will be kept to a minimum. The majority of the office space is enclosed and the use conducted indoors (with the exception of the outdoor terraces).

The applicant provided an acoustic report which was peer reviewed by Council's acoustic consultant, SLR Consultants. The report was found to address noise issues to an acceptable level, however an assessment of the ground floor café and its impact on nearby residences had not been carried out. Had Council been of a mind to support this, it would have been required by way of condition.

Light spill will also be limited due to the uses primarily operating during the day. Again, this is another area where residents must temper their expectations when they face a zone where these types of uses are encouraged.

Wind

The applicant's wind consultant (ViPAC) carried out a desktop assessment with Council's wind consultant (Mel Consultants) confirming that they agreed with the analysis approach, assessment criteria, wind environment and exposure estimate. The report analysed wind effects on the streetscapes and reported the potentially critical wind effect areas. Council's wind consultant raised concerns that:

- *the wind conditions at the south-west corner outside the food and drinks premises may not achieve the standing criterion;*
- *the wind conditions on the childcare covered external play area may not achieve the sitting criterion; and*
- *the breakout areas, especially at building corners, may experience wind conditions above the walking criterion.*

Had Council been of a mind to support the proposal, it would have required, by way of condition for a wind tunnel model study of the development be undertaken to quantify the wind conditions in the surrounding streetscapes and on the terraces due to the relative height of the proposed development compared to the surrounding buildings resulting in full exposure to prevailing wind directions. It would also have been required that any wind mitigation strategies (wind controls) determined to be required by the wind tunnel study not rely on existing or future street trees.

<u>Traffic, access, bicycle parking and car parking reductions</u>

Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of 264 spaces, as outlined within the table included in the *Particular Provisions* section earlier in the report.

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

Throughout the decision there are numerous relevant statements in support of the reduction and also regarding the limited importance that should be placed on car parking demand assessments. Relevant statements within the summary of this decision are applicable to this application, as follows;

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

- *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*

- *A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.*

- *However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.*

- *Policy tells us the future must be different.*

- *Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.*

- *One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.*

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

Parking Availability

The applicant's traffic engineers, Traffix Group conducted site inspections on Wednesday 10 May 2017 between 9am and 4pm. The site inspection included Mollison Street and sections of Langridge Street, Nicholson Street and William Street. Council's Senior Traffic Engineer confirmed the times and extent of the survey are considered appropriate.

An on-street parking inventory of 192 publicly available spaces was identified consisting of a mixture of short-term, medium term and some unrestricted parking. There are also six car parking spaces along the subject site's frontage. The results of the survey indicate that on-street parking occupancy is high and that it had peaked at 10:00am and at 12:00pm, which no fewer than 14 vacant spaces available. Unrestricted parking was in very high demand with only one space available at any time.

The removal of the redundant crossovers to Nicholson Street will result in a gain of three on-street car parking spaces for public use.

Parking Demand

Office

Council's Senior Traffic Engineer confirmed parking associated with such developments is generally long-stay parking for employees and short-stay parking (approximately up to two hours' duration) for customers and clients. Council's Senior Traffic Engineer confirmed that the actual parking demand generated by the office 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.

The proposal would be providing on-site office parking at a rate of 1.05 spaces per 100sqm, which is comparable to other recently approved office developments. The parking demand generated by the new use would be influenced by the constrained nature of on-street parking the surrounding area, the availability/access to off-street commercial parking and accessibility to public transport services.

In terms of customers/clients visiting the site, they will be required to park on-street. Council's Senior Traffic Engineer's own calculations suggests this demand would be in the order of seven spaces.

Within a recent Tribunal decision (*Grocon (Northumberland St) Developer Pty Ltd v Yarra CC* [2017] VCAT 753) regarding the office development to the south at No. 2 – 16 Northumberland Street, the Tribunal Member also supported a significant reduced office car parking rate (405 spaces) and made the following comments:

[54] We have concluded that the reduced car parking provision is justified in the circumstances of this application. In doing so, we have had regard to the location within an inner city environment that is earmarked as an employment precinct, with convenient access to a range of alternative transport modes and a constrained supply of on-street parking. We consider that the reduced parking provision will not compromise the viability of the development or precinct, nor will it result in an unacceptable demand for on-street parking, given the saturated conditions that are presently experienced.

[55] We agree that employees who are not allocated a car space will utilise alternative transport modes rather than attempt to seek out long term parking in the surrounding street network. This may well include walking to the site for persons who reside in the nearby residential and mixed-use areas. To constrain development of the land for a purpose that is in accordance with the zone purpose on the basis of car parking provision would not be consistent with the policy framework when read as a whole. This includes policies aimed at fostering economic development, employment and environmental sustainability. We reach this conclusion mindful of the site's strategic and physical context and its accessibility by a range of transport modes. In a different context without the level of policy support and more remote from alternative transport modes, there may be less justification for a reduction of the magnitude proposed here.

Childcare centre

A total of 9 drop off/pick-up spaces are allocated to the child care and two staff spaces also. The applicant's traffic engineers confirmed that they are satisfied that in an unconstrained environment, the statutory car parking requirement for a childcare centre of 0.22 car spaces per childcare place is adequate to accommodate the likely demand. Extensive surveys by Traffix Group have found that at peak times, this demand is split approximately 50/50 between staff and parents. Within this unconstrained environment, staff would generate a demand for 8 spaces and parents demand for 9 spaces (out of the possible 17 spaces as per the car parking rate in Clause 52.06). It was in Traffix's experience that parents in the majority of cases drive their children to childcare centres, however staff mode of travel changes by the availability of car parking and alternative transport modes.

As only 11 spaces have been provided this meets the demand for parents, whilst the development would result in six potential staff spaces on-street. Staff would be expected to use alternative forms of transport. Also, it is highly likely that clients would primarily be residents or workers from the surrounding area or the subject site.

Food and drinks

One car space is provided for this use. Staff and customers would be expected to use alternative forms of transport. Customers would primarily be residents or workers from the surrounding area or the subject site.

Restricted Recreation Facility - Wellness Centre

As previously outlined, there is no specified rate under Clause 52.06 for this use and therefore, the car parking provision must be to Council's satisfaction. The applicant has provided one car spaces for this use. Staff and clients would be expected to use alternative forms of transport. Clients would primarily be residents or workers from the surrounding area or the subject site.

Dog Boarding

The applicant's traffic engineers have adopted two customer spaces for the demand given the small size of the premises, however no spaces are allocated to this use. All staff and customers will have to rely on alternative forms of transport. The applicant's traffic report states that the dog boarding facility would operate whereby owners drop off and pick up their dogs. Employees would use alternative transport to commute to the facility and dog owners would either drive and park (short-stay) or walk (if residing locally). Council planning officers submit that clients would primarily be residents or workers from the surrounding area or the subject site.

Arts & Crafts Centre

This use will not be allocated any car parking spaces. The applicant's traffic engineers have stated that this use will be low generators of car parking. The applicant's traffic report confirms that the number of staff in any one studio will be limited and future occupants will know of the unavailability of car parking prior to occupation. An artist requiring car parking will be aware of the lack of staff car parking and are unlikely to lease these tenancies if they do desire car parking. They were satisfied that an allowance for up to two customers parking in the nearby area in association with the Arts and Crafts Centre at any one time is adequate to represent the likely demand. Council's Senior Traffic Engineer confirmed this was acceptable.

The reduction being sought by the proposal is supported by the following additional reasons:

- The site has excellent access to the public transport network, bicycle facilities and a wide range of retail, dining and commercial services within the Victoria Street MAC and Johnston Street NAC, which in turn will reduce the dependence on private vehicle by future employees;

- The proposal includes secure bicycle parking spaces in excess of rates specified within the Scheme. Future employees would be able to take advantage of the nearby bike lanes;

- Occupant or visitor parking permits will not be issued for the development, which will discourage people from driving to the site given the high utilisation of existing on-street car parking, this is a welcomed sustainable option in lieu of on-site car parking and consistent with Clauses 18.02-1 and 21.06-1 of the Scheme;

- The office land use is particularly conducive to encouraging those without a car to not drive given trips are made in peak public transport availability periods, trips are known and planned in advance, on-site parking availability is known in advance, surrounding parking conditions are known in advance and do not accommodate long term daytime parking associated with an office use. These factors encourage and help facilitate those without a car to use other modes of transport.

- Visitors would also be aware of the car parking constraints in the area which would discourage driving for alternative modes such as public transport, cycling or taxis;

- The wellness centre and food and drinks premises (café) would heavily rely on walk-up trade for its primary source of customers, rather than being a specific destination for visitors. It is

highly likely that it would attract employees from nearby businesses as well as local residents. One space for staff for each use is acceptable;

- It is typical of small inner-city cafes to not provide car parking spaces for visitors; and
- The location of the proposal encourages multi-purpose trips to the area.

From a traffic engineering perspective, the reduction in car parking spaces is considered appropriate in the context of the development and the surrounding area. The site is very well positioned in terms of public transport services. Engineering Services has no objection to the proposed reduction in the car parking requirement.

Traffic

In terms of traffic, the applicant's traffic engineers adopted the following summary for the traffic generation for the site:

Proposed Use	**Adopted Traffic Generation Rate**	**Daily Traffic**	**Peak Hour**	
			AM	**PM**
Employees (Office, Food & Drink, Medical Centre)	*0.5 trips per on-site staff space per peak hour (137 spaces)*	*Not provided*	*69*	*69*
Childcare Centre	*0.5* to 0.8 vehicle trips per child per peak hour (78 children)*	-	*39*	*39*
Total		-	**108**	**108**

The applicant also provided a cumulative impact analysis of the traffic generated by the subject site and the two large recently approved sites (No. 32-68 Mollison Street and No. 61-69 William Street) that would directly impact the intersection of Nicholson and Mollison Streets. The traffic impact of the Nicholson Street/Mollison Street intersection was assessed using the SIDRA program, which measures intersection performance. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic.

This modelling showed that the degree of saturation (DoS) at the intersection (the ratio of demand to capacity) would increase compared to existing intersection operating conditions with the highest degree of saturation being 0.535, however this is still considered 'excellent'.

The delays at the intersection (the amount of time a vehicle is expected to wait) would also increase however, at no point is the increase any greater than 3 seconds, with the majority of delays being far less than this.

The 95 percentile queue increases in the PM peak at the intersection of Mollison and Nicholson Streets for those travelling from the east, from 15.2m to 30.9m.

Council's Senior Traffic Engineer confirmed that the intersection is expected to operate satisfactorily under post-development conditions and that they had no objection to the intersection analysis undertaken by Traffix.

Layout

The proposal includes car parking access (148 car parking spaces) to a three level basement from Little Nicholson Street. Little Nicholson Street will be widened to provide a clear width of 5.5m between walls and provide for simultaneous two-way traffic flow.

Council's Senior Traffic Engineer was satisfied with the layout design subject to:

- A sight triangle being provided for the exit lane of the entrance as it is adjacent to the proposed laneway;
- Dimensions for headroom clearances, column depths and column setbacks;
- Confirmation whether accessible parking spaces are required;
- Swept path diagrams for vehicle turning movements from the Little Nicholson Street entrance for a B99 design vehicle and an oncoming B85 design vehicle.
- A clear, unobstructed pedestrian pathway of no less than 1.2 metres provided on the east side of the development at ground level.

Had Council been of a mind to support this proposal, conditions could have been required to include this additional information.

Electric vehicles / Shared Vehicles

Basement 1 includes two tandem, shared car parking spaces. This is not acceptable as issues can arise when vehicles are returned early or late, or to the incorrect bay. This would have been required to be rectified, had Council been of a mind to support the proposal.

Additionally, had Council been of a mind to support this, it would have required the basement levels to be electrically wired for electric vehicles. A minimum 40A single phase electrical sub circuit would have been required to be installed to the basement levels for this purpose.

Bicycle parking and facilities

The subject site is well serviced by bicycle infrastructure with Nicholson, Gipps, Langridge and Hoddle Streets all having bicycle lanes, as well as Victoria Crescent. The subject site would be an ideal location to take advantage of this situation.

As outlined earlier in the report, the development is required to provide a total of 44 staff bicycle spaces and 13 visitor bicycle spaces under clause 52.34 of the Scheme. The development provides 212 staff bicycle spaces with no visitor bicycle spaces being specified.

In terms of the staff spaces, the provision is in excess of Council's best practice rate of 1 space to each 100sqm of office floor space. Council's Strategic Transport Officer confirmed that 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. They found the number of staff spaces to be acceptable. However, the number and location of spaces was found to be unacceptable as they are split up into six different locations, across four levels. None of the spaces have been provided as horizontal ground level spaces, with Australian standard AS2890.3, requiring at least 20 percent. Further to this, the basement spaces were not provided with any secure facilities. Council's Strategic Transport Officer noted that the storage area and walkway dimensions were not noted on the plans. Council's Strategic Transport Officer recommended a number of conditions (including the provision of a Green Travel Plan), these would have been required by way of condition had, Council been of a mind to support the proposal.

The proposal has not provided any details regarding which spaces are for visitors. Council's best practice rate would have required 27 spaces. Had Council been of a mind to support the proposal, this would have been required by way of condition.

Details of the showers and lockers have not been provided. Had Council been of a mind to support this, conditions would have required one locker per bicycle space and a minimum of one shower per 10 employee bicycle spaces.

Widening of Little Nicholson Street

The development proposes to widen Little Nicholson Street to a minimum of 5.5m (with some sections being wider) between walls to provide for two-way width for vehicle access into the basement. Little Nicholson Street is currently only 4.5m in width. Council's Senior Traffic Engineer stated that the widening would also require the removal of the existing concrete open invert drain that runs along the western side of Little Nicholson Street. Council's Senior Traffic Engineer recommended conditions associated with this, and had this proposal been supported, they would have been included on any permit to be issued. This would be an improvement to existing conditions where the width of Little Nicholson Street provides for only one lane in a two-way traffic flow.

Additionally, had Council supported this proposal, conditions would have been included which ensured that the widened portion of Little Nicholson Street would remain as private title, managed by the land owner and confirmed by way of a Section 173 Agreement. Additionally, the construction and on-going management/maintenance would have been required as per the endorsed plans and to the satisfaction of Council.

Other

Council's Senior Traffic Engineer has recommended the inclusion of a number of conditions relating to civil works to public lighting, road protection, impacts on assets (eg existing pits, fire hydrants), vehicle crossings and drainage. Had Council been of a mind to support this proposal, many of these would have either been included as notes on the permit or required by way of condition.

Waste management

The applicant's Waste Management Plan (WMP) dated 19 June 2017 has been found to be satisfactory by Council's Waste Management Unit. The WMP confirms that:

- Waste shall be stored within the development (hidden from external view).
- Users shall sort their waste, and dispose garbage and recyclables into collection bins.
- Waste shall be collected from within the development. The collection contractor will transfer bins between the waste area and the truck.
- A private contractor shall provide waste collection services.
- Nappies and dog faeces are part of the general waste stream as is common industry practice. Sturdy plastic bags must be used for the interim disposal of these wastes.

Objector concerns

The majority of the issues which have been raised by the objectors have been addressed within this report.

Outstanding concerns will be discussed below, and relate to:

- *Lack of demand for cafes and artist studios;*

Not a relevant planning consideration.

- *Amenity impacts (impact on solar panels/litter);*

This proposal is similar to other approved developments which will result in an increased population in the inner-city.

Aerial imagery showed that the closest solar panels are 93m to the south-west of the subject site at No. 21A Mollison Street. This proposal would not have resulted in shading to these on the September equinox.

- *Impact on local bat migration patterns;*

Not a relevant planning consideration. This would be dealt with at a later stage by an industry body.

- *Insufficient staff numbers for the childcare;*

Not a relevant planning consideration.

- *Lack of affordable housing;*

Dwellings are a prohibited use in this zone.

- *Safety concerns due to child care drop off;*

Council's Senior Traffic Engineers did not raise this as an issue.

- *Safety of children at Abbotsford Primary School due to traffic;*

This proposal would not impact safety for the Abbotsford Primary School which is a significant distance away.

- *Impact on water table due to basements;*

A note would have been included on any permit to be issued regarding the discharge of water from basements.

- *Loading of vehicles;*

A loading bay is not required under the Yarra Planning Scheme for this proposal.

- *Will create a precedent;*

Not a relevant planning consideration as each application is considered on its own merits.

- *Access to the rear of the buildings from Little Nicholson Street;*

The proposal will not impede access to Little Nicholson Street.

- *Construction issues (disruption, early starts, impact on street trees, traffic and noise).*

A Construction Management Plan (CMP) condition would have been included within the planning officer's recommendation, had Council been of a mind to support the proposal and a CMP deals with these matters. These issues will be dealt with during the building permit stage.

Conclusion

While there is policy support at both state and local levels for urban consolidation, coupled with the site strategic location including proximity to the Victoria Street Major Activity Centre and excellent public transport accessibility; the site lends itself as an ideal development site for higher density.

However, urban consolidation imperatives must be balanced with equitable development considerations, enhancement of the public realm, architectural excellence, height and heritage. Consequently, the application fails to adequately comply with Council's Municipal Strategic Statement, State Planning Policy and Local Planning Policy.

For the above reasons outlined within this report it is considered that the proposed development for the site is an inappropriate response and should not be supported by Council.

RECOMMENDATION

That having considered all objections and relevant planning documents, Council resolves to advise the Victorian Civil and Administrative Tribunal, the Permit Applicant and Objectors that if it were in a position to, it would have issued a Notice of Refusal for Planning Permit PLN17/0535 for the use and development of the land for the construction of a mixed use building (with offices, childcare centre, dog boarding, food and drinks premises (cafe), arts and craft centres and restricted recreation facility) and a reduction in car parking requirements at 20-30 Mollison Street, Abbotsford on the following grounds:

1. The lack of street wall does not respond to the site context nor fit into the emerging built form context and streetscape as envisaged under clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2 and 22.10-3.3;

2. The scale, height, lack of upper level setbacks and architectural quality and will visually dominate the surrounding streetscape and wider heritage area and is contrary to policy at clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2 and 22.10-3.3;

3. The proposal does not provide for equitable development opportunities for the sites to the north and east due to insufficient setbacks.

4. The proposal will result in excessive overshadowing of the public realm, and as such does not provide for a pedestrian friendly environment along its street frontages and the proposed northern laneway.

Signed:  Dated: 9/11/2018

CONFIDENTIAL

City of Yarra
Planning Application DAP Report

Application No:	**PLN17/0535**
Land Address:	**20-30 Mollison Street Abbotsford**
Current Land Use:	**Vacant warehouse**
Zone/s:	**Industrial 3 Zone**
Overlay/s:	**None**
Date Received:	**7 July 2017**
The Proposal:	**Use and development of the land for the construction of a mixed use building (with offices, childcare centre, dog boarding, food and drinks premises (cafe), arts and craft centres and restricted recreation facility) and a reduction in car parking requirements.**
Parties to the Appeal	**Four parties**
Planning Officer:	**Vicky Grillakis**

Background

The original application was received on 7 July 2017 and following receipt of further information was advertised in October/November 2017. There were 115 objections and one letter of support received.

On 9 November 2018, the planning application was presented at Council's internal Development Assessment Panel (DAP) meeting where it was determined that had Council been in a position to, it would have issued a Notice of Refusal to Grant a Planning Permit based on the following grounds:

1. The lack of street wall does not respond to the site context nor fit into the emerging built form context and streetscape as envisaged under clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2 and 22.10-3.3;

2. The scale, height, lack of upper level setbacks and architectural quality and will visually dominate the surrounding streetscape and wider heritage area and is contrary to policy at clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2 and 22.10-3.3;

3. The proposal does not provide for equitable development opportunities for the sites to the north and east due to insufficient setbacks.

4. The proposal will result in excessive overshadowing of the public realm, and as such does not provide for a pedestrian friendly environment along its street frontages and the proposed northern laneway.

Appeal against Council's failure to determine the application in time

An application has been lodged at the Victorian Civil Administrative Tribunal (VCAT) by the applicant under section 79 of the *Planning and Environment Act* 1987 (the Act) for the failure of Council to determine the application within the statutory time period.

The images below are renders of the proposal – as per the advertised/decision plans:



Looking from the north, southward along Nicholson Street

Looking from the south, northward along Nicholson Street

Looking from the east, westward along Mollison Street

Four other parties have joined in the appeal.

A Compulsory Conference was scheduled on 12 November 2018. Prior to this, the applicant circulated 'without prejudice' plans dated 5 November 2018. The plans showed the following changes:

- Deletion of Basement 3 and a reduction in the number of cars on Basement 1. Resulting in an overall reduction from 148 car parking spaces, to 96.
- Alterations to the ground floor, including bringing the external wall of the ground floor closer to the property boundary to be attached to the external column, splays in the south-western and south-eastern corners, inclusion of a communal theatre, enlargement of end of trip facilities, inclusion of a solid wall along the northern boundary facing the new pedestrian laneway, northern laneway confirmed as pedestrian, reduction in size of dog care and deletion of the mezzanine.
- Internal reconfigurations such as deletion of breakout spaces (particularly those which were along the external skin of the building) and an altered atrium area.
- Alterations to the curved elements along the southern and eastern elevations.
- Deletion of the child care use with the third floor to now be occupied by offices and an external breakout space.
- Reduction in the void on the fourth floor.
- Deletion of the white mesh material, and replacement with a ceramic frit glass.
- Deletion of four levels, and an overall reduction in height (not inclusive of rooftop area) from 48.1m to 30.2m (17.9m height reduction). The rooftop RL of these plans is RL46.2 (with the ground floor being RL16). It should be noted the RLS in the advertised plans differ, with the ground floor being RL0.5.

The image below depicts the proposal as per the without prejudice plans dated 5 November 2018 (the image on the left is the western elevation, and the image on the right is the southern elevation). The red outline shows the previous building envelope:



The Compulsory Conference took place on 12 November 2018, where it was agreed by all parties to pursue settlement of the matter.- subject to further modification of plans to reflect the agreed changes. The 'agreed changes' were as follows:

- An enlarged splay in the south-western corner at ground floor associated with the food and drinks premises.
- The third floor office area to increase in floor area into the previous breakout space.
- The fourth floor office area to increase into the void area of the fourth floor.
- A 3m setback from the western boundary (Nicholson Street) from the fourth floor and above (previously it had zero setback).
- The fifth and sixth floor office areas to increase into a portion of the breakout space.
- A 1.5m setback from the eastern boundary (Little Nicholson Street) to the south of Gridline C, from the sixth floor and above.
- The roof plan to include an enlarged presentation suite (to square-off the pop-out).
- A reduction in the overall height from RL46.2 to RL45.7 (ground floor RL16) (30.2m to 29.7m – 0.5m reduction).

It was agreed that these further modified plans would be circulated on 27 November 2018. The applicant also agreed to submit additional plans (including a façade strategy) on 27 November 2018 to address Council's concerns regarding architectural quality and the prevision of a street wall.

It was agreed that all parties would re-convene at an additional Compulsory Conference to confirm if the further modified plans have satisfied all parties and if the matter would settle.

The VCAT order dated 16 November 2018 outlines that an additional Compulsory Conference is scheduled for 4 December 2018.

A VCAT Full Hearing is scheduled for four days beginning on 21 January 2018.

The applicant submitted further modified "without prejudice" plans on 22 November 2018 and a façade strategy and public realm plan on 27 November 2018. These are the plans which will be assessed as part of this report. It should be noted that the public realm plan received on 27 November 2018 is identical to that received on 22 November 2018. The plan received on 22 November 2018 will be used in this assessment.

The purpose of this report is to form Council's position on the application on the substituted 'without prejudice' plans.

Planning History

As outlined in the officer report prepared for the application,

Planning Scheme Amendments
As outlined in the officer report prepared for the application,

Existing Conditions

Subject Site

A description of the subject site was provided in the original report. There has been no noticeable change in the existing conditions.

Surrounding Land
A description of the subject site was provided in the original report. There has been no noticeable change in the existing conditions.

The Proposal

The following description is provided of the amended plans dated 22 November 2018, highlighting key changes from the original application. A description of the original proposal is contained in the initial officer report.

Key changes are:

Basements

- Deletion of Basement 3 and a reduction in the number of cars on Basement 1. Resulting in an overall reduction from 148 car parking spaces, to 96 (reduction of 52).
- The number of car parking spaces annotated (45 car park and 2 shared spaces) on basement 1 is incorrect, with 46 spaces being provided, whilst the plan states there are 47 (inclusive of the shared spaces). This can be rectified by way of condition, if a permit is granted.
- Basement 1 plan shows child care drop off parking spaces. This use has been deleted, and therefore this annotation is incorrect. This can be rectified by way of condition, if a permit is granted.

Ground floor

- Enlarged columns.
- Corner splays in the south-eastern and south-western corners of the site, (the cafe splay is larger to allow for seating).
- The external wall of the ground floor is closer to the property boundary to be attached to the external columns.
- Enlargement of the northern-most studio (deletion of one studio) and addition of a studio facing Little Nicholson Street.
- Increase in the end-of-trip facilities.
- Reduction in size of the dog care.
- Deletion of the mezzanine levels.
- New communal theatre.
- Internal reconfiguration of the foyer (including a wider foyer entry provided to Little Nicholson Street).
- Changes to the basement entry/ramp length (including a widening of the splay and a car park entry width of 6.1m).
- Alterations to the northern laneway (out of hour's gates, landscaping).
- The ground floor plan also includes hard and soft landscaping treatments and a new footpath along Little Nicholson Street.

- The public realm plan shows new street tree landings, paving to the widened/new footpaths and bicycle parking spaces.

First and second floors

- Deletion of the curved glazed elements and replacement with liner glass resulting in decreases of setbacks from Mollison and Nicholson Streets from up to 2m, to a consistent 0.8m.
- Setback from the northern boundary decreased from between 3.3m to 5.4m, to between 3.5m and 4m.
- Increase in the eastern boundary setback from 0m to 0.8m with the central indent now being rectilinear in form, and setback 2.1m instead of curved and setback up to 2m
- Labelled as co-wording instead of business incubator.
- Deletion of breakout spaces.
- Reconfiguration of the atrium.

Third and fourth floors

- Deletion of child care use with the third floor now be occupied by offices and an external breakout space. A portion of the office is now located in the area previously used for external play.
- The third floor is setback 1.2m from the Mollison Street boundary (previously between 0m and 2m). At the fourth floor and above, the south-western corner of the building is only setback 0.5m from Mollison Street, with this continuing up the building.
- A 2.1m setback from Little Nicholson Street from the third floor and above for the portion to the south of Gridline C. The third floor increases the breakout space within this area.
- From the fourth floor and above, the development includes a 3.2m setback from Nicholson Street (previously 0m).
- Deletion of the north-western void on the fourth floor.

Fifth to seventh floors

- From the fifth floor and above, the southern elevation includes a central indent setback from Mollison Street up to 1.2m, with protruding portions to it's the east and west setback 0.5m from Mollison Street. This continues up the building.
- From the fifth floor and above, setbacks form the northern boundary are a consistent 3.5m.
- Internal reconfigurations of break out spaces

Roof plan

- An enlarged presentation suite (to square-off) and greater detail regarding the roof terrace layout.

Elevations

- Deletion of the curved glazed elements and replacement with linear glazing and overall streamlining/simplification of its use.
- Deletion of the white mesh material, and replacement with a ceramic frit glass, and overall streamlining/simplification of the use of this material.
- Reduction in floor to floor heights reduced from 3.8m, to 3.6m.
- Ground floor, floor to floor height reduced from 5.2m to 4.5m.
- Introduction of a 'negative level' above the brick podium using grey tint glazing.
- Increased detailing to the podium levels.
- Deletion of four levels, and an overall reduction in height (not inclusive of rooftop area) from 48.1m to 29.7m. The rooftop RL of these plans is RL45.7 (with the ground floor being RL16). This is an 18.4m height reduction.

Materials

- Charcoal brick added, white mesh deleted, timber added, glass with ceramic frit added, grey tint glass added.

