

## 3.2 655-657 Glenferrie Road - Construction of a six storey mixed use building

**655-657 Glenferrie Road, Hawthorn – Construction of a six-storey mixed use building (retail and office)**

<b>Application no.:</b>	<b>PP22/0447</b>
<b>Responsible director:</b>	<b>Scott Walker, Director Urban Living</b>
<b>Authorised by:</b>	<b>David Cowan, Manager Planning and Placemaking</b>
<b>Report officer:</b>	<b>Kelly Caporaso, Principal Planner</b>

### Executive Summary

#### Proposal

It is proposed to demolish the existing commercial building and construct a 6 storey, mixed use building. The site is located within the Glenferrie Major Activity Centre and within the Principal Public Transport Network. The site is in the Commercial 1 Zone and affected by the Heritage Overlay and Design and Development Overlay.

The proposed development has an overall building height of 22.4metres and a street wall height to Glenferrie Road of 8.3m with a 5metre upper floor setback. The ground floor is to be occupied by a shop and real estate office, which has direct access from Glenferrie Road. The upper levels are proposed for office use, occupying a total of 2376m<sup>2</sup> of leasable office floor space.

Vehicle access to the basement car park is proposed via the right of way (ROW) at the rear. The proposal includes three levels of basement car parking, which accommodates a total of 43 car parking spaces. A reduced statutory car parking requirement in accordance with Clause 52.06 (Car Parking) is proposed.

One (1) objection has been received to the application.

#### Issues

The following are key issues in respect of this application:

- Strategic Activity Centre Policies
- Car Parking
- Overall building height
- Urban Design
- Overshadowing Public Space
- Heritage

#### Officer's response

A thorough assessment of the proposal (Attachment 1 – Officer Report) has been undertaken. A summary of the assessment is as follows:

#### Strategic Activity Centre Policies:

- The subject site is located centrally within the Glenferrie Major Activity Centre and close to the Glenferrie train station and tram stops.

- The proposed Office and Retail land uses are strongly encouraged within this location. The proposal strengthens the role of the major activity centre as being a commercial centre for people to shop and work, and is consistent with Council's Strategic Direction at Clause 02.03, Clause 11.03-1L-02 (Hawthorn–Glenferrie Road Major Activity Centre) and the Purpose of the Commercial 1 Zone.

#### Overall Building Height:

- The proposal meets the tests for the height variation to the DDO15 of 4.4m (or approximately 1.5 storeys). This height variation is only suitable for proposals demonstrating (amongst other criteria) a high standard of architectural design.
- The proposal is entirely supported by Council's Urban Designer, who notes it offers a high-quality architectural resolution to the site and tangible benefits to the public realm. Its location on a prominent corner with three public frontages warrants a stronger and comparatively higher built form, which 'bookends' this section of Glenferrie Road.
- The uppermost floor is centrally sited and recessive. Council's Urban Designer notes the proposal provides for a superior outcome that will enhance the public realm within the activity centre, both at street level and the roofscape/skyline and describes the proposal as being 'well-proportioned,' 'considerate' and 'delicately sculpted.'

#### Urban Design:

- The proposal complies with the maximum street wall height and upper storey setback requirements of the DDO15.
- The proposed streetscape presentation materials and design details are complementary to the heritage precinct and supported by both Council's Heritage Advisor and Urban Designer.
- The proposal includes a number of public realm improvements, including a pedestrian canopy to the abutting streets, inclusion of public art along the northern wall, footpath widening to Grace Street, new public benches and bicycle hoops along Grace Street.

#### Overshadowing:

- The proposal does affect the extent of shadow to the adjacent public seating area along the southern side of Grace Street. The extent of additional shadow is minor and will not unreasonably impact on the function of the outdoor dining/seating area. The extent of additional shadow is acceptable to Council's Urban Designer.

#### Heritage:

- The proposal complies with Council's Heritage Policy at Clause 15.03-1L and has an upper-level setback from the front façade of the adjoining Contributory-graded heritage building.
- The proposal does not adversely impact on the view-lines to the Immaculate Conception Church as viewed from Glenferrie Road, which is a requirement of the DDO15 and the Heritage Overlay.

#### Car Parking:

- A reduction of the standard car parking rate at Clause 52.06 (Car Parking) and the Parking Overlay (PO1) is required. The proposal will provide 43 car parking spaces which is a reduced rate by 56 car spaces. The proposal is well-suited to a car parking rate reduction.



It is located next to both a Train Station and Tram Stop to encourage the use of public transport and a Green Travel Plan has been prepared as part of the application material. Council's Policies at Clause 02.03-6 (Transport), Clause 11.03-1L-02, 18.01-3L (Transport), Clause 52.06 (Car Parking) and the Design and Development Overlay – Schedule 15 (DDO15) supports sustainable transport options and seeks to ensure development is designed to reduce car dependency.

- There are opportunities that Council can explore to secure contributions from development proposals with a parking reduction to invest into future public parking projects. A contribution has not been made as part of this development proposal, however Council could develop a policy basis for securing these for new projects in the future.

## Officers' recommendation

That the Urban Planning Delegated Committee resolve to issue a Notice of Decision to Grant a Planning Permit for Planning Permit Application PP22/0447 for the construction of a six-storey building (over 3 basement levels) comprising of retail and office spaces, reduction in the standard car parking requirement on land affected by the Commercial 1 Zone, Design and Development Overlay (DDO15), Parking Overlay (PO1) and Heritage Overlay (HO491) in accordance with the following conditions:

### Amended plans required

1. Before the development starts, amended plans to the satisfaction of the responsible authority must be submitted to and approved by the Responsible Authority. The plans must be drawn to scale with dimensions and electronic copies provided (unlocked PDF). When the plans are endorsed they will then form part of the permit. The plans must be substantially in accordance with the S.57a plans but modified to show:

#### General:

- a. Where any ground level recessed area is provided adjacent to the footpath, a notation the setback will have a finished surface level and material that matches the adjacent level in the public realm (i.e. no step) and finished to match the adjacent footpath (Bluestone pavers and asphalt);
- b. Details regarding the proposed car stacker system make and model provided on the basement plans;
- c. Relocation of the Council pit in Grace Street so that it is setback a minimum of 1m of the crossover;
- d. An apex at the basement car park entrance off Grace Street of RL24.30 and ramp grades to comply with Clause 52.06 (Car Parking);
- e. A planter box provided along the eastern edge of the terrace to Level 2 with a minimum width of 500mm;
- f. The provision of a full colour schedule of external materials showing the proposed palette of materials and finishes (including a sample board of all external materials and finishes) selected for all sides of the building. The samples must demonstrate a complementary colour palette of high quality, durable materials;
- g. The northern wall of the uppermost level finished in metal cladding of a consistent colour to the 'dark powdercoat metal balustrades';
- h. A Landscape Plan in accordance with this Permit;
- i. A Waste Management Plan in accordance with this Permit; and

- j. An ESD report in accordance with this Permit.

**Layout not to be altered**

2. The layout of the site and the size, levels, design and location of buildings and works shown on the endorsed plans must not be modified for any reason without the prior written consent of the Responsible Authority.

**Landscape Plan**

3. A landscape plan to the satisfaction of the responsible authority must be submitted to and approved by the Responsible Authority. The plan must be drawn to scale with dimensions. When endorsed, the plan will form part of the permit.

The landscape plan must show:

- a A planting schedule of all proposed trees, shrubs and ground covers including botanical names, common names, pot sizes, sizes at maturity and the quantities of each plant;
- b Details of the surface finish of all pathways, paved areas and accessways;
- c Details of planting within all landscape beds and planter boxes within the development;
- d Landscaping required by any other condition of this permit; and
- e Provision of an irrigation system within all planted areas of the site including all balcony planter boxes) that utilises rainwater harvested and stored on-site, with mains backup.

**Completion of landscaping works**

4. Landscaping as shown on the endorsed landscape plan/s must be carried out and completed to the satisfaction of the Responsible Authority prior to the occupation of the development.

**Landscaping maintenance**

5. All landscaping works shown on the endorsed landscape plan/s must be maintained and any dead, diseased or damaged plants replaced, all to the satisfaction of the Responsible Authority.

**Street Trees**

6. All remedial pruning works that are required to be performed on trees during demolition and development of the site. The pruning comments must reference Australian Standards 4373:2007 Pruning of Amenity Trees and provide a detailed photographic diagram specifying what pruning will occur.

*Note: Only Council or Authorised Council Contractors can prune the street trees. Any request for the pruning of trees on public land must be made through Council's Environmental Sustainability and Open Spaces Department.*

**Drainage**

7. The owner must make an arrangement with Council for the provision of drainage and the acceptance of surface and stormwater from the subject land directly or indirectly into Council's drainage system and a final inspection shall be carried out to determine the completion of drainage in accordance with the approved plans, to the satisfaction of the Responsible Authority.
8. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development, to the satisfaction of the Responsible Authority.

**Confirmation of architect team**

9. Before the development starts, the Responsible Authority must be provided with evidence to its satisfaction that Gray Puksand Architects, or an alternative architectural firm which is acknowledged to have comparable skill and experience to the satisfaction of the Responsible Authority, has been engaged as part of the ongoing consultant team to oversee the design and construction to ensure that the design quality and appearance of the approved development is realised.

**Model of car stacker in the basement car park**

10. Unless otherwise agreed in writing by the Responsible Authority, the model of car stacker used in the basement car park is to be consistent with the endorsed plans.

**Car stacker installed**

11. Before the use starts or any building is occupied, car stackers must be installed in accordance with the endorsed plans.

**Maintenance of mechanical car parking equipment**

12. The car stackers and vehicle turntables must be routinely serviced and maintained to the satisfaction of the Responsible Authority to ensure satisfactory access to all car spaces and to prevent any adverse effect on adjoining land by the emission of noise.

**Car parking control equipment**

13. All signs, mirrors and traffic control equipment must be installed prior to the occupation of the building and maintained to the satisfaction of the Responsible Authority.

**Use of car parking spaces and driveways**

14. Car parking spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose, to the satisfaction of the Responsible Authority.
15. All vehicles entering and exiting the car park must do so in a forwards direction.

**Vehicle crossovers**

16. Any new vehicle crossover or modification to an existing vehicle crossover must be constructed to the satisfaction of the Responsible Authority.

**Removal of redundant vehicle crossovers**

17. All disused or redundant vehicle crossovers must be removed and the area reinstated with footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.

**Re-construction of the footpaths**

18. Before the commencement of the development, engineering drawings for the re-construction of all of those parts of the Glenferrie Road footpaths adjacent to northern boundary of the subject site (and the corner of the subject site and Grace Street) to the satisfaction of the Responsible Authority must be submitted to, and approved in writing, by the Responsible Authority. The plans must include the following to the satisfaction of the Responsible Authority:
  - a) Materials, surface treatment and levels for the footpaths, consisting of asphalt and bluestone;

- b) Suitable transitions to adjacent land;
- c) Any necessary tram crossings;
- d) Any necessary upgrades to underground infrastructure.

19. Before the development is occupied, the re-constructed footpaths must be constructed in accordance with the approved engineering drawings to the satisfaction of the Responsible Authority.

#### **Cost of public realm works**

20. Prior to the commencement of the development, a schedule of costs for the construction of the public realm works must be submitted to the Council.

#### **Fees prior to commencement of the public realm works**

21. Prior to the commencement of the development, a supervision fee equal to 2.5% of the cost of construction of the public realm works must be paid to the Council.

22. Prior to the issue of a statement of compliance, a maintenance deposit equal to 10% of the value of the public realm works must be lodged with the Council and retained thereafter for a minimum of 12 months.

23. Prior to the issue of a statement of compliance, an engineering plan checking fee representing 0.75% of the public realm works must be paid to the Council.

#### **Release of maintenance deposit monies**

24. Before the release of the maintenance deposit for any public realm works, the owner must submit to the Responsible Authority:

- a) Approved construction plans in a format to the satisfaction of the Responsible Authority;
- b) A schedule which provides specific information in relation to the assets created.

#### **Fee for Installation and supply of bicycle hoops**

25. Prior to the commencement of the development, a fee for the reasonable costs of supplying and installing four (4) bicycle hoops in the vicinity of the subject site must be paid to the Responsible Authority.

#### **Fee for Installation and supply of bench seating**

26. Prior to the commencement of the development, a fee for the reasonable costs of supplying and installing three (3) bench seats in the vicinity of the subject site must be paid to the Responsible Authority.

#### **Environmentally Sustainable Design Report**

27. Concurrent with the submission of plans pursuant to Condition 1 of this Permit, an Environmentally Sustainable Design (ESD) Report and BESS assessment is required to the satisfaction of the Responsible Authority. The assessment must be prepared by a suitably qualified expert and submitted to the Responsible Authority for approval. The report must address ESD principles proposed for the site including, but not limited to, energy efficiency, stormwater collection and re-use on the site for garden irrigation and waste and building materials. Any recommended changes to the building must be incorporated into the plans required by Condition 1.

Once approved, such a plan must be implemented prior to the occupation of the dwellings to the satisfaction of the Responsible Authority.

28. Prior to the commencement of occupation or issue of a Statement of Compliance, whichever comes first, of any part approved under this permit, a report from the author of the Sustainability Management Plan (SMP) approved pursuant to 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 through supporting evidence that all measures specified in the endorsed SMP have been implemented in accordance with the approved plan.

### **Public Art Strategy**

29. Concurrent with the submission of plans pursuant to Condition 1 of this Permit, a Public Art Strategy must be prepared by a suitably qualified expert and submitted to the Responsible Authority for approval. The Strategy must detail the proposed public art on the northern wall of the development, including plans and any other relevant information. The art along the northern wall should be concentrated the outer sections of the wall, where visible from Grace Street and Glenferrie Road.

The Strategy must also detail how the public or communal artwork will be commissioned, managed and maintained. Once satisfactory, such plan will be endorsed and must be implemented to the satisfaction of the Responsible Authority.

30. The existing mosaic art on the Grace Street footpath must be retained and protected.

### **Waste Management Plan**

31. A waste management plan to the satisfaction of the responsible authority must be submitted to and approved by the Responsible Authority. Once satisfactory, such plan will be endorsed and must be implemented to the satisfaction of the Responsible Authority. The plan must provide the following details of a regular private waste (including recyclables and FOGO) collection service for the subject land including:

- (a) the type/s and number of waste bins;
- (b) screening of bins;
- (c) type/size of trucks;
- (d) frequency of waste collection;
- (e) plan showing the layout of the bins at collection time including sufficient clearances from all street services, features and infrastructure;
- (f) location of collection points within basement

to the satisfaction of the Responsible Authority.

### **Construction Management Plan**

32. Prior to the commencement of any site works, including demolition and excavation, a Construction Management Plan must be submitted to and endorsed by the Responsible Authority. No works are permitted to occur until the Plan has been endorsed by the Responsible Authority. Once endorsed, the construction management plan will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The plan must be prepared in accordance with Council's Construction Management Plan Template and provide details of the following:

- a. Hours for construction activity in accordance with any other condition of this permit;
- b. Measures to control noise, dust, water and sediment laden runoff;
- c. Measures relating to removal of hazardous or dangerous material from the site, where applicable;
- d. A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay;
- e. A Traffic Management Plan showing truck routes to and from the site;
- f. Swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction;
- g. A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
- h. Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
- i. Contact details of key construction site staff;
- j. A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support the siting of site sheds within Council road reserves; and
- k. Any other relevant matters, including the requirements of VicRoads and Yarra Trams.

### **Hours for demolition and construction**

33.1 works including earthworks, demolition and construction activity associated with the approved development must take place only during the following hours, except with the prior written consent of the Responsible Authority:

Monday to Thursday:	7:00am to 6:30pm
Friday:	7:00am to 5:00pm
Saturday:	8:00am to 5:00pm
Sunday & Public Holidays:	No construction

### **Plant/equipment or features on roof**

34. No plant, equipment, services or architectural features other than those shown on the endorsed plan/s are permitted above the roof level of the building without the prior written consent of the Responsible Authority.

### **External Lighting**

35. All outdoor lighting of publicly accessible areas must be designed, baffled and located to prevent light from the site causing any detriment to the locality, to the satisfaction of the Responsible Authority.

### **Concealment of Pipes**

36. All pipes (except down-pipes), fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from external view to the satisfaction of the Responsible Authority

### **Completion of landscaping works**

37. Landscaping as shown on the endorsed landscape plan/s must be carried out and completed to the satisfaction of the Responsible Authority prior to the occupation of the development.

**Water Sensitive Urban Design**

38. Concurrent with the endorsement of plans, the applicant must provide a Water Sensitive Urban Design Response addressing the Application Requirements of Clause 53.18 'Stormwater Management in Urban Development' to the satisfaction of the Responsible Authority. The response must include:

- A site plan showing the location of proposed stormwater treatment measures and the location and area (square metres) of impermeable surfaces that drain to each treatment measure.
- A written statement outlining how the application achieves current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (1999). Please note that for the modelling requirement you can use the following free program to demonstrate best practice, which is equivalent to a score of 100% or more: <<http://storm.melbournewater.com.au>>
- If any water tank is proposed, the plans must indicate the tank's capacity in litres and what the tank is connected to (e.g. toilets).

**Drainage**

39. The site must be drained to the satisfaction of the Responsible Authority.

40. The existing Council Pit along the Grace Street frontage must be relocated to Council's satisfaction.

**Permit to expire:**

41. This permit will expire if:

- a) The development does not start within two (2) years of the issue date of this permit; or
- b) The development is not completed within four (4) years of the issue date of this permit.

The Responsible Authority may extend the times referred to if a request is made in writing before the permit expires or:

- (i) within six (6) months afterwards if the development has not commenced; or
- (ii) within twelve (12) months afterwards if the development has not been completed.

Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.



