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TOWN PLANNING REPORT

32-38 & 40-50 Rokeby Street, Collingwood

Prepared on behalf of 40 Rokeby Pty Ltd ATF 40 Rokeby Property Trust
December 2023 (Updated February 2024)

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Appendix A – Copies of Title

Appendix B – DELWP Planning Property Report

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1 Introduction

1.1 Project Overview

This report accompanies a planning permit application to the State Government's Development Facilitation Program ('DFP') for the use and development of the land located at 32-38 & 40-50 Rokeby Street, Collingwood (the 'Site') for the purposes of two multi-storey commercial buildings comprising office and shop, and a waiver of standard car parking requirements. Planning & Property Partners Pty Ltd are engaged as town planning consultants on behalf of 40 Rokeby Pty Ltd ATF 40 Rokeby Property Trust.

The Site is located on the eastern side of Rokeby Street and is currently occupied by two single storey warehouse buildings. The Site is strategically located within close proximity to Smith Street Major Activity Centre ('MAC') and Victoria Street MAC as identified by the Yarra Planning Scheme ('Planning Scheme') and has excellent public transport accessibility.

The application seeks planning approval for the construction of a 13-storey building, in accordance with the application plans prepared by MA+Co (Project No. 22015, dated 19 December 2023) ('Proposal'). The Proposal seeks to provide 17,976 square metres of office net lettable area ('NLA') and an associated 449 square metres of shop NLA, which is expected to contribute to both streetscape activation and economic stimulus in the area, providing a desirable asset to the Municipality.

The proposed design response will result in a highly resolved architectural and urban design outcome which is befitting of the Site's existing and future urban context. The Site is presently underutilised, with existing development falling short of the highest and best use of the land. The development of the Site for two commercial buildings, encompassing both office and shop uses, builds upon the identified amenity values of the locality while providing a community benefit by activating the public realm and delivering a new and contemporary urban renewal outcome in line with the emerging built form character of the precinct.

1.2 Planning Context

The Site is located in the Commercial 2 Zone ('C2Z') and is affected by Design and Development Overlay Schedule 11 ('DDO11') and the Development Contributions Plan Overlay – Schedule 1 ('DCPO1') pursuant to the provisions of the Planning Scheme. It is recognised that planning permission is required for the use development of the land as proposed and a car parking dispensation, as is discussed in-depth at Section 4 of this report.

The Municipal Planning Strategy ('MPS') and Planning Policy Framework ('PPF') set out strategic directions relevant to the Site. The relevant policy provisions of the Planning Scheme are discussed in further detail at Section 5 of this report.

The proposal responds to the State-wide objectives for urban consolidation proximate to existing public transport infrastructure and activity centres as detailed within Plan Melbourne: Metropolitan Planning Strategy ('Plan Melbourne') and aligns with the requirements and policy direction of the Planning Scheme in respect to development of the Site.

The proposal responds to the purpose of the C2Z and the requirements and objectives of the DDO11 and offers a highly resolved architectural outcome in its commercial and former industrial setting. The physical characteristics of the Site and its locational circumstances within the Gipps Precinct lend itself to higher density development proximate to Smith Street MAC and Victoria Street MAC as well as existing public transport and infrastructure.

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1.3 Planning History

Applications for development of the Site have previously been considered by the City of Yarra ('Council'), including:

40-50 Rokeby Street

- Planning Permit PLN20/0168 was issued on 18 December 2020, and allowed a multi-level building with office and shop(s) and a reduction in car parking requirements, on the land at 40-50 Rokeby Street. Following issue of Planning Permit PLN20/0168 and the endorsement of plans, the applicant in the current matter, entered into a contract of sale to purchase the land.
- The applicant subsequently sought an amendment to Planning Permit PLN20/0168, through a section 87 application to the Victorian Civil and Administrative Tribunal ('VCAT'). A consent position was reached between parties, with Council ultimately supporting a revised 13-storey form. An amended Planning Permit PLN20/0168 was issued by Council on 21 June 2023, allowing a 13-storey building, designed by MA+Co, comprising office and shop and a reduction in car parking requirements.
- Council issued endorsed plans on 12 January 2024.

32-38 Rokeby Street

- On 22 November 2023, an application was lodged with Council for the development of a 13-storey building at 32-38 Rokeby Street (PLN22/0902). A section 79 appeal was subsequently filed with VCAT in August 2023, seeking a review of Council's failure to make a decision on the application (VCAT reference P1026/2023).
- A compulsory conference was attended by Council and the Applicant on 27 November 2023. Prior to which, Council issued a delegate report advising that had it been in a position to make a decision, it would have issued Planning Permit PLN22/0902, subject to conditions.
- Most notably, the proposed conditions included the deletion of two storeys, despite Council's own internal and external urban design referral comments provided during the application, supporting the proposed 13-storey building height.
- A settlement was not reached between parties at the compulsory conference, and as it stands, VCAT proceeding P1026/2023 is currently listed for hearing commencing 3 June 2024.

1.4 Statutory Approval Process

The Proposal is sought to be approved and implemented through the Clause 53.22 provisions of the Planning Scheme, which apply to *Significant Economic Development*. The Clause 53.22 provisions were introduced via VC242 in September 2023 to facilitate planning approvals which will provide a significant community and economic benefit. Clause 53.22 has as its purpose:

To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.