These images depict the previous design:



Looking from the north, southward along Nicholson Street

Looking from the south, northward along Nicholson Street

Looking from the east, westward along Mollison Street

These images show the 'without prejudice' plans:



Looking from the north, southward along Nicholson Street

Looking from the south, northward along Nicholson Street

Looking from the east, westward along Mollison Street

Preamble Changes

As a result of the deletion of the child care, the preamble will be amended from:

Use and development of the land for the construction of a mixed use building (with offices, childcare centre, dog boarding, food and drinks premises (cafe), arts and craft centres and restricted recreation facility) and a reduction in car parking requirements.

To:

Use and development of the land for the construction of a mixed use building (with offices, dog boarding, food and drinks premises (cafe), arts and craft centres and restricted recreation facility) and a reduction in car parking requirements.

The applicant has not correctly labelled the proposed wellness centre and artists' studios as per the preamble. A condition will require this to be rectified, should a permit issue.

Yarra Planning Scheme Provisions

Details of the relevant planning scheme provisions were provided in the original report. However, since Council determined the application, the Yarra Planning Scheme has been amended.

Referrals

Referral Authorities

Transport for Victoria was a determining referral authority for the application pursuant to the Yarra Planning Scheme. They did not object to the original application.

Council referral comments

The original application and the sketch plans were internally referred to various internal departments and external consultants. Details are provided within the initial officer report.

The substituted plans were re-referred to the following departments for comment:

- Engineering Services;
- Civil Engineering;
- Waste Services;
- ESD Advisor;
- Urban Design;
- Strategic Transport;
- Streetscapes and Natural Values;

External consultants

- Urban Design (Rob McGauran – MGS Architects);

Engineering Services

Layout Design Assessment

Item	*Assessment*
Access Arrangements	
Development Entrance – Little Nicholson Street	*The proposed 6.1 metre wide entrance complies with the Australian/New Zealand Standard AS/NZS 2890.1:2004.*
Visibility	*The exit lane of the entrance has pedestrian sight lines (although not shown on the drawings).*
Headroom Clearance	*A minimum headroom clearance of 2.45 metres has been provided, which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.*

Internal Ramped Accessways	*The 6.4 metre wide internal ramp satisfies AS/NZS 2890.1:2004.*
Car Parking Modules	
At-grade Parking Spaces	*The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy Design standard 2: Car parking spaces.*
Accessible Parking Spaces	*None have been provided.*
Aisles	*The 6.4 metre wide aisles comply with Table 2: Minimum dimensions of car parking spaces and accessways of Clause 52.06-9.*
Column Depths and Setbacks	*Not dimensioned on the drawings.*
Clearances to Walls	*Clearances of 300 mm have been provided for spaces abutting walls.*

Item	*Assessment*
Gradients	
Ramp Grade for First 5.0 metres inside Property	*The accessway is flat for approximately 6.5 metres inside the proposed new kerb alignment of Little Nicholson Street. This satisfies Design standard 3: Gradients in terms of grade requirements for the first 5.0 metres inside the property.*
Ramp Grades and Changes of Grade	*The ramp grades and the changes of grade for the ramped accessway and the internal ramps satisfy Design standard 3.*
Transition Grades Lengths at the Base of 1 in 4 Ramp Sections	*The transition grades at the base of 1 in 4 ramp sections have a minimum length of 2.5 metres, which satisfactorily accommodates the ground clearance for a B99 design vehicle.*
Other Items	
Numbering of Spaces	*Not provided; making space identification difficult.*
Loading Bay	*The on-site loading bay measures 3.6 metres by 7.6 metres. Further comment on the use of the loading bay to be provided by the applicant.*

Design Items to be Addressed

Item	*Details*
Visibility	*Sight triangle should be superimposed for the exit lane (i.e. - north side of the accessway).*
Accessible Parking Spaces	*Applicant to confirm whether accessible parking spaces are required.*

Column Depths and Setbacks	*To be dimensioned on the drawings and should satisfy Diagram 1 Clearance to car parking spaces in Clause 52.06-9.*
Vehicle Turning Movements – Little Nicholson Street Entrance	*Swept path diagrams for a B99 design vehicle and an oncoming B85 design vehicle should be provided the entrance off Little Nicholson Street.*

IMPACT ON COUNCIL ROAD ASSETS

The construction of the new buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site.

It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for residents, employees, visitors and other users of the site.

WIDENING AND RECONSTRUCTION OF LITTLE NICHOLSON STREET

The widening of Little Nicholson Street to allow for a two lane width carriageway will necessitate its full reconstruction from Mollison Street to the site's northern boundary. The widening would also require the removal of the existing concrete open invert drain that runs along the western side of Little Nicholson Street. Removing the open invert drain would, in turn, require drainage modification works. Detailed engineering design drawings for the widening and reconstruction works are to be submitted to Council for assessment and approval. All costs associated with these infrastructure works shall be borne by the Permit Holder.

The Permit Holder would need to obtain and maintain insurance, approved by Yarra City Council, for public liability and to indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land occupied by the widened section of Little Nicholson Street. A Section 173 Agreement may need to be prepared in relation to this matter.

ENGINEERING CONDITIONS
Civil Works

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

- *The footpaths along the property's Mollison Street and Nicholson Street road frontages must be stripped and re-sheeted 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 kerb and channel along the Nicholson Street road frontage is to be reconstructed in accordance with Council's Infrastructure Road Materials Policy and to Council's satisfaction and the Permit Holder's cost.*
- *All redundant vehicle crossings surrounding the site must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost. The cost of modifying any parking signs or road markings for parking bays (where required) shall be borne by the Permit Holder.*
- *The tactile ground surface indicators (TGSIs) are to be replaced at the Nicholson Street pedestrian crossing once the footpath has been stripped and re-sheeted, to Council's satisfaction and at the Permit Holder's cost.*

- *Little Nicholson Street, between Mollison Street and the northern boundary of the site must be widened and reconstructed to Council's satisfaction. The works shall also include the following items:*
    - *The modification of the existing pit and underground drainage at the junction of Little Nicholson Street and Mollison Street;*
    - *The provision of a kerb along the west side of Little Nicholson Street, and*
    - *Any columns that abut the west side of Little Nicholson Street must be positioned no less than 300 mm from the edge of the new carriageway.*
- *All infrastructure works associated with the widening and reconstruction of Little Nicholson Street must be funded by the Permit Holder.*
- *The new vehicle crossing servicing the development must be constructed in accordance with Council's Standard Drawings and engineering requirements. The vehicle crossing must satisfy the ground clearance for a B99 design vehicle.*

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.*

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.*

Discharge of Water from Development

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

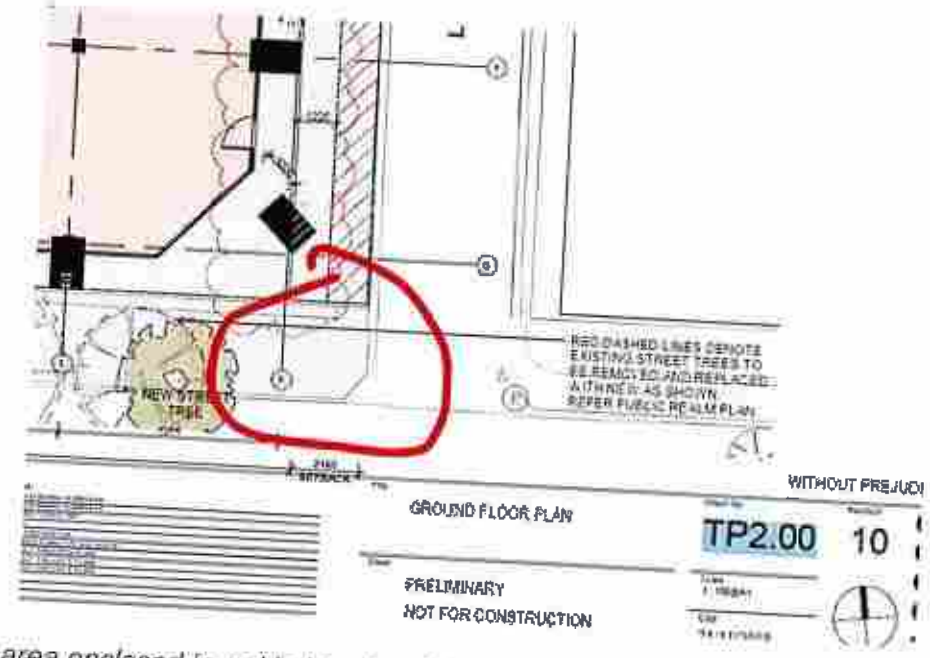
ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the Building Regulations 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 133.
Preparation of Detailed Road Infrastructure Design Drawings	The developer must prepare and submit detailed design drawings of all road infrastructure works associated with this development for assessment and approval.
Road Reinstatements	All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.
Redundant Pits and Services	Redundant pits/services to be removed and Council assets to be reinstated.
Public Lighting	There are two public lighting attached to the eastern wall of the development (Light Nos. L811288 and L811230). These lights cannot be removed until an alternative light is provided. This would require the Permit Holder to consult CitiPower for their guidance/direction on this matter.
Overhead Powerlines	Power lines along both Nicholson Street and Mollison Street road frontages will impact any potential crane lifting works. It is recommended that a section of power lines be undergrounded to facilitate any future crane lifting during construction works.
Temporary Road Closures during Construction	Closures to Little Nicholson Street should be kept to a minimum during constructions works.

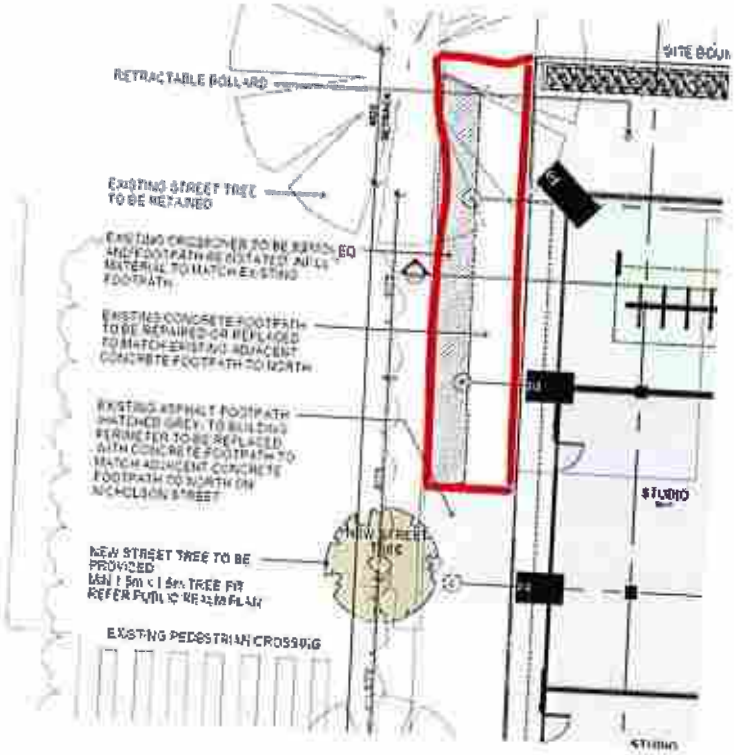
Civil Engineering

- Mollison St and Nicholson St footpaths must be reconstructed as asphalt, and not concrete.
- The location of stormwater pit, at the South East corner of the site, should be shown on plans and noted as being reconstructed to allow for the widening of Lt Nicholson St.
- The full width of Lt Nicholson St should be reconstructed for the full length of the developments boundary
    - Drainage along this section of roadway must also be reconstructed to council's satisfaction.
    - (This is required as the roadway is being widened, and levels must be adjusted)
- A traffic management signage and line-marking plan, making provisions for the widening of Lt Nicholson St, is to be provided to council for approval. Works to be carried out by the applicant, at no cost to council.
- The boundary between private and public property should be delineated through the use of alternative surface materials or "banding".
- The 1200mm pedestrian path, along the properties Nicholson St and Mollison St's frontage should be DDA compliant, with compliant ramps where required.

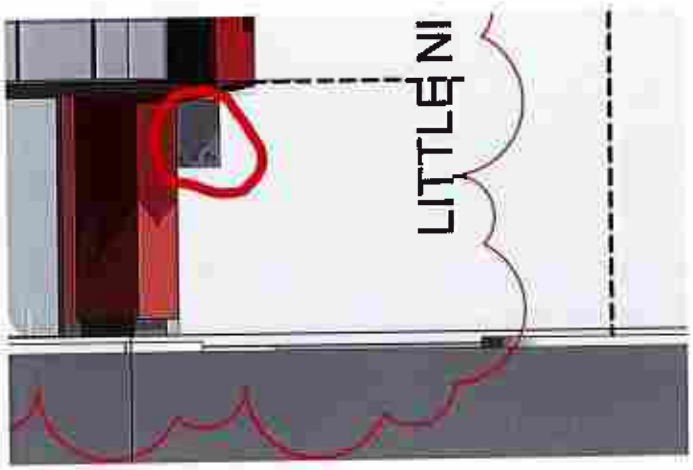
- *A detailed civil and drainage design should be provided to council for approval prior to works commencing. The plan should include provisions for all civil and drainage works that are required to the abutting road frontages, as part of the development. Surface material finishes should be shown on the design. All associated works must be carried out by the applicant and to the satisfaction of council.*
- *The entry point to Lt Nicholson St from Mollison St (as circled below) should be shown on the plan and noted as being widened by the permit holder. Relocation of services and reconstruction of drainage infrastructure will need to be carried out by the permit holder as part of these works.*



- *The full area enclosed in red below should be included in footpath reconstruction works. Hatching must be extended to include this full section.*



- *The sign shown below should not protrude over the widened section of Lt Nicholson St, and should be set back 300mm behind the edge of the roadway*



Waste Services

The new amended plans do not seem to impact the waste management assessment. In saying that, a new WMP should also be submitted at a later date for reassessment.

ESD Advisor

I've had a look at the plans and the only thing that stands out is that the glazing strategy seems to have changed significantly, with the introduction of grey tinted glass. The previous scheme seemed to include some time of vertical louvres (although it was hard to pick this up from the drawings which just referred to clear glass).

In any case, I'd just need to be satisfied that the new scheme wasn't to the detriment of either thermal comfort (ie more heat gain than previously) or natural daylight (grey tinted glass tends to have very low visible light transmittance (VLT)).

Urban Design

Nicholson & Mollison Streets

- *The revised building setback of approximately 1.1m (from western and southern site boundary) encloses building entry spaces and is not desirable as sight lines are reduced and DDA access is compromised. The building line should be aligned and free of obstructions (where possible) to promote ease of access for people who are blind or vision impaired.*
- *Mollison and Nicholson Street footpaths are to be resurfaced with asphalt pavements not concrete as noted.*
- *The pram ramp on Nicholson Street at Mollison Street will need to be reinstated.*
- *All proposed streetscape materials and fixtures should be as per Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings.*

Little Nicholson Street

- *The introduction of the 1.2m wide footpath is supported as this fosters safe pedestrian access.*

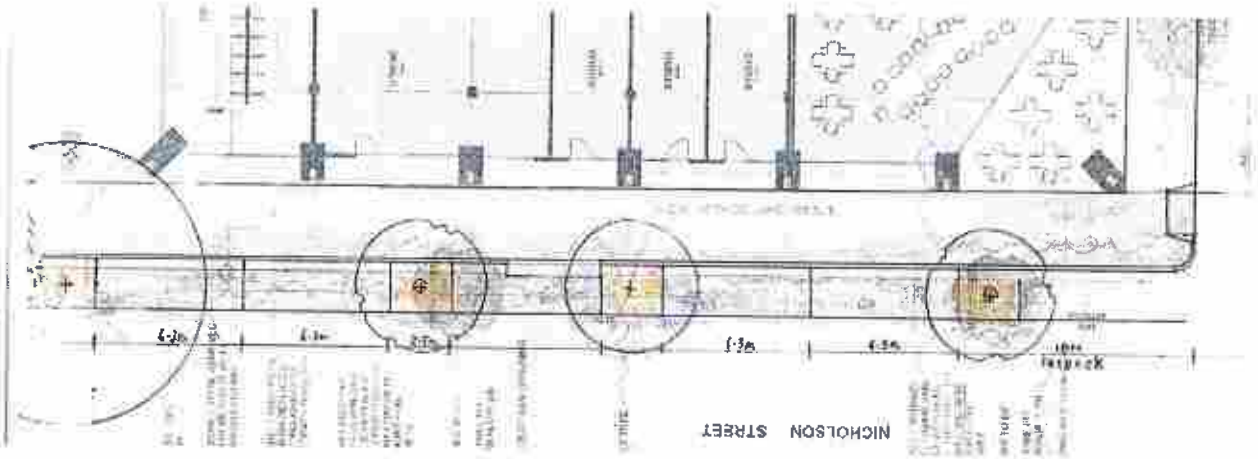
- *Further information is required to understand the proposed cross section, particularly in regard to vehicle and storm water management.*

New Laneway

- *Further information is still required to ascertain the laneway's function and quality of offer. It is important to ensure that this is a safe, usable and welcoming space. The introduction of gated access to this laneway improves safety for 'end of bicycle facilities' users, however the current design creates an unattractive access way.*
- *Confirm intended use (minimum thoroughfare width, seating, garden beds etc.).*
- *Confirm extent of physical and visual permeability (including gated entries and extent of barrier adjacent to Basement carpark entry).*
- *600mm wide planter will sustain low planting only. Depth and plant species to be provided.*

Trees - Nicholson Street

- *Ensure parking bays and tree pits are shown on plans.*
- *Adjust parking bay lengths to 6.3m minimum for bays with end space obstructions.*
- *Parking bays are to be offset 10m from the Mollison Street intersection.*
- *Tree pits are to be a preferable width of 2500mm as per YSD 709- Tree Surrounds: Road and Footpath Treatment.*



Trees - Mollison Street

- *Trees are sited as per comments provided in November 2017. As noted it is expected that developer contribution be made to ensure tree planting consistency is attained along Mollison Street.*
- *Further discussion to include City of Yarra Aboriculture and Streetscapes.*

Bicycle hoops

- *Further opportunities for additional bicycle parking needs to be explored, particularly in proximity to the Café.*

- *All proposed streetscape fixtures should be as per Technical Notes: City of Yarra Public Domain Manual, with all required clearances to be dimensioned.*

Public Seating

- *Public seating is to be provided along Nicholson and/or Mollison Street to accommodate for anticipated use within the public realm. Refer to comments provided in November 2017.*
- *All proposed streetscape fixtures should be as per Technical Notes: City of Yarra Public Domain Manual, with all required clearances to be dimensioned.*

Strategic Transport

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
Medical centre	3 practitioners	1 employee space to each 8 practitioners	0 employee spaces	
		1 visitor space to each 4 practitioners	1 visitor spaces.	
Office (other than specified in the table)	8994 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	30 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	9 visitor spaces.	
Retail premises (other than specified in this table)	180 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
		Bicycle Parking Spaces Total	31 resident / employee spaces	139 employee spaces
			10 visitor spaces	6 visitor spaces
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	4 showers / change rooms	Unclear

No bicycle parking rate is specified for the childcare centre, dog care facility or artist's studio uses.

The development provides a total of 108 additional employee spaces above the requirements of the planning scheme. However the provision of visitor spaces is below the statutory requirement. It is unclear how many showers / changerooms have been provided.

Adequacy of visitor spaces

6 spaces are suitable as visitor spaces, which are located external to the building within the ground floor setbacks. The remaining spaces are not suitable as visitor spaces due to access and security requirements.

- *At least 10 spaces suitable for visitor use must be provided to meet the statutory requirement.*
- *At least 19 visitor spaces are required to meet Council's best practice guidelines. This comprises of the BESS rate for office spaces, and 1 space for the medical centre use. This rate would also likely satisfactory cater for the childcare centre and artist's studio uses. It is not expected the dog care facility would generate cyclist demand.*
- *Visitor spaces must be:*
  - *Accessible to visitors (i.e. not located within a secure facility);*
  - *At a horizontal bicycle rail.*
- *It is also recommended that the proposed visitor spaces within the ground-floor setbacks would be more accessible if hoops were angled rather than perpendicular to the building. This may also result in a higher number of spaces abled to be accommodated in the openings between*

Adequacy of employee spaces

Number of spaces

The proposed number of employee spaces is above Council's best practice recommended rate and is acceptable. The following is noted

- *Best-practice requires a rate of 1 space to each 100sqm of office floor space[1], plus the statutory rate for the other uses. Therefore it is recommended a minimum of 91 employee spaces be provided. This requirement has been exceeded, and therefore the number of bicycle spaces provided is acceptable.*
- *Given concerns (outlined below) about the design and location of spaces, it is acceptable if the number of spaces is reduced, providing the best practice rate is retained.*

Design and location of employee spaces and facilities
Employee and resident spaces are inadequately located and designed for the following reasons:

- *Resident/employee bicycle parking is provided in four different storage areas across ground-floor, and the two basement levels. Due to the steep ramps that provide access to the car park, it is envisioned most cyclists would choose to exit the basement levels via the lift shaft.*
- *Spreading cyclist facilities across three levels is not supported, as cyclists may need to travel from storage area, to storage area whilst looking for an available space. At minimum the bicycle storage areas should be contained within ground-floor and basement 1, within a single secure storage area at each level.*
- *Further, none of the spaces within the basement levels are located within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for employees must be provided in a bicycle locker, or in a lockable compound. A secure car park does not constitute a lockable compound.*
- *All bicycle storage spaces appear to have been provided as 'Ned Kelly' style hanging spaces. Pursuant to AS2890.3 at least 20% of bicycle storage spaces within any storage facility should be provided as horizontal ground level spaces.*

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[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers the following best-practice guidance for bicycle parking 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*

- *Storage area and relevant walkway dimensions are not noted on the plans. Whilst it appears most spaces and walkways meet the requirements of AS2890.3, the plans must be notated to undertake a detailed assessment of these requirements.*
- *12 'stalls' have been shown within the end of trip facilities, however it is unclear if these are all shower/change-room facilities or if some of the stalls contain toilets. It is recommended 10 shower / change-rooms be provided, allowing for a toilet to be provided for within the each of the end-of-trip facilities.*

Electric vehicles / Shared Vehicles

It is noted the application includes provision of two car-share bays at Basement 1. However the bays are shown as tandem bays. Tandem bays are not functional from a user operational perspective as issues can arise when vehicles are returned early or late, or to the incorrect bay.

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). To ensure the potential for future provision for electric vehicle charging the basement levels should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to the basement levels 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. The GTP should include:

(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) the provision of real time passenger information displays for nearby stops within each lobby;
(d) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(e) a designated 'manager' or 'champion' responsible for coordination and implementation;
(f) details of bicycle parking and bicycle routes;
(g) details of GTP funding and management responsibilities;
(h) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
(i) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(j) security arrangements to access the employee bicycle storage spaces; and
(k) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
(l) Reference to a minimum 40A single phase electrical sub circuit should be installed to the basement levels for 'EV readiness'; and
(m) provisions for the Green Travel Plan to be updated not less than every 5 years.

Recommendations
The following changes should be included on the plans before endorsement:

(a) Dimensions of bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.

(b) *A minimum of 19 visitor bicycle parking provided in a location easily accessed by visitors to the site (i.e. spaces must not be located within a secure facility).*
(c) *All visitor bicycle parking facilities to be ground level (horizontal) spaces.*
(d) *A minimum of 91 employee bicycle parking facilities to be located, at Basement 1 and ground-floor, within a maximum of two secure storage areas, with reasonable proximity and access to:*
    i. *Building entrances and/or lift shafts;*
    ii. *End of trip facilities, including showers and change rooms.*
(e) *Each secure storage facility to include a minimum of 20% of ground level (horizontal) spaces.*
(f) *At minimum of 10 shower/changerooms to be clearly notated on the plans.*
(g) *The car-share bays must be relocated to parallel bays.*
(h) *The basement level car parks must have electrical wiring with a minimum 40A single phase electrical sub circuit should be installed to the basement levels for 'EV readiness'.*

A Green Travel Plan with the requirements mentioned previously must also be submitted for endorsement.

Streetscape and Natural Values

A bond for the Nicholson St trees will need to be taken by Construction Management to a value of the combined amenity values listed below (rounded to the nearest $5000 or $10000)

Replacement costings will be the same as per below.

Amenity values for the other 4 trees are costed below

We will not support removal of tree 14704 located at the entrance to Mollison St in the roadway, as this is a larger planting and will provide a greater canopy value than existing trees.

This cost will have to be evaluated in line with our emerging green infrastructure strategy.

Removal of the three (3) footpath trees will be supported. Please note costs for removal will be added at current schedule of rates.

14702 and 14703 are the trees in Nicholson St.

Value of existing site trees are as per below

Tree No.	14702	14703	14704	14705	14706	14707
Amenity value	$ 19,182.00	$ 8,131.00	$ 1,162.00	$ 1,037.00	$ 1,673.00	$ 778.00

Replacement planting is costed as per below per tree.

Please note I have included hoop supply and install although this may not be necessary. I have also maintained this at a 100L stock whereas we could reduce prices by using 45L stock at a cost of $200/tree

Hoop supply and install	$ 316.50
New cut out / m2	$ 143.49
Supply tree 100L	$ 350.00

*Planting cost**	$	*118.05*
Maintenance 2 years	$	*160.80*
TOTAL	$	*1,088.84*

Urban Design (Rob McGauran – MGS Architects)

Vicky and I met with the applicant last week & were generally pleased with progress. That said some minor matters needed work and appear to still require clarification.

These are the landscape concept and amenity for the roof terrace zone to soften the skyline view and provide a level of shade and amenity for occupants.

Other than that I have to say that the revised response presented with podium lower form in masonry & indented fritted glass upper form combined with setbacks to the principle street frontage and Little Mollison street and the northern neighbouring interface are collectively with reduced height, measures that deliver a successful outcome that I would support.

Assessment

The key considerations for this report are whether the 'without prejudice' plans have satisfactorily addressed Council's Grounds of Refusal and furthermore, whether the changes introduce any additional concerns.

Ground 1

The lack of street wall does not respond to the site context nor fit into the emerging built form context and streetscape as envisaged under clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2 and 22.10-3.3;

These amended plans significantly enhance the presentation of the street wall. This is achieved by:

- Enlarging the columns and bringing the first and second floor glazing closer to the street;
- Providing a brick 'lid' to the top of the second floor creating a horizontal 'cap' to the street wall;
- Provision of a negative level which accentuates the street wall;
- Greater detail to the brick podium with black steel window shrouds; and
- The provision of setbacks above the street wall.

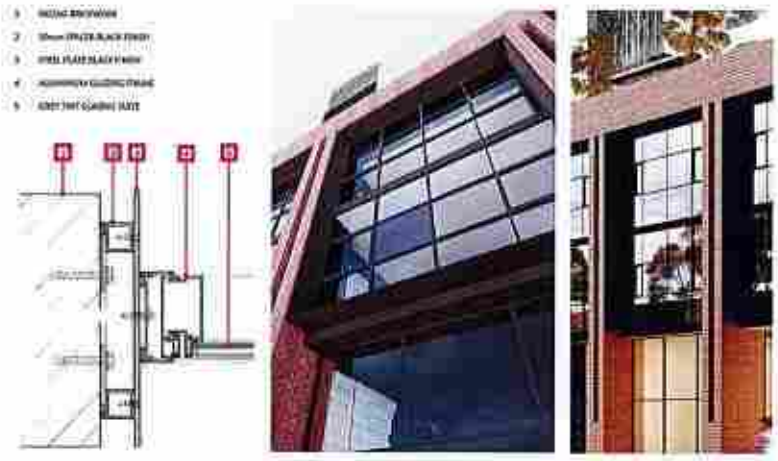
The image below depicts the differences in the two street walls (the advertised application is on the left, and the 'without prejudice' depiction is on the right):



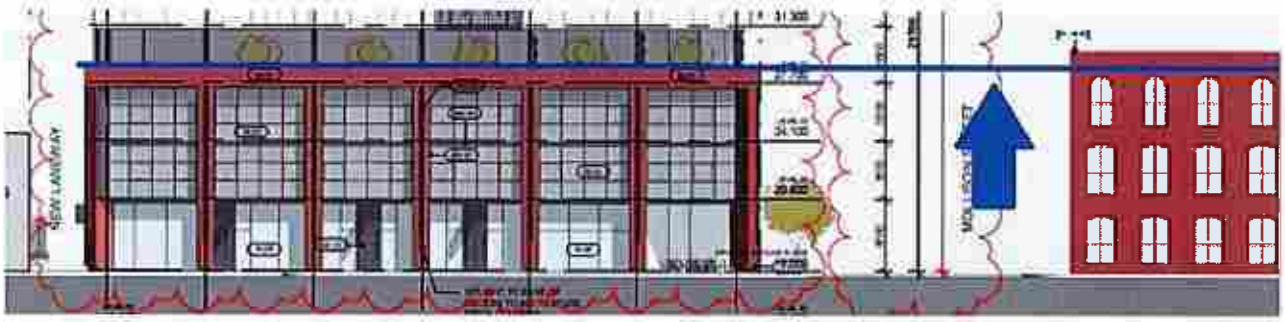


The façade strategy provides additional detailing for the ground floor interface, the podium and feature columns and the feature window shrouds. This provides Council's planning officer's certainty regarding the high architectural quality of the street wall. Council's external urban designer confirmed this resulted in a successful outcome that could be supported. The façade strategy will form part of the 'decision plans' associated with this position and would form part of the suite of endorsed plans, should a planning permit be issued.