## STATUTORY PLANNING OFFICER REPORT

<b>Application Number</b>	PP22/0447
<b>Date Application Received</b>	30/05/2022
<b>Planning Officer</b>	Kelly Caporaso
<b>Delegate</b>	Erin McCarthy
<b>Applicant</b>	Glenmac Properties Pty Ltd C/- Urbis
<b>Property Address</b>	655-657 Glenferrie Road, Hawthorn
<b>Proposal</b>	Construction of a six storey building (over 3 basement levels) comprising of retail and office spaces, reduction in the standard car parking requirement on land affected by the Commercial 1 Zone, Design and Development Overlay (DDO15), Parking Overlay (PO1) and Heritage Overlay (HO491)
<b>Zoning</b>	Clause 34.01 - Commercial 1 Zone
<b>Overlays</b>	<ul style="list-style-type: none"> <li>• Clause 43.02 - Design and Development Overlay (Schedule 15)</li> <li>• Clause 43.01 - Heritage Overlay (HO491)</li> <li>• Clause 45.09 - Parking Overlay (Schedule 1)</li> </ul>
<b>Particular Provisions</b>	Clause 52.06 (Car Parking) Clause 52.34 (Bicycle Facilities)
<b>Permit Triggers</b>	<p>Clause 34.01-4 (C1Z) of the Boroondara Planning Scheme, a permit is required to construct a building or construct or carry out works.</p> <p>Clause 52.06 (Car Parking) of the Boroondara Planning Scheme, a permit is required to reduce the number of car parking spaces required under Clause 52.06-5</p> <p>Clause 43.01 (Heritage Overlay) of the Boroondara Planning Scheme, a permit is required to demolish or remove a building.</p> <p>Clause 43.01 (Heritage Overlay) of the Boroondara Planning Scheme, a permit is required to construct a building or construct or carry out works.</p> <p>Clause 43.02-2 (Design and Development Overlay) of the Boroondara Planning Scheme, a permit is required to construct a building or construct or carry out works.</p>



<b>Aboriginal Cultural Heritage</b>	No
<b>Covenant</b>	No
<b>Potential Overland Flow?</b>	No
<b>Advertised?</b>	Public notice of the application was given on 12 July 2022 by Council posting notices to abutting and nearby property owners and occupiers and by the display of a sign(s) on the site for a period of not less than 14 days.
<b>Number of Objections Received</b>	1
<b>Ward</b>	Glenferrie
<b>Plans Assessed in this Report</b>	Plans formally amended under S57a of the <i>Planning and Environment Act</i> (the Act) on 15 September 2022.
<b>Recommendation</b>	Notice of Decision to Grant a Planning Permit, subject to conditions.

## PROPOSAL

Details of the proposal are summarised as follows:

- Demolition of the existing commercial building.
- Construction of a 6-storey building, over three basement levels.
- The ground floor is proposed to be occupied by a shop and real estate office, which has direct access from Glenferrie Road.
- The upper levels are proposed for Office use. Access to the upper levels is via Grace Street.
- Vehicle access to the basement car park is provided via the right-of-way (ROW) at the rear. The proposal includes three basement car parks, which accommodates a total of 43 car parking spaces. Electric Vehicle charging parks are provided to 4 spaces and 13 spaces are provided within car stackers. The proposal requires a reduction of 56 car parking spaces to the car parking rate requirement in accordance with Clause 52.06 (Car Parking).
- Bicycle parking for 20 bicycles is provided via a separate entrance from the ROW. End of trip facilities on the ground floor includes 6 showers, 30 lockers and bike maintenance facilities.
- The upper levels are occupied by 9 office tenancies, occupying a total of 2376m<sup>2</sup> of 'leasable office floor space'.
- A pedestrian shelter to the footpath is provided along Glenferrie Road and Grace Street.
- The proposal has an overall building height of 22.4m.
- The proposal has a street wall height to Glenferrie Road of 8.3m and an upper floor setback of 5m. The upper floor setback contains a landscaped terrace.



Above: 3D render of the proposed development as viewed from the corner of Glenferrie Road and Grace Street



Above: 3D render of the proposed development as viewed from Grace Street

## THE SITE

The subject site is currently occupied by a part double storey commercial building, previously used as a bank. The site has vehicle access via Grace Street, which leads to a basement and ground level car park.

<b>Width of Frontage</b>	14.46m
<b>Maximum Depth of Site</b>	43.7m (north)
<b>Total Site Area</b>	742m <sup>2</sup>
<b>Easements</b>	The site is encumbered by a party wall easement, situated along the northern boundary of the site.
<b>Fall of the Land</b>	The site is generally flat with minimal fall across the allotment.



Above - Subject site as viewed from Grace Street



Above - Subject site as viewed from the corner of Grace Street and Glenferrie Road

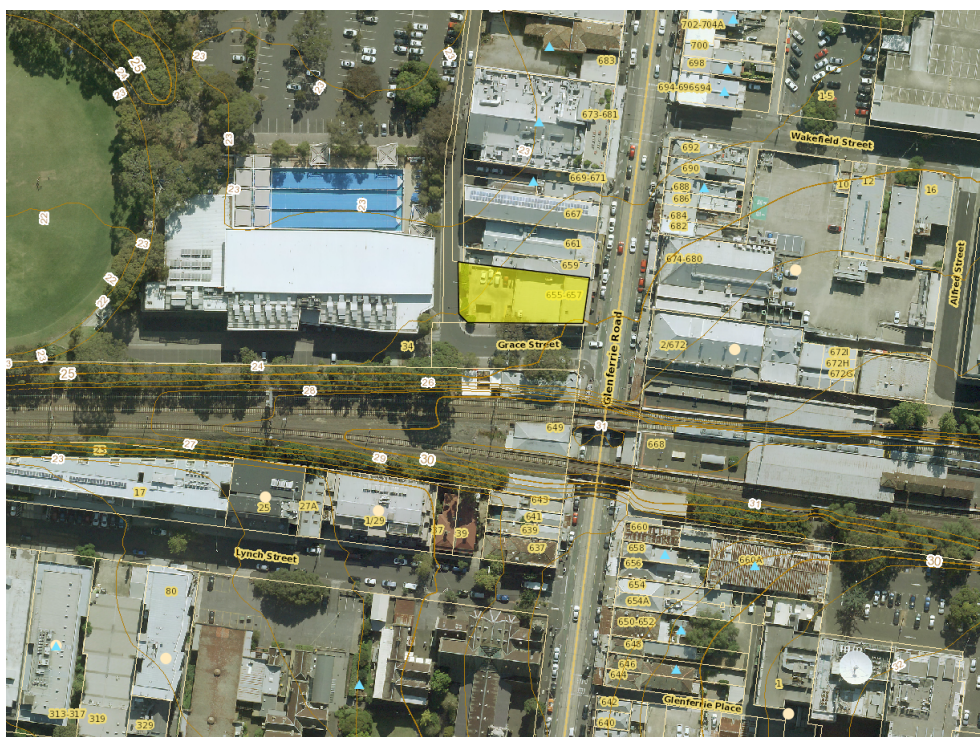




Above: Subject site as viewed from the ROW to the rear

### THE SURROUNDING AREA

The subject site is located within the Glenferrie Road Major Activity Centre. This commercial centre is characterised by mixed-use buildings offering a variety of commercial activity and activated street frontages. The centre is well-served by public transport and includes a number of public buildings, which includes the Hawthorn Aquatic and Recreation Centre positioned opposite the subject site to the west.



Above - Aerial image of the subject site and surrounding area





Above: Hawthorn Aquatic and Recreation Centre, located opposite the subject site to the west.



Above: Glenferrie Road facing south (opposite the subject site from Grace Street)



Above: Glenferrie Road facing north

## PERMIT HISTORY

A review of Council records indicates that there have been no relevant planning applications at the subject site, or nearby properties.

## AMENDMENTS TO THE PROPOSAL

An amendment to the planning application was lodged with Council after notification.

The proposed changes are as follows:

Date Received	Amendments	Amendment Type
15 September 2022	<ul style="list-style-type: none"> <li>The overall building height reduced by 1m. The top (fifth) floor reduced in floor area to be centrally-sited. This change is in response to Heritage concerns in relation to the visibility of the upper level, as well as urban design concerns in relation to overshadowing to the southern side of Grace Street.</li> <li>The pedestrian canopy extended along Grace Street in response to Urban Design comments.</li> <li>Paving of the recessed sections of the ground floor to match the public footpath.</li> <li>As a result of the loss of leasable floor area for the offices, the car parking reduction has been reduced from 58 car parking spaces to 56 car parking spaces.</li> </ul>	S57a amended plans.
It was considered that the proposed changes were minor in nature and did not warrant re-notification.		

## REFERRALS

### Internal Referrals

Traffic	<p>Supported</p> <p>Council's Traffic and Transport Engineers note the proposed rate of car parking is lower than has previously been approved by Council in the past, which has generally been 2 car parking spaces per 100sqm of office space (the proposal provides 1.59 car parking spaces per 100sqm of office space). However, Traffic and Transport Engineers recognise this location offers excellent access to public transport, active transport link, as well</p>
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	as multi-deck public car parking and consider the parking demand for this development can be reasonably managed within the local area, given the parking restrictions in the surrounding streets.
ESD	Supported.
Urban Design	<p>Supported.</p> <p>Council's Urban Designer notes the application offers a well-conceived and executed architectural scheme that is cognisant of its heritage setting but also capitalises on the opportunities its corner location within an activity centre presents.</p> <p>The S.57a plans respond to previous urban design advice and the application is now entirely supported from an urban design perspective. The amended S57a plans respond to all urban design recommendations by providing a reduction in the overall building height, a centralised and recessed fifth floor and further articulation to the building entrance along Grace Street. By virtue of these changes, the visibility of the top floor is reduced and the overshadowing to the south of Grace Street is acceptable.</p>
Heritage	<p>Support in part (changes preferred)</p> <p>Council's Heritage Advisor supports the presentation at the street level, noting the materiality and arches will contribute positively to the heritage streetscape. However, they would prefer the upper storeys were setback further to reduce visual prominence on the heritage streetscape. In the Advisor's view, an increase in setbacks to Glenferrie Road associated with Levels 2 and 3 is desirable, so they are setback a minimum of 10m from the Level 1 façade. Further, they consider the removal of Level 4 and 5 from the development proposal would be preferable from a heritage perspective. Council's Heritage Advisor notes the S.57a plans are an improvement from the original plans and that Council needs to consider non-heritage factors in determining the appropriate built form.</p>
Drainage	Supported, subject to an apex at the basement ramp, which will be included as a condition of any permit issued.

#### External Referrals (S.55) - None

### GOVERNANCE ISSUES

The implications of this report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the Victorian Charter of *Human Rights and Responsibilities Act 2006*.

The officers responsible for this report have no direct or indirect interests requiring disclosure.

## CONSIDERATIONS

In assessing this application, consideration has been given to the following:

- The objectives of planning in Victoria as detailed in Section 4 of the *Planning & Environment Act 1987*;
- Section 60 of the *Planning & Environment Act 1987*;
- The relevant provisions and decision guidelines of the Boroondara Planning Scheme including the decision guidelines of Clause 65; and
- The objection received.

This proposal does not raise any significant adverse social or economic impacts. General social and economic impacts are addressed by the planning policy assessment below.

## PLANNER'S ASSESSMENT

The following planning policies are relevant to the assessment of the current application:

- Clause 11 - Settlement
  - Clause 11-03-1S - Activity Centres
  - Clause 11.03-1L-02 - Hawthorn-Glenferrie Junction Major Activity Centre
- Clause 13 - Environmental Land Risks
  - Clause 13.01-1S - Natural hazards and climate change
- Clause 15 - Built Environment and Heritage
  - Clause 15.01-1S - Urban Design
  - Clause 15.01-1L-01 - Urban design and built form outcomes
  - Clause 15.01-2S - Building design
  - Clause 15.02-1L - Energy and resource efficiency
  - Clause 15.03 - Heritage
- Clause 17 - Economic Development
  - Clause 17.01-1S and 17.01-1R - Diversified economy
  - Clause 17.02-1S - Business
- Clause 18 - Transport
  - Clause 18.01-1S - Land use and transport integration
  - Clause 18.01-3S - Sustainable and safe transport
  - Clause 18.01-3L - Sustainable personal transport
- Clause 19 - Infrastructure
  - Clause 19.01-1S - Energy supply



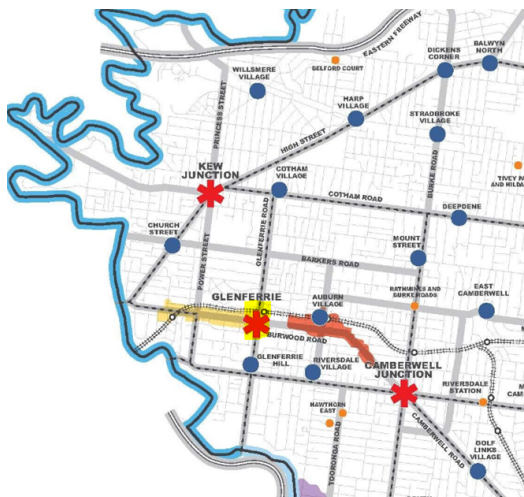
## Policy Context

The subject site is located within the Glenferrie Major Activity Centre. Council's Strategic Direction at Clause 02.03 nominates Glenferrie Road as being a key activity centre in supporting 20-minute neighbourhoods as per Plan Melbourne 2017-2050. It notes Major Activity Centres provide an important social, economic, environmental and infrastructure role in the municipality, and enhance the City's desirability as a place to shop, work, meet, relax and live. The policy notes Council's strategic direction is to maintain and strengthen activity centres to retain a commercial focus with regard to land use and built form outcomes.

Council's local policy at Clause 11.03-1L-02 (Hawthorn–Glenferrie Road Major Activity Centre) seeks to maintain and enhance the centre's role as a mixed-use shopping strip that is an attractive, vibrant and functional place to visit, work and live.

The site is also zoned within the Commercial 1 Zone. The Purpose of the Commercial 1 Zone is to create vibrant mixed use commercial centres for a range of uses, which specifically include retail and office uses.

The proposal involves the development of a well-designed retail and office building in the heart of a major activity centre and close to a range of public transport options. Council's policy strongly encourages these uses at this location. The proposal strengthens the role of the major activity centre as being a commercial centre for people to shop and work.



Above: Activity Centres Framework Plan

## Car Parking

The proposal has a statutory car parking rate of 99 car parking spaces.

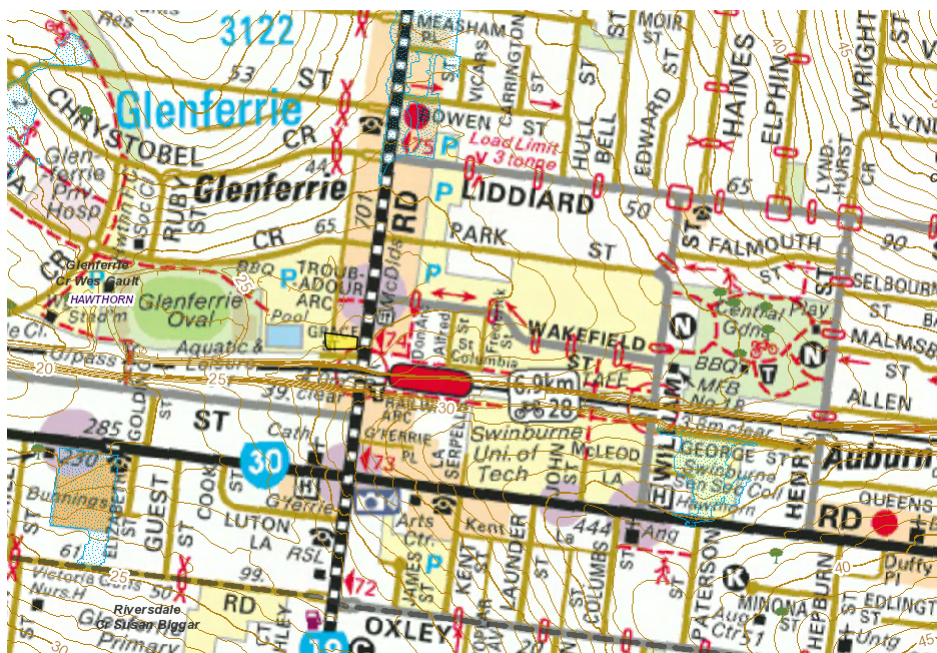
It is proposed to provide for 43 spaces on site, which comprises 42 spaces associated with the office and 1 space associated with the retail component. The proposal requires a reduction in rate of car parking by 56 car parking spaces. It is noted that the provision of 99 parking spaces would require approximately 7 basement levels on this site, which is unlikely to be feasible.

The subject site is affected by Council's Parking Overlay - Schedule 1 (PO1). The PO1 increases the car parking rate above the specified rate at Clause 52.06 (Car Parking). The PO1 was introduced into the Boroondara Planning Scheme before Planning Scheme Amendment VC148 was gazetted on 31 July 2018, which introduced reduced car parking rates for areas located within proximity to the Principal Public Transport Network (PPTN). The PO1 requires that offices are provided with 3.5 car parking spaces per 100sqm of net floor area, and the PPTN standard rate at Clause 52.06 (Car Parking) requires that offices are provided with 3 car parking spaces per 100sqm of net floor area. The disparity between the two rates is that the PO1 technically requires 12 additional car parking spaces (compared to a total of 86 car parking spaces).

Clause 52.06 (Car Parking) seeks to ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality. Clause 18.02-4L - Car Parking notes that car parking is a significant planning issue in Boroondara, particularly ensuring adequate on-site provision of user and visitor parking associated with residential, retail and office developments. Clause 18.02-4L (Car Parking) notes parking reductions should only be considered where it can be demonstrated that sufficient car parking exists in the area and where there is a choice of transport modes available in the area.

Clause 52.06 (Car Parking) and Clause 18.01-3S (Sustainable and Safe Transport) supports sustainable transport options and seeks to ensure development is designed to reduce car dependency. The subject site has excellent access to public transport and is included with the Principal Public Transport Network (PPTN). The following well-utilised public transport options are within very close walking distance to the site:

- The Glenferrie Road Train Station is located directly across from the subject site.
- Tram route 16 operates along Glenferrie Road, with tram stops conveniently located at the site's street frontage.