To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.

The Proposal qualifies under the Clause 53.22 pathway pursuant to the Category 1 conditions listed at the table to Clause 53.22-1, which require an office development to include at least 10,000 square metres of gross floor area ('GFA') if located in Metropolitan Melbourne. Also required is written advice from the Chief Executive Officer, Invest Victoria, and a quantity surveyor report.

The Clause 53.22 provisions have been selected as the most appropriate means of facilitating planning approval for the Proposal, noting the positive engagement with State Government that has occurred to date, including a pre-application meeting with DFP officers on 13 November 2023.

Important to note under the Clause 53.22 pathway is the following:

- Pursuant to Clause 72.01-1, the Minister for Planning becomes the responsible authority;
- Pursuant to Clause 53.22-2:
 - The responsible authority may waive or vary any building height or setback requirement.
 - An application is exempt from an application requirement in this planning scheme if in the opinion of the responsible authority the information is not relevant to the assessment of the application.
- Pursuant to Clause 53.22-4, *an application under any provision of this planning scheme is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act.*

1.5 Accompanying Documents

The Proposal has been designed and is supported by the input of a highly respected project team, including:

- Architectural plans prepared by *MA+Co*;
- Design Statement prepared by *MA+Co*;
- Landscape plan prepared by *Openwork Pty Ltd*;
- Sustainable Management Plan (SMP), prepared by *GIW Environmental Solutions Pty Ltd*;
- Transport Impact Assessment Report prepared by *Ratio Consultants Pty Ltd*;
- Waste Management Plan, prepared by *Ratio Consultants Pty Ltd*;
- Green Travel Plan prepared by *Ratio Consultants Pty Ltd*; and,
- Wind Environment Desktop Assessment, prepared by *Vipac Engineers and Scientists Pty Ltd*.

Collectively these reports confirm the suitability of the use and development of the Site from a social, economic, built form, environmental and amenity perspective.

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2 Site Analysis

2.1 Site Description

The Site comprises the following parcels of land:

32-38 Rokeby Street ('southern lot')

- Land in plan of consolidation 166391G, as shown on Title Plan TP234294L.

40-50 Rokeby Street ('northern lot')

- Lots 2 and S3 in Plan of Subdivision 825872P.

The Site is affected by a party wall easement along the boundary between the northern and southern lot. This easement will not constrain or impact the future development of the Site and can be suitably resolved at a future point in time.

Copies of the above Certificate of Titles are provided at **Appendix A** of this report.

The Site is generally rectangular in shape and is located on the eastern side of Rokeby Street, approximately 100 metres north of its intersection with Victoria Street and approximately 80 metres south of its intersection with Langridge Street. The Site maintains an 81.59 metre wide frontage to Rokeby Street and an overall land area of 2,745 square metres. Individually, the northern and southern lots comprise the following proportions:

Southern lot

- Rokeby Street frontage: 17.38 metres.
- Land area: 552 square metres.

Northern lot

- Rokeby Street frontage: 64.21 metres.
- Land area: 2,193 square metres.

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The Site addresses Rokeby Street, however, has a rear abuttal to two separate Right of Way ('ROW')s. Of these ROWs, the northern connects to Rupert Street and the southern connects to Rokeby Street. Both lanes currently provide vehicle access to several properties with frontages to Rupert Street and Rokeby Street. Each of the rear laneways terminates at a 'dead-end' at the rear of the Site.

The southern lot is currently occupied by a dated single storey brick warehouse building, that is setback approximately 4.8 metres from the Rokeby Street frontage. Within the front setback, the lot is occupied by concrete driveways, with associated garden beds. The existing building is otherwise built to the northern, southern, and eastern boundaries.

The northern lot is similarly occupied by a dated single storey brick warehouse building, however, which occupies 100% of the lot and is built to all boundaries.

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32-38 & 40-50 Rokeby Street, Collingwood



Figure 1 – Subject Site – Aerial Image.

Source: NearMap (November 2023).



Figure 2 – Subject Site – existing condition.

Source: Google Streetview (December, 2022).

2.2 Site Interfaces

The Existing Site Plan (drawing TP050_A) prepared by MA+Co accompanying this report provides a visual representation of the surrounding context. The Site is in a commercial area with neighbouring and adjacent interfaces as follows:

East: The Site interfaces a number of properties to its east, each fronting Rupert Street and sharing a direct rear abuttal or interface the rear ROWs. These adjoining properties include those between 17 and 51 Rupert Street, each of which are occupied by one and two storey brick buildings.

At the rear of the Site, a ROW runs east from Rokeby Street before turning north and terminating at the southeast corner of 40-50 Rokeby Street. A separate ROW runs in a north-south direction at the northeast corner of 50 Rokeby Street, before turning eastwards and connecting to Rupert Street. The ROWs are approximately 3.5 metres wide, allowing for a single direction of travel at any one time and provides rear garage access to adjoining properties fronting Rokeby Street and Rupert Street.

South: To the south is 26-30 Rokeby Street, a four-storey concrete panel commercial building. Notably, this building's presentation to the Site is largely bank wall, providing for equitable development on the Site.