The following image from the façade strategy shows the level of additional detailing provided regarding the window shrouds:



The street wall is also lower in height than the former Denton hat Mills. This reduced height allows the new built form to be subservient to this heritage building. The image below depicts this (the former Denton hat Mills are on the right, the proposed development is on the left):



These changes are a significant improvement as the street wall now references a more prominent and accentuated three-storey street wall character, similar to that of the former Denton Hat Mills, albeit slightly lower. The amended street wall adequately responds to the site context and will fit into the emerging built form context and streetscape through its altered design.

This ground has been addressed.

Ground 2

The scale, height, lack of upper level setbacks and architectural quality and will visually dominate the surrounding streetscape and wider heritage area and is contrary to policy at clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2 and 22.10-3.3;

The proposal has been reduced in height (by 18.4m) in this amended design. The proposal is eight storeys in height (as per Council's external urban designer's comments) and has also introduced setbacks from Nicholson Street (3m from the fourth floor and above), setbacks from Mollison Street (between 0.5m and 1.2m) from the third floor and above as well as setbacks from Little Nicholson

Street between Gridline C and G (between 1.5m and 2.1m). This is a significant reduction in scale and height with the resultant built form being one which Council is now able to support.

The southern elevation shows that the building is now more commensurate to the scale of the approved development to the east along Mollison Street, being only one and a half levels taller (not including the roof level). The image below depicts this:



Not only has the massing significantly decreased, but the architectural quality of the proposal has been improved, with a façade strategy provided which shows the minutia detailing of the proposal to provide Council with certainty that this building will be of an exceptional standard.

The revised drawings have deleted the curved glazed elements and the white mesh cladding. These have been replaced with linear glazing and ceramic frit glass. This results in a more streamlined and simplified building, and due to the reduction in the upper level overhangs, a less dominant building. Each façade has been designed slightly differently which ensures the building it has been considered 'in the round' and will offer a varied view of it from surrounding vantage points. The improvement is clearly evident in the comparisons below:



Looking from the north, southward along Nicholson Street



Looking from the south, northward along Nicholson Street



Looking from the east, westward along Mollison Street



Looking from the north, southward along Nicholson Street



Looking from the south, northward along Nicholson Street



Looking from the east, westward along Mollison Street

The decrease in height is substantial, and in combination with the introduction of the setbacks above the street wall, results in a reduction in the overall massing and dominance of the building.

Whilst the setbacks are not to the full extent of those previously recommended by Council's external urban designer, in this instance, due to the significant increase in architectural quality (confirmed in the renders and the façade strategy), they are considered to be satisfactory. The provision of the façade strategy shows the applicant has turned their mind to the specific detailing of the proposal, and Council can be confident the building will be of high architectural quality. Council's external urban designer confirmed this resulted in a successful outcome that could be supported.

Council planning officers submit that the reduced height, improved façade and the provision of setbacks above the podium will allow the building to fit into the existing and emerging context, compliant with policy within clauses 15.01-1S, 15.01-2S, 21.05-2, 22.10-3.2 and 22.10-3.3.

Additionally, the building will not result in a visually dominating building and is anticipated to be of high architectural quality.

This ground has been addressed.

Ground 3

The proposal does not provide for equitable development opportunities for the sites to the north and east due to insufficient setbacks.

The proposal now provides a consistent 3.5m setback from the north for its full height as well as a 1.5m setback from Little Nicholson Street between Gridline C and G from the third floor and above with an additional indent setback of 2.1m. Previously the proposal had incorporated setbacks of between 3m and 5.4m from the northern boundary and none to Little Nicholson Street.

Whilst the setbacks are not to the full extent of those recommended by Council's external urban designer, in this instance, Council's planning officer submits that they are acceptable, and are an improvement. Council's external urban designer confirmed they found the amended proposal to be significantly improved. These setbacks are sufficient to not impede the development potential of adjoining lots. In addition to this, the setback from Little Nicholson Street will provide articulation to the eastern elevation and prevent excessively high sheer walls being visible from Mollison Street.

Ground 4

The proposal will result in excessive overshadowing of the public realm, and as such does not provide for a pedestrian friendly environment along its street frontages and the proposed northern laneway.

Due to the reduction in overall height/massing, the overshadowing to the public realm has also significantly decreased.

Previously, the shadowing was assessed as follows in the original delegate report:

At 9am, the proposal will shadow the entire western intersection of Nicholson and Mollison Streets (both the northern and southern footpaths as well as a section of the western footpath of Nicholson Street). Whilst it is noted that the buildings on the north side of this intersection and also the Denton Hat Mill building will also result in shading, the proposal would go much further beyond that and also shade the roof of the apartments buildings to the south-west. This shading is continued at 10am, with an addition portion of the southern footpath of Mollison Street is also shaded, with this shading encroaching up the front wall of the Denton Hat Mills.

This increases at 11am, where half of the front street wall of the Denton Hat Mills is entirely shaded. At 11am, the Nicholson and Mollison Street intersection is entirely in shadow and does not improve until 12noon, where only the eastern side of the intersection is in shadow. At 12noon however, the entire front wall of the Denton Hat Mills is in shadow – save for the most eastern row of windows.

From 12noon onwards, different sections of the southern footpath are in shadow as the shadows move in an easterly direction and by 2pm, the extent of shading reaching up the wall of the Denton Hat Mills starts to reduce. By 3pm, the majority of the building is free of shadow, however the shading is now reaching up the building associated with No. 61-69 William Street and the footpath outside of its frontage.

This extent of shadowing is quite significant and unacceptable. Not only do the shadows completely cover the southern footpath of Mollison Street from 10am onwards, but they also reach up the front walls of the buildings to the south and south-west. This encroachment is significant because it means that any pedestrian walking along that part of the footpath would be entirely in shadow. Shading to parts of the northern footpath of Nicholson and Mollison Streets is not a concern as any building along the northern side would shade the footpath.

With the reduction in height, the shadowing of the public realm has been significantly reduced. It should be noted that whilst the 9am shadow shows additional shading over the northern wall of the former Denton Hat Mills compared to the previous plans. The applicant has confirmed that this is due to the previous plan not including the approved development to the east and that the previous plans were based on daylight savings hours. The applicant has confirmed that the existing and proposed shadows are now correct.

At 9am, the proposal will continue to shadow the entire western intersection of Nicholson and Mollison Streets (both the northern and southern footpaths as well as a section of the western footpath of Nicholson Street). However, the shadowing no longer reaches up to the roof of the apartment buildings to the south-west, and only reaches half way up the wall. It should be noted that Council's planning officer did not raise any issues within the original proposal regarding shadowing to private property.

By 10am, this shading significantly reduces compared to the previous iteration, and no longer shades the western footpath of Nicholson Street or any of the apartment buildings to the south-west. In terms of the shading of the former Denton Hat Mills, where it previously reached up the wall for nearly the full extent of the building, the shadows now only reach to below the first floor windows. The ground floor windows are used for commercial premises. This is a substantial reduction.

Another substantial reduction is to the shadowing of the southern footpath of Mollison Street. Previously the footpath would not be free of any shadow until 2pm, where only the south-western corner of the intersection received sunlight, however, now, this same area is free of shadow from 12noon onwards, with the portion of southern footpath free of shadow increasing at every hour.

In terms of the northern laneway, the revised plans include planter boxes and two, after hour's gates.

Council's internal urban designer raised concerns with the northern laneway:

- *Further information is still required to ascertain the laneway's function and quality of offer. It is important to ensure that this is a safe, usable and welcoming space. The introduction of gated access to this laneway improves safety for 'end of bicycle facilities' users, however the current design creates an unattractive access way.*

The following supplementary comments were which suggested a planting strategy to soften the laneway such as a vertical garden or vertical climber, lighting and seat walls. These will be required by way of condition. Council's internal urban designer confirmed that with these additions the visual quality of the proposal will be improved.

Council's internal urban designer raised concerns with the amended ground floor design due to the reduced setback of the glazing. The glazing now joins with each column, whereas previously there was a space between them. The issue was that sight lines would be reduced and DDA access compromised. Council planning officers do not agree. The footpath of both Nicholson and Mollison Streets are quite wide (3m) which will allow for sufficient DDA access. Additionally the spacing between the columns are at least 5.2m in distance which will allow for reasonable sight lines.

Other matters

As outlined within the assessment above, the substituted plans have addressed Council's previous grounds of refusal and subject to conditions, can be supported. It should be noted, that where it had previously been stated in the original delegate report that matters could be resolved by way of condition, they have been included within the conditions of this report (where relevant).

Additionally, the referral comments have also resulted in a number of conditions being placed on the permit.

Impact to street trees

As a result of the development, it is proposed to remove four street trees in Mollison Street along the site's southern frontage, as well as plant two trees along Nicholson Street and four trees along Mollison Street. Council's Streetscapes and Natural Values Unit confirmed the following:

- A bond for the Nicholson St trees will need to be taken by Construction Management to a value of the combined amenity values listed below (rounded to the nearest $5000 or $10000). The amenity value of the two street trees are $27,313, therefore, the total required to be provided by bond is $30,000.

- They did not support the removal of the street tree located at the entrance to Mollison St (street tree 14704) in the roadway, as this is a larger planting and will provide a greater canopy value than existing trees.

- The total cost of removing the three other street trees in Mollison Street is $3,488. This will be required by way of condition.

- The cost of replacement planting for each tree (each with a bike hoop) is $1088.84. The applicant is proposing to provide six street trees. It is noted that due to Council not supporting the removal of street tree 14704, only five trees will have to be planted. This is a total cost of $5,444.20. This will be required by way of condition. The provision of the bike hoops will be required as Council supports the increased provision of bike hoops on the footpath adjacent to this site.

Civil Engineering requirements

It should be noted that the following civil engineering conditions will not be required as they are considered onerous or not necessary as notes will be placed on the permit to address the issue.

- *A traffic management signage and line-marking plan, making provisions for the widening of Lt Nicholson St, is to be provided to council for approval. Works to be carried out by the applicant, at no cost to council.*

  This is onerous.

- *The entry point to Lt Nicholson St from Mollison St (as circled below) should be shown on the plan and noted as being widened by the permit holder. Relocation of services and reconstruction of drainage infrastructure will need to be carried out by the permit holder as part of these works.*

  Notes will be placed on any permit to be issued regarding re-location of services etc.

- The area noted along the Nicholson Street footpath as requiring to be included in the footpath construction is already noted as having the footpath reinstated due to the redundant vehicle crossing, and also that the existing footpath will be repaired or replaced to match the existing adjacent footpath. Additionally, a condition already requires that the footpath immediately outside the subject site's Mollison Street and Nicholson Street road frontages must be stripped and re-sheeted. This is sufficient.

Other requirements

As the substituted plans have not included amended reports, the following is required as part of permit conditions:

- Sustainable Management Plan;
- Waste Management Plan;
- Acoustic Report;
- Landscape plan report;
- Wind Report

As outlined within the original application report, the following will be required by way of condition:

- Tree Management Plan;
- Green Travel Plan;
- Construction Management Plan;
- Car Park Management Plan; and
- Various traffic engineer conditions relating to civil works to, road protection, impacts on assets, vehicle crossings and drainage.

Conclusion

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

RECOMMENDATION

That having considered all objections and relevant planning policies, Council resolve to advise the Victorian Civil and Administrative Tribunal that it consents to the Tribunal making an order to issue planning permit PLN17/0535 for the use and development of the land for the construction of a mixed use building (with offices, dog boarding, food and drinks premises (cafe), arts and craft centres and restricted recreation facility) and a reduction in car parking requirements at 20-30 Mollison Street, Abbotsford, generally in accordance with the architectural plans prepared by CHT Architects dated 21 November 2018 and the façade strategy dated 27 November 2018 subject to the following conditions:

1 Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the architectural plans prepared by CHT Architects dated 21 November 2018 and the façade strategy dated 27 November 2018 but modified to show:

(a) shadowing effect removed from all elevations;

(b) the number of spaces on Basement correctly annotated and for the 'child care drop off' annotations deleted;

(c) the ground floor plan to correctly label 'wellness centre' and 'studio' as 'restricted recreation facility and arts and craft centres' respectively;

(d) details of shading provided on the roof terrace area to provide for amenity and shade to future occupants;

(e) additional details for the proposed northern laneway such as (but not limited to):

(i) minimum thoroughfare width;

(ii) provision of seating and increased landscaping (may be in the form of a green wall or climbing planter);

(iii) proposed materiality;

(iv) confirmation that it is for pedestrians only;

(v) the provision of security lighting along its length;

(vi) extent of physical and visual permeability (including gated entries and extent of barrier adjacent to Basement carpark entry);

(vii) a ground floor elevation plan for its entire length (including details of wall permeability and any plantings).

(f) Confirmation that the proposed 1.2m wide pedestrian path along Little Nicholson Street will be DDA compliant, with compliant ramps where required;

(g) the deletion of any signage protruding over the widened section of Little Nicolson Street, with any signage being setback at least 0.3m behind the edge of the roadway;

(h) the boundary between private and public property delineated through the use of alternative surface materials or "banding";

(i) a sight triangle superimposed for the exit lane (i.e. - north side of the accessway);

(j) dimensions for column depths and column setbacks to satisfy Diagram 1 Clearance to car parking spaces in Clause 52.06-9.;

(k) confirmation whether accessible parking spaces are required;

(l) swept path diagrams for vehicle turning movements from the Little Nicholson Street entrance for a B99 design vehicle and an oncoming B85 design vehicle;

(m) the shared parking bays reallocated to parallel bays;

(n) dimensions of bicycle storage spaces, and relevant access ways demonstrating compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;

(o) visitor bicycle parking provided to be provided at a rate of at least 1 space to each 500sqm of net leasable area, in a location easily accessed by visitors to the site (i.e. spaces must not be located within a secure facility) and for all visitor bicycle parking facilities to be ground level (horizontal) spaces;

(p) visitor bike parking shown within the ground floor setbacks amended from angled instead of perpendicular to the building;

(q) employee bicycle parking facilities (provided at a rate of a minimum of 1 space to each 100sqm of office floor space) located at Basement 1 and ground-floor, each within a secure facility (bicycler locker or lockable compound), with reasonable proximity and access to:

(i) building entrances and/or lift shafts;

(ii) end of trip facilities, including showers and change rooms.

(r) at least 20% of bicycle storage spaces provided as horizontal storage spaces as required under AS2890.3;

(s) details on the number of showers and change-rooms must be provided with a minimum of 10 shower/change rooms provided allowing for a toilet to be provided for within the each of the end-of-trip facilities.;

(t) confirmation on plans that the basement levels are electrically wired with a minimum 40A single phase electrical sub circuit for 'EV readiness';

(u) a materials sample board of external colours, materials and finishes, with all finishes to be as per those shown in the endorsed façade strategy;

(v) any requirement of the endorsed Sustainable Management Plan (condition 16) (where relevant to show on plans);

(w) any requirement of the endorsed Waste Management Plan (condition 19) (where relevant to show on plans);

(x) any requirement of the endorsed Landscape Plan Report (condition 22) (where relevant to show on plans);

(y) any requirement of the endorsed Wind Report (condition 28) (where relevant to show on plans);

(z) any requirement of the endorsed Acoustic Report (condition 30) (where relevant to show on plans); and

(aa) any requirement of the endorsed Public Realm Diagram plan (condition 32) (where relevant to show on plans).

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

3 As part of the ongoing consultant team, CHT Architects or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee the design and construction of the development; and

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

Office Use

4 Except with the prior written consent of the Responsible Authority, the office use authorised by this permit may only operate between the hours of 7am and 9pm, seven days per week.

5 Except with the prior written consent of the Responsible Authority, no more than 900 staff are permitted on the land at any one time.

Food and drinks premises (café) Use

6 Except with the prior written consent of the Responsible Authority, the food and drink premises (café) use authorised by this permit may only operate between the hours of 7am and 8pm, seven days per week.

7 Except with the prior written consent of the Responsible Authority, no more than 100 patrons are permitted on the land at any one time.

Arts and Craft Centre Use

8 Except with the prior written consent of the Responsible Authority, the Arts and Craft Centre use authorised by this permit may only operate between the hours of 7am and 9pm, seven days per week.

9 Except with the prior written consent of the Responsible Authority, no more than two artists is permitted to operate in each studio on the land at any one time.

Restricted Recreation Facility Use

10 Except with the prior written consent of the Responsible Authority, the Restricted Recreation Facility use authorised by this permit may only operate between the hours of 7am and 8pm, seven days per week.

11 Except with the prior written consent of the Responsible Authority, no more than 20 patrons are permitted on the land at any one time.

Dog Boarding Use

12 Except with the prior written consent of the Responsible Authority, the dog boarding use authorised by this permit may only operate between the hours of 7am and 6pm, Monday to Friday.

13 Except with the prior written consent of the Responsible Authority, no more than 20 dogs are permitted on the land at any one time.

14 Before the development commences, a Dog Boarding 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 then form part of the permit. The plan must detail the following (including but not limited to):

(a) that there shall be available at all times for the use of residents in the vicinity of the premises a telephone number or numbers (*"the Hotline"*) so that they can call to register any complaint or comment about the operation of the premises. This Hotline must be staffed at all times. A permanent register of all calls to this Hotline must be maintained which register must be available at all times for inspection by the Responsible Authority;
(b) measures taken to reduce odour and noise;
(c) details of cleaning facilities; and
(d) details of waste management (receptacle and private collection details).

15 The dog boarding use must be managed in accordance with the endorsed Dog Boarding Management Plan.

Sustainable Management Plan

16 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 Intrax Consulting Engineers (on 9 June 2017), but modified to include or show:

(a) what COP/EER the central HVAC plant equipment will be. Recommend 100% economy cycle, heat recovery and a BMS to manage, control and monitor the system;
(b) the type of hot water system used and its standard of energy efficiency;
(c) notations to confirm the rainwater tank volumes, locations and connections on plans; and
(d) bike spaces provision to be consistent with architectural plans.

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

SMP Implementation Report

18 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.

Waste Management Plan

19 Before the development commences, an amended Waste Management Plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design (dated 19 June 2017), but modified to include:

(a) the updated architectural plans prepared by CHT Architects dated 21 November 2018;

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

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

Landscape Plan

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

(a) detailed planting plans for the development and show the type, location, quantity, height at maturity and botanical names of all proposed plants;

(b) show the type, location, quantity, height at maturity and botanical names of all proposed plants;

(c) detail the design and layout of the common area, outdoor terraces (including rooftop area), planters and any ground level planting areas (including the northern laneway);

(d) provide a specification of works to be undertaken prior to planting; and

(e) detail plant/planting maintenance schedules and requirements.

23 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan

must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

all to the satisfaction of the Responsible Authority.

Street Tree

24 Before the development commences, the permit holder must provide an Asset Protection Bond of $$30,000 (ex GST) for the two streets trees along existing Nicholson Street (street trees 14702 and 14703) to the Responsible Authority. The security bond:

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

25 Before the development commences, the permit holder must make a one off contribution of $5,444.20 to the Responsible Authority to be used for:

(a) the cost of supply, planting and establishment maintenance of five new street trees along Nicholson and Mollison Street.

Tree Management Plan

26 Before the development commences, a Tree Management Plan prepared to the satisfaction of the Responsible Authority and by a suitably qualified Arborist must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of the permit. The Tree Management Plan must make recommendations for:

(a) the protection of street trees 14702, 14703 and 14704 along Nicholson and Mollison Streets:
    (i) pre-construction;
    (ii) during construction; and
    (iii) post construction
(b) the provision of any barriers;
(c) any pruning necessary; and
(d) watering and maintenance regimes,

all to the satisfaction of the Responsible Authority.

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

Wind

28 Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by ViPac and dated 9 October 2017, but modified to include (or show):

(a) A wind tunnel model study of the development be undertaken to quantify the wind conditions in the surrounding streetscapes and on the terraces due to the relative height of the proposed development compared to the surrounding buildings resulting in full exposure to prevailing wind directions. Any wind mitigation strategies (wind controls) determined to be required by the wind tunnel study not rely on existing or future street trees.

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

Acoustic report

30 Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Marshall Day prepared on 11 October 2017, but modified to include (or show, or address):

(a) Noise emissions from the proposed food and drinks premises (café) and any potential off-site amenity impacts to existing dwellings.

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.

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

Public Realm improvements

32 Before the development commences, or by such later date as approved in writing by the Responsible Authority, an amended Public Realm Diagram plan (inclusive of the widening of Nicholson and Mollison Street footpaths) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible

Authority. The amended Public Realm Diagram plan must be generally in accordance with the Public Realm Diagram plan prepared by CHT Architects on 21 November 2018, but modified to include (or show, or address):

(a) The Mollison and Nicholson Street footpaths resurfaced with asphalt pavements not concrete;
(b) The reinstatement of the pram ramp on Nicholson Street at its intersection with Mollison Street;
(c) Cross-sections of the widened Little Nicholson Street footpath with regards to vehicle and storm water management;
(d) Parking bays and tree pits shown on plan;
(e) Parking bay lengths to be a minimum of 6.3m for bays with end space obstructions; and
(f) Tree pits be a width of 2500mm as per Yarra Standard Design 709- Tree Surrounds: Road and Footpath Treatment.

33 Before the building is occupied, all works associated with the Public Realm Diagram plan as shown on the endorsed plans and Public Realm Diagram plan (referred to in Condition 32) must be fully constructed and completed by the permit holder, to the satisfaction of the Responsible Authority.

34 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, at least four bike spaces must be installed on the Mollison Street footpath (in proximity to the food and drinks premises):

(a) at the permit holder's cost; and
(b) in a location and manner,
(c) to the satisfaction of the Responsible Authority.

35 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, public seating must be installed along the Nicholson and Mollison Street footpaths (at least one on each street):

(a) at the permit holder's cost; and
(b) in a location and manner,
(c) to the satisfaction of the Responsible Authority.

Road Infrastructure

36 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the upstand fire hydrant in Nicholson Street must be replaced with a below-ground fire hydrant:

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

37 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

(a) at no cost to the Responsible Authority (inclusive of the cost of modifying any parking signs or road markings for parking bays (where required); and

(b) to the satisfaction of the Responsible Authority.

38 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any roads, footpaths and other road related infrastructure adjacent to the development site damaged as a result of the construction works, including trenching and excavation for utility service connections along Mollison and Nicholson Streets must be reconstructed and re-sheeted as single full width areas (with any areas of pavement failure as a consequence of construction traffic must be reinstated with full depth pavement):

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

39 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath immediately outside the subject site's Mollison Street and Nicholson Street road frontages must be stripped and re-sheeted:

(a) with the footpath having a cross-fall of 1 in 40 or unless otherwise specified by Council;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

40 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the tactile ground surface indicators (TGSIs) are to be replaced at the Nicholson Street pedestrian crossing once the footpath has been stripped and re-sheeted:

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

41 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the Nicholson Street road frontage is to be reconstructed:

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

42 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicular crossing servicing the development must be constructed:

(a) to satisfy the vehicle ground clearance requirements for the B99 design vehicle;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

Widening of Little Nicholson Street

43 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the section of Little Nicholson Street between Mollison Street and the subject site's northern boundary must be widened and reconstructed for the full length of the subject site's eastern boundary:

(a) and must include the following works:

(i) drainage along this section of roadway reconstructed to the satisfaction of the Responsible Authority;

(ii) the modification of the existing pit and underground drainage at the junction of Little Nicholson Street and Mollison Street;

(iii) the provision of a kerb along the west side of Little Nicholson Street, and

(iv) any columns that abut the west side of Little Nicholson Street must be positioned no less than 300 mm from the edge of the new carriageway.

(b) at no cost to the Responsible Authority;

(c) to the satisfaction of the Responsible Authority.

44 Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, providing for the following:

(a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) over that part of the land to be used for the widened section of Little Nicholson Street between Mollison Street and the subject site's northern boundary;

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 44(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 44(a).

45 The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

Civil Works

46 Before the development commences, a detailed civil and drainage design must be submitted to and approved by the Responsible Authority. The plan should include provisions for all civil and drainage works that are required to the abutting road frontages, as part of the development. Surface material finishes must be shown on the design. All associated works must be fully constructed and completed by the permit holder, and to the satisfaction of the Responsible Authority.

Car parking

47 Before the development is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

(a) the management of any visitor car parking spaces and security arrangements for occupants of the development, including details on how visitors are to access car parking;

(b) details of way-finding, cleaning and security of end of trip bicycle facilities;

(c) the number and allocation of storage spaces;

(d) any policing arrangements and formal agreements;

(e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;

(f) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 19; and

(g) details regarding the management of loading and unloading of goods and materials.

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

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

(a) constructed and available for use in accordance with the endorsed plans;

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

(c) treated with an all-weather seal or some other durable surface; and

(d) line-marked or provided with some adequate means of showing the car parking spaces,

all to the satisfaction of the Responsible Authority.

50 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

Green Travel Plan

51 Before the development is occupied, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:

(a) a description of the location in the context of alternative modes of transport;

(b) employee welcome packs (e.g. provision of Myki/transport ticketing);

(c) the provision of real time passenger information displays for nearby stops within each lobby;

(d) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;

(e) a designated 'manager' or 'champion' responsible for coordination and implementation;

(f) details of bicycle parking and bicycle routes;

(g) details of GTP funding and management responsibilities;

(h) the types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);

(i) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;

(j) security arrangements to access the employee bicycle storage spaces; and

(k) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;

(l) Reference to a minimum 40A single phase electrical sub circuit should be installed to the basement levels for 'EV readiness'; and

(m) provisions for the Green Travel Plan to be updated not less than every 5 years.

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

Lighting

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

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity,

all to the satisfaction of the Responsible Authority.

General

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

55 The amenity of the area must not be detrimentally affected by the construction and use, including through:

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

(d) the presence of vermin.

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

57 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.

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

59 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.

60 Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday–Friday (excluding public holidays) before 7 am or after 6 pm;

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9am or after 3pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management

61 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

(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; and

(u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

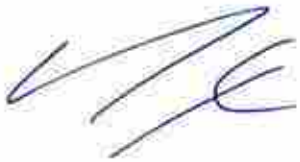
62 This permit will expire if:

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

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

(c) the use has not commenced within five years of the date of this permit.