Above: Melways of surrounding area

Council's Traffic and Transport Engineers note the proposed rate of car parking is lower than has previously been approved by Council in the past, which has generally been 2 car parking spaces per 100sqm of office space (the proposal provides 1.59 car parking spaces per 100sqm of office space). However, Traffic and Transport Engineers recognise this location offers excellent access to public transport, active transport link, as well as multi-deck public car parking and consider the parking demand for this development can be reasonably managed within the local area, given the parking restrictions in the surrounding streets.

The subject site is also located within the Design and Development Overlay Schedule 15 (DDO15), which specifically seeks to encourage development that supports alternative modes of travel such as walking, cycling and public transport. The subject site is very well accessed by public transport, with a major train station and tram route at the doorstep. Further, the proposal has provided accessible end of trip facilities to encourage sustainable transport methods such as cycling and walking.

The proposal will not unreasonably reduce the capacity of the current on-street car parking. Workers and visitors within the proposed building will not be eligible for on-street parking permits and must abide by the local car parking laws. Local parking restrictions are in place in the immediate area, which includes paid short-term parking along Glenferrie Road and the abutting Council car park. As these restrictions are existing, the proposed workers will be aware of these conditions and are likely to make alternative arrangements to avoid the disruption and cost of longer-term parking over the course of the office day. It is less likely workers will choose to drive to the office when parking in the immediate area is already tightly controlled.

There are opportunities that Council can explore to secure contributions from development proposals with a parking reduction to invest into future public parking projects. A contribution has not been made as part of this development proposal,

however Council could develop a policy basis for securing these for new projects in the future.

On balance, the proposal is well-suited to a car parking rate reduction. It is located next to both a Train Station and Tram Stop to encourage the use of public transport and a Green Travel Plan has been prepared as part of the application material. Council's Policies support sustainable transport options to reduce car dependency. The commercial area already has tightly-controlled paid parking in the vicinity of the site and the proposal is unlikely to result in car parking on residential streets. The proposed car parking rate reduction will not have an unreasonable impact on the amenity of the area.

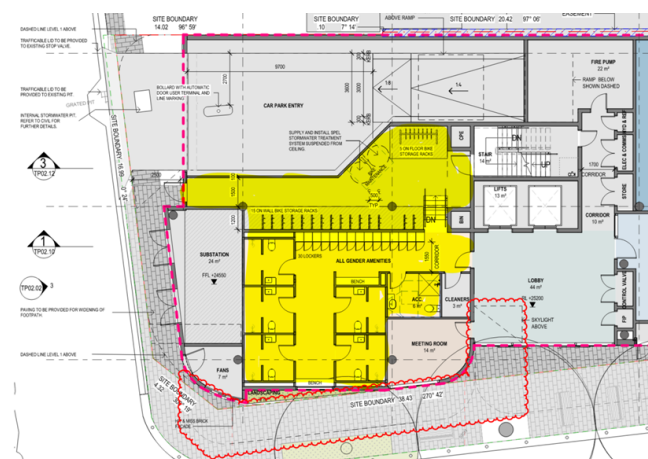
### Green Travel Plan and Bicycle Parking

Clause 02.03-6 (Transport), Clause 11.03-1L-02, 18.01-3L (Transport) and the DDO15 seeks to encourage development that supports alternative modes of travel such as walking, cycling and public transport and reducing car dependency.

A Green Travel Plan has been submitted with the application. The Green Travel Plan encourages the use of public transport by virtue of the proposed location next to a train station and tram route.

It is proposed for secure 20 bicycle spaces to be provided within the basement, which includes 15 vertical spaces and 5 horizontal spaces. Pursuant to Clause 52.34 (Bicycle Facilities), the proposal requires 12 on-site bicycle parking spaces provided to staff. As such, the proposal exceeds the requirements of Clause 52.34.

The bicycle storage area is located adjacent to the main access, with its own individual access. The proposal has provided excellent end of trip facilities, which includes 6 unisex change rooms/showers and 30 lockers.



Above: bicycle parking area and end of trip facilities.

### Built Form

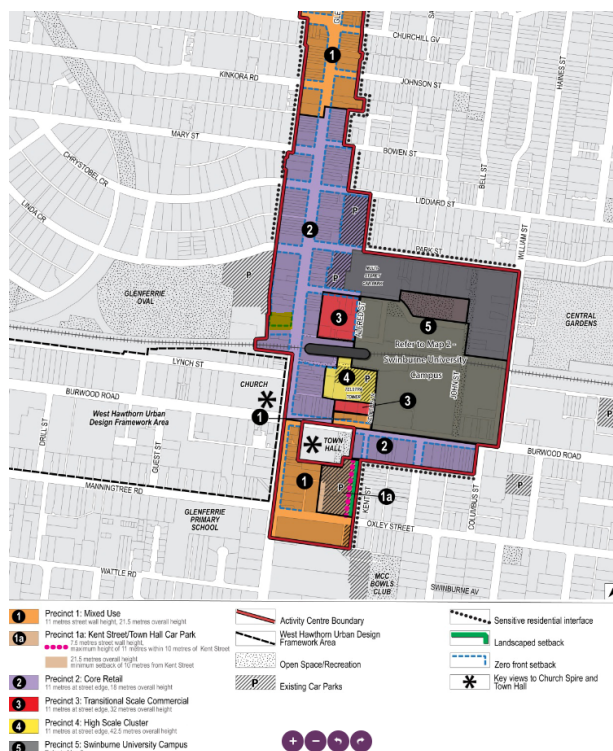
The subject site is affected by the Design and Development Overlay (DDO15), which applies to the Glenferrie Activity Centre. It is also affected by the Heritage Overlay and is graded as non-contributory.

The built form design objectives within the DDO15, seek to:

- To protect and enhance the identity and character of the centre.
- To ensure development respects the significance of heritage sites and precincts.
- To respect the character and amenity of adjacent residential areas.
- To achieve a high standard of architecture and urban design.

### Street Wall Height and Upper Floor Setback

The subject site is located within the 'Core Retail' precinct of the centre (Precinct 2). This precinct specifies a maximum 11m street wall height and an upper storey setback of 5m. The proposal has a street wall height of 8.3m, with a 1.1m high balustrade above. The upper floors are setback a minimum of 5m from the street wall. The proposal complies with the requirements of the DDO15.



Above: Extract from DDO15 (Building height and setback requirements)

The subject site is also affected by the Heritage Overlay and abuts a Contributory-graded building to the north. The DDO15 and the Heritage Overlay require buildings to respond to the parapet height of the adjoining "contributory" heritage building by matching the height of the abutting parapet.

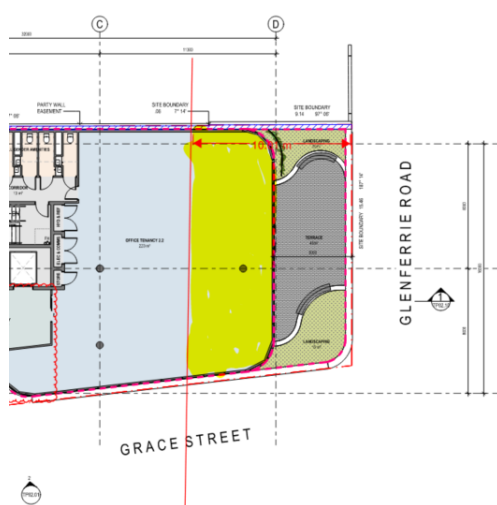


The proposed street wall is a complementary height to the street wall of the adjoining Contributory-graded heritage building. The two-storey presentation is consistent with the pattern of the heritage shop fronts to Glenferrie Road and is supported by both Council's Urban Designer and Heritage Advisor.



Above: 3D render from Glenferrie Road

Council's Heritage Advisor considers the upper floor setback at Level 2 proposes a roof terrace (and associated plants, furniture and activity), which would be visible from Glenferrie Road and may disrupt the traditional character of the street. They suggest a 10m setback is included at Level 2, with the usable terrace aspect of the setback being setback 5m from the front façade.



Above: Setback of upper levels suggested by Council's Heritage Advisor (area highlighted in yellow to be the usable portion of the terrace).

The additional setback proposed by the Heritage Advisor is recommended from a purely heritage perspective. This 10m setback is calculated as being the depth of a traditional roof form, given any future development of Contributory and Significant buildings would ideally be setback behind the existing roof form.

Council's Heritage Policy at Clause 15.03-1L provides specific guidance for commercial buildings in Heritage Overlays. It requires upper levels to be setback from the front façade a sufficient distance to appear as a secondary element of the heritage place. Whilst this may be a desirable outcome, to setback behind the heritage roof form, this is not a requirement within Council's Heritage Policy for existing commercial buildings.



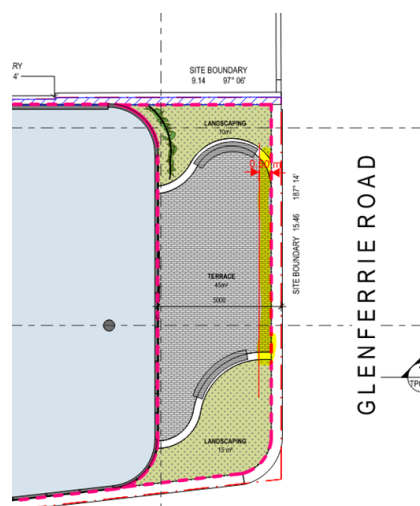
**Above:** Aerial image of subject site (denoted by red dashed lines) and surrounds, with the principal roof forms of surrounding contributory and significant places highlighted in red.

Council's Heritage Advisor has provided details of nearby Contributory and Significant-graded (shown in red above). This demonstrates there are only 4 heritage-graded buildings along the western portion of Glenferrie Road. The subject site is not located within a consistent terrace of graded heritage buildings. Rather, it is a corner site positioned amongst a range of Contributory and Non-Contributory buildings.

The Boroondara Planning Scheme DDO15 only requires a 5m setback at this location, not a 10m setback as requested by the Heritage Advisor. This 5m setback was established through the Glenferrie Structure Plan, which sought to strike the right balance between heritage considerations and the need to plan for economic and population growth in a major activity centre.

It is therefore considered the 'ideal' setback of 10m at the upper level is not required within this location. It is considered that the proposed upper floor setback will not have an unreasonable impact on the heritage streetscape. It is also important to note that heritage is not the only consideration in a development such as the proposed, and a balanced approach must take account of all considerations and requirements of the Planning Scheme.

Council's Heritage Advisor raised concern in relation to the visibility of the furniture and activity within the terrace. In response, a condition of any permit issued should require a planter along the eastern edge of the terrace, to ensure the 'activity' is setback from the street and its visibility is reduced.



Above: Landscape setback of the terrace

### Overall building height

The proposed development has an overall maximum building height of 22.4m.

The DDO15 specifies an 18m overall building height for the subject site. The proposed development requires a variation to the overall building height specified by the DDO15 by 4.4m (or approximately 1.5 storeys).

The DDO15 notes that an application to vary the building height requirements must demonstrate the proposal will achieve the following outcomes:

- *A high standard of architectural design.*
- *Innovative ecologically sustainable design practices.*



- *Minimal overshadowing of adjoining streets, public spaces and residential properties.*
- *Respect for places subject to the Heritage Overlay.*
- *Transitions in scale to lower building forms.*

Council's Urban Designer notes the design merits of the proposal qualify it for a variation to the DDO overall building height guidelines. The proposal offers a high-quality architectural resolution to the site and tangible benefits to the public realm. It performs well and provides for a superior outcome that will enhance the public realm within the activity centre, both at street level and the roofscape/skyline. Council's Urban Designer describes the proposal as being 'well-proportioned', 'considerate' and 'delicately sculpted'.

Council's Urban Designer notes the subject site is located on a prominent corner with three public frontages that warrants a stronger and comparatively higher built form. They note the higher built form in this location 'bookends' this section of Glenferrie Road.

Further minimising the proposed heights and their citing within the streetscape is the existing railway bridge, which gives some leeway to a more prominent built form, which rises above it in the views from the south. The Urban Designer notes the 'well-crafted and elegant design' of the proposed development, which will positively transform the skyline of the precinct and lessen the visual imposition of the railway line.



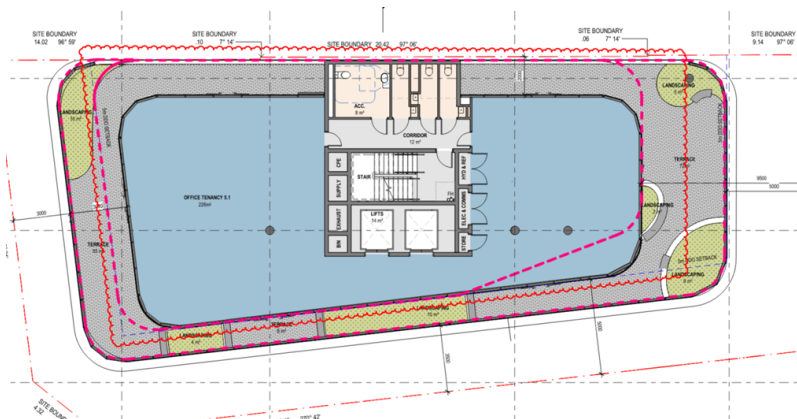
Above: Existing street views from the north



Above: Existing street views from the south

Council's Heritage Advisor acknowledges the proposed development would be significantly taller than surrounding 2-3 storey contributory and significant places and prefers the upper levels (Levels 4 and 5) to be fully concealed from Glenferrie Road.

The S.57a plans reduce the overall building height by 1m and reduce Level 5 to centralise the built form. As a consequence of these changes, the visibility of Levels 4 and 5 have been significantly reduced.



Above: Level 5



**Above: 3D render of proposal as viewed from Glenferrie Road**

On balance, it is considered the proposal warrants a variation in the overall building height specified by the DDO15 for the following reasons:

- The proposal has a high standard of architectural design. Its presentation to Glenferrie Road is respectful to the existing heritage character along Glenferrie Road and is considered to improve the existing streetscape. The building height is entirely supported by Council's Urban Designer.
- The proposal adopts environmentally-sustainable design practises and is supported by Council's Environmentally Sustainable Design Officer.
- Overshadowing impacts are acceptable and are discussed further within the subsequent section of this report.
- The proposal does not obstruct views to important heritage buildings, which is discussed further within the subsequent section of this report.
- The upper floor (above the DDO15 requirements) is centrally-sited to reduce its prominence and visibility within the streetscape.
- The subject site benefits from its location abutting three streets in a commercial area with no nearby residential interfaces. The proposed height will not unreasonably impact on the amenity of the area and will act as a 'bookend' for this portion of Glenferrie Road.

## **Design Details**

### **Glenferrie Road Streetscape**

The proposal includes a two-storey brick street wall with pedestrian canopies extending along both Glenferrie Road and Grace Street. To Glenferrie Road, the proposal includes a large arched window that is complementary to the abutting heritage building to the north.

The DDO15 seeks to ensure buildings conserve and enhance the character of the activity centre. It seeks to incorporate vertical and horizontal elements that relate to the proportions of the heritage buildings in the streetscape.

Council's Heritage Advisor describes the presentation of the proposed development to the street as including high quality architectural features into a precinct, which was historically developed with high quality, architecturally designed commercial buildings.

Council's Urban Designer further supports the proposed street interface, noting the application offers a well-conceived and executed architectural scheme, that is cognisant of its heritage setting but also capitalises on the opportunities its corner location within an activity centre presents.



Above: proposal as viewed from the south

### **Grace Street Streetscape**

To Grace Street, it is proposed to continue the two-storey brick presentation, which extends to three storeys towards the rear ROW.

Council's Urban Designer supports the presentation along Grace Street, noting the proposal offers a high-quality design response. In relation to the design, they note:

- The presentation to Grace Street offers a high-quality finish, with solid sections of the street wall to Grace Street with hit-and-miss brickwork to add interest and seamless integration of services within the façade.
- The curved upper-level transparent mass, which is distinguishable from the podium offers planting and vegetation/green walls at upper levels.
- The curved indent in the middle of the southern façade above the pedestrian entrance and foyer breaks the mass and adds playfulness and articulation to the upper levels.





Above: 3D Render as viewed along Grace Street

The proposal has provided vehicle access via the ROW at the rear. This design response improves on the existing conditions along Grace Street, which is currently dominated by vehicle crossovers.



Above: Existing vehicle access from Grace Street

The reduction in the overall number of crossovers to the site and relocation of the crossovers to the ROW will improve the pedestrian experience along Grace Street. Further, the extent of glazing to ground floor retail spaces along Grace Street provides interaction and passive surveillance to the public realm. Grace Street provides an important pedestrian thoroughfare between the Council facilities to the west (including the Council carpark) and the activity along Glenferrie Road. This improvement of the public realm is also consistent with the General Requirements within the DDO15.



Above: 3D Render as viewed from the corner of the ROW and Grace Street

Overall, it is considered the proposal adopts a well-executed presentation to Grace Street, which activates this side street within the activity centre.

## Public Realm

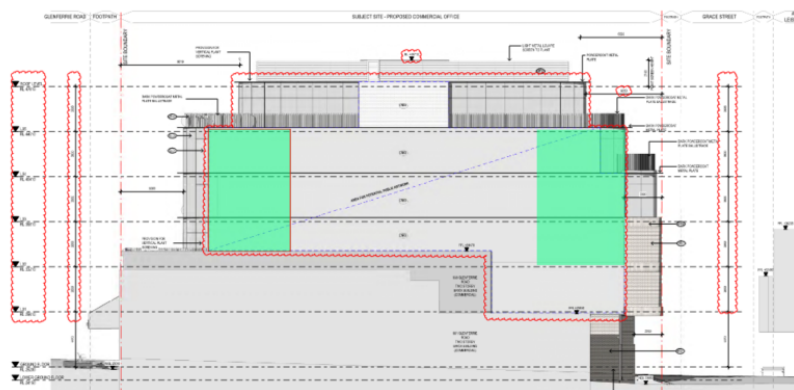
### Public Realm Improvements and Public Art:

Clause 15.01-2S (Building Design) and the DDO15 seeks to ensure building design and siting outcomes contribute positively to the local context, activates public streets and enhances the public realm.