West: Beyond Rokeby Street to the west, the Site interfaces the following properties:

- 105-133 Victoria Parade – A single storey, iron and brick commercial/warehouse building, which forms part of the Porsche Centre Melbourne.
- 25-31 Rokeby Street – Comprises an original three-storey brick building and a contemporary addition in the form of a two-storey steel building, which accommodates a café and architecture studio.
- 33-41 Rokeby Street – A single story corrugated iron and brick building, housing a furniture making business.

North: To the north of the Site lies 60 Rokeby Street, comprising a continuation of the single storey brick warehouse building on the Site. This lot is situated on the corner of Rokeby Street and Montague Street and interfaces the unnamed laneway off Rupert Street to its rear.

All Site interfaces are within the C2Z, except for a small portion of Commercial 1 Zone ('C1Z') land at 105-133 Victoria Parade. This land is situated on the western side of Rokeby Street, opposing the Site for a frontage width of approximately 5-6 metres.

2.3 Surrounding Context

The Site forms part of a *Major Employment Precinct* on Rokeby Street between Langridge Street and Victoria Parade, to east of the Smith Street MAC and northwest of the Victoria Street MAC as recognised by Council's Strategic Framework Plan at Clause 2.04 of the Planning Scheme.

The Site falls within a pocket of land which is within the C2Z and identified as being within the Gipps Precinct and thus is subject to DDO11 of the Yarra Planning Scheme.

The surrounding area displays a diversity of built form including warehousing, office buildings, and a range of industrial buildings. These are often built from boundary to boundary on a variety of lots sizes. They are generally the order of 1 and 2 storey in height with higher density mixed-use/residential buildings ranging from 8 to 13 storeys in height, all of varying forms and architectural styles. Recent planning approvals on land within the Gipps Precinct have centred around the construction of multi-storey commercial or residential buildings in the order of 10-14 storeys. This is evidenced by the following approvals:

- 40-50 Rokeby Street – 13 storeys (PLN20/0168)
- 33-37 Rupert Street – 10 storeys (PLN20/0165)
- 81-87 Rupert Street – 13 storeys (PLN19/0570)

Numerous key destinations are highly accessible from the Site by walking, cycling or public transport, including, among others:

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- Smith Street strip shopping centres;
- Victoria Street shopping and restaurant precinct;
- Melbourne, Yarra and Olympic Park sporting precincts;
- The Yarra River;
- Fitzroy Gardens;
- Melbourne CBD.

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The area surrounding the Site has a markedly mixed built form character. It is an area evolving significantly with mixed-use redevelopment but predominantly commercial in nature. This precinct is envisaged to undergo significant change and intensification as development pressure for new commercial floor space continues in this highly accessible location.

The location of the Site with excellent proximity to the aforementioned facilities is considered appropriate for encouraging a commercial office building, as was a key determinant in Council’s assessment of Planning Permit PLN20/0168, which was ultimately supported by Council. Since this time, there has been no substantial change to DDO11 which applies to the Site and relates to the Gipps Precinct.

This approach is consistent with the existing and evolving character of the area and policy support for development within commercial centres that are proximate to existing infrastructure and amenities.

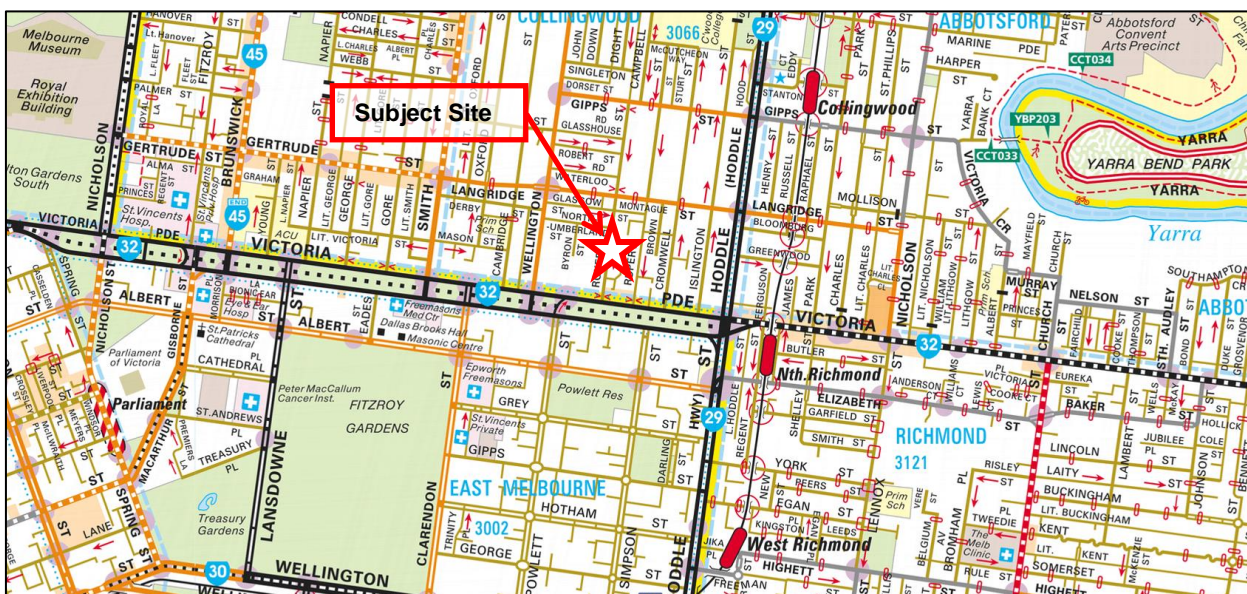


Figure 3 – Site Context.