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

Signed:  Dated: 30/11/2018

Area Schedule (TP - FLOOR PLANS (AREA))	
AREA TYPE	AREA
BASEMENT	3747 m²
BREAKOUT SPACE	338 m²
CAFE	180 m²
CIRCULATION	813 m²
CO-WORKING	2650 m²
CORE	510 m²
DOG CARE FACILITY	56 m²
END OF TRIP FACILITY	245 m²
OFFICE	6344 m²
ROOF TOP FARM	76 m²
ROOFTOP	609 m²
SERVICE	541 m²
STUDIO / POP UP	217 m²
WC	221 m²
WELLNESS CENTRE	165 m²

97 CAR PARKING SPACES

145 BIKES

WITHOUT PREJUDICE

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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
1	09/06/2017	TOWN PLANNING SUBMISSION
2	20/06/2017	TOWN PLANNING SUBMISSION
6	06/07/2018	VCAT PREPARATION
7	30/08/2018	AMENDED PLANS FOR DISCUSSION
8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
DEVELOPMENT SUMMARY

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.
TP000

Revision
10

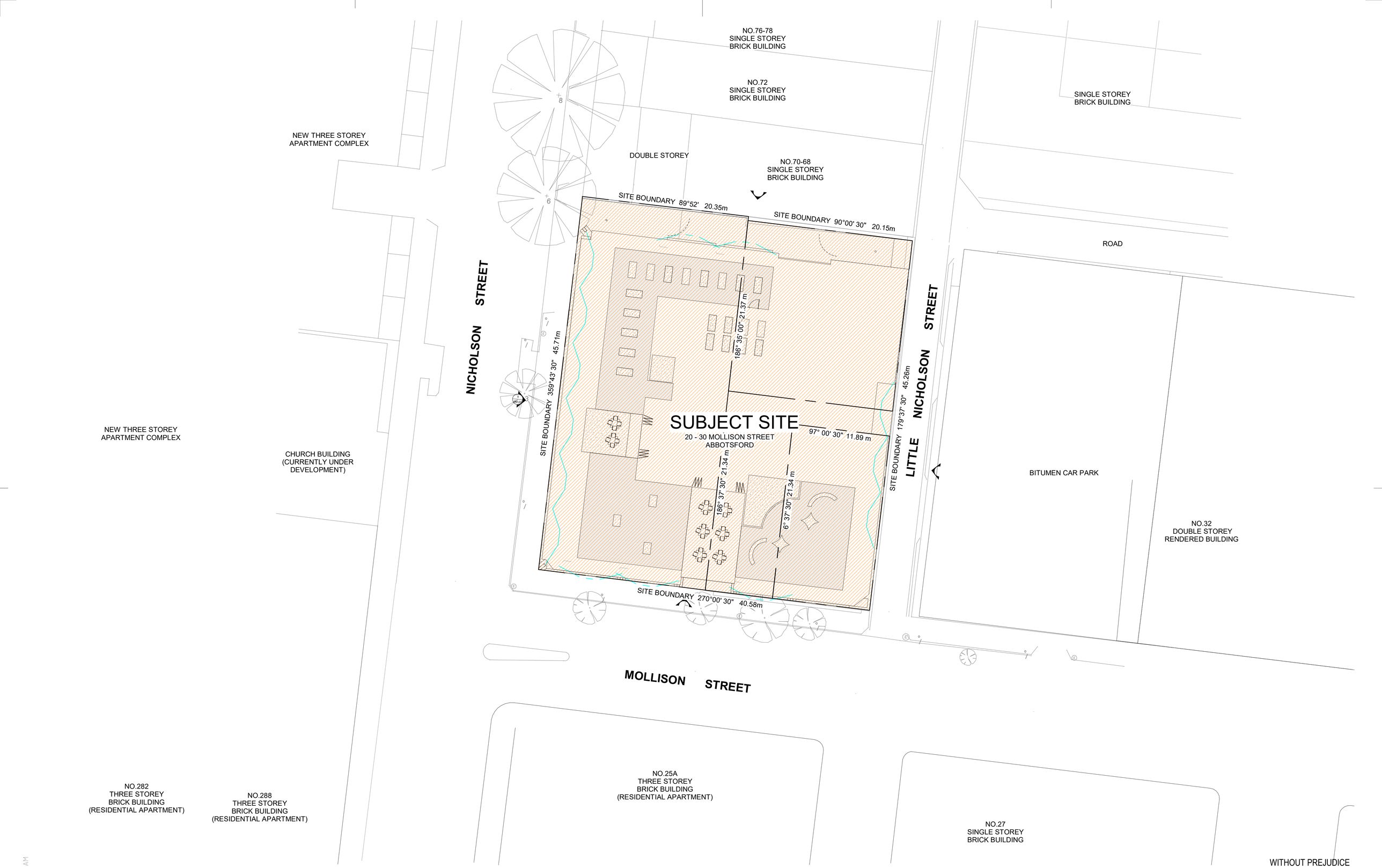
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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
4	22/09/2017	TP RFI
6	06/07/2018	VCAT PREPARATION
7	30/08/2018	AMENDED PLANS FOR DISCUSSION
8	05/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
SITE PLAN

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.
TP0.10

Revision
10

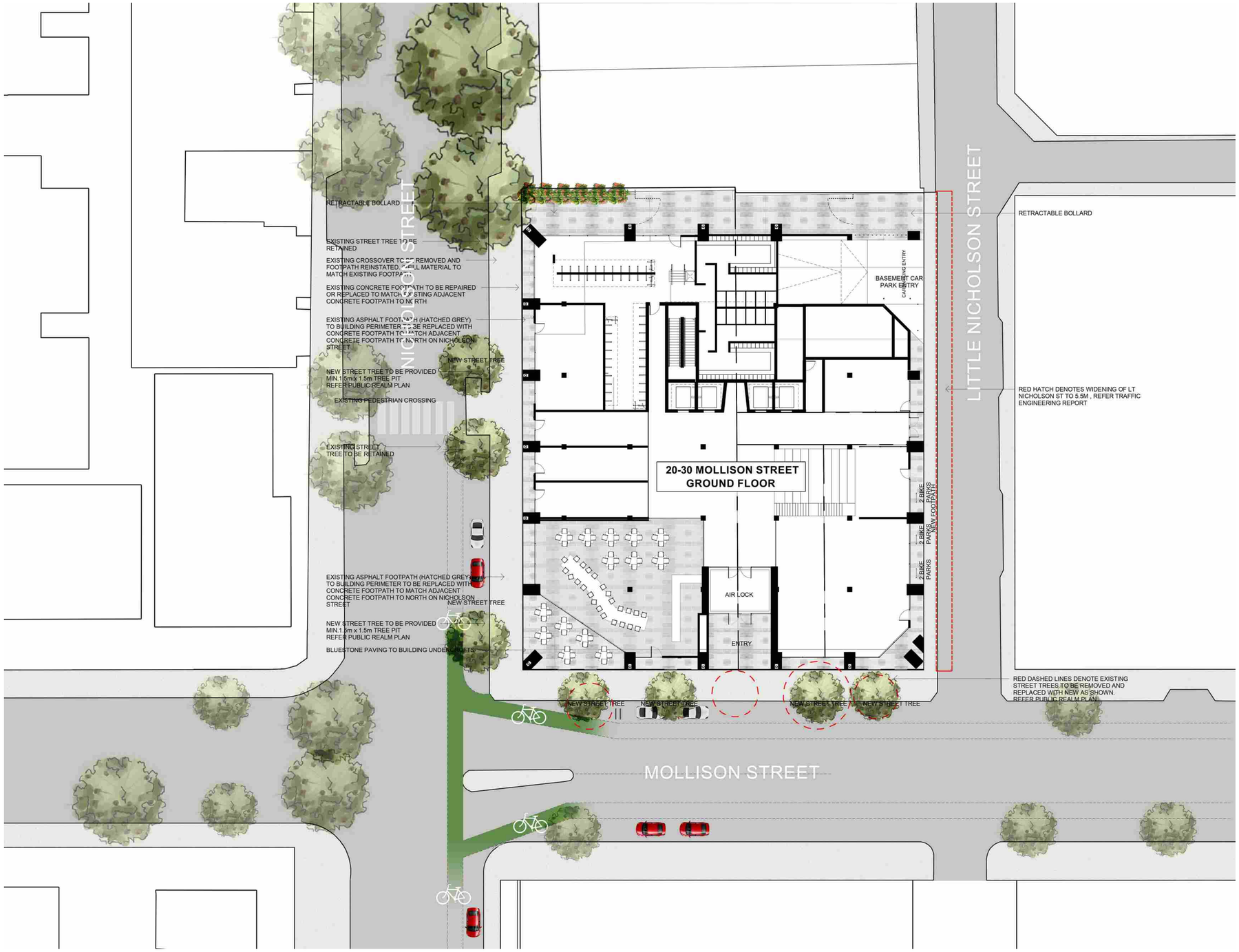
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WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
PUBLIC REALM DIAGRAM

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.
TP0.11

Revision
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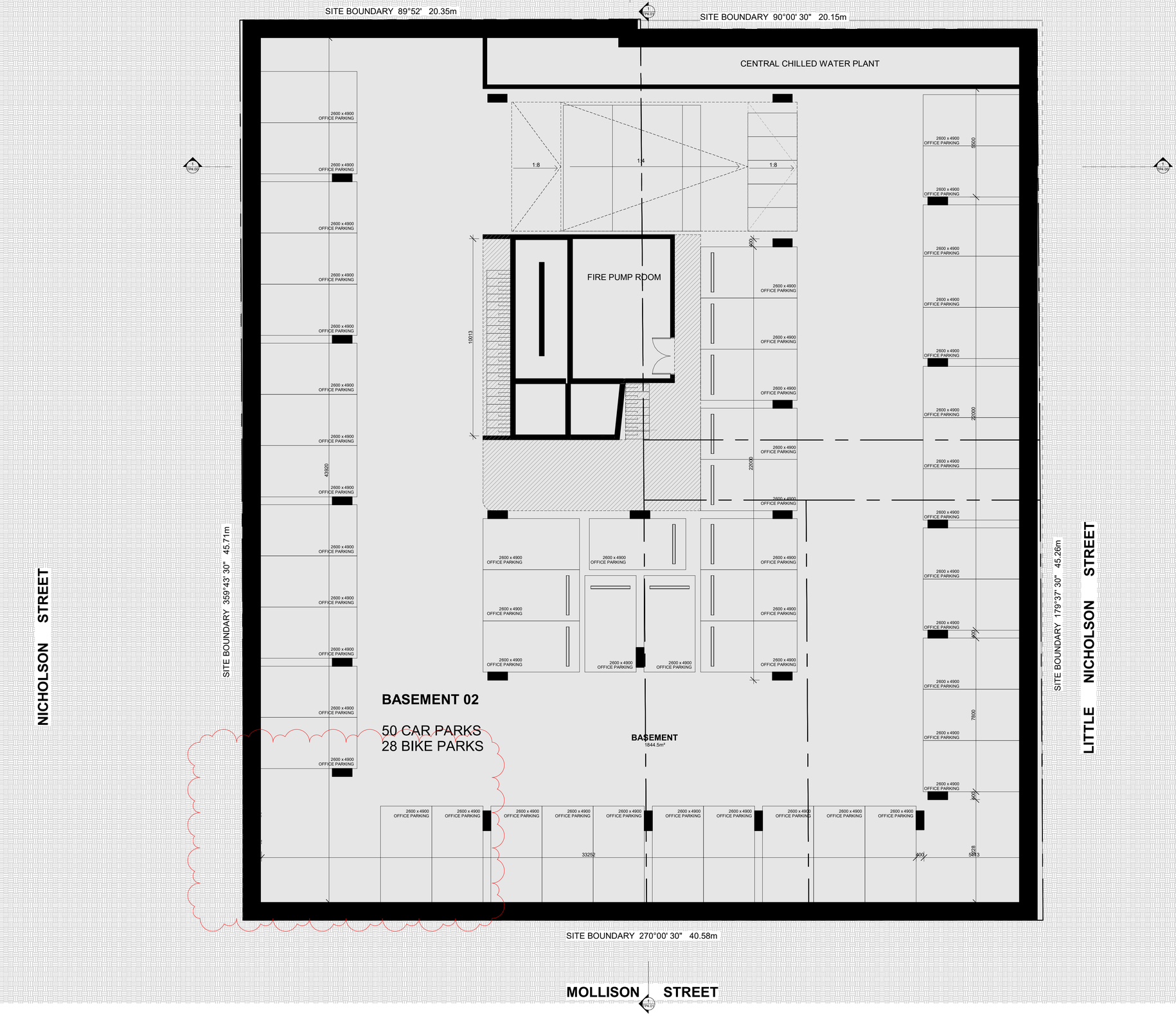
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WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client

MOLLISON LAND PTY LTD

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No.	Date	Notes
1	09/06/2017	TOWN PLANNING SUBMISSION
2	20/06/2017	TOWN PLANNING SUBMISSION
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9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title

BASEMENT 2

Sheet

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No. TP1.01

Revision 10

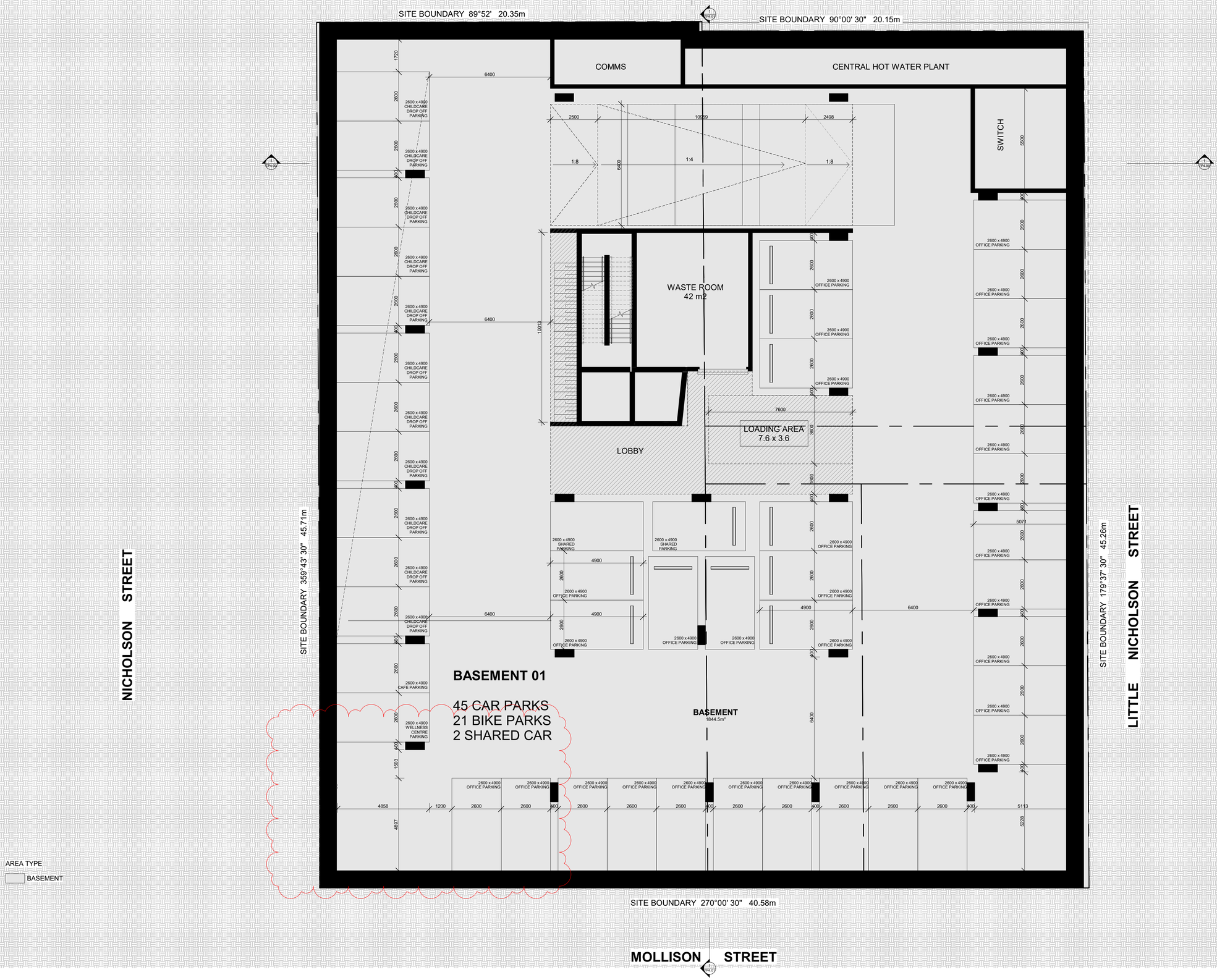
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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
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9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
BASEMENT 1

Sheet
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NOT FOR CONSTRUCTION

Sheet No.
TP1.02

Revision
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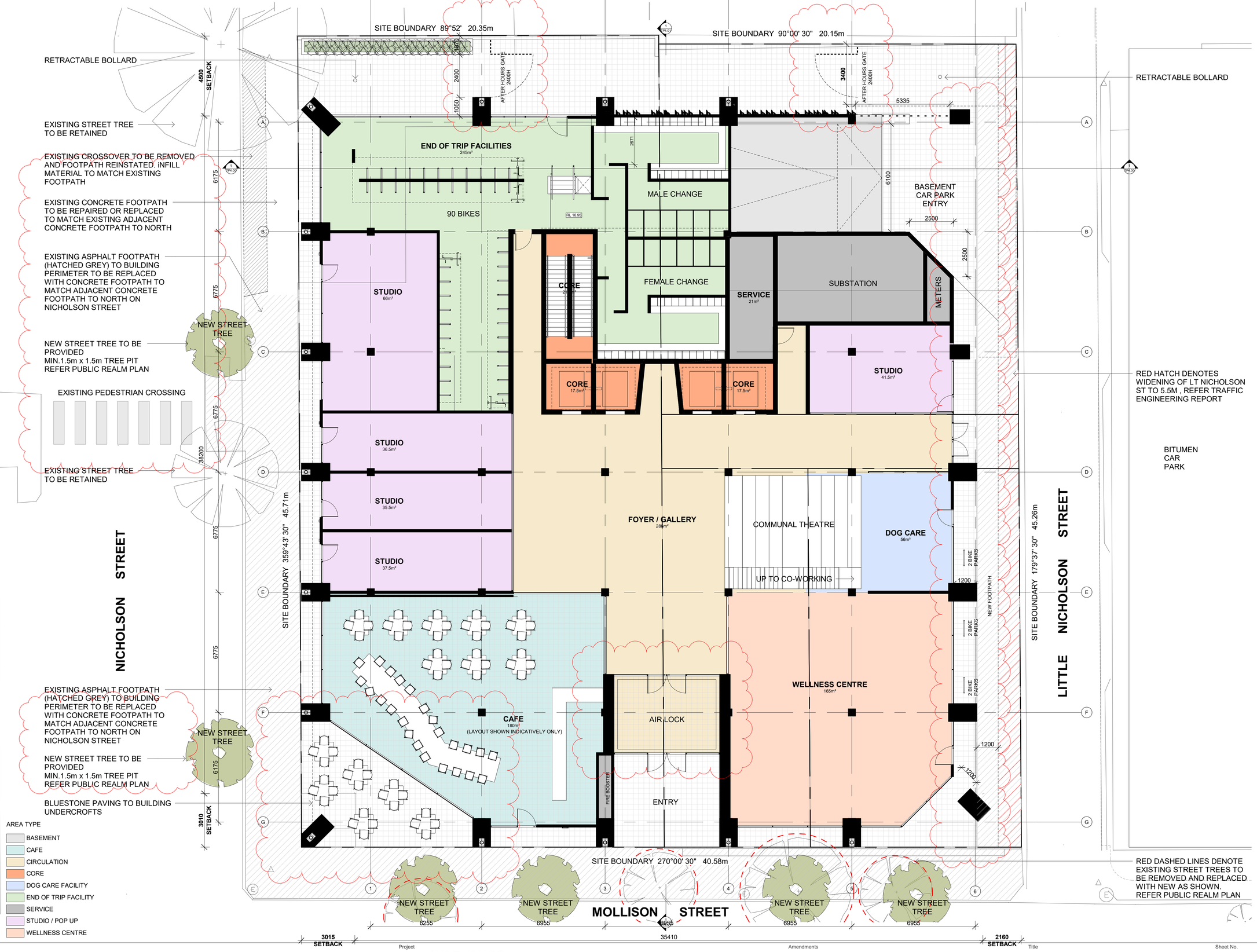
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AREA TYPE

- BASEMENT
- CAFE
- CIRCULATION
- CORE
- DOG CARE FACILITY
- END OF TRIP FACILITY
- SERVICE
- STUDIO / POP UP
- WELLNESS CENTRE

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Project

WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client

MOLLISON LAND PTY LTD

Amendments

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9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title

GROUND FLOOR PLAN

Sheet

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No. TP2.00

Revision 10

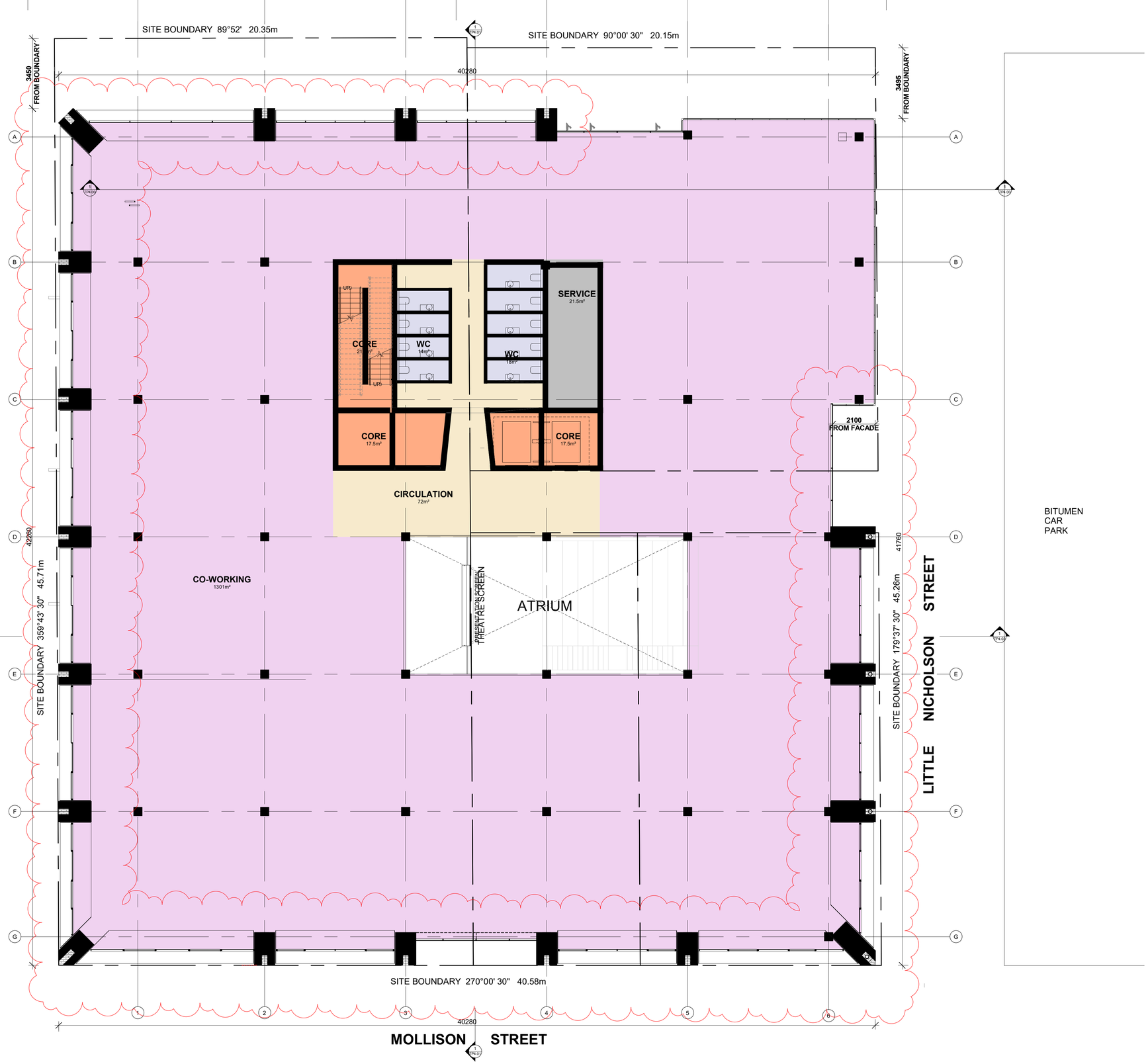
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AREA TYPE

- CIRCULATION
- CO-WORKING
- CORE
- SERVICE
- WC

WITHOUT PREJUDICE

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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
1	09/06/2017	TOWN PLANNING SUBMISSION
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9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
LEVEL 01 FLOOR PLAN

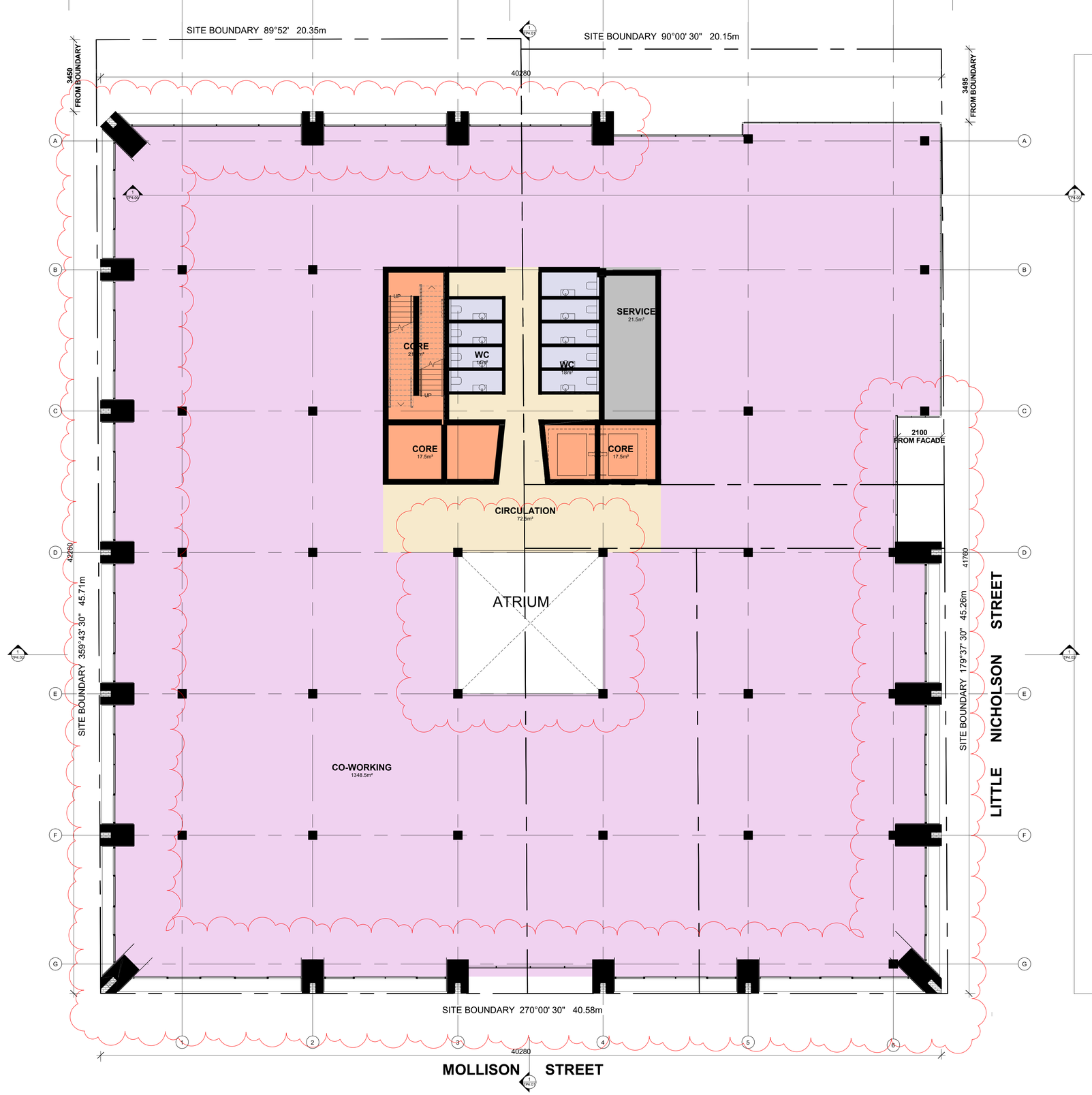
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Revision 10
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Date 21/11/2018