The proposal includes a retail space at the ground floor, with glazing at the ground floor level to activate the street frontage and provide passive surveillance to the street. The proposal includes several public realm improvement works, which includes widening the footpath to Grace Street; a canopy along the street frontages to provide weather protection to pedestrians; provision of public seating; and new planting and bike racks.

The proposed public realm works improve the existing presentation to the street and provide tangible benefits to the community. They are supported by Council's Urban Designer.

The plans note the northern boundary upper walls to be used for public art. This will be included as a permit condition. It is noted the boundary wall is required due to equitable development of the adjacent northern building. However, this boundary wall will have a high level of visibility in the streetscape. As an interim measure, the inclusion of public art along this wall in the most visible locations along the centre would provide visual interest until the nearby sites are developed in the future. A permit condition is recommended to ensure a Public Art Strategy for the northern wall.



Above: visible areas from the street for public art.

A permit condition is also included to retain the existing mosaic on the footpath to Grace Street.



Above: Existing Mosaic on the Grace Street footpath to be retained

### **Overshadowing Public Realm**

The DDO15 seeks to ensure development avoids overshadowing of public spaces between 11am and 3pm, measured on 21 March and 22 September.

The subject site abuts roads to the east, south and west. The southern side of the Grace Street footpath is occupied with 5 public seating benches along with temporary outdoor furniture associated with the adjoining restaurant. This outdoor seating area is considered to be important to the public realm and should be protected from unreasonable overshadowing. In response to Council's previous concerns in relation to overshadowing this area, the S.57a amended plans have significantly reduced the shadow to an acceptable level.





Shadow diagrams have been provided by the permit applicant. The shadow diagrams demonstrate that at the equinox, the proposal will not overshadow the southern side of the Grace Street footpath.

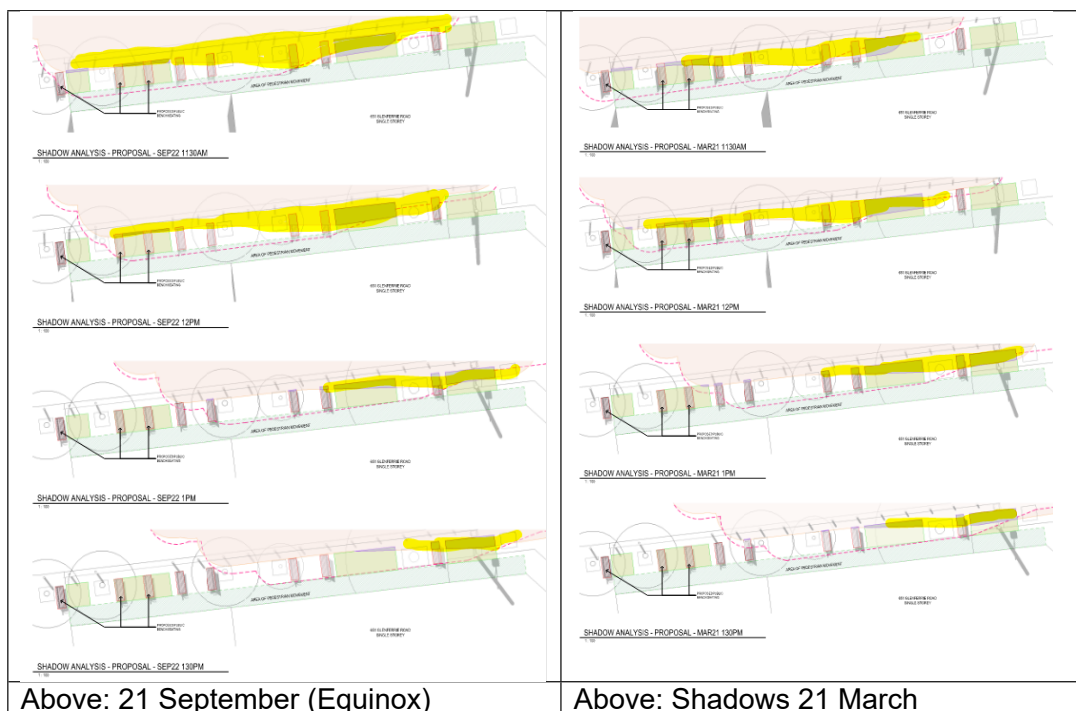
The shadow plans demonstrate some additional shadowing will be cast to the outdoor seating area, which has a total area of 35.2sqm. At the equinox, additional shadow is proposed between the hours of 11:30am to 1pm and ranges from 7.4sqm to 9.12sqm of shadow.

The DDO policy also requires the shadow to the public realm to be measured on 21 March. On 21 March, the shadow diagrams demonstrate that at 11am and 2pm an additional shadow will be cast of with a range of 2.9sqm to 10sqm.

This extent of shadow is not considered to unreasonably impact on the public realm for the following reasons:

- The proposal does not overshadow the southern footpath at any time.
- The proposal maintains for a minimum of between 27.4sqm and 26.08sqm of unshaded area at 11am and 12pm respectively at the equinox.
- With consideration to the north/south orientation of the site, some overshadowing for higher buildings within an activity centre is to be expected.
- The permit applicant has proposed to construct three additional public benches to the southern side of Grace Street, which are unencumbered by shadow.
- The extent of shadow is not considered to unreasonably impact on the public realm and is supported by Council's Urban Designer.





### Viewlines

The DDO15 specifies development should respect views to the Immaculate Conception Church (along Glenferrie Road).

Perspective views have been provided facing south from Glenferrie Road. These 3D renders demonstrate the proposal will not adversely impact on the viewlines to the Immaculate Conception Church. They show the proposal will not restrict viewlines to the church as viewed from Glenferrie Road. These viewlines are supported by Council's Heritage Advisor and Urban Designer.



Above: 3D render showing viewlines facing south from Glenferrie Road



Above: 3D render showing viewlines facing south from Glenferrie Road

### Environmentally Sustainable Design

Clause 15.01-2S (Building Design) and the DDO15 seek to encourage development that is ecologically sustainable.

The proposal is supported by Council's Environmental Sustainability Design Officer, who notes the proposal provides particularly good end of trip facilities and is well located to public transport.

The proposal has adopted a 4 Green Star Rating, which meets the Best Practice definition. Should a permit be granted, a condition should be included a BESS rating is submitted, as Green Star buildings certification is awarded post-construction and is based on the as-built plans. Alternatively, a BESS report is more appropriate for Council assessment.

### Off-site Amenity

The proposal is located within an established commercial centre and does not abut any residentially zoned land. Standard conditions will be included on the permit that will ensure that the use does detrimentally affect the amenity of the area.

## OBJECTION RESPONSE

Summary of Objection	Planner's Comments
Lack of parking	The proposed car parking reduction is considered to be acceptable given the site's proximity to public transport and proposed Green Travel Plan. The Boroondara Planning Scheme places emphasis on reducing car parking dependency and locating new commercial development in

	<p>areas with good access to public transport. As previously discussed, the subject site as excellent access to public access given its location.</p> <p>Refer to the body of the report for additional information.</p>
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# GRAY PUKSAND

DRAWING LIST				
DRAWING NO	DRAWING NAME	Current Revision	Current Revision Date	
TP00.00	COVER SHEET	D	14/09/2022	
TP00.01	DEVELOPMENT SUMMARY	B	09/09/2022	
TP00.02	SITE CONTEXT	A	30/05/2022	
TP01.00	EXISTING CONDITIONS PLAN	A	30/05/2022	
TP01.01	DEMOLITION PLAN	A	30/05/2022	
TP01.02	PROPOSED SITE PLAN	B	09/09/2022	
TP01.10	BASEMENT 03 - FLOOR PLAN	A	30/05/2022	
TP01.11	BASEMENT 02 - FLOOR PLAN	A	30/05/2022	
TP01.12	BASEMENT 01 - FLOOR PLAN	A	30/05/2022	
TP01.13	LEVEL 00 - FLOOR PLAN	B	09/09/2022	
TP01.14	LEVEL 01 - FLOOR PLAN	B	09/09/2022	
TP01.15	LEVEL 02 - FLOOR PLAN	B	09/09/2022	
TP01.16	LEVEL 03 - FLOOR PLAN	B	09/09/2022	
TP01.17	LEVEL 04 - FLOOR PLAN	B	09/09/2022	
TP01.18	LEVEL 05 - FLOOR PLAN	B	09/09/2022	
TP01.19	ROOF PLAN	B	09/09/2022	
TP02.00	PROPOSED STREETSCAPE - GLENFERRIE ROAD	C	09/09/2022	
TP02.01	BUILDING ELEVATIONS - SOUTH	C	09/09/2022	
TP02.02	BUILDING ELEVATIONS - EAST & WEST	C	09/09/2022	
TP02.03	BUILDING ELEVATIONS - NORTH	C	09/09/2022	
TP02.10	BUILDING SECTION	B	09/09/2022	
TP02.11	BUILDING SECTION	B	09/09/2022	
TP02.12	BUILDING SECTION - BASEMENTS	B	09/09/2022	
TP03.00	SHADOW DIAGRAMS 21ST MARCH	D	14/09/2022	
TP03.01	SHADOW DIAGRAMS 21ST MARCH	C	14/09/2022	
TP03.02	SHADOW DIAGRAMS 21ST MARCH	B	14/09/2022	
TP03.03	SHADOW DIAGRAMS 21ST MARCH - ANALYSIS	B	14/09/2022	
TP03.04	SHADOW DIAGRAMS 22ND SEPTEMBER	D	14/09/2022	
TP03.05	SHADOW DIAGRAMS 22ND SEPTEMBER	D	14/09/2022	
TP03.06	SHADOW DIAGRAMS 22ND SEPTEMBER	B	14/09/2022	
TP03.07	SHADOW DIAGRAMS 22ND SEPTEMBER - ANALYSIS	B	14/09/2022	
TP04.00	MATERIALITY LOOK AND FEEL	A	30/05/2022	
TP04.01	ARTISTIC IMPRESSION 01 - GLENFERRIE ROAD	B	09/09/2022	
TP04.02	ARTISTIC IMPRESSION 02 - GLENFERRIE ROAD	B	09/09/2022	
TP04.03	ARTISTIC IMPRESSION 03 - GRACE STREET	B	09/09/2022	
TP04.04	ARTISTIC IMPRESSION 04 - ENTRY	B	09/09/2022	
TP04.05	ARTISTIC IMPRESSION 05 - SOUTH ELEVATION	A	09/09/2022	



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Contractors to use Architectural drawings for set out.  
Contractors to check & verify all Dimensions on Site prior to Construction/Fabrication.  
Figured Dimensions take precedence over Scaled Dimensions.  
Any Discrepancies should be immediately referred to the Architect.  
All work to comply with N.C.C. Statutory Authorities & Relevant Australian Standards.

NSW Nominated Architects Scott Moylan 7147 Craig Salmarsh 6569

REV	DESCRIPTION	DATE
A	TOWN PLANNING	30/05/2022
B	RFI01 RESPONSE	29/05/2022
C	FOR COUNCIL DISCUSSION	09/09/2022
D	FOR COUNCIL MEETING	14/09/2022

PROJECT NO 121264  
DRAWN GC  
CHECKED FT  
APPROVED NT

#### 655-657 GLENFERRIE ROAD

655-657 GLENFERRIE ROAD,  
HAWTHORN, VIC 3122

#### FOR INFORMATION

#### COVER SHEET

DWG # TP00.00 REV D

RSN// xx 655-657 GLENFERRIE ROAD \_C20



Overall Site Area: 748m<sup>2</sup>

Car Spaces Commercial & Retail		Total
Rate per 100sqm		1.59

Overall Total	43
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Level 0	30
Total	30

- GFA - GROSS FLOOR AREA. INCLUDES THE SUM OF FECA (FULLY ENCLOSED COVERED AREA) + UCA (UNENCLOSED COVERED AREA) + BA (COVERED BALCONIES / TERRACES)
- NLA - NET LETTABLE AREA. INCLUDES ALL LETTABLE AREA FOR COMMERCIAL TENANCIES. MEASURED FROM INTERNAL WALL Lining FACE TO INTERNAL FACE OF EXTERNAL GLAZING. EXCLUDES LOBBIES, VERTICAL CIRCULATION, SERVICE CORES.
- NFA - NET FLOOR AREA. THE TOTAL FLOOR AREA OF ALL FLOORS OF ALL BUILDINGS ON A SITE. IT INCLUDES HALF THE WIDTH OF ANY PARTY WALL AND THE FULL WIDTH OF ALL OTHER WALLS; IT DOES NOT INCLUDE THE AREA OF STAIRS, LOADING BAYS, ACCESSWAYS, OR CAR PARKING AREAS, OR ANY AREA OCCUPIED BY MACHINERY REQUIRED FOR PLANT OR CONDITIONING EQUIPMENT, OR FOR FUEL SUPPLY, OR LIFT SHAFTS.
- GLA - GROSS LETTABLE AREA RETAIL. INCLUDES ALL LETTABLE AREA FOR RETAIL TENANCIES. MEASURED FROM INTERNAL WALL Lining FACE TO INTERNAL FACE OF EXTERNAL GLAZING. EXCLUDES LOBBIES, VERTICAL CIRCULATION, SERVICE CORES.
- RPA - RESIDENTIAL PROPERTY AREA. INCLUDES ALL LETTABLE AREA FOR RESIDENTIAL AREAS. MEASURED TO CENTRELINE OF INTER-TENANCY WALLS AND OUTSIDE FACE OF EXTERNAL AND COMMON AREA WALLS. EXCLUDES BALCONIES / TERRACES.
- TERRACE AREA. MEASURED TO BALUSTRADE.

NSW Nominated Architects Scott Moylan 7147 Craig Saltmarsh 6669

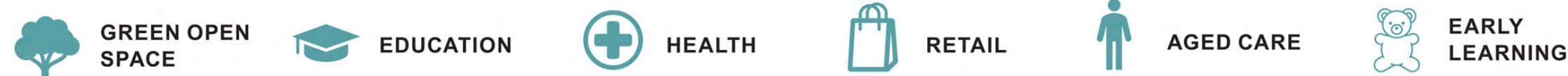
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DRAWN	GC
CHECKED	FT
APPROVED	NT

DWG # **TP00.01** REV **B**

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SCALE @ A1



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**655-657 GLENFERRIE ROAD**  
655-657 GLENFERRIE ROAD,  
HAWTHORN, VIC 3122

## SITE CONTEXT

DWG # **TP00.02** REV **A**  
SCALE @ A1 1 : 1



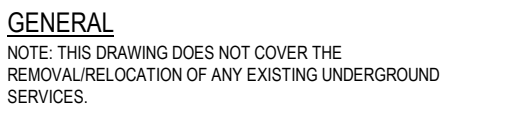











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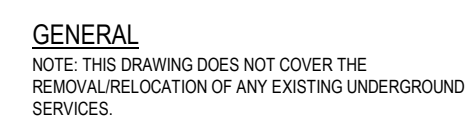
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### BASEMENT 03 - FLOOR PLAN

DWG # **TP01.10** REV **A**  
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**655-657 GLENFERRIE ROAD**

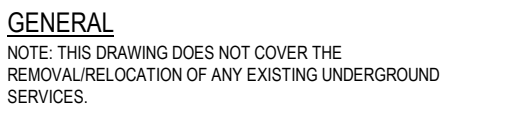
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HAWTHORN, VIC 3122

**FOR INFORMATION**

**BASEMENT 02 - FLOOR PLAN**

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SCALE @ A1 1 : 100



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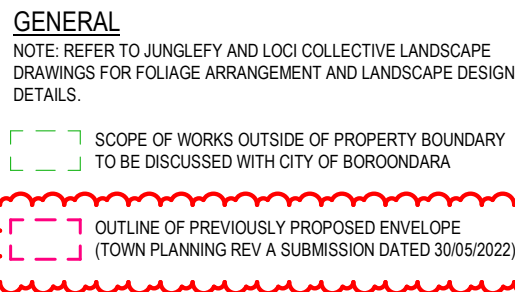
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**BASEMENT 01 - FLOOR PLAN**

DWG # **TP01.12** REV **A**  
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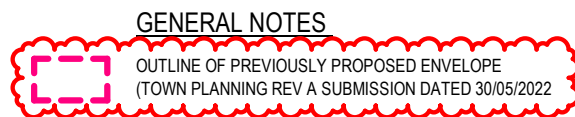
NSW Notional Architects Soc Incorporated 7147 7147 Campbell 6569

**655-657 GLENFERRIE ROAD**

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HAWTHORN, VIC 3122

## LEVEL 00 - FLOOR PLAN

DWG # **TP01.13** REV **B**  
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A	TOWN PLANNING	30/05/2022
B	FOR COUNCIL DISCUSSION	09/09/2022

PROJECT NO	121264
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CHECKED	FT
APPROVED	NT



**655-657 GLENFERRIE ROAD**

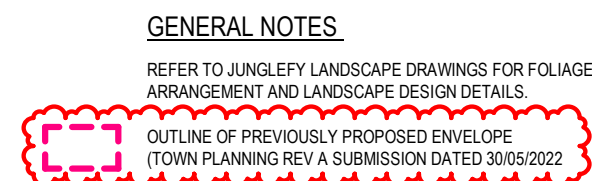
655-657 GLENFERRIE ROAD,  
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**FOR INFORMATION**