Source: www.street-directory.com.au

The Site is easily accessible via public transport; including tram routes 12 and 109 along Victoria Parade to the south and bus routes 246, 303, 305, 318, 350, 905 to 907, 908 operating on Hoddle Street to the east and bus routes 961 on Victoria Parade and 200, 207 and 966 along Johnston Street to the north.

The Site is within easy walking distance of North Richmond and Collingwood Train Station to the southeast and northeast, respectively, which both service the Hurstbridge and Mernda trainlines and connections to the Melbourne CBD.

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3 Proposal

3.1 Proposal Overview

The Proposal seeks to provide an outcome responding to both the Site’s physical and policy context. It seeks to provide a commercial building with ground floor shop premises that will increase the activation and connectivity of the public realm within a high quality, sustainable architectural built form that will provide a significant improvement for the Site and surrounds. The Proposal will deliver an important community asset in connecting the two rear laneways, which will enhance permeability through the block.

The Proposal is illustrated within the drawings prepared by MA+Co and the consultant material submitted with the application.

Broadly, the application proposes the following:

- The construction of two site-responsive buildings, to be referred to as the ‘southern building’ (32-38 Rokeby Street) and the ‘northern building’ (40-50 Rokeby Street).

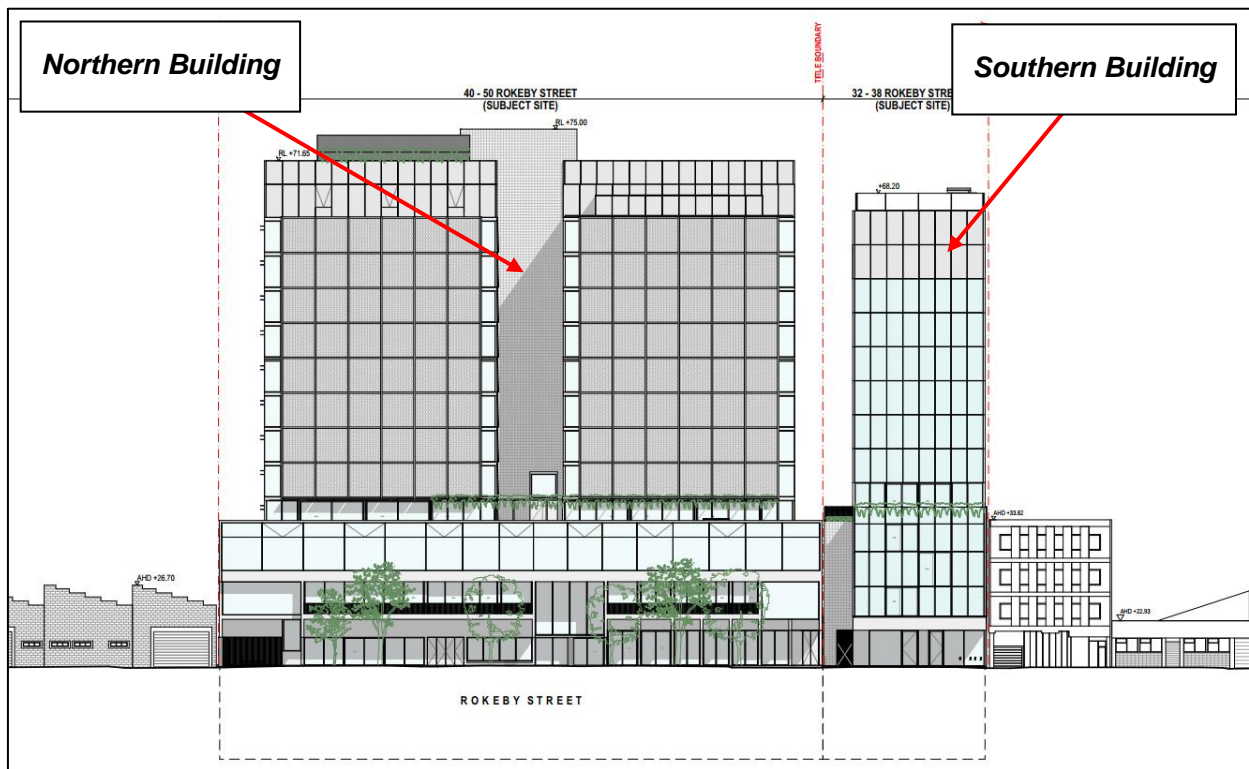


Figure 5 – Proposed streetscape elevation – Rokeby Street.

Source: MA+Co.