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AREA TYPE

- CIRCULATION
- CO-WORKING
- CORE
- SERVICE
- WC

WITHOUT PREJUDICE

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Project

WORKSHOP

20-30 MOLLISON STREET, ABBOTSFORD

Client

MOLLISON LAND PTY LTD

Amendments

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1	09/06/2017	TOWN PLANNING SUBMISSION
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8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title

LEVEL 02 FLOOR PLAN

Sheet

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No. TP2.02

Revision 10

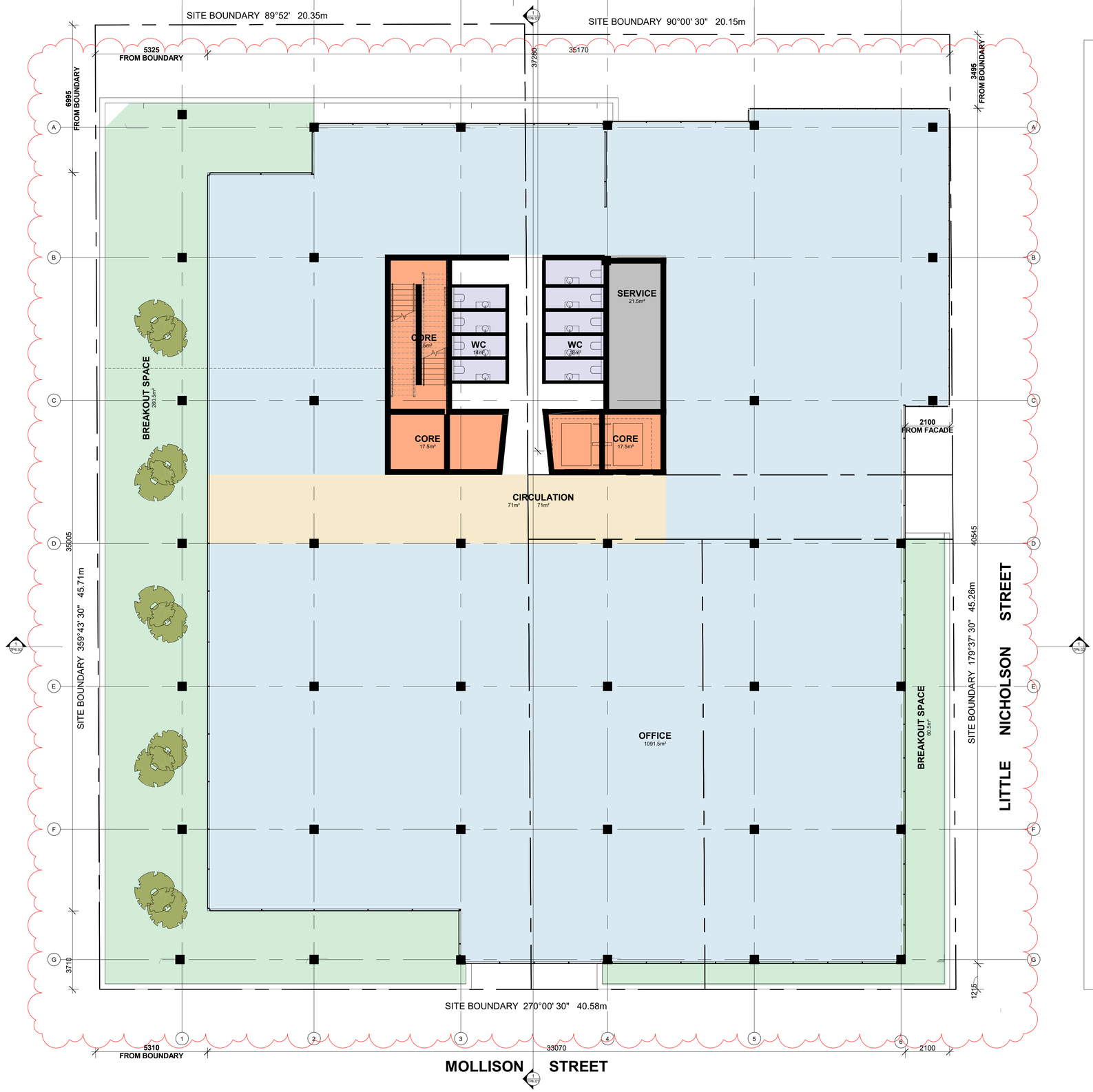
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AREA TYPE

- BREAKOUT SPACE
- CIRCULATION
- CORE
- OFFICE
- SERVICE
- WC

WITHOUT PREJUDICE

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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
1	09/06/2017	TOWN PLANNING SUBMISSION
2	20/06/2017	TOWN PLANNING SUBMISSION
3	24/08/2017	TO WIND CONSULTANT
6	06/07/2018	VCAT PREPARATION
7	30/08/2018	AMENDED PLANS FOR DISCUSSION
8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
LEVEL 03 FLOOR PLAN

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.
TP2.03

Revision
10

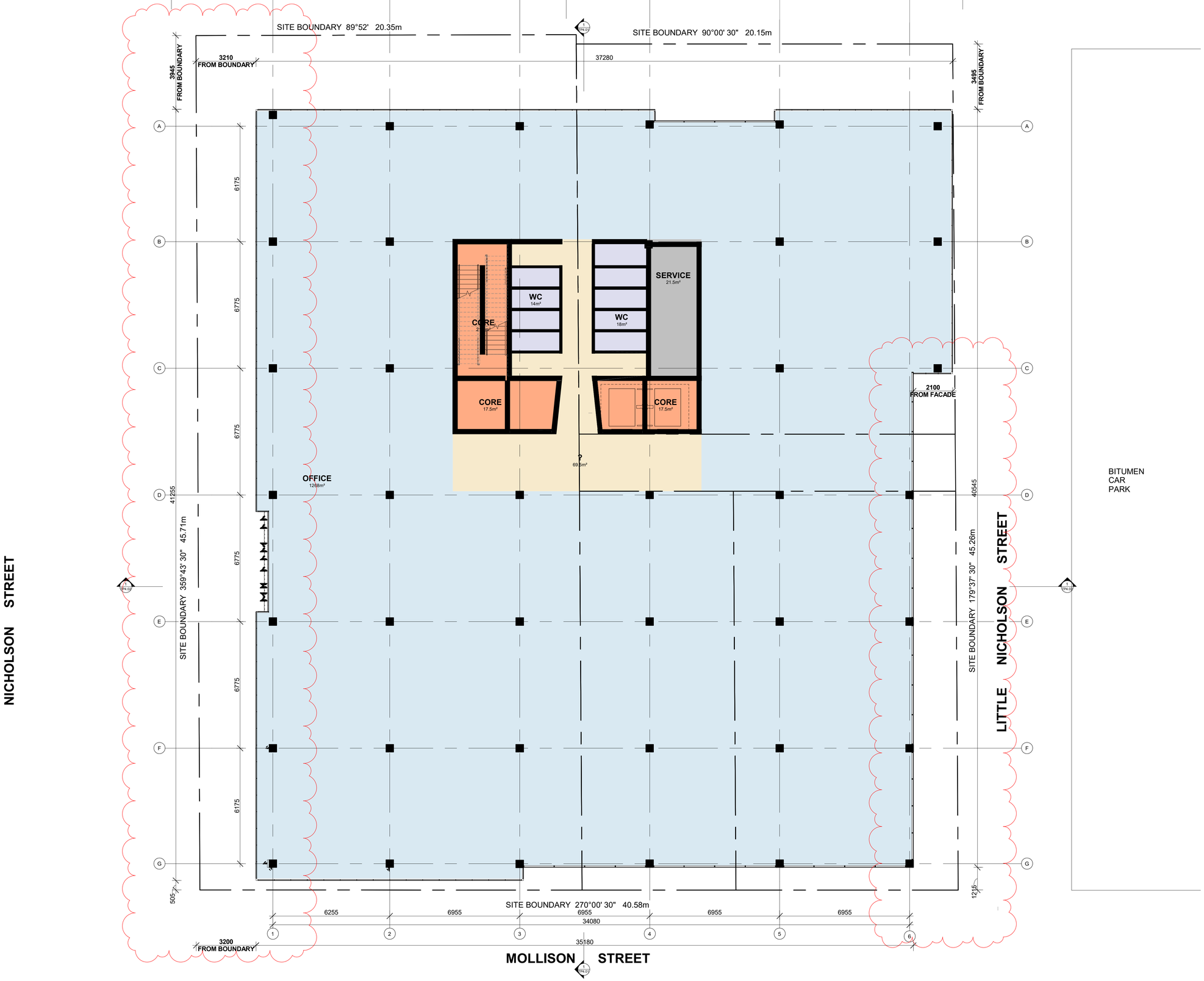
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Date
21/11/2018

16068

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16068 - 22/11/2018 10:35:44 AM



AREA TYPE

- CIRCULATION
- CORE
- OFFICE
- SERVICE
- WC

WITHOUT PREJUDICE

CHT ARCHITECTS

CHT Architects Pty Ltd
ABN 29 108 008 519

Architecture
Interior Design
Urban Design

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Project

WORKSHOP

20-30 MOLLISON STREET, ABBOTSFORD

Client

MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
1	09/06/2017	TOWN PLANNING SUBMISSION
2	20/06/2017	TOWN PLANNING SUBMISSION
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8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title

LEVEL 04 FLOOR PLAN

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PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No. TP2.04

Revision 10

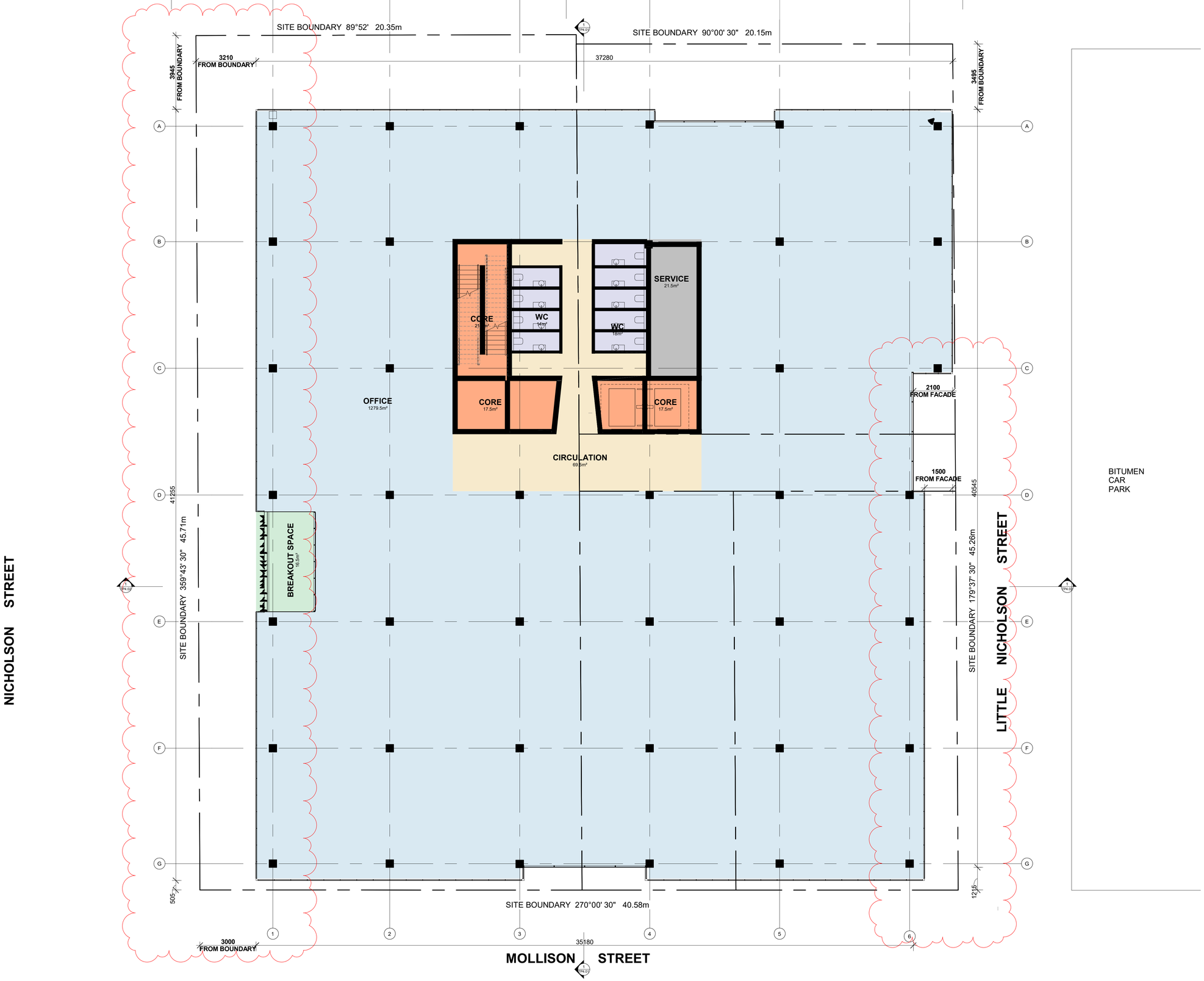
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Date 21/11/2018

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AREA TYPE

- BREAKOUT SPACE
- CIRCULATION
- CORE
- OFFICE
- SERVICE
- WC

WITHOUT PREJUDICE

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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
1	09/06/2017	TOWN PLANNING SUBMISSION
2	20/06/2017	TOWN PLANNING SUBMISSION
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Title
LEVEL 05 FLOOR PLAN

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PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.
TP2.05

Revision
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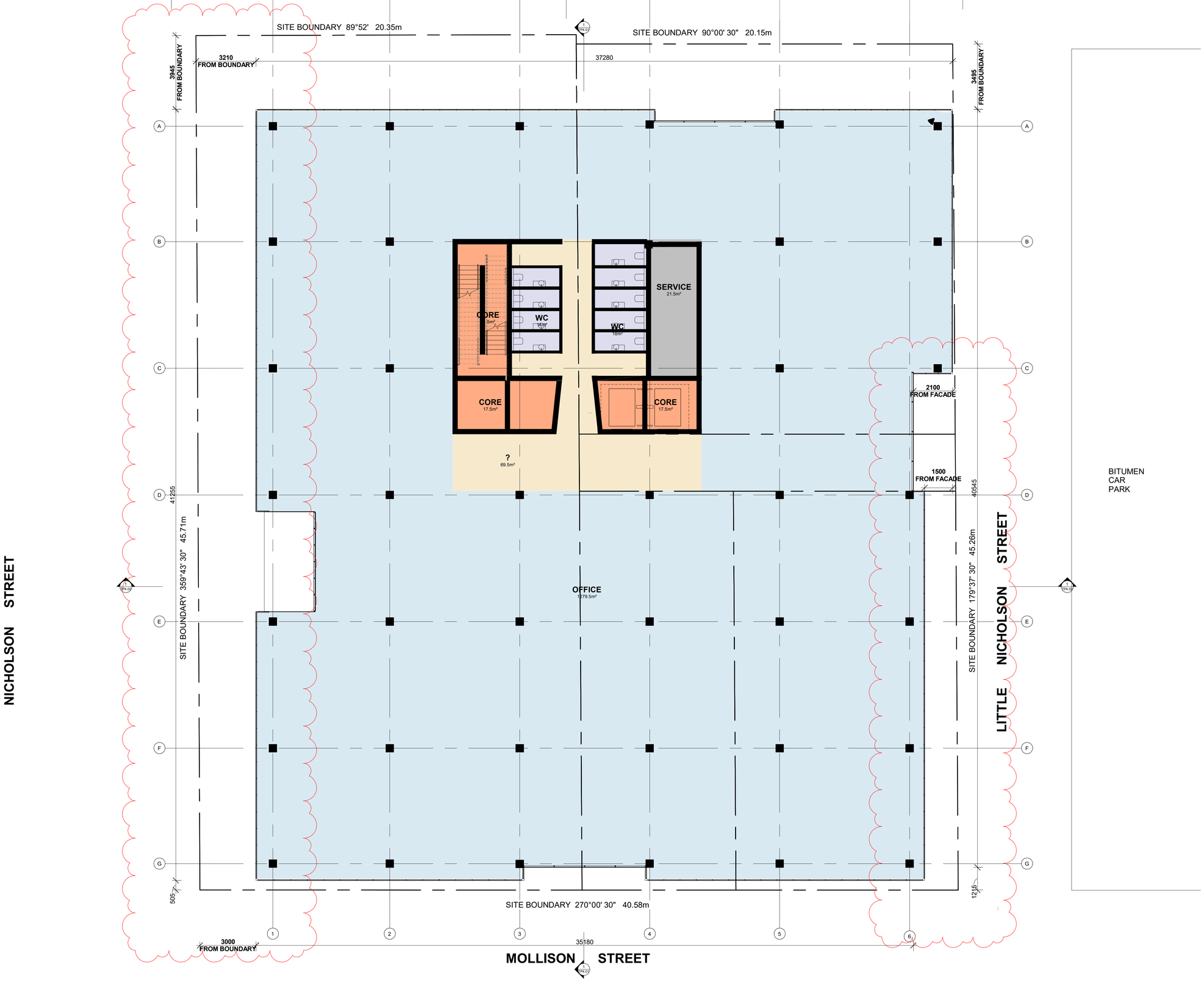
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Date
21/11/2018

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AREA TYPE

- CIRCULATION
- CORE
- OFFICE
- SERVICE
- WC

WITHOUT PREJUDICE

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Project

WORKSHOP

20-30 MOLLISON STREET, ABBOTSFORD

Client

MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
1	09/06/2017	TOWN PLANNING SUBMISSION
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8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title

LEVEL 06 FLOOR PLAN

Sheet

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No. TP2.06

Revision 10

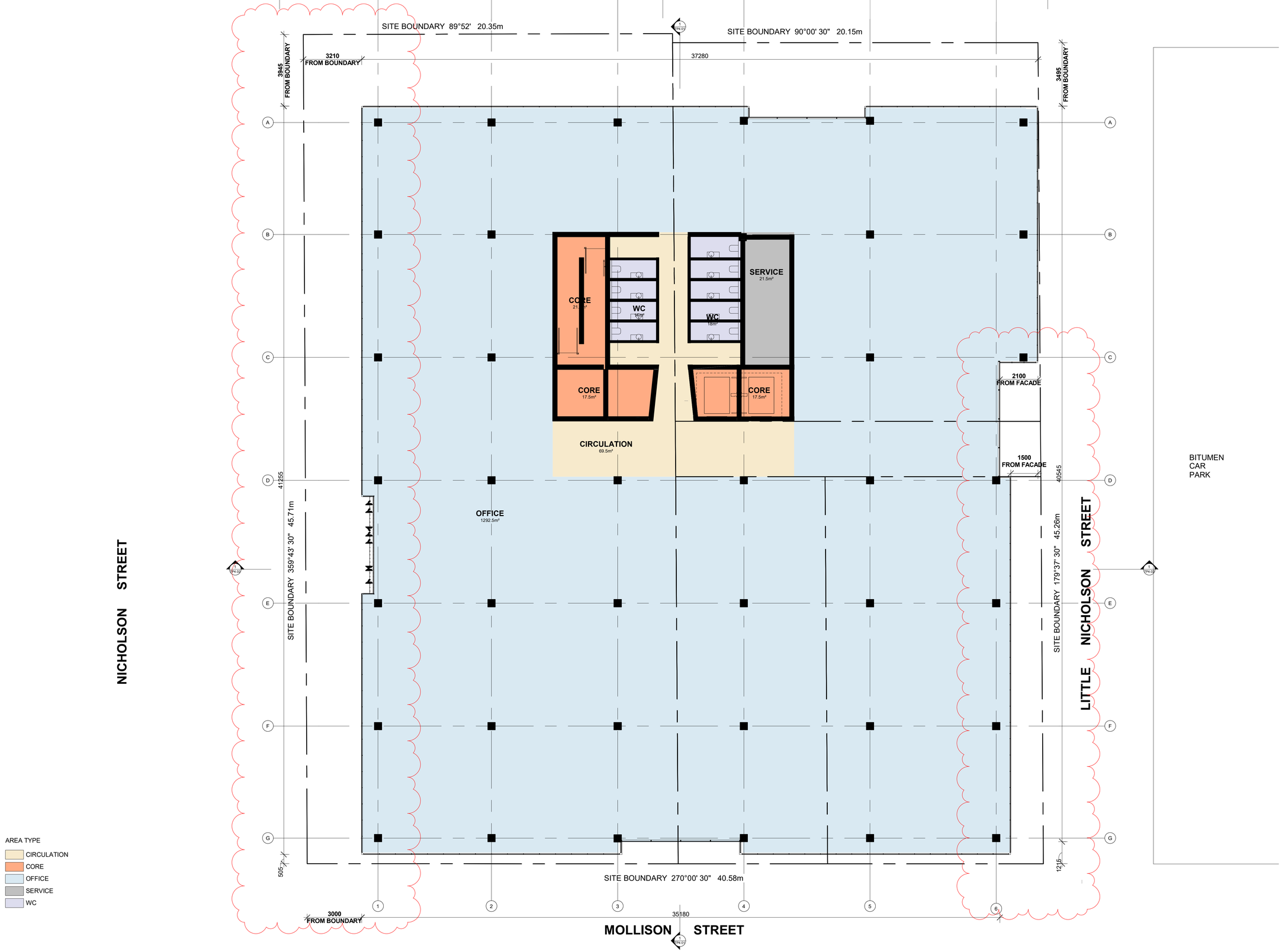
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Date 21/11/2018

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AREA TYPE

- CIRCULATION
- CORE
- OFFICE
- SERVICE
- WC

WITHOUT PREJUDICE

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WORKSHOP

20-30 MOLLISON STREET, ABBOTSFORD

Client

MOLLISON LAND PTY LTD

Amendments

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10	21/11/2018	WITHOUT PREJUDICE PLANS

Title

LEVEL 07 FLOOR PLAN

Sheet

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No. TP2.07

Revision 10

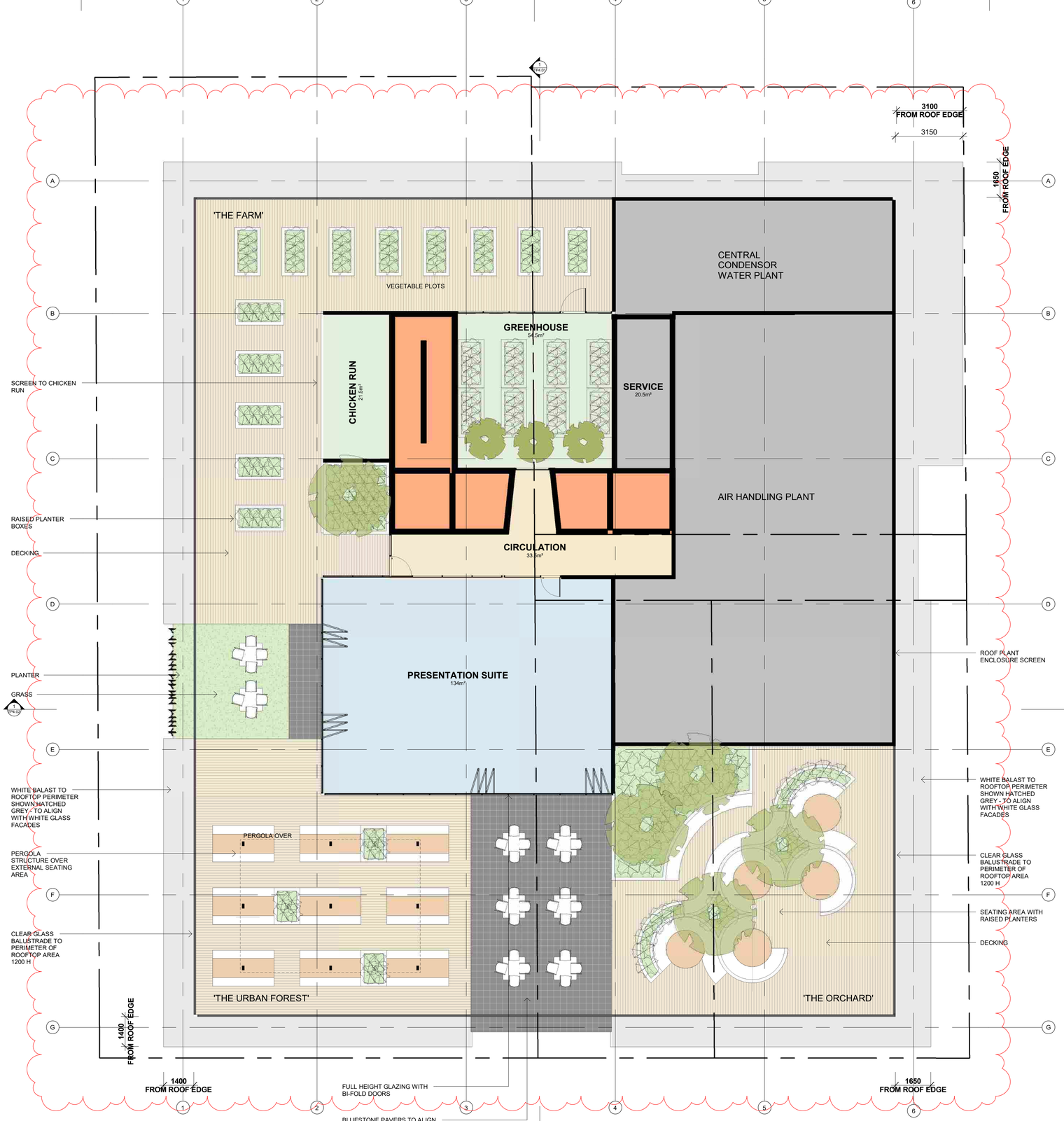
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Date 21/11/2018

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AREA TYPE

- CIRCULATION
- CORE
- OFFICE
- ROOF TOP FARM
- SERVICE

WITHOUT PREJUDICE

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20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

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9	19/11/2018	WITHOUT PREJUDICE PLANS
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Title
ROOFTOP

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.
TP2.12

Revision
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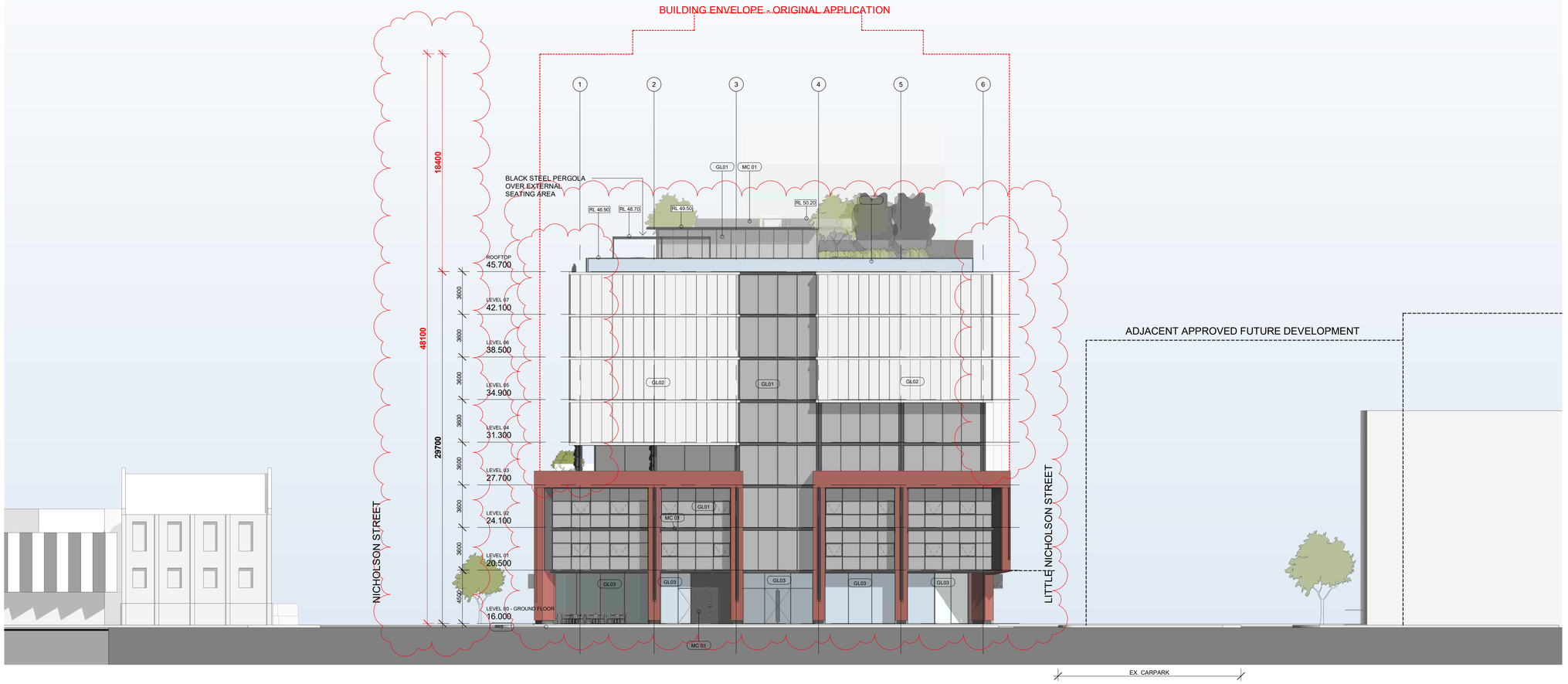
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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