## LEVEL 01 - FLOOR PLAN

DWG # **TP01.14** REV **B**  
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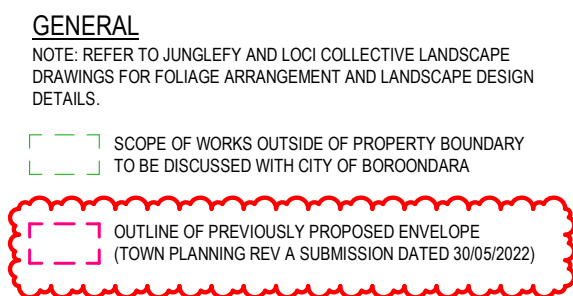
**655-657 GLENFERRIE ROAD**

655-657 GLENFERRIE ROAD,  
HAWTHORN, VIC 3122

**FOR INFORMATION**

## LEVEL 02 - FLOOR PLAN

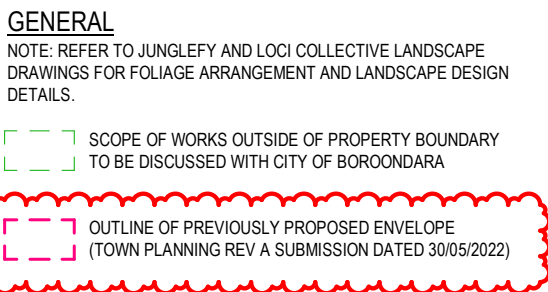
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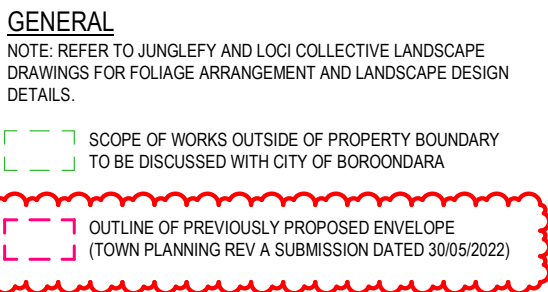
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SCALE @ A1 1 : 100



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SCALE @ A1 1 : 100

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## LEVEL 05 - FLOOR PLAN

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NSW Nominated Architects Scott Moylan 7147 Craig Saltmarsh 6568

REV	DESCRIPTION	DATE
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PROJECT NO	121264
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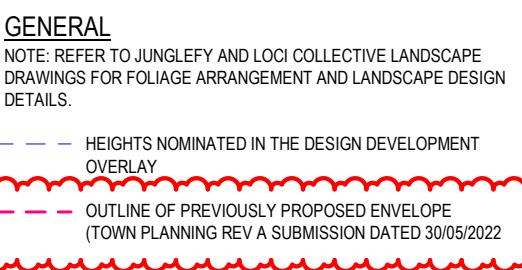


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## ROOF PLAN

DWG # **TP01.19** REV **B**  
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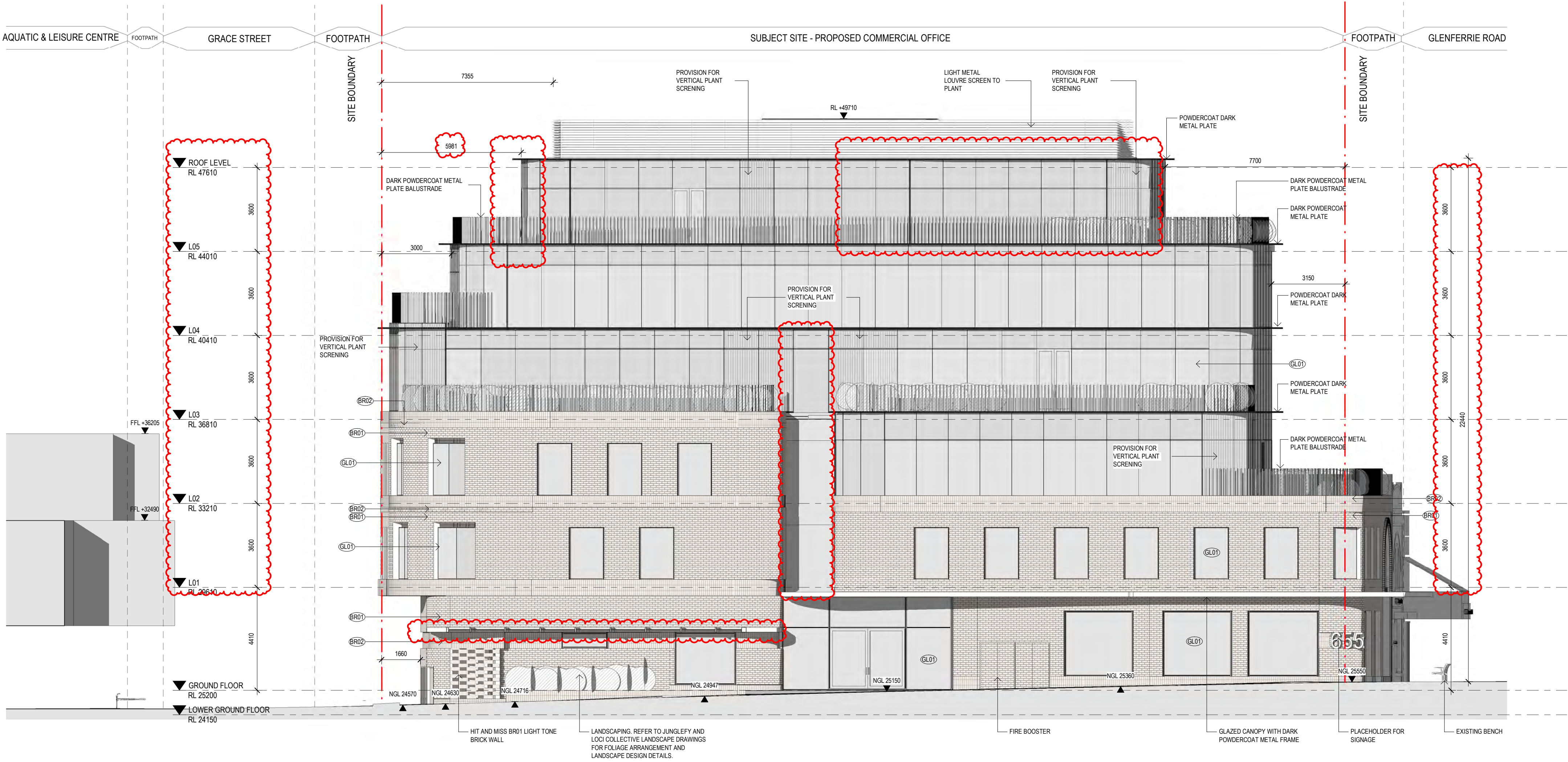
655-657 GLENFERRIE ROAD,  
HAWTHORN, VIC 3122

## PROPOSED STREETSCAPE - GLENFERRIE ROAD

SCALE @ A1 1 : 100



RSN// xx:655-657 GLENFERRIE ROAD\_C20



### Material Legend

Material
BR01 Light Tone Brick
BR02 Light Tone Brick
BR03 Light Tone HI and Miss Brick
CN01 Concrete
CN03 Light Tone Concrete
CN04 Dark Tone Concrete
CN05 Concrete Columns
GL01 Clear Vision Glazing
GL02 Glazed Spandrel Panels with Back Pan
MT01 Metal Powdercoated Dark Matte Finish
PT01 Paint Dark Tone

### GENERAL

NOTE: REFER TO JUNGLEFY AND LOGI COLLECTIVE LANDSCAPE DRAWINGS FOR FOLIAGE ARRANGEMENT AND LANDSCAPE DESIGN DETAILS.

- HEIGHTS NOMINATED IN THE DESIGN DEVELOPMENT OVERLAY
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C	FOR COUNCIL DISCUSSION	06/09/2022

PROJECT NO 121264  
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### 655-657 GLENFERRIE ROAD

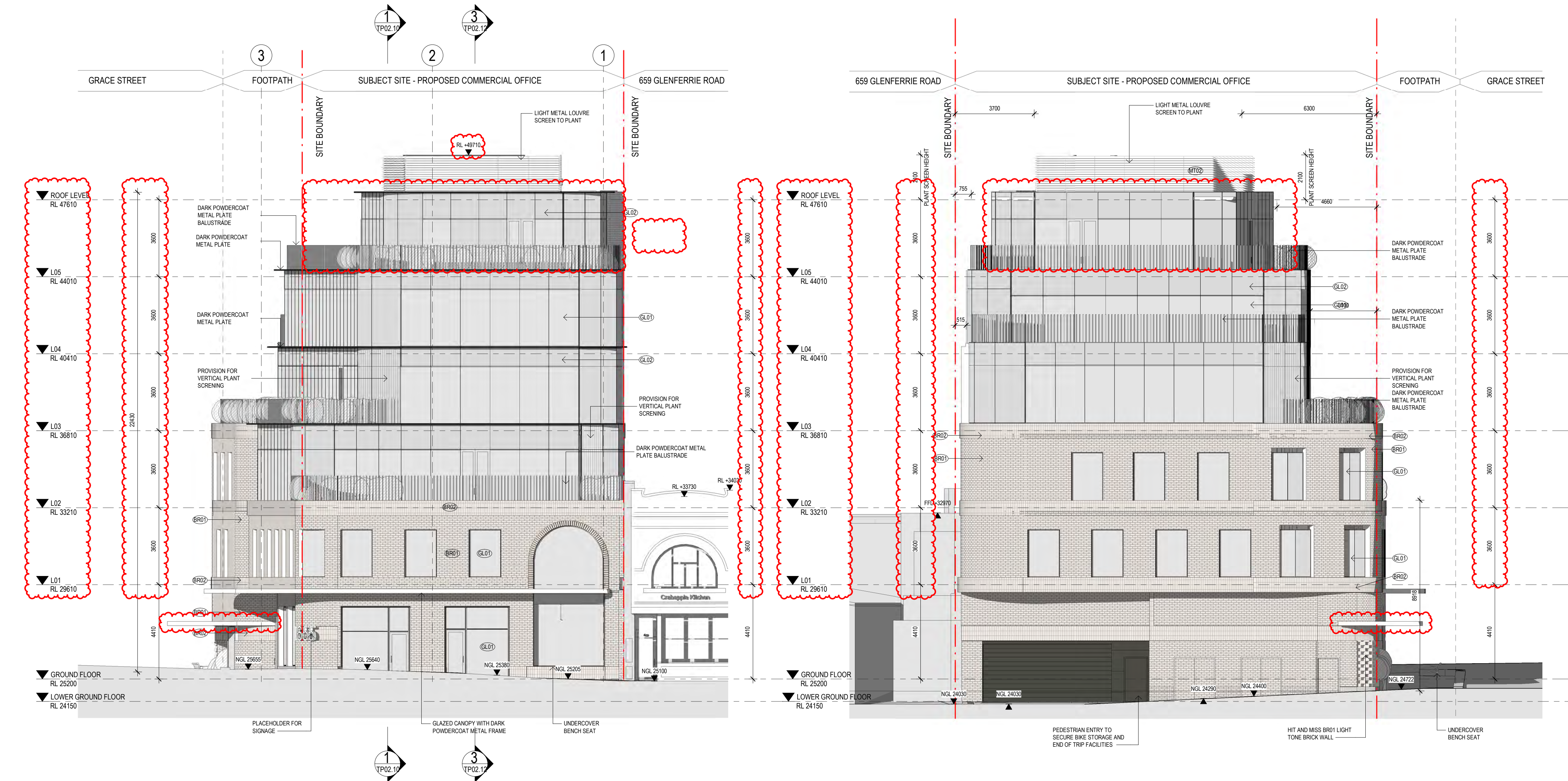
655-657 GLENFERRIE ROAD,  
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### FOR INFORMATION

#### BUILDING ELEVATIONS - SOUTH

DWG #	TP02.01	REV	C
SCALE @ A1	1 : 100		





RSN// xx 655-657 GLENFERRIE ROAD\_C20



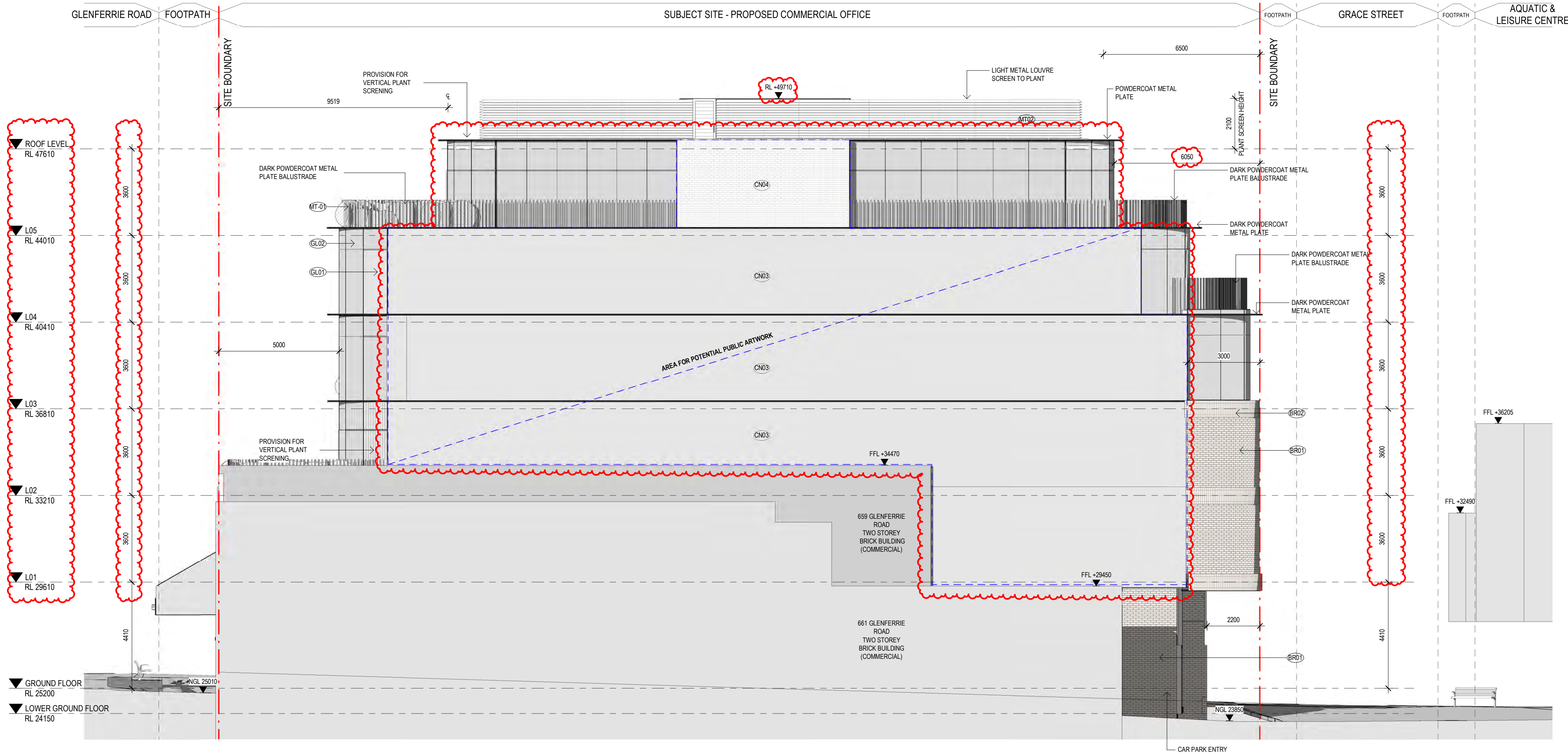
Material Legend

Material
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BR02 Light Tone Brick
BR03 Light Tone HI and Miss Brick
CN01 Concrete
CN03 Light Tone Concrete
CN04 Dark Tone Concrete
CN05 Concrete Columns
GL01 Clear Vision Glazing
GL02 Glazed Spandrel Panel with Back Pan
MT01 Metal Powdercoated Dark Matte Finish
PT01 Paint Dark Tone

GENERAL

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655-657 GLENFERRIE ROAD

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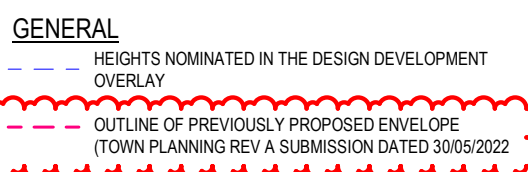
BUILDING ELEVATIONS - NORTH