- Each building will comprise:
 - Three-level shared basement, taking vehicle access from a proposed accessway along the Site’s northern boundary.
 - Basement level end of trip (‘EOT’) facilities.
 - Ground floor shop premises and a consistent 3 metre building setback from Rokeby Street, to widen the footpath and activate the public realm.
 - 12 levels of office space with varying floor areas.
- The southern building will comprise:

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- Podium form from ground to level 3 (four storeys).
- Recessive upper levels 4-12 above podium.
- External terrace area at Level 4.
- Overall building height of 49.7 metres, inclusive of 2 metre roof/plant height.
- 37 car parking spaces.
- 38 bicycle spaces.
- 7,531 square metres of GFA.
- The northern building will comprise:
 - Podium form from ground to level 2 (three storeys).
 - Recessive upper levels 3-12 above podium.
 - External terrace areas at Levels 3 and 12.
 - Overall building height of 56.9 metres, inclusive of 3.35 metre roof/plant height.
 - Rooftop level basketball court, garden and bocce court.
 - Business lounge at ground level.
 - Ground level EOT facilities.
 - 132 car parking spaces.
 - 196 bicycle spaces.
 - 19 motorbike spaces.
 - 28,585 square metres of GFA.

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The development is of a high-quality architectural design that presents a confident street wall and distinct upper-level elements beyond. The siting and massing of the building responds to the Site context and applicable planning framework.

We note that the proposed podium forms differ in storey count, however, the buildings are designed with varying floor to floor heights, to ensure that the podium height is relative, as demonstrated in Figure 5. The proposed tower forms above podium, are setback consistently from the east, west and north, to ensure an appropriate streetscape outcome and building separation. With this, the southern and northern building are consistently separated by 6.15 metres above podium level.

Please refer to the architectural package by MA+Co for further details.

3.2 Planning Permit Requirements

The Site is located within the C2Z in accordance with the Planning Scheme and is affected by DDO11 and DCPO1 of the Planning Scheme.

Planning permit is required pursuant to the following provisions of the Scheme:

- Clause 34.02-1 - C2Z – use of part of the building for shop.
- Clause 34.02-2 – C2Z – to construct a building or construct or carry out works.
- Clause 43.02-2 – DDO11 – to construct a building or construct or carry out works.
- Clause 52.06-3 – Car Parking – to reduce the standard car parking requirement to serve the development.

The relevant planning permit triggers are discussed further in the following section. A copy of the DELWP Planning Report is included at **Appendix B** to this report.

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4 Town Planning Context

The Site is located in the C2Z and is affected by the DDO11 and the DCPO1 pursuant to the provisions of the Planning Scheme. Figure 6 below provides a picture of the broader zoning context within which the Site is located, noting that surrounding land uses are typically characterised as commercial and industrial.

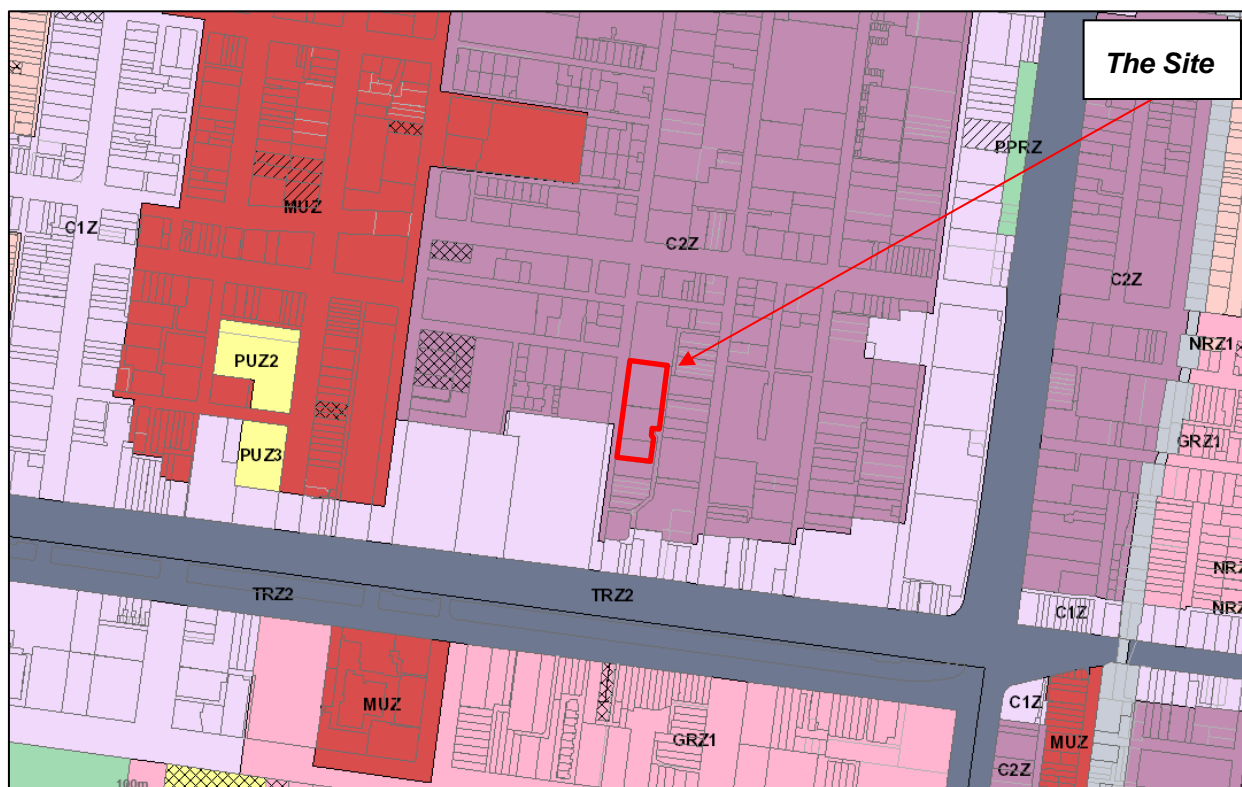


Figure 6 – Zoning Controls – Site and Surrounds.