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8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
PROPOSED SOUTH ELEVATION - MOLLISON STREET

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.
TP3.00

Revision
10

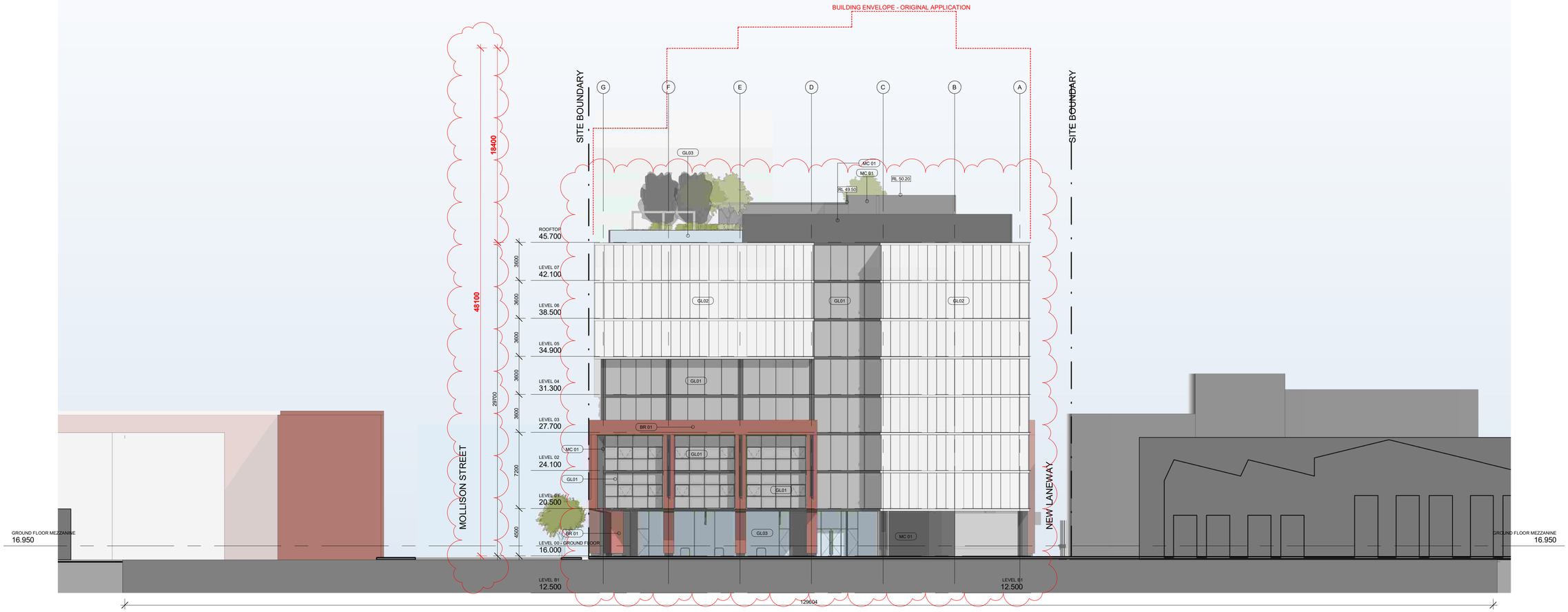
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WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client

MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
1	09/06/2017	TOWN PLANNING SUBMISSION
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8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title

PROPOSED EAST ELEVATION -
LITTLE NICHOLSON STREET

Sheet

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.

TP3.01

Revision

10

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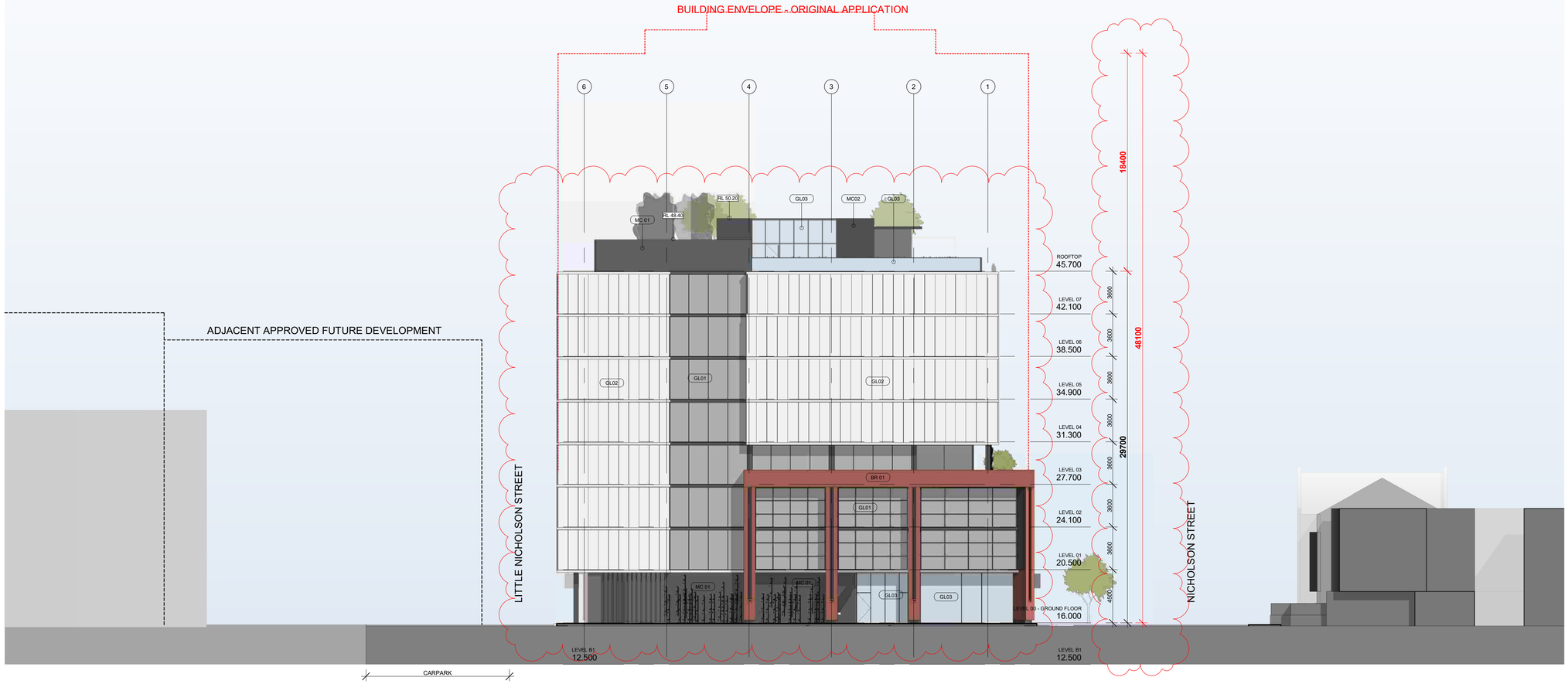
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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
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9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
PROPOSED NORTH ELEVATION

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.
TP3.02

Revision
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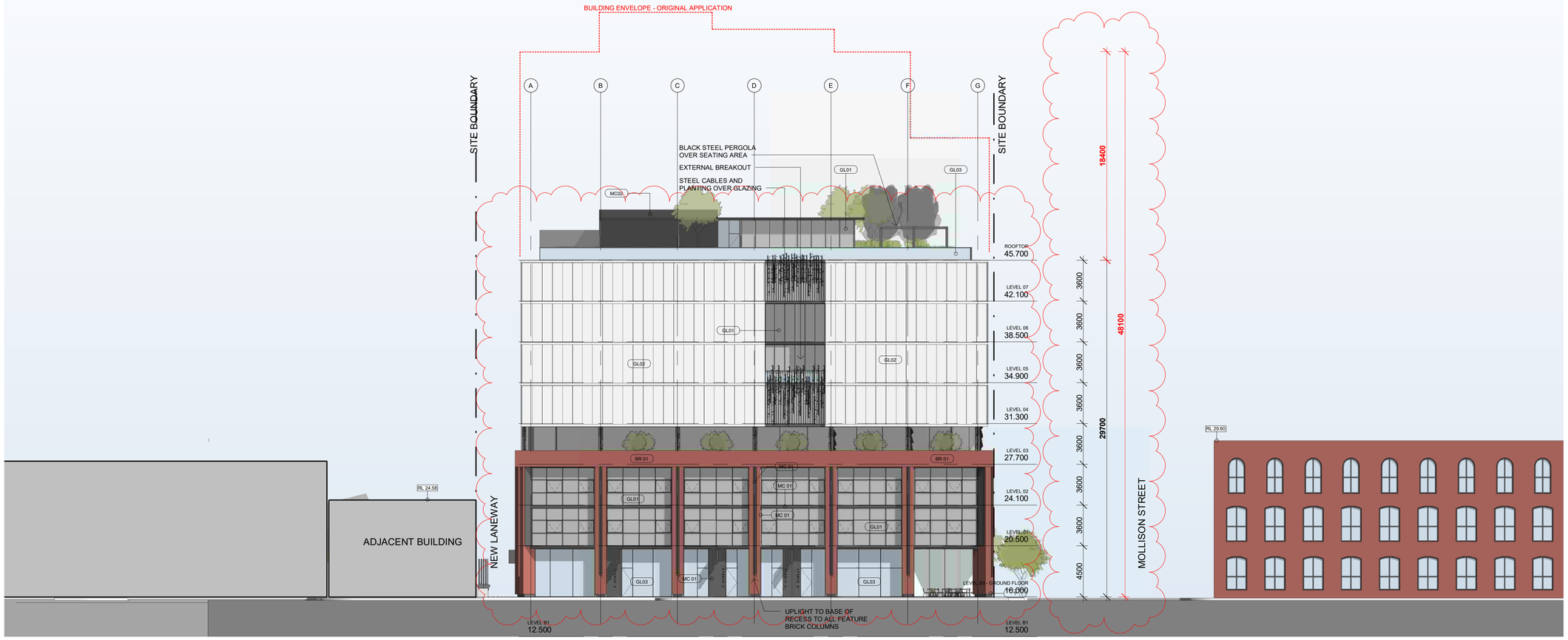
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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
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9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
PROPOSED WEST ELEVATION - NICHOLSON STREET

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No. TP3.03

Revision 10

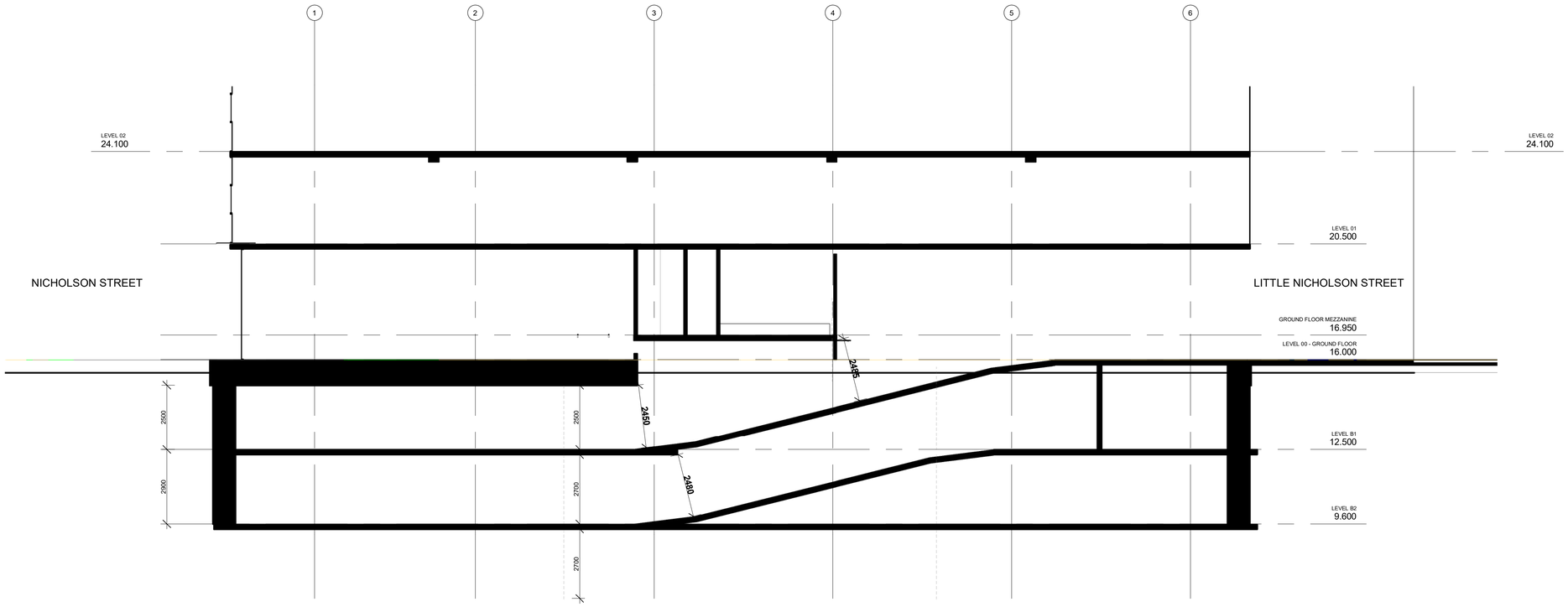
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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

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10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
SECTION THROUGH RAMP

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.
TP4.00

Revision
10

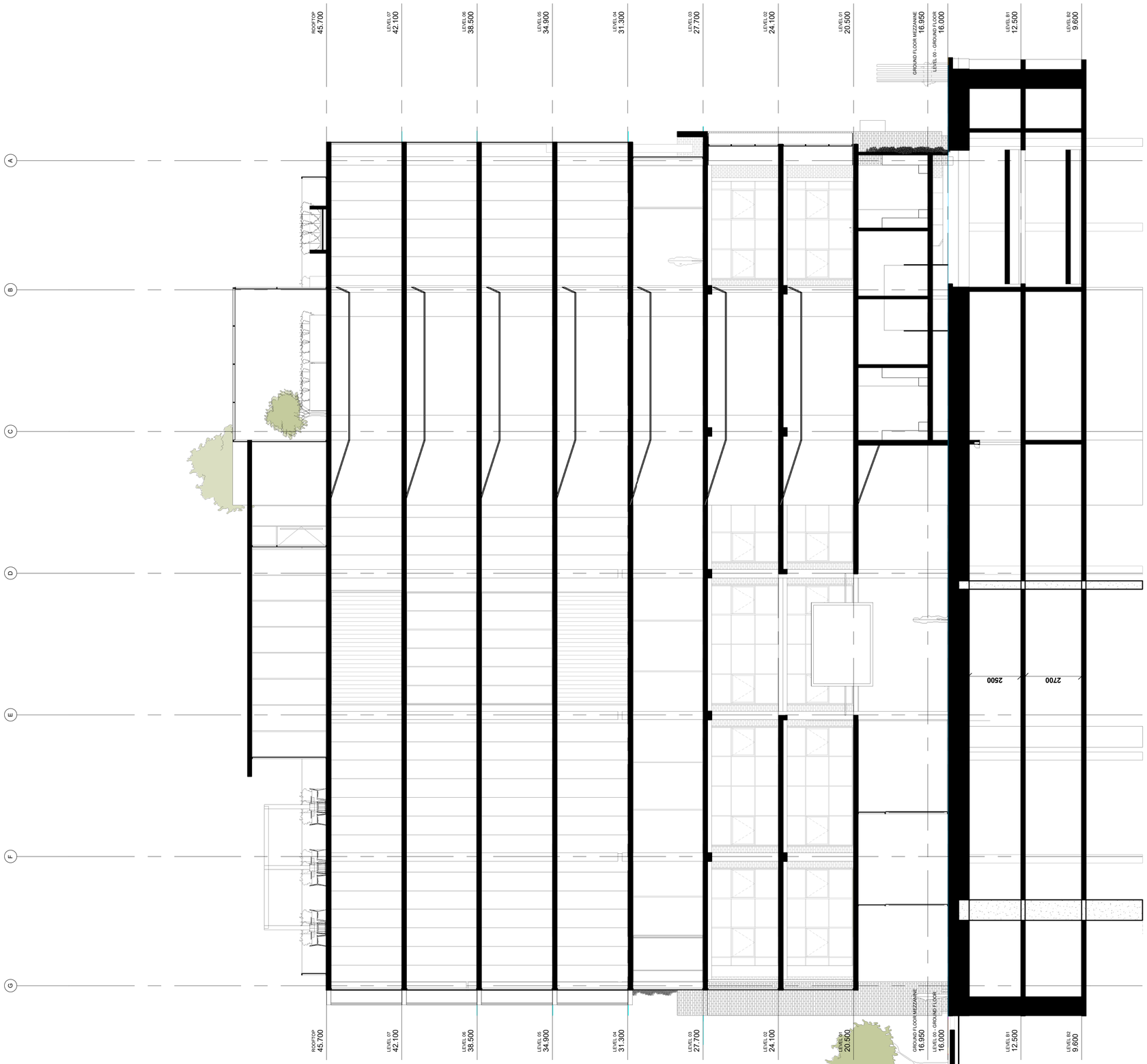
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20-30 MOLLISON STREET, ABBOTSFORD

Client
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10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
N/S SECTION

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No.
TP4.01

Revision
10

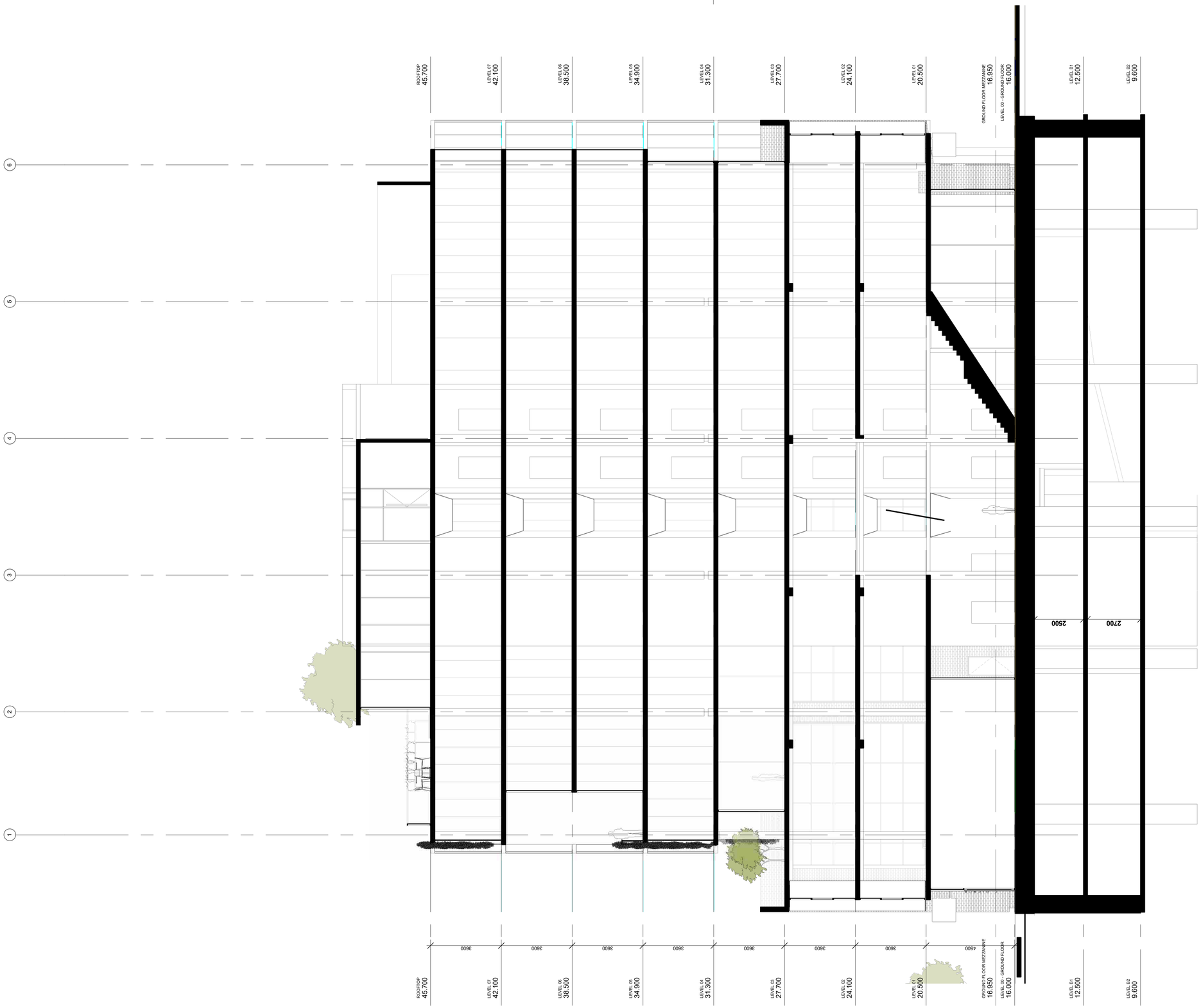
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Project

WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client

MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
1	09/06/2017	TOWN PLANNING SUBMISSION
2	20/06/2017	TOWN PLANNING SUBMISSION
3	24/08/2017	TO WIND CONSULTANT
6	06/07/2018	VCAT PREPARATION
7	30/08/2018	AMENDED PLANS FOR DISCUSSION
8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title

E/W SECTION

Sheet

PRELIMINARY
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Sheet No.

TP4.02

Revision

10

Scale
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Date
21/11/2018

16068

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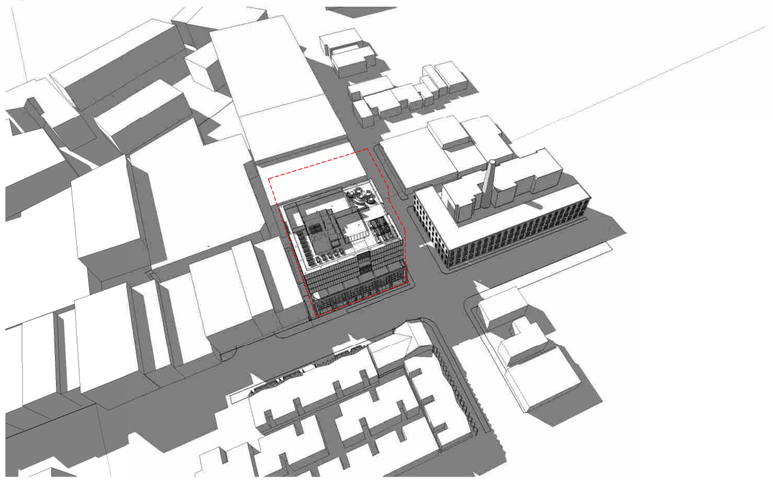
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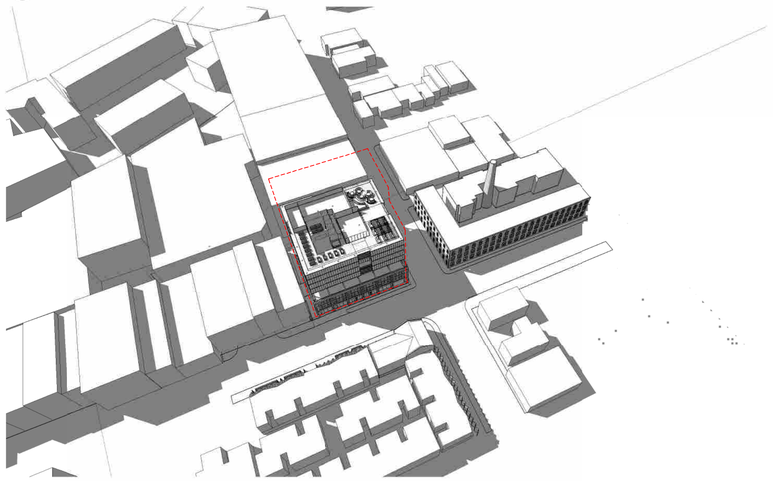
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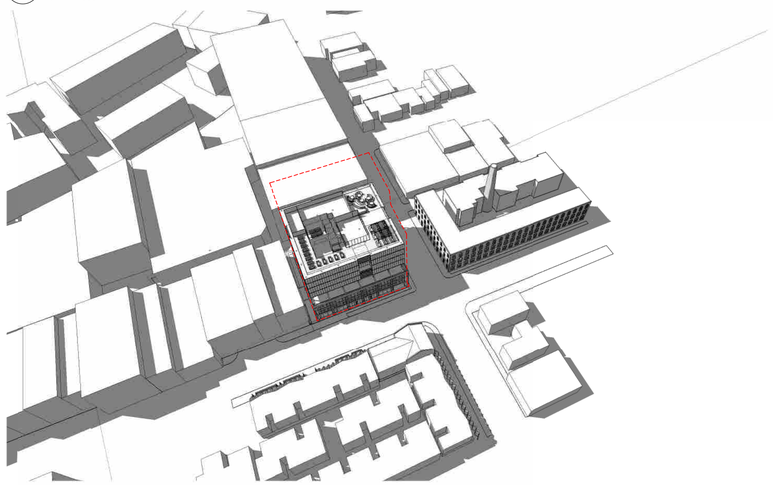
3 SOLAR STUDY - 1030HRS SEPT 22
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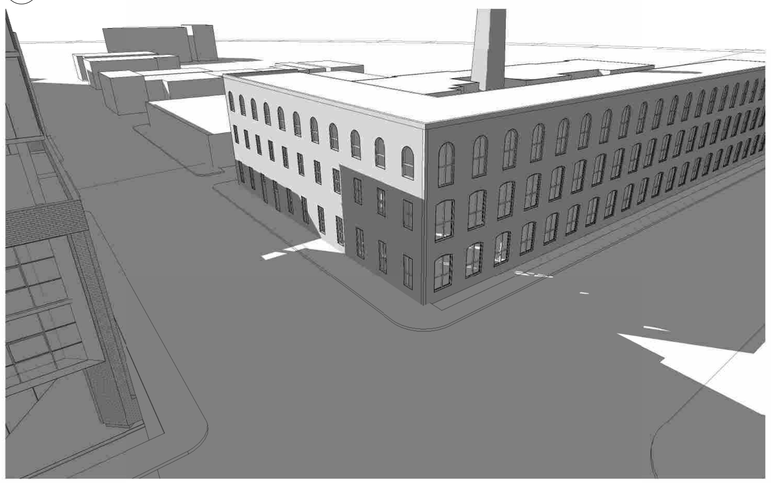
1.1 AXO - SOLAR STUDY - 0900 HRS SEPT 22
SCALE