DWG #	TP02.03	REV	C
SCALE @ A1	1 : 100		

NORTH ELEVATION - PROPOSAL

1 : 100





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## BUILDING SECTION

DWG # **TP02.10** REV **B**  
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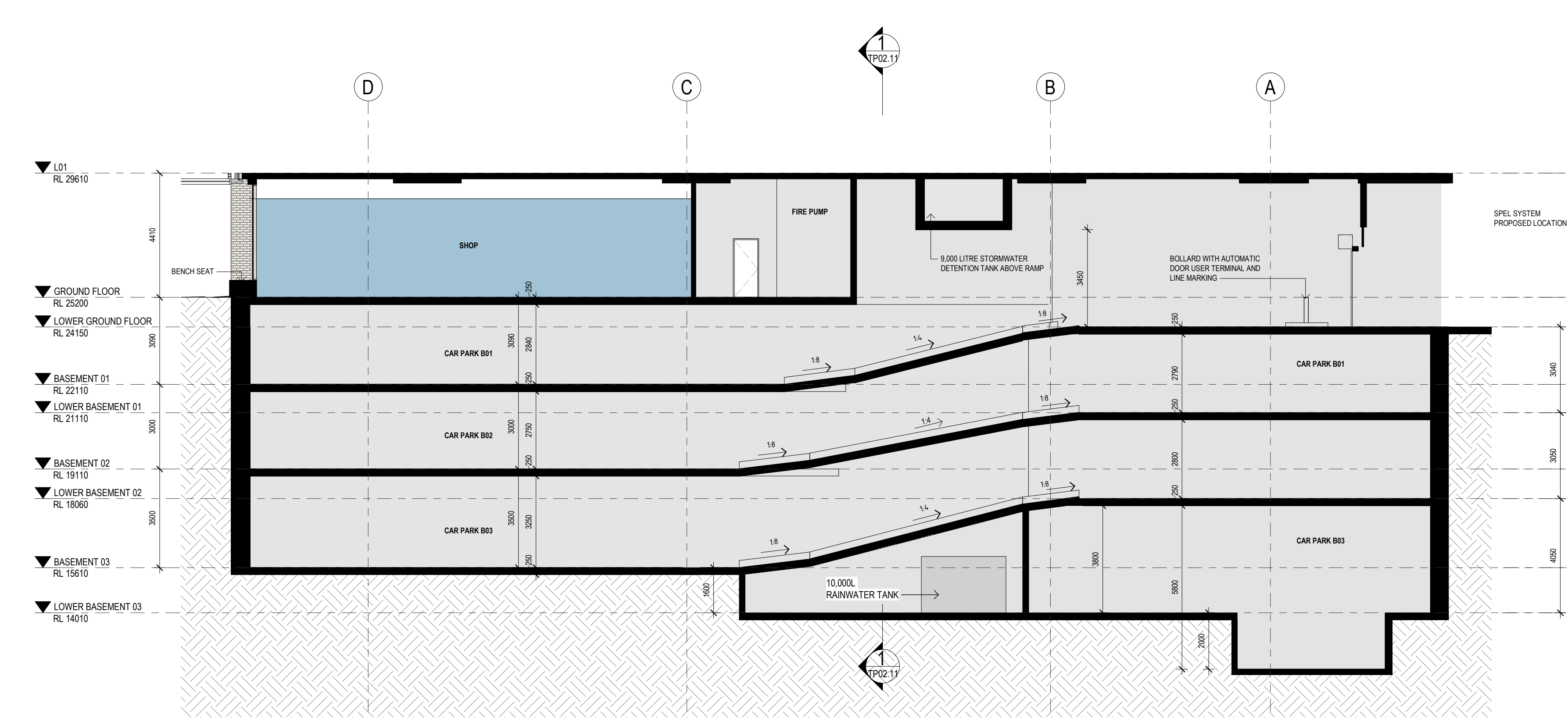


--- OUTLINE OF PREVIOUSLY PROPOSED ENVELOPE  
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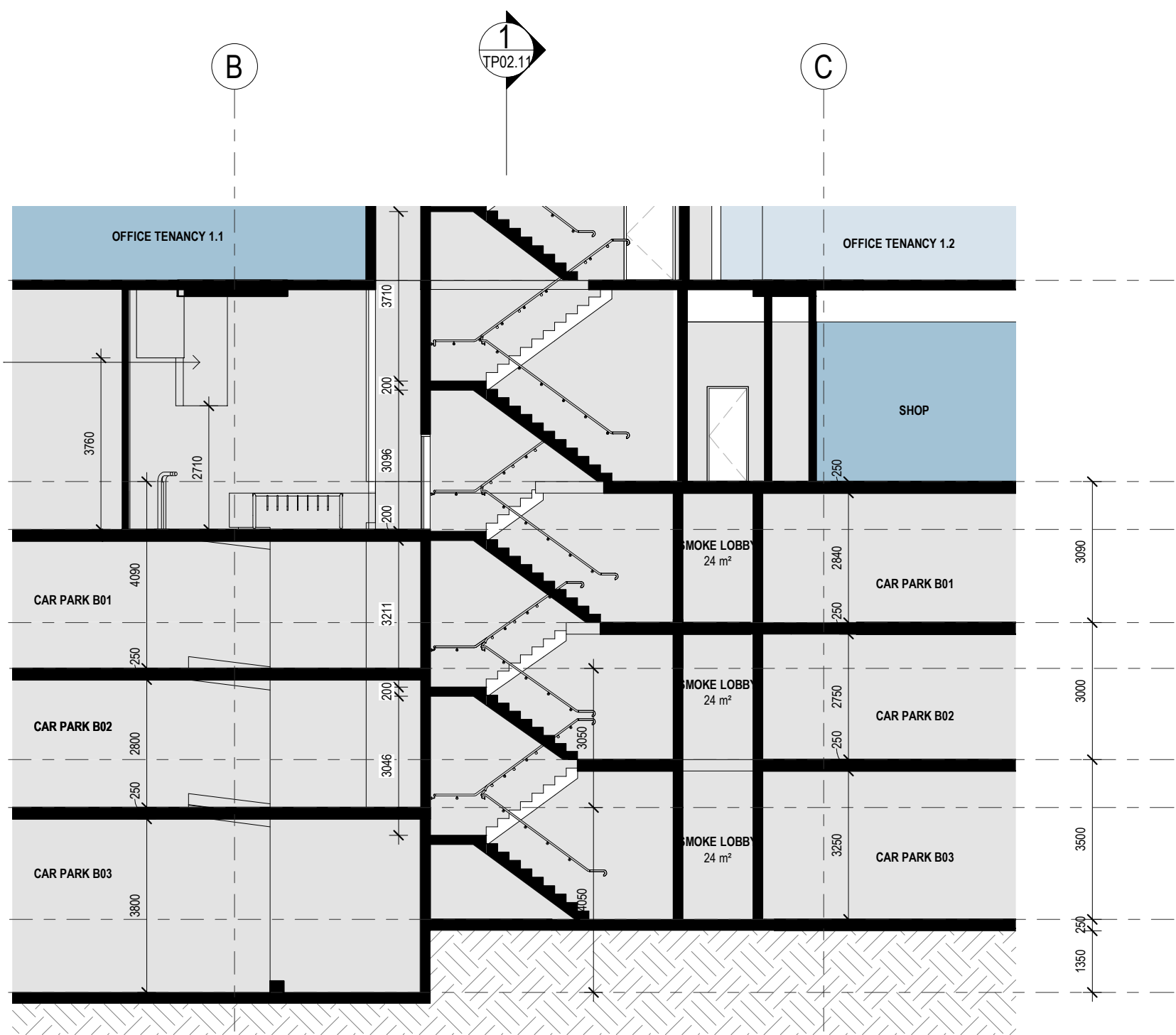
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SECTION C

1 : 100



SECTION E

1 : 100

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REV	DESCRIPTION	DATE
A	TOWN PLANNING	30/05/2022
B	FOR COUNCIL DISCUSSION	09/09/2022

PROJECT NO 121264  
DRAWN GC  
CHECKED FT  
APPROVED NT

### 655-657 GLENFERRIE ROAD

655-657 GLENFERRIE ROAD,  
HAWTHORN, VIC 3122

### FOR INFORMATION

#### BUILDING SECTION - BASEMENTS

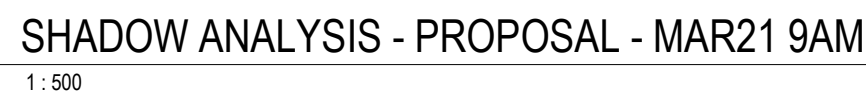
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SCALE @ A1 1 : 100

RSN// xx 655-657 GLENFERRIE ROAD\_C20

SECTION D

1 : 100





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PROJECT NO	121264
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APPROVED	NT

655-657 GLENFERRIE ROAD,  
HAWTHORN, VIC 3122

## SHADOW DIAGRAMS 21ST MARCH

DWG # **TP03.00** REV **D**  
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- NSW Notionword Court St. Moolay 7147 Craig Salmons 6569

REV	DESCRIPTION	DATE
A	TOWN PLANNING	30/05/2022
B	RFI01 RESPONSE	29/05/2022
C	FOR COUNCIL MEETING	14/09/2022

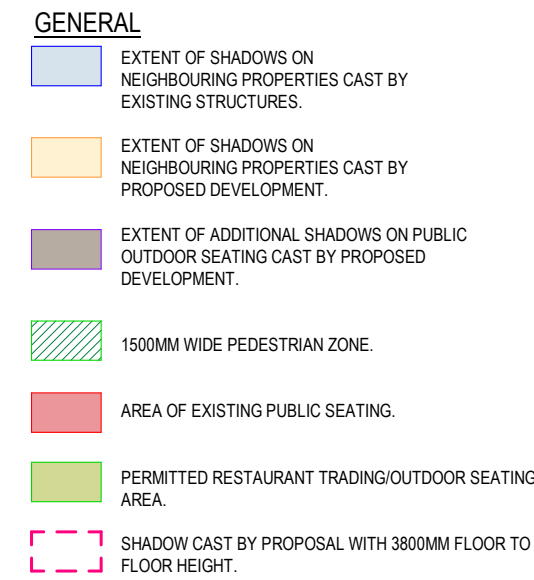
PROJECT NO	121264
DRAWN	GC
CHECKED	FT
APPROVED	NT

655-657 GLENFERRIE ROAD,  
HAWTHORN, VIC 3122

## SHADOW DIAGRAMS 21ST MARCH

DWG # **TP03.01** REV **C**  
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NSW Nominated Architects Scott Moylan 7147 Craig Saltmarsh 6561

[illegible]

**655-657 GLENFERRIE ROAD**

**FOR INFORMATION**

DWG # **TP03.02** REV **B**  
SCALE @ A1 As indicated





City of Boroondara

## GENERAL

-  EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY EXISTING STRUCTURES.
-  EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PROPOSED DEVELOPMENT.
-  EXTENT OF ADDITIONAL SHADOWS ON PUBLIC OUTDOOR SEATING CAST BY PROPOSED DEVELOPMENT.
-  1500MM WIDE PEDESTRIAN ZONE.
-  AREA OF EXISTING PUBLIC SEATING.
-  PERMITTED RESTAURANT TRADING/OUTDOOR SEATING AREA.
-  SHADOW CAST BY PROPOSAL WITH 3800MM FLOOR TO FLOOR HEIGHT.

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NSW Nominated Architects Scott Moylan 7147 Craig Saltmarsh 6562

REV	DESCRIPTION	DATE
A	FOR COUNCIL DISCUSSION	09/09/2021
B	FOR COUNCIL MEETING	14/09/2021

PROJECT NO	121264
DRAWN	GC
CHECKED	FT
APPROVED	NT

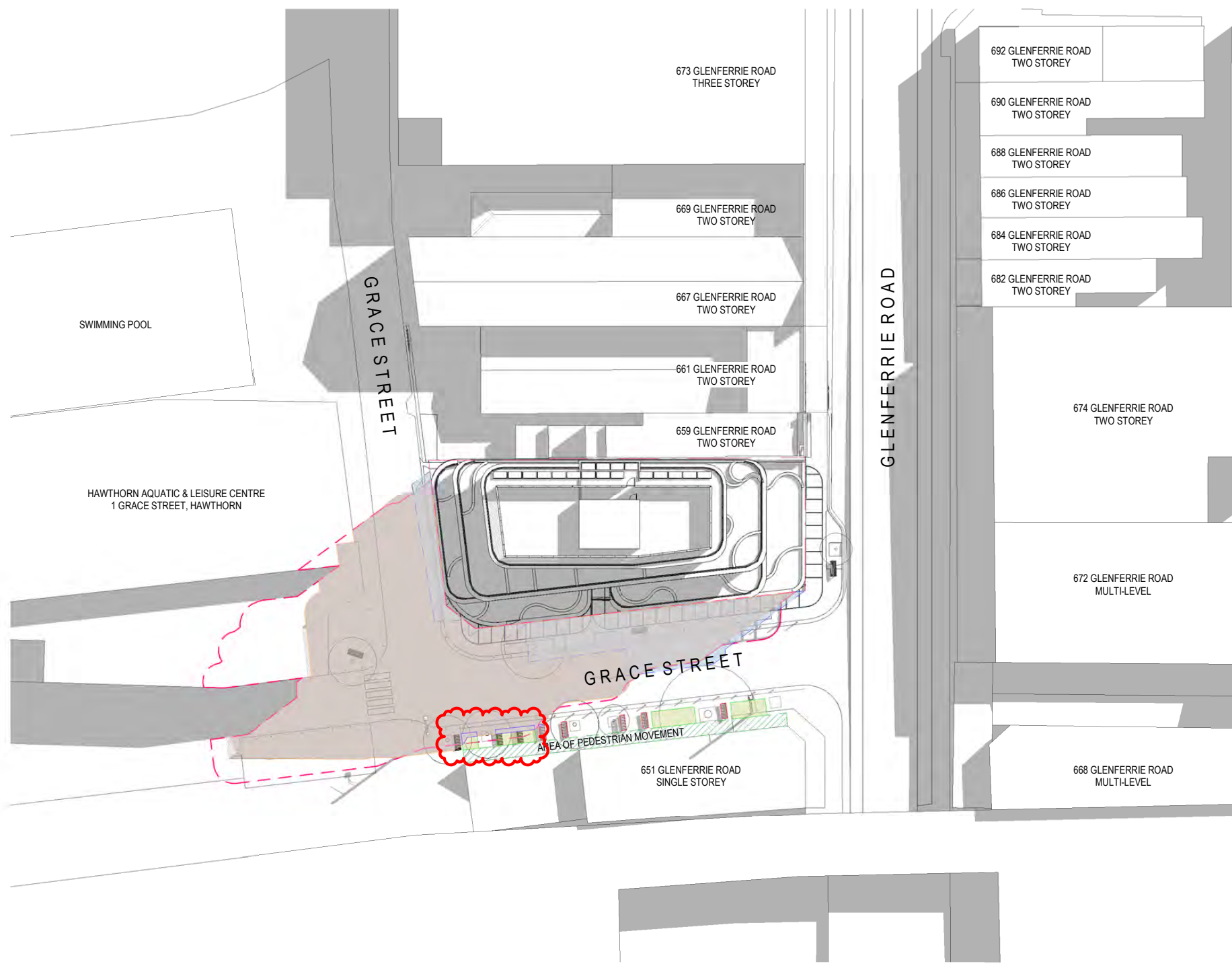
655-657 GLENFERRIE ROAD,  
HAWTHORN, VIC 3122

## SHADOW DIAGRAMS 21ST MARCH - ANALYSIS

DWG # **TP03.03** REV **B**

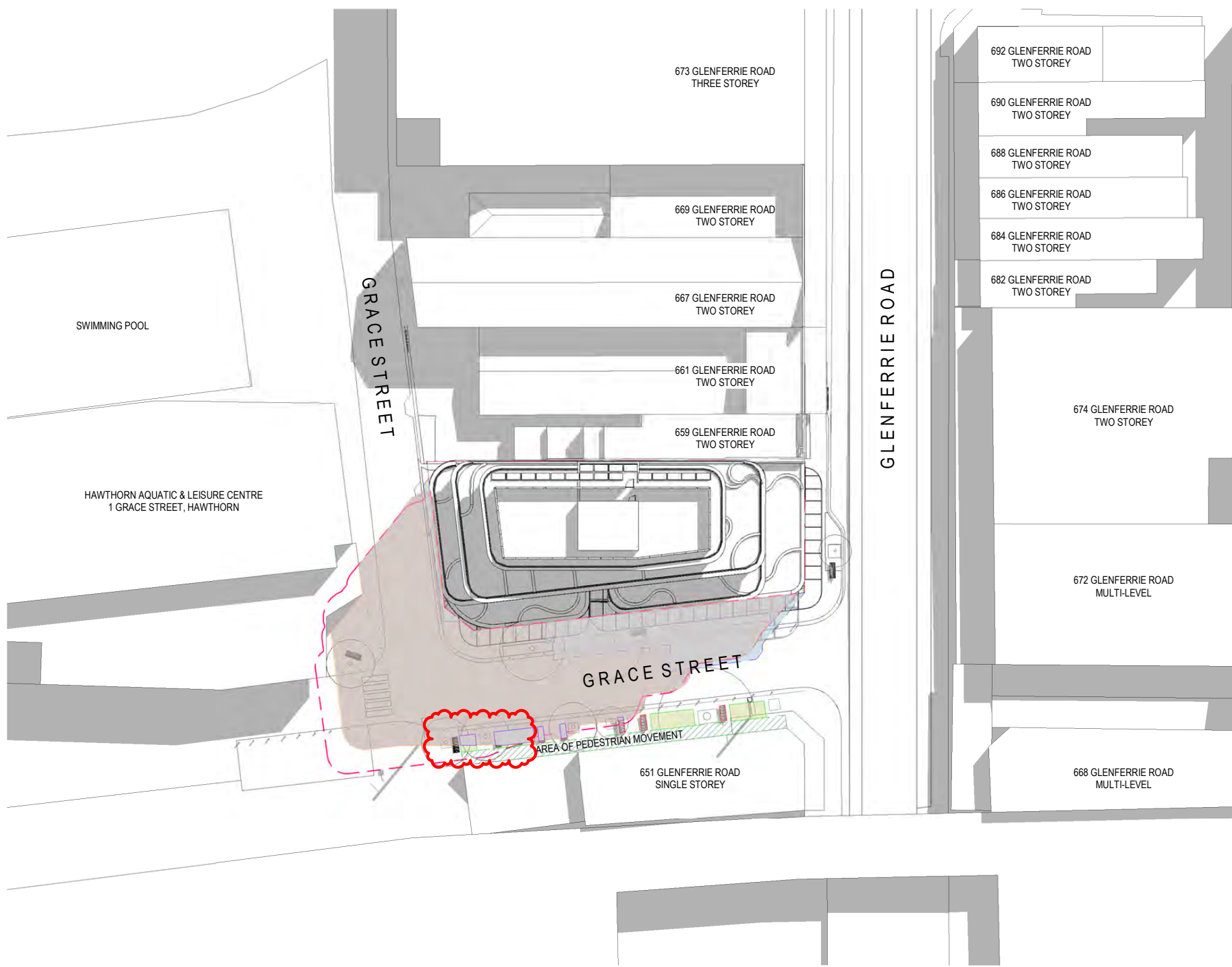
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SHADOW ANALYSIS - PROPOSAL - SEP22 9AM

1 : 500



SHADOW ANALYSIS - PROPOSAL - SEP22 10AM

1 : 500

GENERAL

- EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY EXISTING STRUCTURES.
- EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PROPOSED DEVELOPMENT.
- EXTENT OF ADDITIONAL SHADOWS ON PUBLIC OUTDOOR SEATING CAST BY PROPOSED DEVELOPMENT.
- 1500MM WIDE PEDESTRIAN ZONE.
- AREA OF EXISTING PUBLIC SEATING.
- PERMITTED RESTAURANT TRADING/OUTDOOR SEATING AREA.
- SHADOW CAST BY PROPOSAL WITH 380MM FLOOR TO FLOOR HEIGHT.