Source: VicPlan.

4.1 Planning Policy Framework

The general provisions of the PPF are relevant to this proposal. In this regard the following general clauses are identified as being applicable:

- **Clause 10 – Planning Policy Framework**
- **Clause 11 – Settlement**
 - Clause 11.01 – Victoria
 - Clause 11.01-1S – Settlement
 - Clause 11.01-1R – Settlement – Metropolitan Melbourne
 - Clause 11.02 – Managing Growth
 - Clause 11.02-1S – Supply of urban land
 - Clause 11.03 – Planning for Places
 - Clause 11.03-1S – Activity centres
 - Clause 11.03-1R – Activity centres – Metropolitan Melbourne
 - Clause 11.03-1L – Activity centres

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- **Clause 13 – Environmental Risks and Amenity**
 - Clause 13.05 – Noise
 - › Clause 13.05-1S – Noise management
 - Clause 13.07 – Amenity, Human Health and Safety
 - › Clause 13.07-1S – Land use compatibility
 - › Clause 13.07-1L-01 – Interfaces and amenity
- **Clause 15 – Built Environment and Heritage**
 - Clause 15.01 – Built Environment
 - › Clause 15.01-1S – Urban design
 - › Clause 15.01-1R – Urban design – Metropolitan Melbourne
 - › Clause 15.01-1L – Urban design
 - › Clause 15.01-2S – Building design
 - › Clause 15.01-2L – Building design
 - › Clause 15.01-2L-01 – Environmentally sustainable development
 - › Clause 15.01-4S – Healthy neighbourhoods
 - › Clause 15.01-4R – Healthy neighbourhoods - Metropolitan Melbourne
 - › Clause 15.01-5S – Neighbourhood character
- **Clause 17 – Economic Development**
 - Clause 17.01 – Employment
 - › Clause 17.01-1S – Diversified economy
 - › Clause 17.01-1R – Diversified economy – Metropolitan Melbourne
 - › Clause 17.01-1R – Diversified economy – Metropolitan Melbourne – Inner Metro Region
 - › Clause 17.01-1L – Employment
 - › Clause 17.01-2S – Innovation and research
 - Clause 17.02 – Commercial
 - › Clause 17.02-1S – Business
- **Clause 18 – Transport**
 - Clause 18.01 – Land Use and Transport
 - › Clause 18.01-1S – Land use and transport Integration
 - › Clause 18.01-3S – Sustainable and safe transport
 - › Clause 18.01-3S – Sustainable and safe transport – Metropolitan Melbourne
 - › Clause 18.01-3L – Sustainable transport
 - Clause 18.02 – Movement Networks
 - › Clause 18.02-1S – Walking
 - › Clause 18.02-1L – Walking

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- Clause 18.02-2S – Cycling
- Clause 18.02-2R – Cycling – Metropolitan Melbourne
- Clause 18.02-2L – Cycling
- Clause 18.02-3S – Public transport
- Clause 18.02-3R – Principal Public Transport Network
- Clause 18.02-4S – Roads
- Clause 18.02-4L – Road system
- Clause 18.02-4L-01 – Car parking

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4.2 Zoning

4.2.1 Commercial 2 Zone

The subject land is situated within the C2Z pursuant to Clause 34.02 of the Planning Scheme. The purpose of C2Z is as follows:

To implement the State Planning Policy Framework and Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

Although the office use of the land is 'as of right' under the C2Z, a planning permit is required for use of part of the ground floor of the building for 'shop' pursuant to Clause 34.02-1. Furthermore, a permit is required to 'construct a building or construct or carry out works', pursuant to Clause 34.02-4 of the Planning Scheme.

The decision guidelines requirements at Clause 34.02-7 of the Planning Scheme for 'Use' and 'Building and works' respectively, are as follows:

Use

The effect that existing uses may have on the proposed use.

The drainage of the land.

The availability of and connection to services.

The effect of traffic to be generated on roads.

The interim use of those parts of the land not required for the proposed use.

If an industry or warehouse, the effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.

Building and works

The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.

The provision of car parking.

The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of

buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.

Defining the responsibility for the maintenance of buildings, landscaping and paved areas.

The availability of and connection to services.

Any natural or cultural values on or nearby the land.

Outdoor storage, lighting, and storm water discharge.

The design of buildings to provide for solar access.

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4.3 Overlays

4.3.1 Development Contributions Plan Overlay – Schedule 1

The purpose of the Development Contributions Plan Overlay is:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

The DCPO1 applies the 'Yarra Development Contributions Plan' which outlines a series of financial contributions applicable to the establishment of commercial and retail development (on a per square metres of floor area basis).

4.3.2 Design and Development Overlay – Schedule 11

The Design and Development Overlay Schedule 11 applies to the Site and the wider Gipps Precinct.