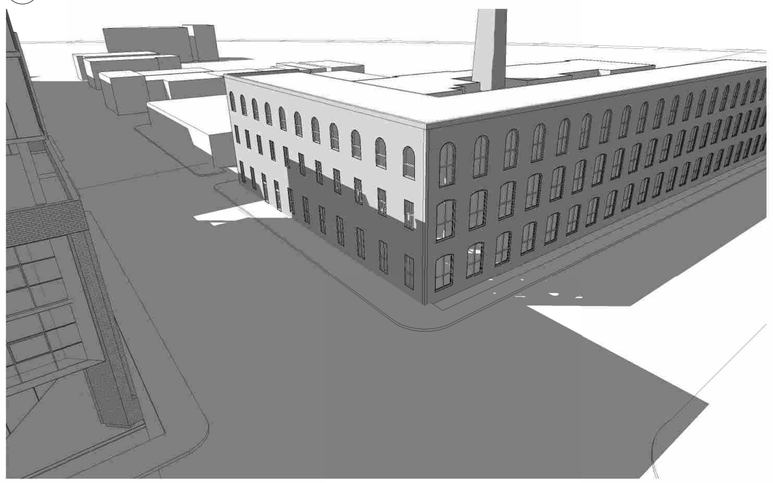
2.2 AXO - SOLAR STUDY - 1000 HRS SEPT 22
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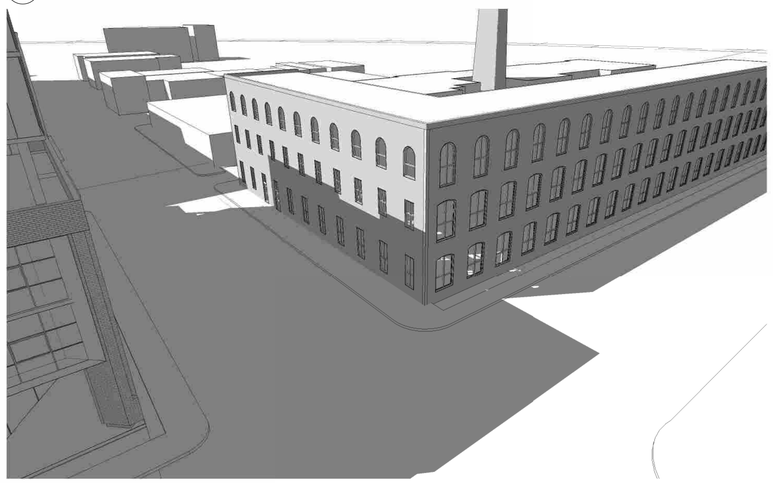
3.3 AXO - SOLAR STUDY - 1030 HRS SEPT 22
SCALE



6 AXO - SOLAR STUDY - 0900 HRS SEPT 22 STREET VIEW
SCALE



5 AXO - SOLAR STUDY - 1000 HRS SEPT 22 STREET VIEW
SCALE



4 AXO - SOLAR STUDY - 1030 HRS SEPT 22 STREET VIEW
SCALE

WITHOUT PREJUDICE

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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
1	09/06/2017	TOWN PLANNING SUBMISSION
2	20/06/2017	TOWN PLANNING SUBMISSION
4	22/09/2017	TP RFI
6	06/07/2018	VCAT PREPARATION
7	30/08/2018	AMENDED PLANS FOR DISCUSSION
8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
SOLAR STUDIES 22 SEPT 0900, 1000, 1030 HRS

Sheet
PRELIMINARY
NOT FOR CONSTRUCTION

Sheet No. TP5.00
Revision 10
Scale 1 : 800@A1
Date 21/11/2018

16068

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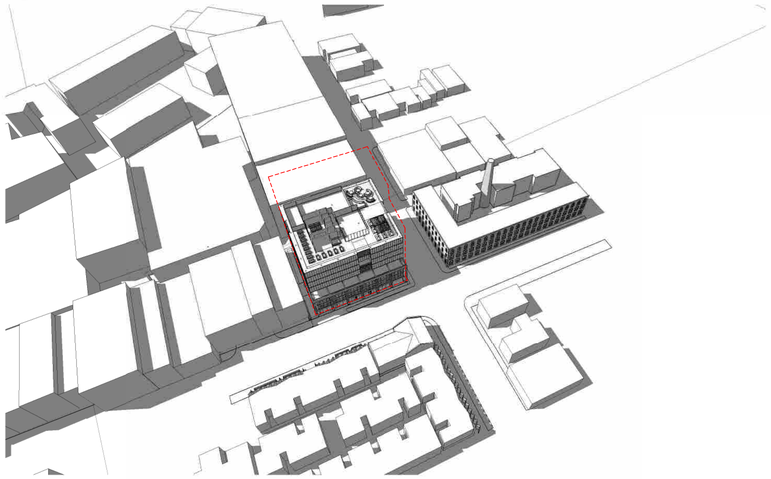
4 SOLAR STUDY - 1100HRS SEPT 22
SCALE 1 : 800



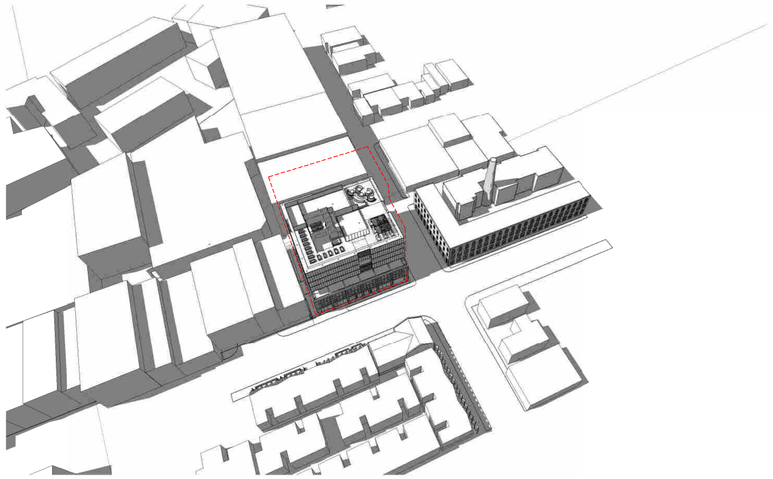
5 SOLAR STUDY - 1130HRS SEPT 22
SCALE 1 : 800



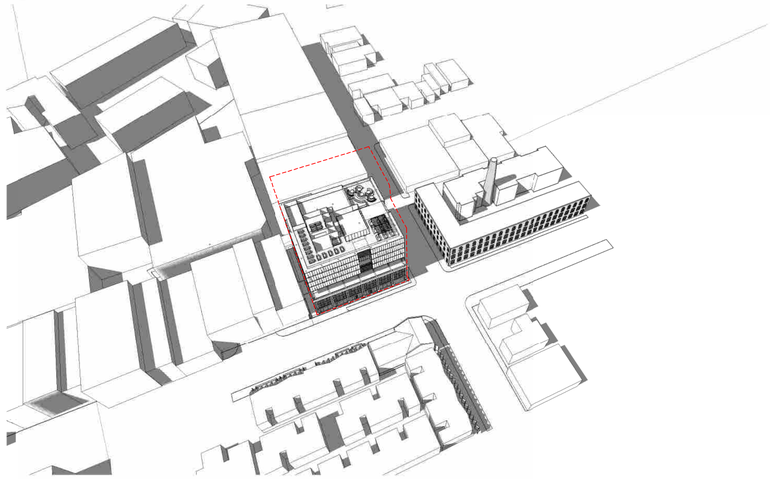
6 SOLAR STUDY - 1200HRS SEPT 22
SCALE 1 : 800



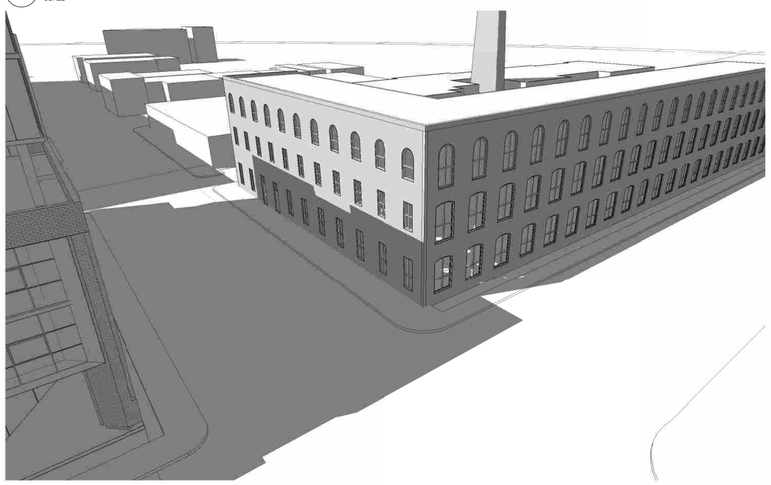
4.1 AXO - SOLAR STUDY - 1100 HRS SEPT 22
SCALE



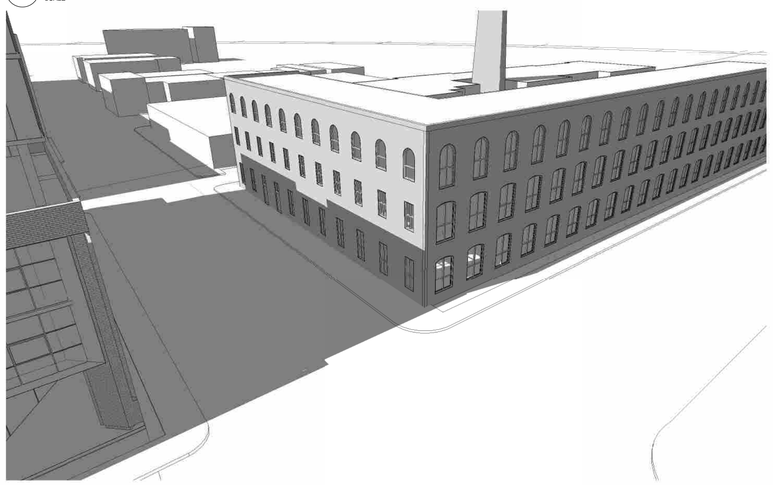
5.1 AXO - SOLAR STUDY - 1130 HRS SEPT 22
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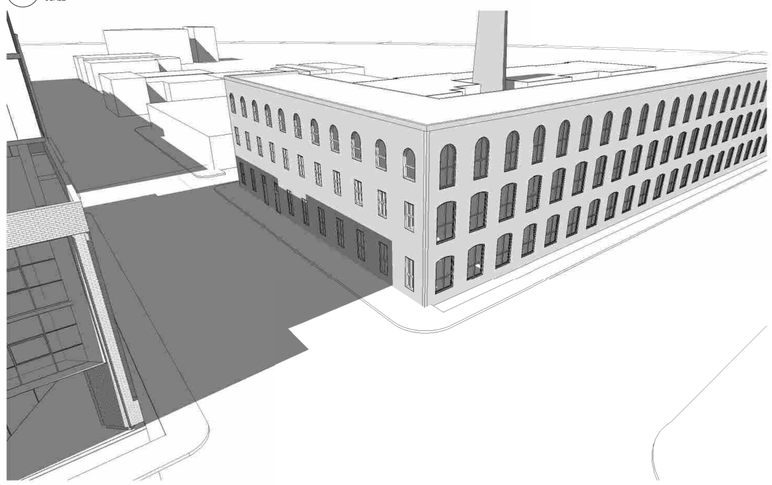
6.1 AXO - SOLAR STUDY - 1200 HRS SEPT 22
SCALE



3 AXO - SOLAR STUDY - 1100 HRS SEPT 22 STREET VIEW
SCALE



2 AXO - SOLAR STUDY - 1130 HRS SEPT 22 STREET VIEW
SCALE



1 AXO - SOLAR STUDY - 1200 HRS SEPT 22 STREET VIEW
SCALE

WITHOUT PREJUDICE

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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
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8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
SOLAR STUDIES 22 SEPT 1100, 1130, 1200 HRS

Sheet
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Sheet No. TP5.01
Revision 10
Scale 1 : 800@A1
Date 21/11/2018

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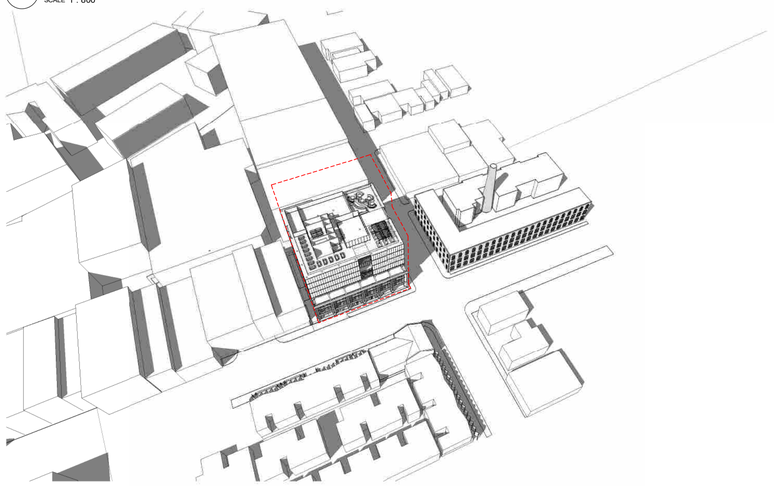
7 SOLAR STUDY - 1300HRS SEPT 22
SCALE 1 : 800



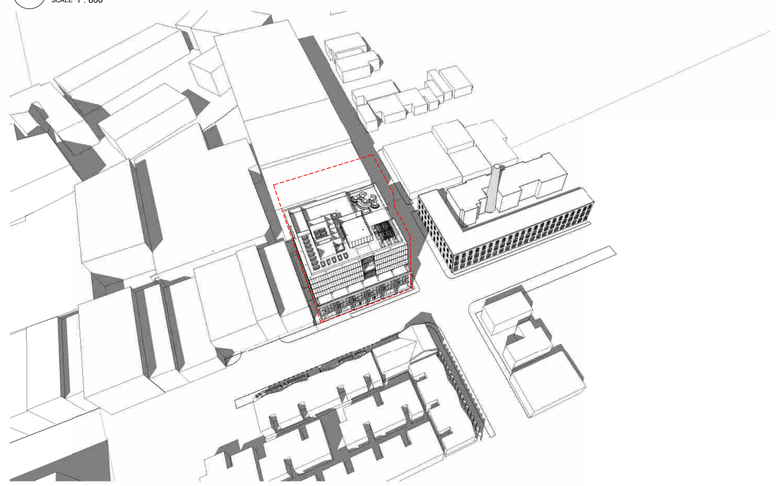
8 SOLAR STUDY - 1400HRS SEPT 22
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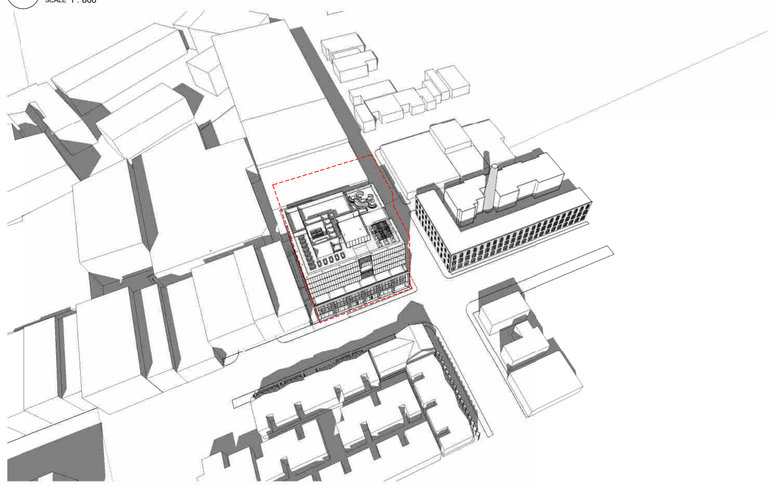
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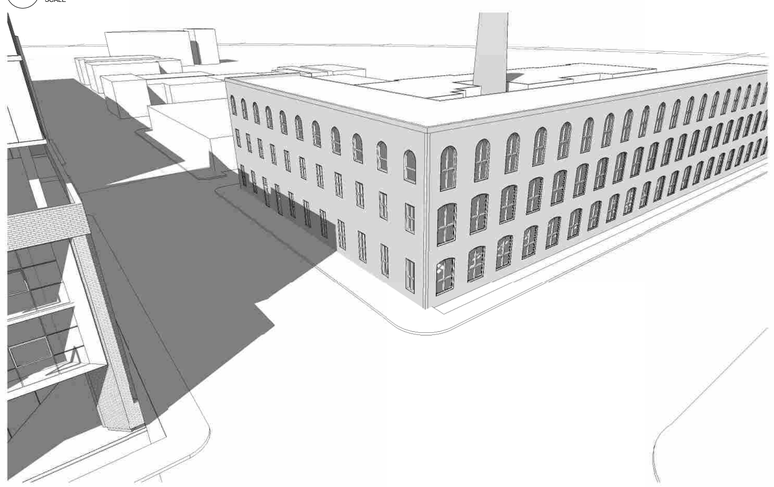
3 AXO - SOLAR STUDY - 1300 HRS SEPT 22
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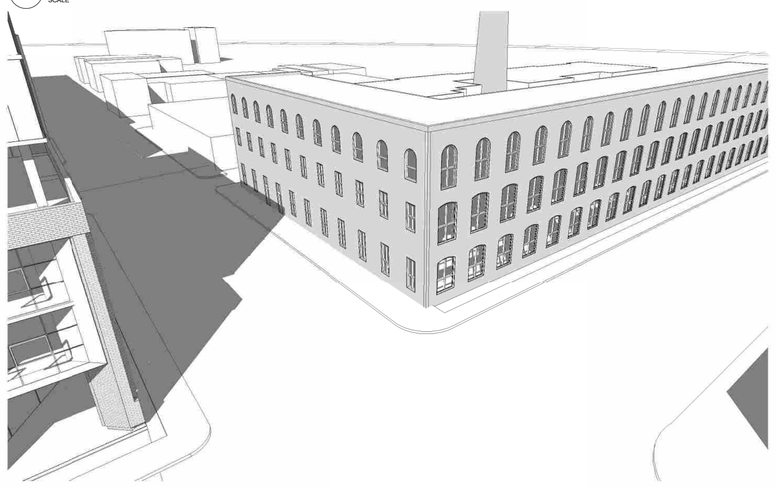
2 AXO - SOLAR STUDY - 1400 HRS SEPT 22
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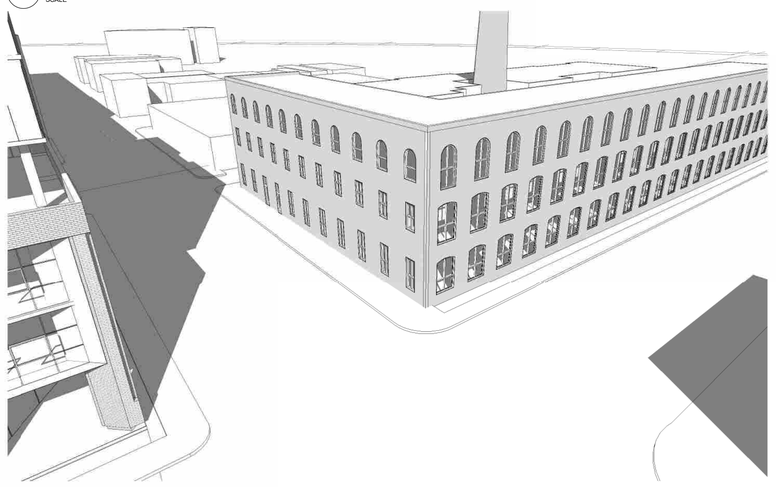
1 AXO - SOLAR STUDY - 1500 HRS SEPT 22
SCALE



4 AXO - SOLAR STUDY - 1300 HRS SEPT 22 STREET VIEW
SCALE



5 AXO - SOLAR STUDY - 1400 HRS SEPT 22 STREET VIEW
SCALE



6 AXO - SOLAR STUDY - 1500 HRS SEPT 22 STREET VIEW
SCALE

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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
4	22/09/2017	TP RFI
6	06/07/2018	VCAT PREPARATION
7	30/08/2018	AMENDED PLANS FOR DISCUSSION
8	05/11/2018	WITHOUT PREJUDICE PLANS
9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
SOLAR STUDIES 22 SEPT , 1300, 1400, 1500 HRS

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Sheet No.
TP5.02

Revision
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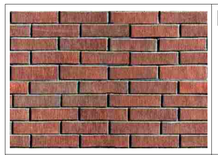
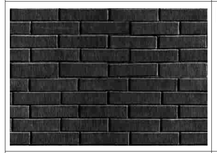
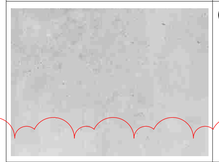
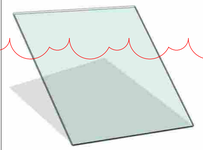
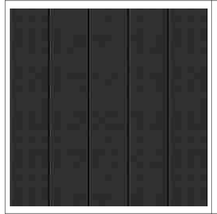
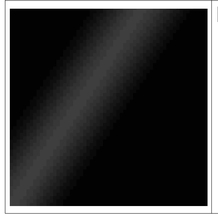
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Date
21/11/2018

16068

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MATERIAL SCHEDULE		
IMAGE	MATERIAL KEY	DESCRIPTION
	BR 01	Facing Brick - Heritage Red
	BR 02	Facing Brick - Charcoal Grey
	CN01	Concrete
	GL01	Grey Tinted Glass
	GL02	Clear Glass with White Ceramic Frit
	GL03	Clear Glass
	MC02	Zinc Cladding - Anthracite Grey
	MC 01	Metal - Black Finish

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Project
WORKSHOP
20-30 MOLLISON STREET, ABBOTSFORD

Client
MOLLISON LAND PTY LTD

Amendments

No.	Date	Notes
4	22/09/2017	TP RFI
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9	19/11/2018	WITHOUT PREJUDICE PLANS
10	21/11/2018	WITHOUT PREJUDICE PLANS