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NSW Nominated Architects Scott Moylan 7147 Craig Salmarsh 6569

REV	DESCRIPTION	DATE
A	TOWN PLANNING	30/05/2022
B	RFI01 RESPONSE	29/05/2022
C	FOR COUNCIL DISCUSSION	09/09/2022
D	FOR COUNCIL MEETING	14/09/2022

PROJECT NO 121264  
DRAWN GC  
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655-657 GLENFERRIE ROAD

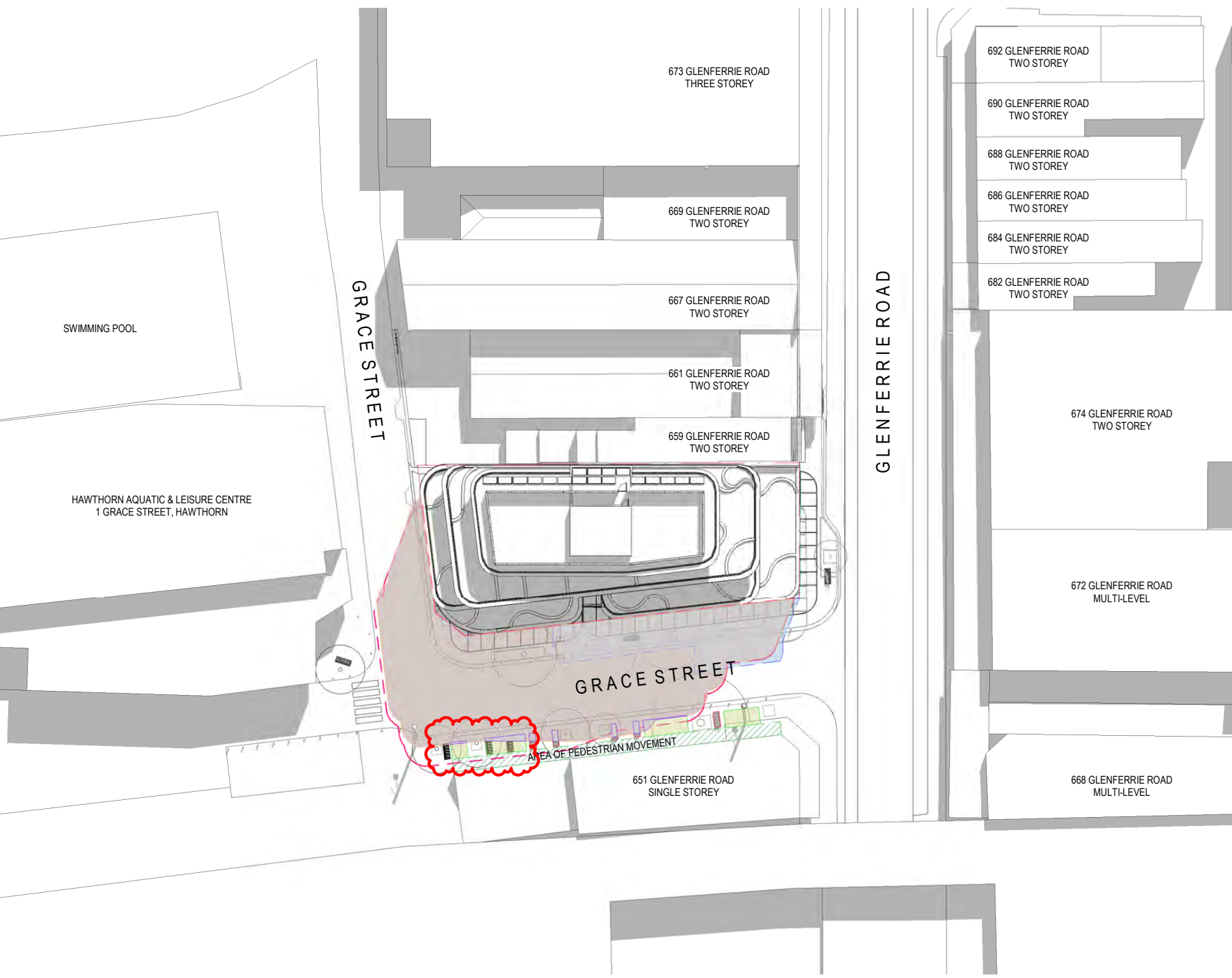
655-657 GLENFERRIE ROAD,  
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FOR INFORMATION

SHADOW DIAGRAMS 22ND  
SEPTEMBER

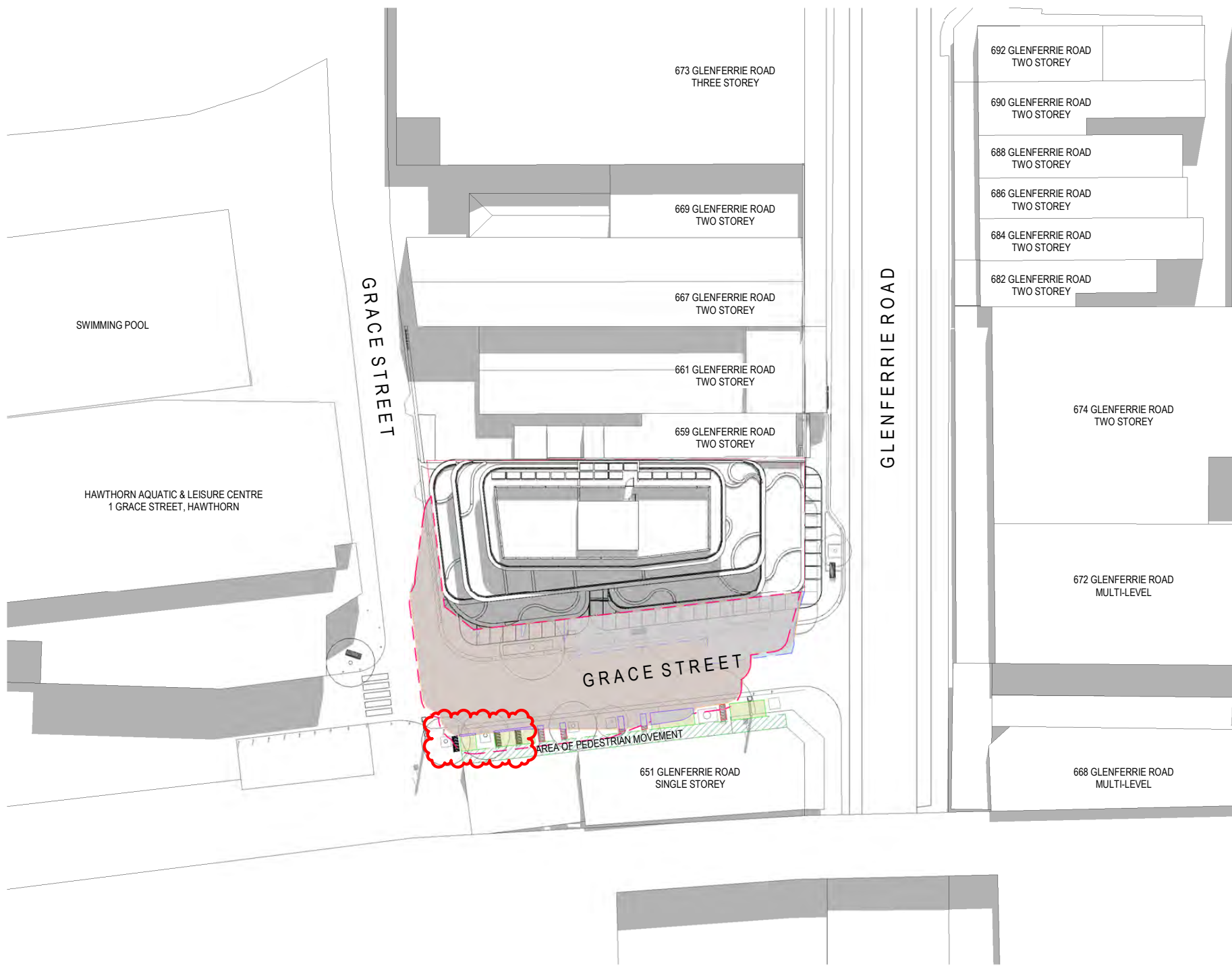
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SHADOW ANALYSIS - PROPOSAL - SEP22 11AM

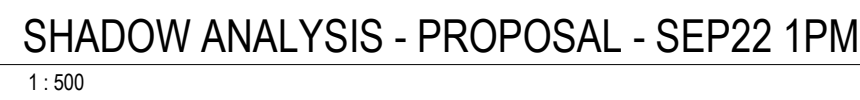
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SHADOW ANALYSIS - PROPOSAL - SEP22 1130AM

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| C   | FOR COUNCIL DISCUSSION | 09/09/2022 |
| D   | FOR COUNCIL MEETING    | 14/09/2022 |

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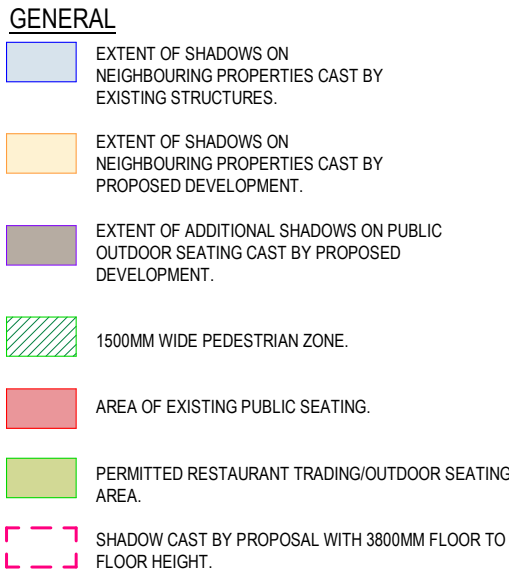
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HAWTHORN, VIC 3122

**FOR INFORMATION**

SHADOW DIAGRAMS 22ND  
SEPTEMBER

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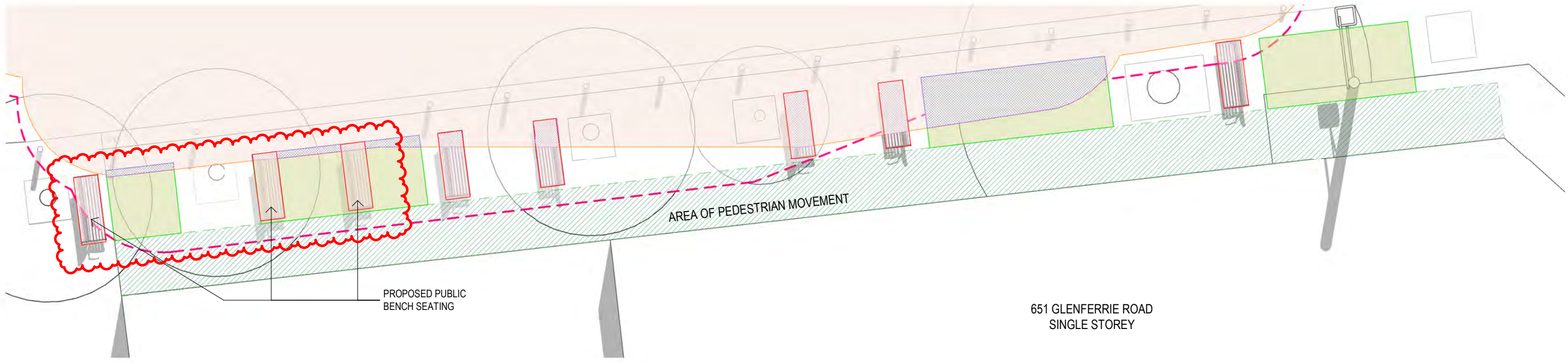
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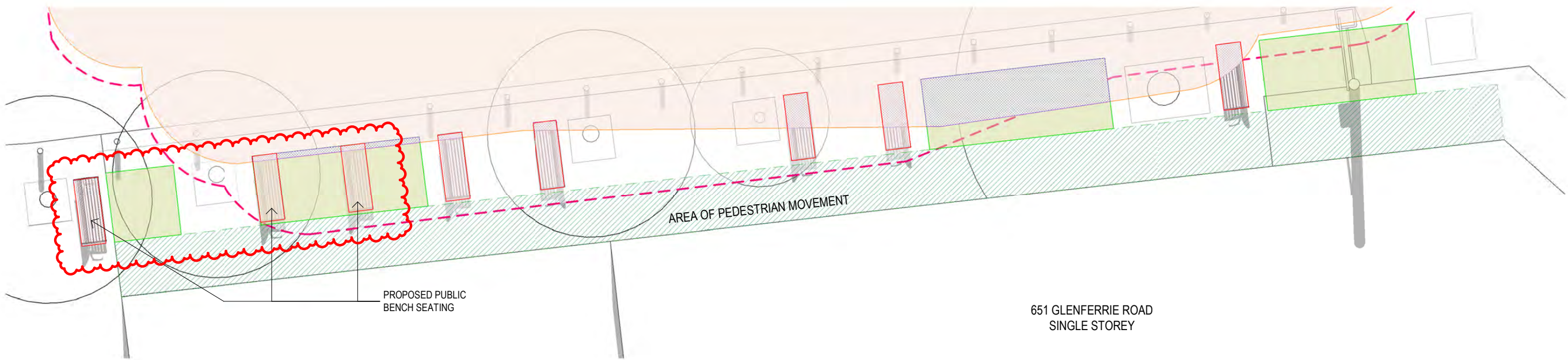


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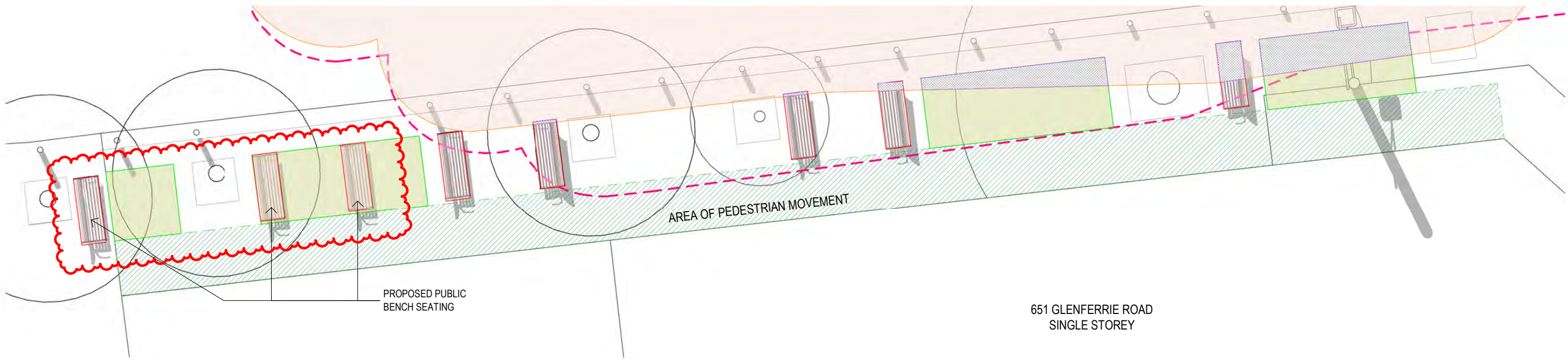
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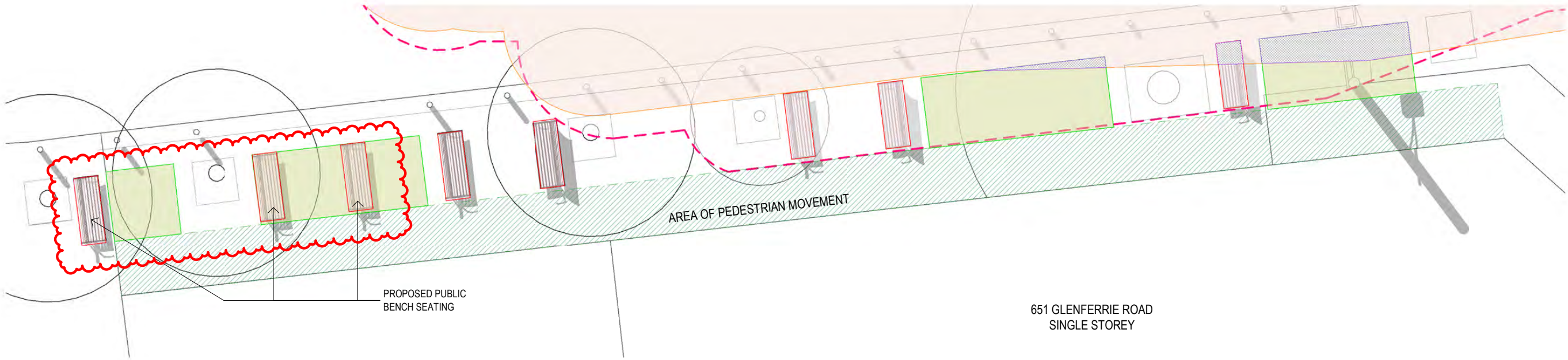
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SHADOW ANALYSIS - PROPOSAL - SEP22 1PM