The purpose of the Design and Development Overlay is:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To identify areas which are affected by specific requirements relating to the design and built form of new development.

Pursuant to Clause 43.02-2, a planning permit is required to construct a building or to construct or carry out works.

The preferred future character for the Precinct is to create:

A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest.

A vibrant and safe street environment due to an increasing amount of street oriented development, particularly on Gipps and Langridge Street.

A consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys. Taller built form will be set back from property boundaries and spaced to create new interest and variety in building forms.

The Schedule provides a series of design objectives that must be met for new development within the precinct. It does not preclude the construction of a building or works or to construct or carry out works from the requirement to obtain a permit. Accordingly, a planning permit is required for the proposed development under the provisions of this overlay.

The design objectives include:

- *To recognise the Precinct as a vibrant commercial precinct with a narrow street network.*

- *To provide a pedestrian friendly environment along all street frontages.*
- *To ensure building design responds to the inherent industrial character of the Precinct.*
- *To ensure building design will protect the amenity of existing pockets of residential development.*
- *To encourage improvements to the public domain, including the provision of public open space.*
- *To ensure that new development does not adversely impact on pedestrian, cycling and vehicular accessibility.*
- *To ensure a high standard of architectural design.*

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4.4 Particular Provisions

4.4.1 Clause 52.02 – Easements, Restrictions and Reserves

It is noted that a party wall easement exists within the Site, along the boundary between the northern and southern lot. This easement will not constrain or impact the future development of the Site and can be suitably resolved at a future point in time.

4.4.2 Clause 52.06 – Car Parking

Under the standard provisions of Clause 52.06-5, the development generates a statutory car parking requirement of 728 car spaces for the proposed shop and office uses. The development proposal includes a total of 169 car spaces, provided across three levels of basement.

Accordingly, the application seeks permission to reduce the required number of car parking spaces associated with the office and shop uses, in the order of 574 spaces.

With regard the extent of the car parking reduction being sought, we refer to the accompanying Transport Impact Assessment provided by *Ratio Consultants Pty Ltd*.

4.4.3 Clause 52.34 – Bicycle Facilities

Clause 52.34 requires the provision of bicycle facilities before any new use can commence. The development generates a statutory bicycle parking requirement of 108 spaces for the proposed shop and office uses. The development proposal includes a total of 234 bicycle spaces, exceeding the provision requirements of Clause 52.34.

Under Clause 52.34-3 end of trip facilities (showers and changerooms) are to be provided if 5 or more employee bicycle spaces are required, 1 shower for the first employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter. The development generates a requirement of 9 showers and change rooms, however provides a total of 19 showers and changerooms, along with 232 lockers, far exceeding the statutory requirements.

With regard the provision of bicycle and end-of-trip facilities we rely on the accompanying Transport Impact Assessment prepared by *Traffix Group Pty Ltd*.

4.4.4 Clause 53.22 – Significant Economic Development

Clause 53.22 was recently introduced to the Planning Scheme via Amendment VC242 on 20 September 2023. This clause seeks:

To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria’s economy and provide substantial public benefit, including jobs for Victorians.

To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.

The Proposal qualifies under the Clause 53.22 pathway pursuant to the Category 1 conditions listed at the table to Clause 53.22-1, which require an office development to include at least 10,000 square metres of GFA if located in Metropolitan Melbourne. Also required is written advice from the Chief Executive Officer, Invest Victoria, and a quantity surveyor report, which are both submitted alongside the application material.

Important to note under the Clause 53.22 pathway is the following:

- Pursuant to Clause 72.01-1, the Minister for Planning becomes the responsible authority;
- Pursuant to Clause 53.22-2:
 - The responsible authority may waive or vary any building height or setback requirement.
 - An application is exempt from an application requirement in this planning scheme if in the opinion of the responsible authority the information is not relevant to the assessment of the application.
- Pursuant to Clause 53.22-4, *an application under any provision of this planning scheme is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act.*

4.5 Clause 65

Clause 65 sets out Decision Guidelines and Clause 65.01 sets out issues that the Responsible Authority must consider when making a decision. Those relevant to this application include:

- *The matters set out in Section 60 of the Act.*
- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the environment, human health and amenity of the area.*
- *The proximity of the land to any public land.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*
- *The impact the use or development will have on the current and future development and operation of the transport system.*

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The requirements of Clause 65 have been covered throughout this report and further analysis of key considerations is detailed in the following sections.

4.6 Other Strategic Documents

4.6.1 Yarra Spatial Economic and Employment Strategy (SEES)

The Yarra Spatial Economic and Employment Strategy ('SEES') was adopted by Council in September 2018 and inserted to the Planning Scheme as a background document, on 21 December 2023, via Planning Scheme Amendment C269yara. It includes 6 directions which will inform future policy for the Planning Scheme. Those strategies are to (*our emphasis underlined*):

1. *Support employment growth in Activity Centres.*

2. Retain and grow Yarra's Major Employment Precincts (Cremorne / Church St and Gipps St Major Employment Precincts).
3. *Identify preferred locations for housing growth to reduce pressures or conversion of employment land for housing.*
4. *Support the expansion of Yarra's health related employment and services in Yarra's health precincts.*
5. *Retain other C2 zoned land to support the diversity of business and employment opportunities.*
6. *Plan for the transition of Yarra's remaining industrial areas (longer term these areas will need investigating for their future development, land use and economic opportunities).*

The strategic direction contained in the SEES, supersedes that contained within the Yarra Business and Industrial Land Strategy (BILS), adopted by Council in June 2012.