Title
MATERIAL SCHEDULE

Sheet
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Sheet No.
TP8.00

Revision
10

Scale
@A1

Date
21/11/2018

16068

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WORKSHOP

20-30 MOLLISON STREET, ABBOTSFORD

FACADE STRATEGY



WITHOUT PREJUDICE

CHT ARCHITECTS

CONTENTS

DESIGN RESPONSE: PODIUM

DESIGN RESPONSE: TOWER

MATERIALITY

CERAMIC FRIT

STEEL CABLES + PLANTING

FEATURE WINDOW SHROUD

GROUND LEVEL INTERFACE

PODIUM + FEATURE COLUMNS

ROOFTOP AMENITY

ARTISTS IMPRESSIONS

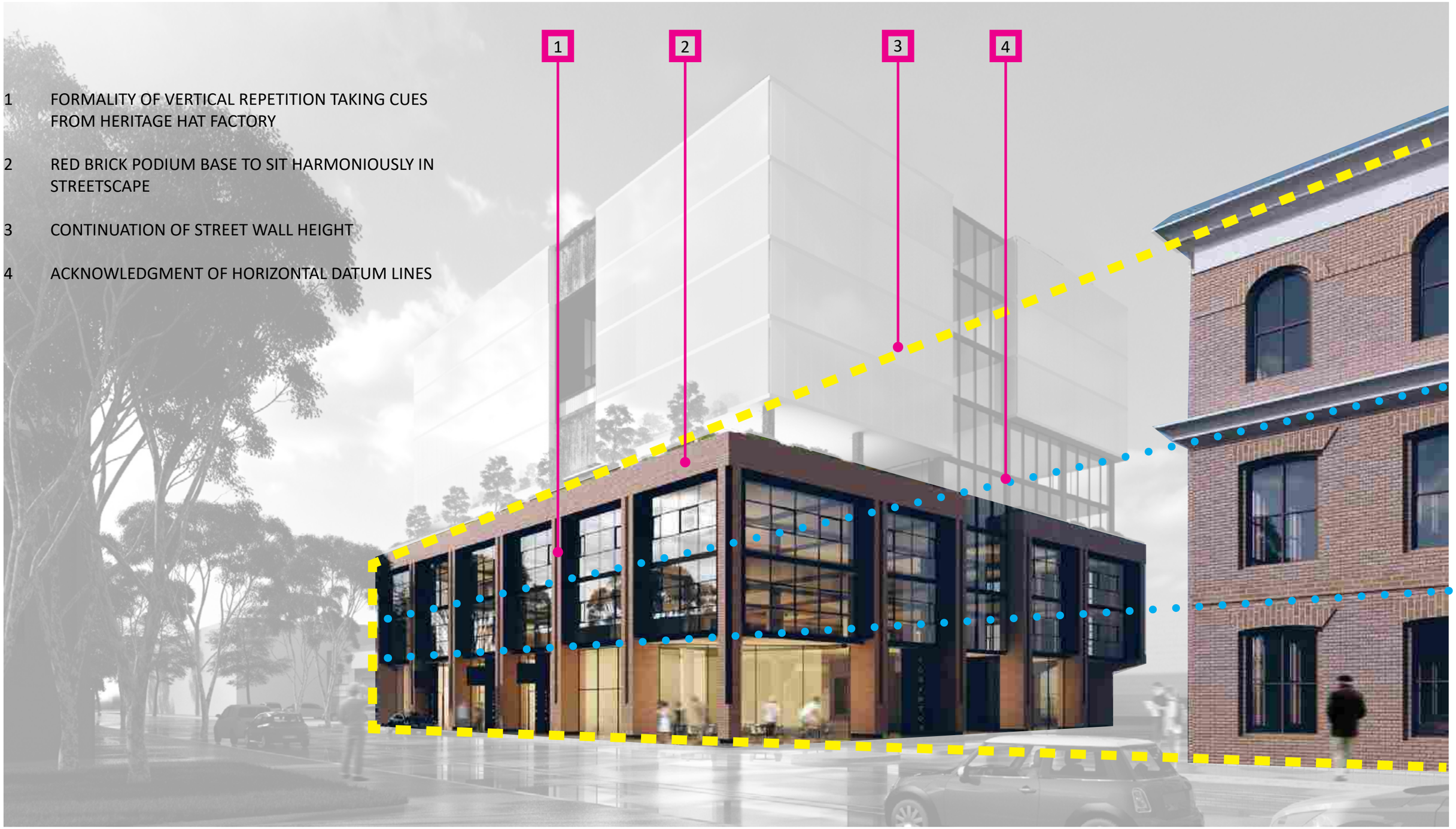
DESIGN RESPONSE: PODIUM

1 FORMALITY OF VERTICAL REPETITION TAKING CUES FROM HERITAGE HAT FACTORY

2 RED BRICK PODIUM BASE TO SIT HARMONIOUSLY IN STREETSCAPE

3 CONTINUATION OF STREET WALL HEIGHT

4 ACKNOWLEDGMENT OF HORIZONTAL DATUM LINES



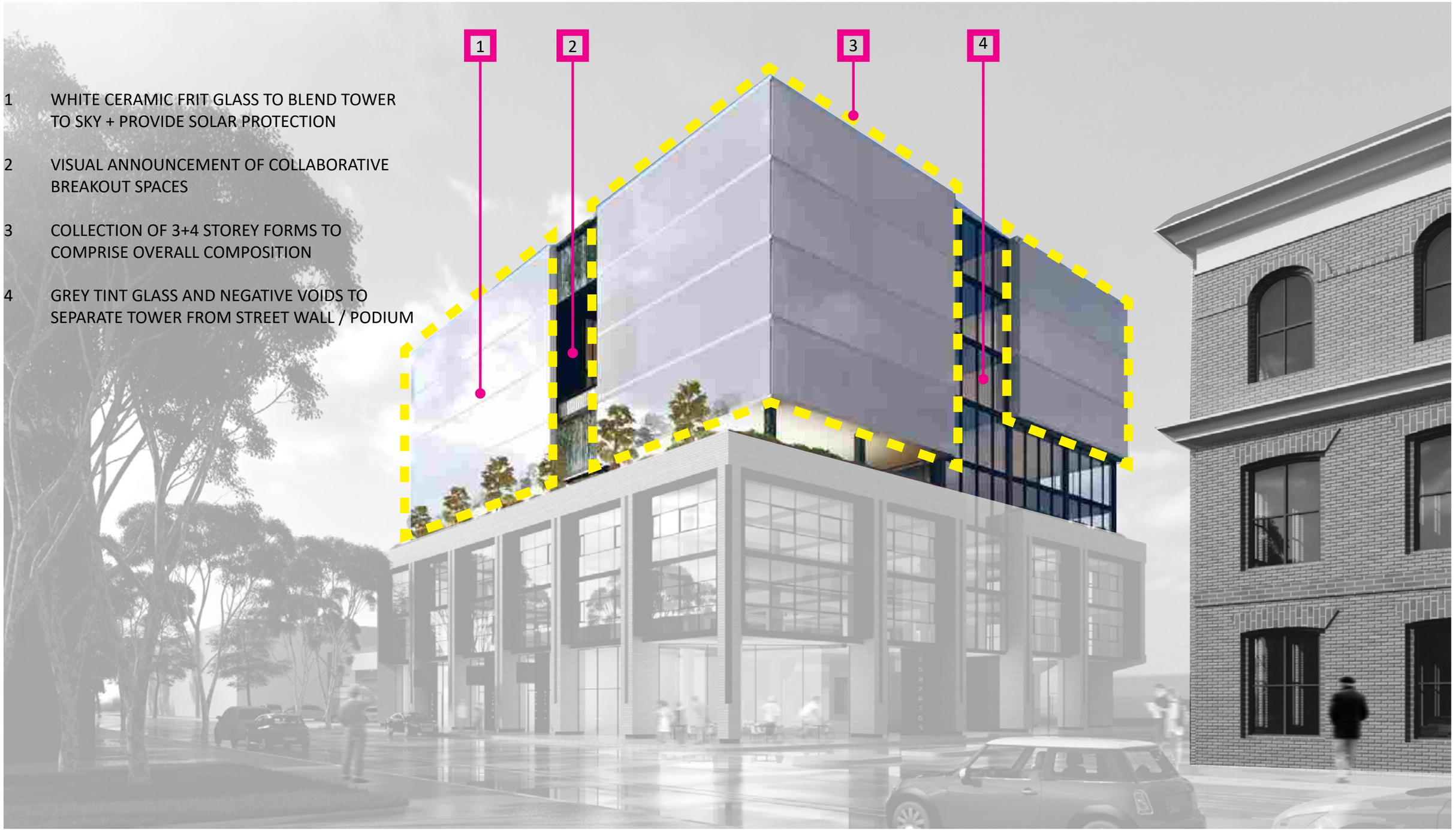
DESIGN RESPONSE: TOWER

1 WHITE CERAMIC FRIT GLASS TO BLEND TOWER TO SKY + PROVIDE SOLAR PROTECTION

2 VISUAL ANNOUNCEMENT OF COLLABORATIVE BREAKOUT SPACES

3 COLLECTION OF 3+4 STOREY FORMS TO COMPRISE OVERALL COMPOSITION

4 GREY TINT GLASS AND NEGATIVE VOIDS TO SEPARATE TOWER FROM STREET WALL / PODIUM





MATERIALITY

A CLEAR GLAZING WITH WHITE CERAMIC FRIT

B STEEL CABLES + PLANTING

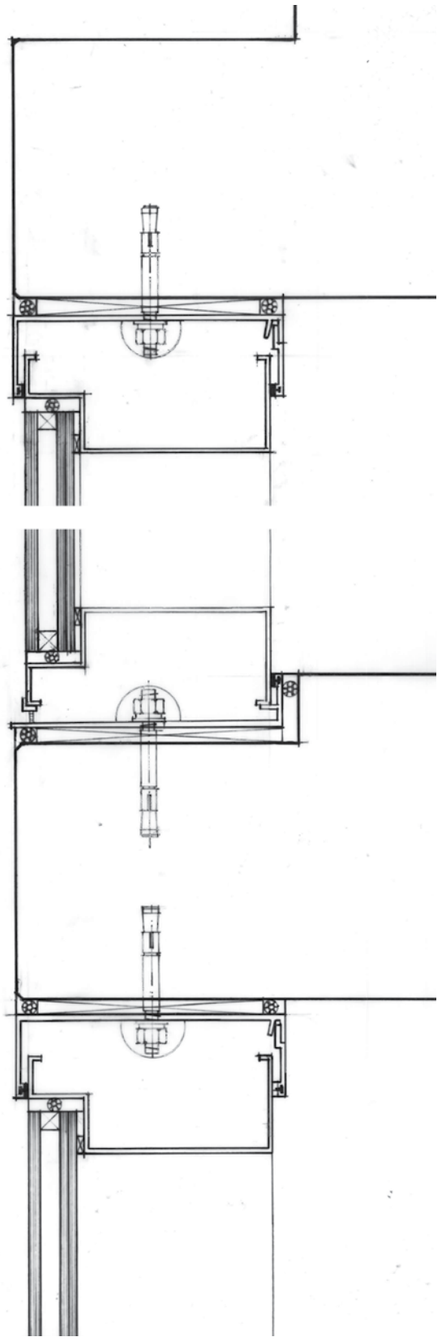
C FEATURE WINDOW SHROUD

D CLEAR GLAZING - GROUND LEVEL INTERFACE

E RED BRICK PODIUM AND FEATURE COLUMNS

F GREY TINTED GLAZING + NEGATIVE SPACE

A CLEAR GLAZING WITH WHITE CERAMIC FRIT

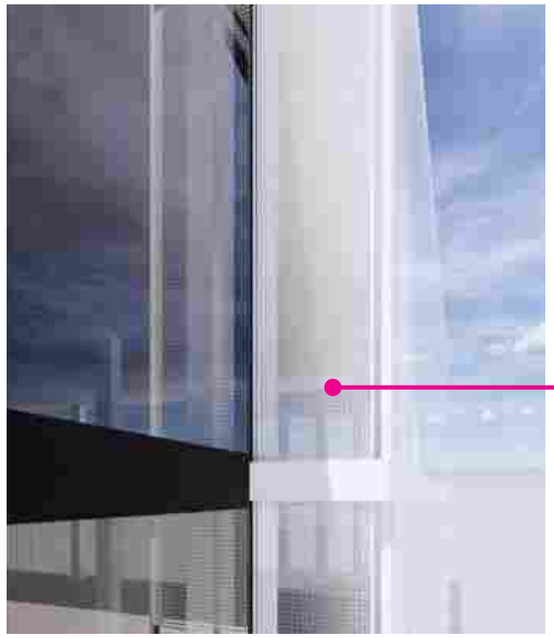


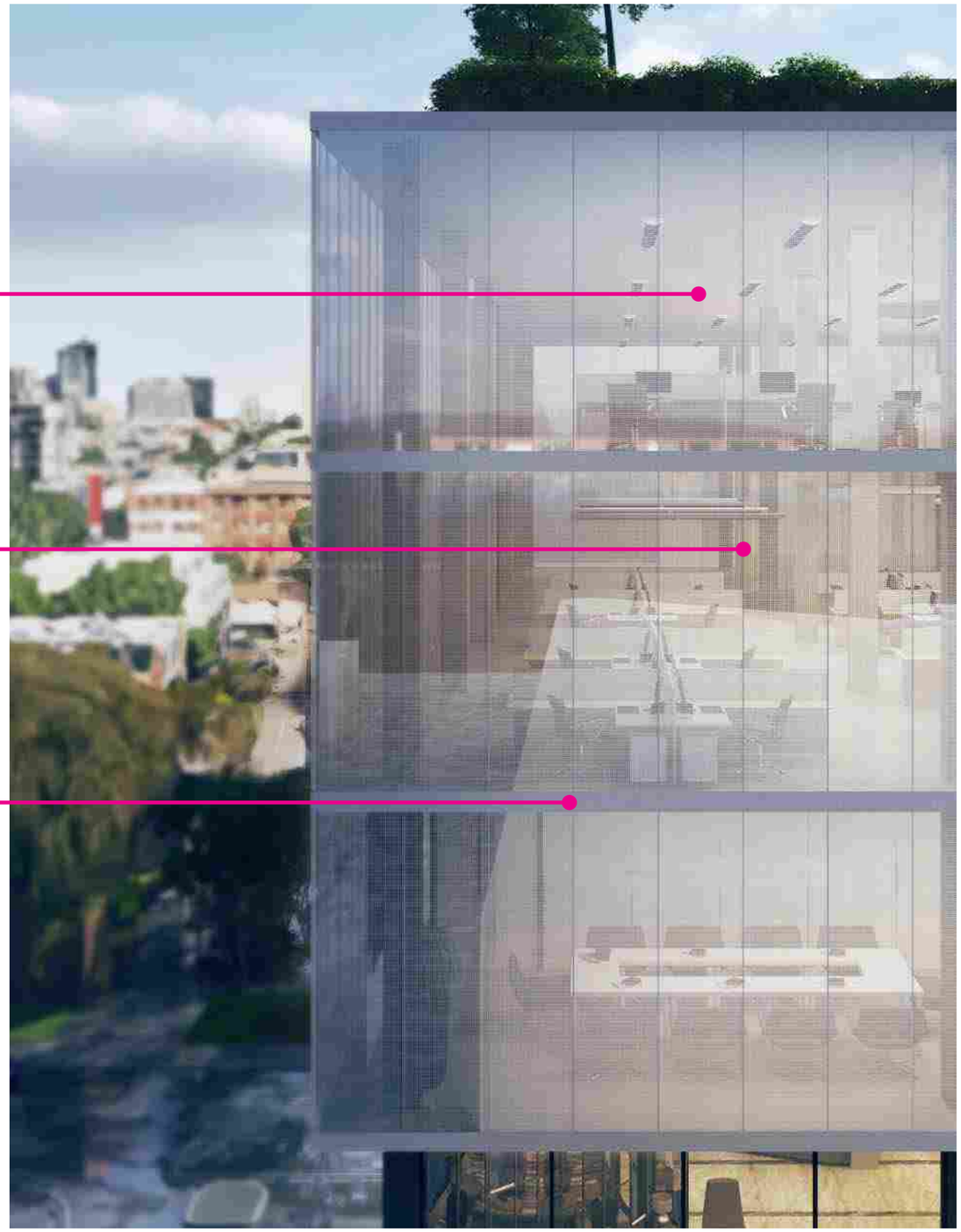
1 CLEAR GLAZING PANEL WITH WHITE CERAMIC FRIT APPLIED TO EXTERIOR FACE OF GLASS.
3400H X 900W PANES

2 SILICON FIXED GLAZING FOR FLUSH FINISH @ 900 CENTRES THROUGHOUT

3 REBATED SLAB EDGE 150mm THICK FLUSH WITH GLAZING

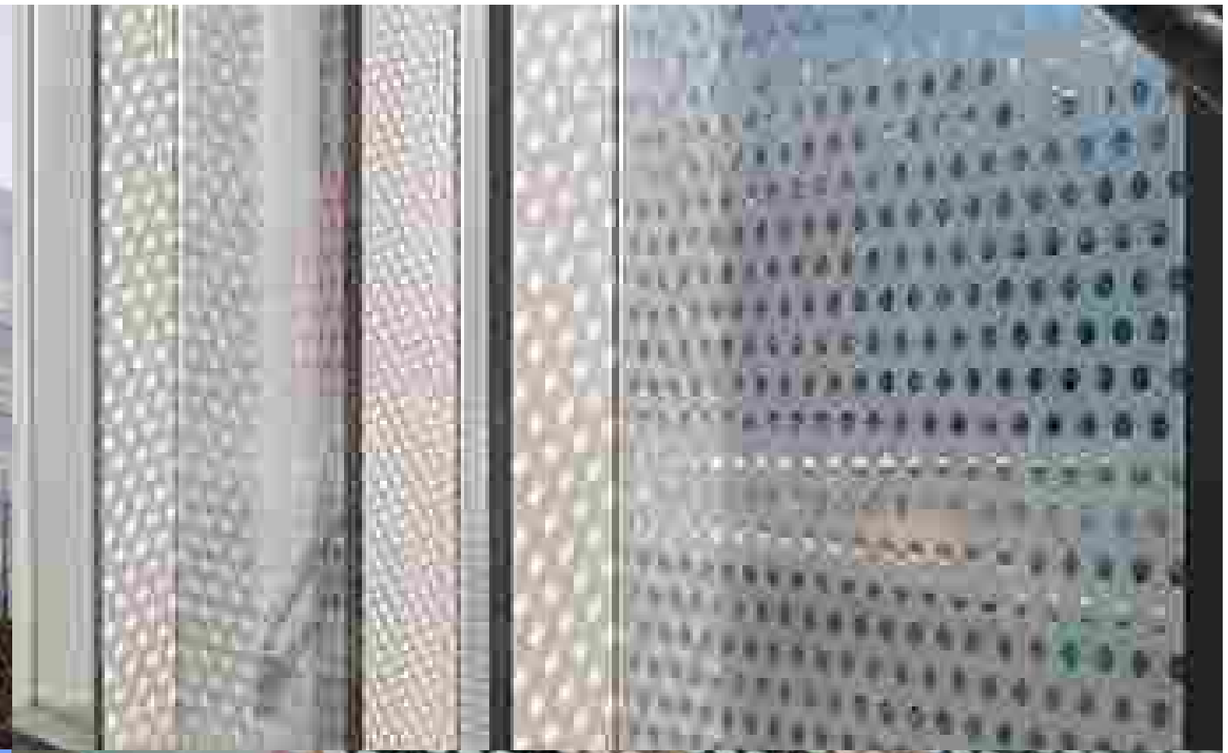
4 CERAMIC FRIT GLAZING TO RETURN 600mm AT EDGES





A CLEAR GLAZING WITH WHITE CERAMIC FRIT: EXAMPLES









C FEATURE WINDOW SHROUD

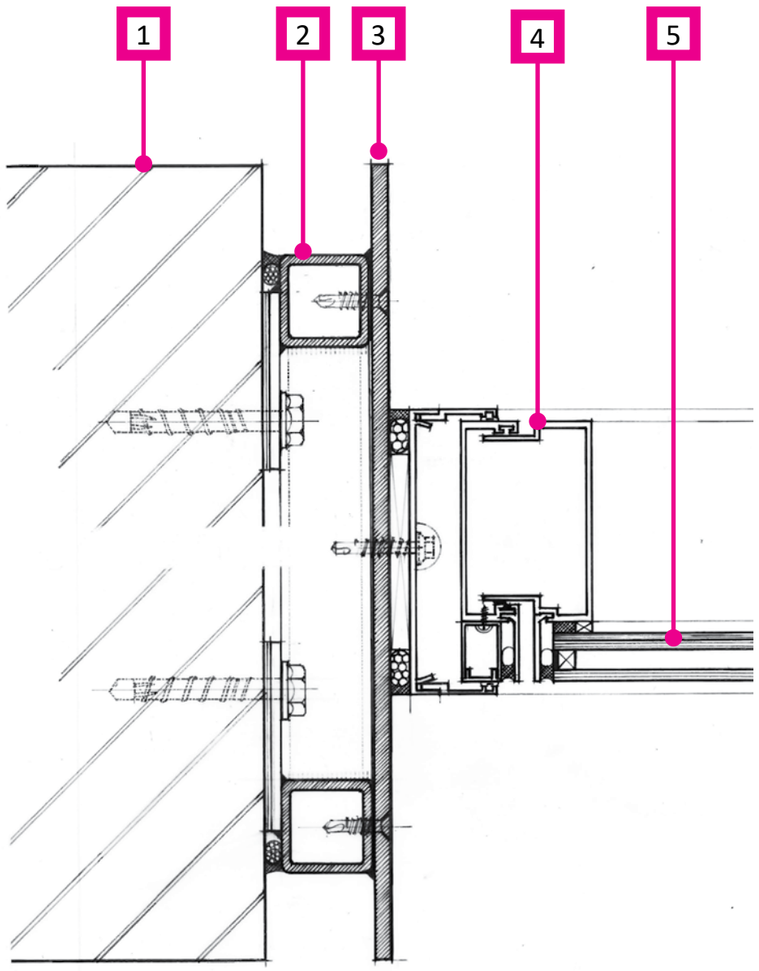
1 FACING BRICKWORK

2 50mm SPACER BLACK FINISH

3 STEEL PLATE BLACK FINISH

4 ALUMINIUM GLAZING FRAME

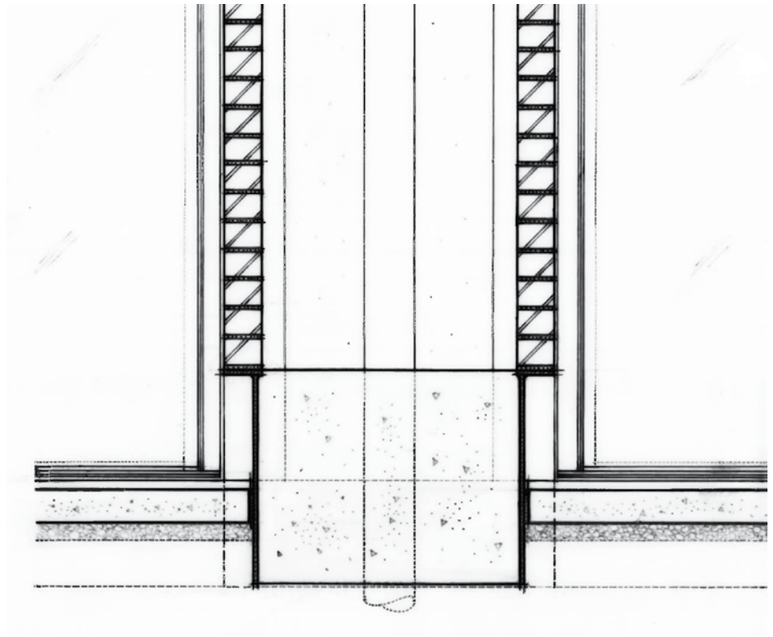
5 GREY TINT GLAZING SUITE



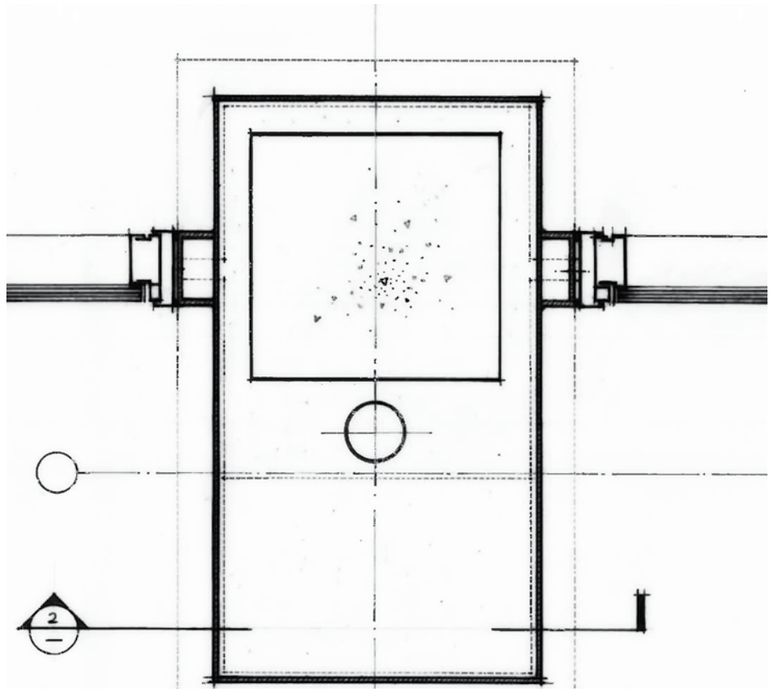




D GROUND LEVEL INTERFACE

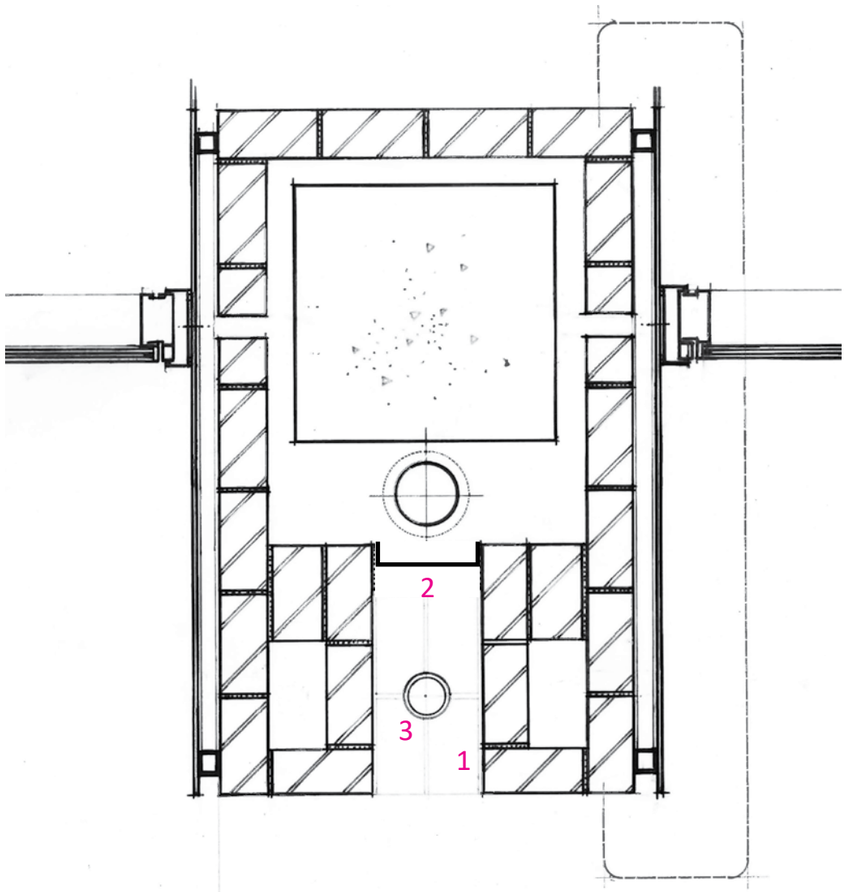








E PODIUM + FEATURE COLUMNS

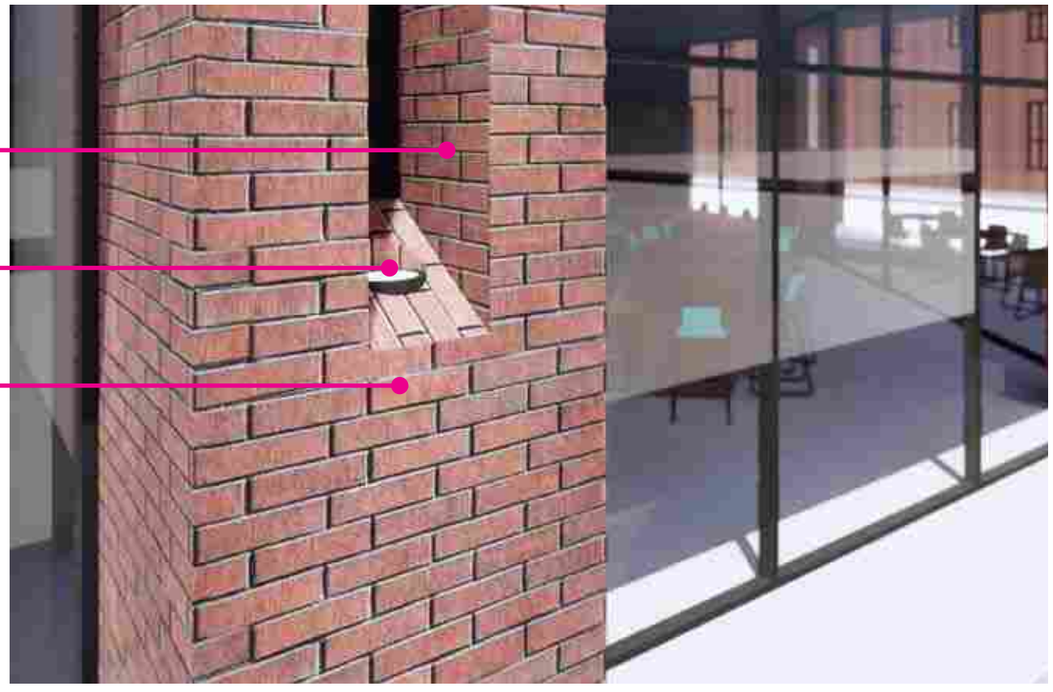


1 FACING BRICKWORK REVEAL

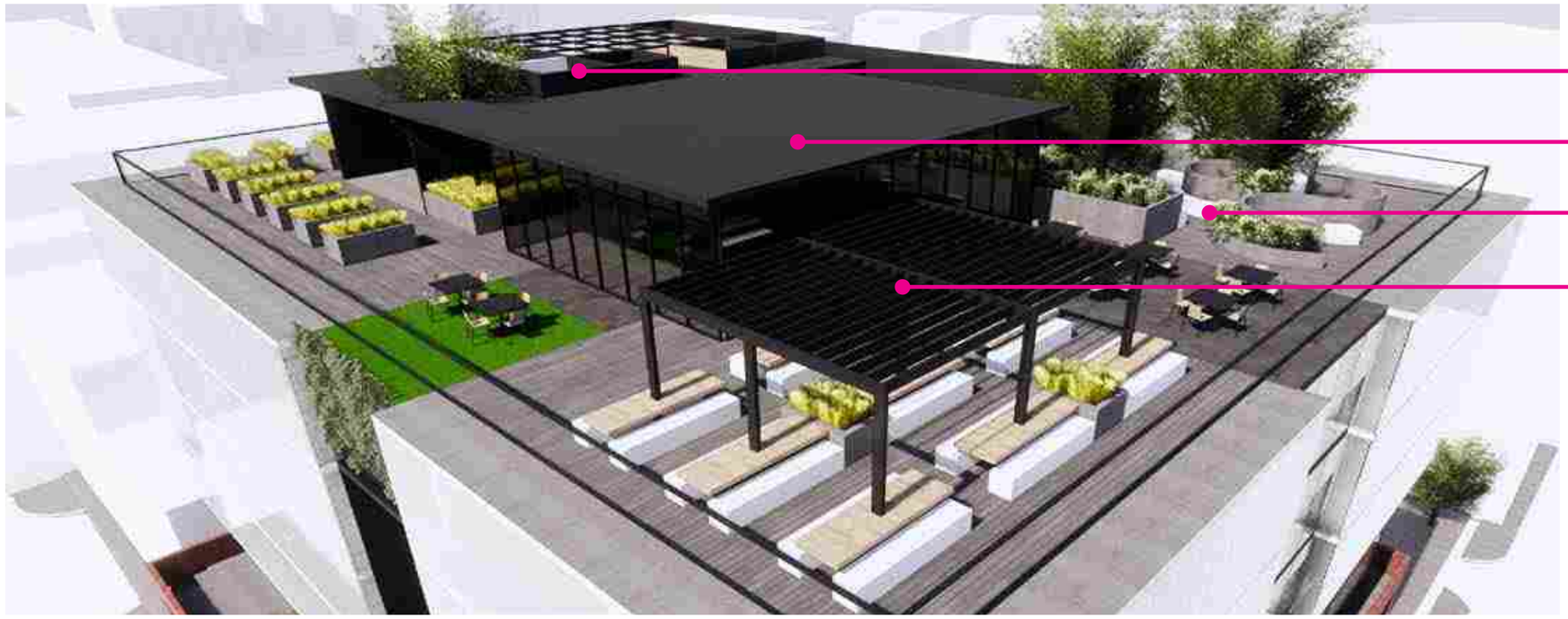
2 BLACK STEEL PLATE INFILL OVER CONCEALED DOWNPIPE

3 UPLIGHT TO BASE OF COLUMN REVEALS





ROOFTOP AMENITY



1 ‘THE FARM’

2 PRESENTATION SUITE

3 ‘THE ORCHARD’

3 ‘THE URBAN FOREST’

ROOFTOP ZONES



‘THE ORCHARD’

ROOFTOP AMENITY



‘THE URBAN FOREST’



‘THE FARM’

3D SECTION



3D SECTION



ARTISTS IMPRESSIONS









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