1 : 100



SHADOW ANALYSIS - PROPOSAL - SEP22 130PM

1 : 100

22nd September Shadow Analysis		m2	m2
		Original Proposal	Reduced Height + Additional Setbacks
11am	Total area of outdoor seating area opposite Grace Street*	35.2	35.2
	Existing shadowed area of outdoor seating (sqm)	0	0
	Existing unshadowed area of outdoor seating (sqm)	35.2	35.2
	Additional shadowed area of outdoor seating (sqm)	19.2	7.82
	Post-development unshadowed area of outdoor seating (sqm)	16	27.38
12pm	Total area of outdoor seating area opposite Grace Street*	35.2	35.2
	Existing shadowed area of outdoor seating (sqm)	0	0
	Existing unshadowed area of outdoor seating (sqm)	35.2	35.2
	Additional shadowed area of outdoor seating (sqm)	21.6	9.12
	Post-development unshadowed area of outdoor seating (sqm)	13.6	26.08
1pm	Total area of outdoor seating area opposite Grace Street*	35.2	35.2
	Existing shadowed area of outdoor seating (sqm)	0	0
	Existing unshadowed area of outdoor seating (sqm)	35.2	35.2
	Additional shadowed area of outdoor seating (sqm)	17.2	7.46
	Post-development unshadowed area of outdoor seating (sqm)	18	27.74
2pm	Total area of outdoor seating area opposite Grace Street*	35.2	35.2
	Existing shadowed area of outdoor seating (sqm)	0	0
	Existing unshadowed area of outdoor seating (sqm)	35.2	35.2
	Additional shadowed area of outdoor seating (sqm)	17.9	1.35
	Post-development unshadowed area of outdoor seating (sqm)	17.3	33.85
3pm	Total area of outdoor seating area opposite Grace Street*	35.2	35.2
	Existing shadowed area of outdoor seating (sqm)	0	0
	Existing unshadowed area of outdoor seating (sqm)	35.2	35.2
	Additional shadowed area of outdoor seating (sqm)	5.7	0
	Post-development unshadowed area of outdoor seating (sqm)	29.5	35.2

GENERAL

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REV	DESCRIPTION	DATE
A	FOR COUNCIL DISCUSSION	09/09/2022
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655-657 GLENFERRIE ROAD

655-657 GLENFERRIE ROAD,  
HAWTHORN, VIC 3122

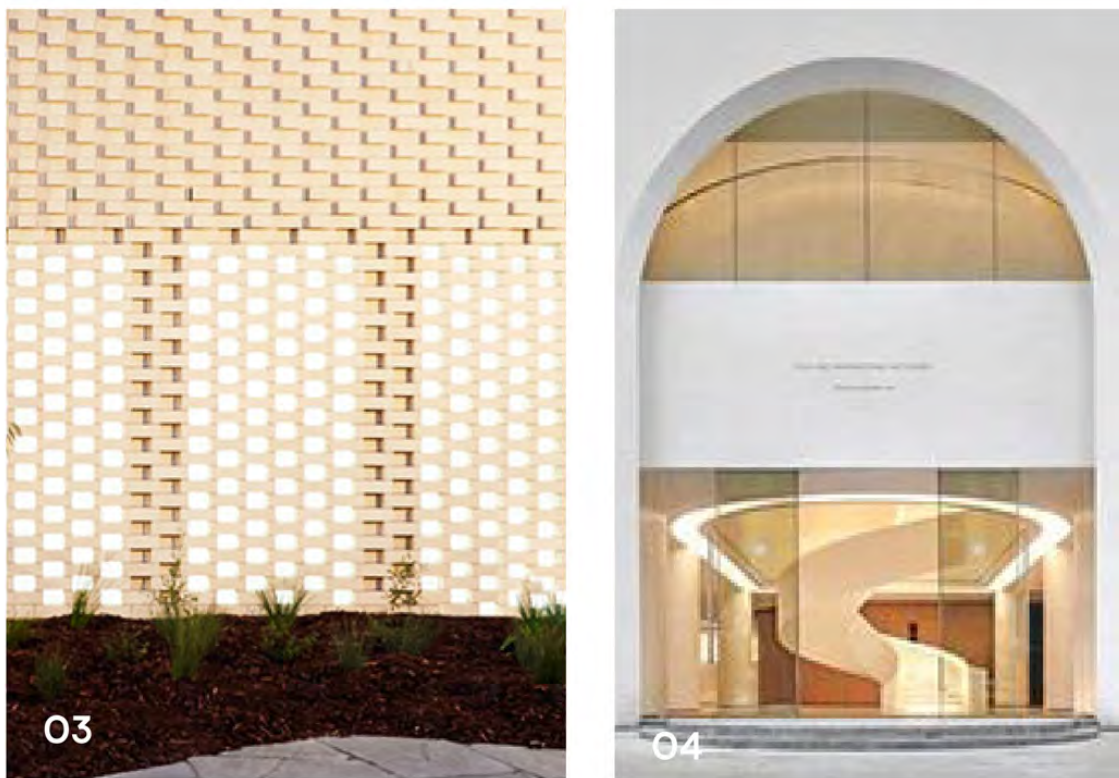
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SHADOW DIAGRAMS 22ND  
SEPTEMBER - ANALYSIS

DWG # TP03.07 REV B

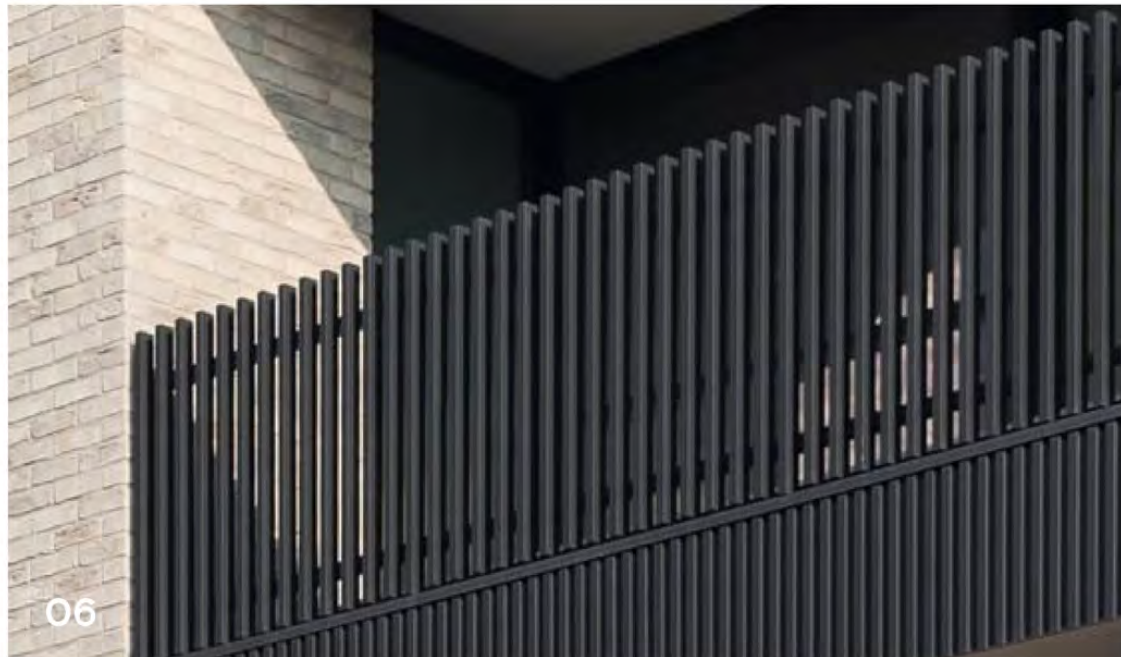
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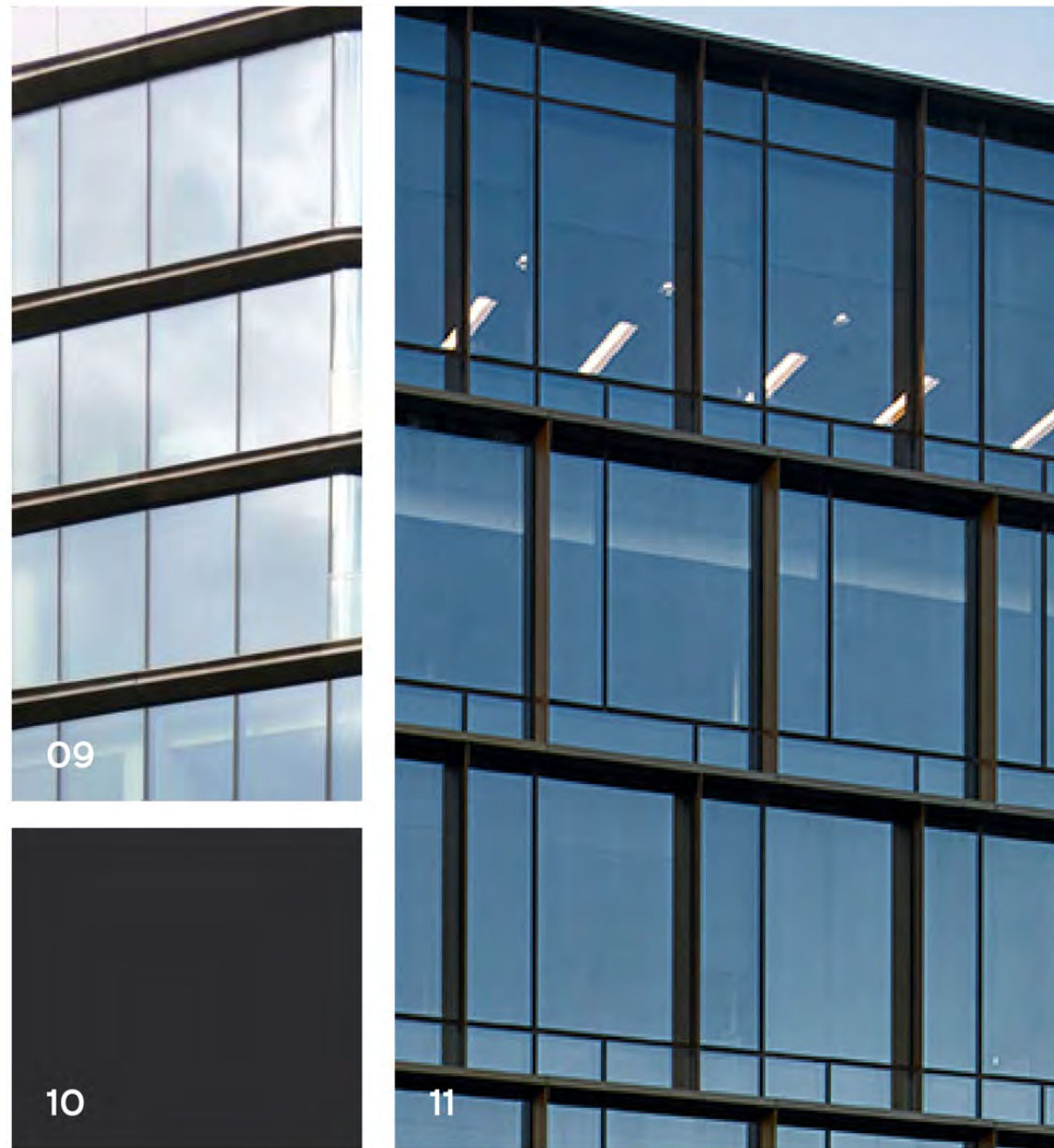
## Ground Level

- 01 — Curved Masonry Feature  
02 — BR-01 Brick Finish (Light Tone)  
03 — BR-02 Hit & Miss Brick Finish (Light Tone)  
04 — GL-01 Clear Vision Glazing



### Podium (Levels 1-2)

- 05 — Planters to Terraces  
06 — MT-01 Powdercoat Finish (Dark Tone) to Balustrade  
07 — GL-01 Clear Vision Glazing



### Glazed Element (Levels 3-5)

- 08 — MT-01 Powdercoat Finish (Dark Tone) Details  
09 — GL-01 Clear Vision Glazing  
10 — MT-01 Powdercoat Finish (Dark Tone) Accent  
11 — GL-02 Glazed Spandrel Panel with Back Pan

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NSW Nominated Architects Scott Moylan 7147 Craig Saltmarsh 6561

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**655-657 GLENFERRIE ROAD**

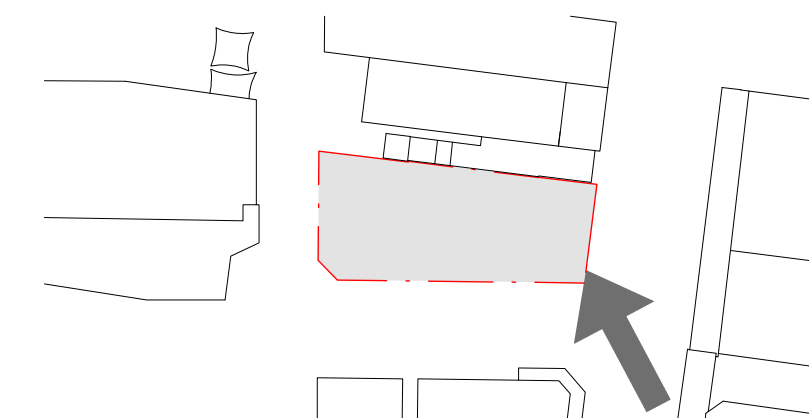
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## MATERIALITY LOOK AND FEEL

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**NSW Normalized Architect Scott Mayne 7147 Gray Puskas 6969**

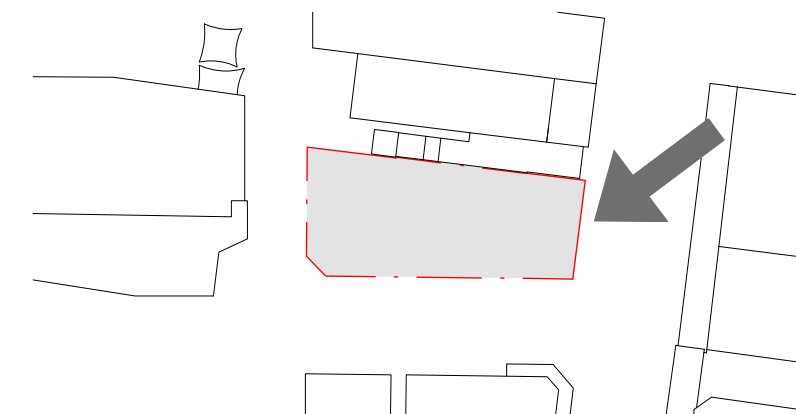
PROJECT NO	121264
DRAWN	GC
CHECKED	FT
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655-657 GLENFERRIE ROAD,  
HAWTHORN, VIC 3122

ARTISTIC IMPRESSION 01 -  
GLENFERRIE ROAD

DWG # **TP04.01** REV **B**  
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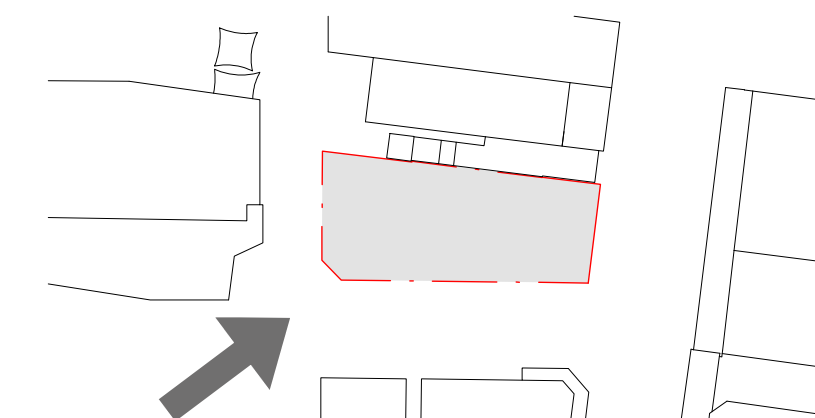
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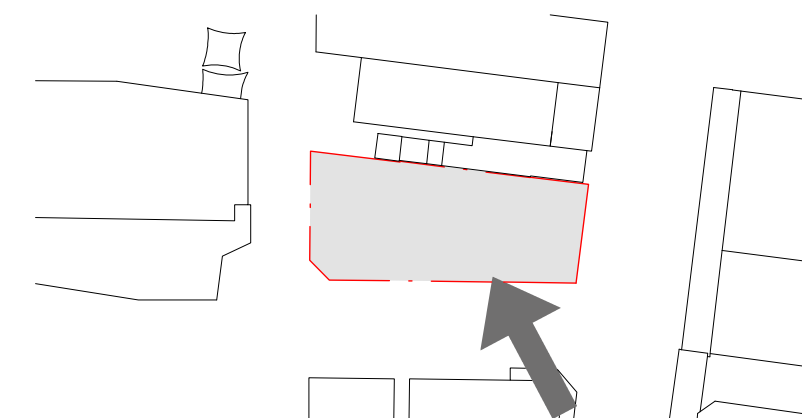
## FOR INFORMATION

ARTISTIC IMPRESSION 03 - GRACE STREET

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REV	DESCRIPTION	DATE
A	TOWN PLANNING	30/05/2022
B	FOR COUNCIL DISCUSSION	09/09/2022

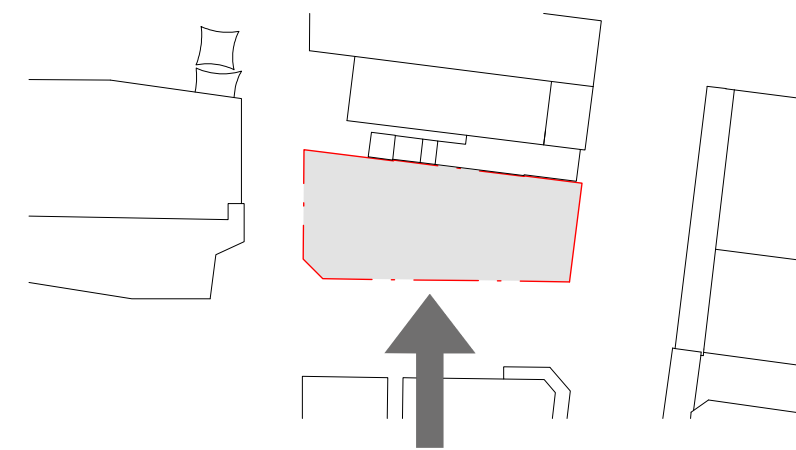
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## ARTISTIC IMPRESSION 04 - ENTRY

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