The SEES considers the Gipps Precinct, of which the Site forms a part, as an 'evolving former industrial precinct.' Employment across the precinct is noted as being in a state of change with 'the evolution of a more diverse commercial employment base focused around the creative sector, service industries. And hybrid office/ industrial business'.

The location of the precinct proximate to services and existing infrastructure propels it as a desirable location for employment. Assuming the retention of the precinct for employment uses, the SEES identifies capacity of up to 500,000 square metres of floor space. The precinct therefore finds its standing as a major employment area.

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5 Key Considerations

It is considered the key questions and considerations for this application are:

1. Approach to planning policy.
2. Built form: Urban design and architecture.
3. Internal amenity provided.
4. Equitable development and neighbouring amenity.
5. Car parking and bicycle facilities.
6. Environmentally Sustainable Design.

Each is in turn addressed below.

5.1 Approach to Planning Policy

5.1.1 Is the Proposal Supported by Strategic Policy Directives?

The PPF continues to generally support the key strategic policies formerly established in Plan Melbourne 2050 with encouraging economic development in appropriate areas. Commercial zones proximate to MACs are encouraged to accommodate a greater density and higher built form, subject to the physical constraints of the Site.

The proposal demonstrates close alignment with the relevant provisions of the PPF, in particular we note the below:

- The Site is extremely well located within the Gipps major employment precinct, within close proximity of the Smith Street MAC and Victoria Street MAC, as recognised by Council's Strategic Framework Plan at Clause 2.04 of the Planning Scheme.
- The proposal of a well-located office building with significant floor area will deliver a net community benefit in relation to accessibility and efficient infrastructure use as sought by Clause 17.01 and will continue to support redevelopment of well-located commercial land in and around activity centres to meet the community need for jobs closer to existing residential neighbourhoods and existing transport.
- The creation of employment opportunities and contribution as a key project for development of other sites along Rokeby Street and within the surrounding Gipps major employment precinct ensures the proposal is consistent with Clause 17.02-1S. The employment opportunities also have a direct relationship with flow on synergies, such as retail viability, expenditure in services and broader investment within Yarra.
- The Proposal is within close proximity to excellent public transport linkages, including North Richmond Station, various local tram and bus services and major arterial roads including Hoddle Street and Victoria Parade, emphasising its suitability for significant redevelopment. The proposed provision of car and bicycle parking promotes the use of sustainable transport modes and relies upon existing infrastructure servicing Collingwood (Clause 11.02-2S and Clause 16).
- It is submitted that in consciously not providing off-street carparking to the extent prescribed by the standard, the development is actively encouraging public transport usage. It supports alternative modes of transport other than the private car by providing future occupants of the building in-house end of trip and bicycle parking facilities which will influence the way in which they travel, further encouraged by the aforementioned proximity to public transport (Clause 18).
- The Proposal has been thoughtfully designed to ensure an appropriate built form response to the emerging interfaces to the Site and will make a positive architectural and urban design contribution

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to the emerging streetscape, recognising that Collingwood’s character is evolving through the recent approvals and completion of development (Clause 13.07-1L-01, Clause 15).

- The Proposal will provide for improved passive surveillance and activation opportunities through the introduction of shop premises at ground floor and added façade depth, which will create an engaging relationship with the street, and widening of the eastern Rokeby footpath. These aspects of the design will have a net overall benefit to the Site and surrounds and have noticeable improvements to the public realm (Clause 15).
- The Proposal is capable of achieving the best practice ESD requirements as detailed within the SMP prepared by *Ark Resources Pty Ltd* (Clause 15.01-2L-01).

It is demonstrated that the Proposal is closely aligned with the PPF and provides a strong strategic policy response befitting of its location and immediately abutting interfaces.

5.1.2 Consistency with the C2Z

The proposed use and development is entirely consistent with the purposes of the C2Z, aided by its location in a key commercial area, surrounded by a mix of offices, manufacturing, industry and retail uses. This is achieved through the significant provision of 17,976 square metres of office NLA and an associated 449 square metres of shop NLA, which will enhance streetscape activation and provide cross pollination for businesses in the area, along with potentially further amenity and services to permanent residents and workers within the precinct.

Clause 34.02-7 contains the decision guidelines for buildings and works including:

- *The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.*
- *The provision of car parking.*
- *The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.*
- *Defining the responsibility for the maintenance of buildings, landscaping and paved areas.*
- *The availability of and connection to services.*
- *Any natural or cultural values on or nearby the land.*
- *Outdoor storage, lighting, and storm water discharge.*
- *The design of buildings to provide for solar access.*

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The Proposal appropriately addresses the decision guidelines of the C2Z as follows:

- The consultant reports submitted with this application have considered car parking and traffic matters, bicycle spaces and waste removal.
- The movement of pedestrians and other users in close proximity to the Site will be improved through the proposal via the rationalisation of car parking and access on and to the Site. Vehicle movements to and from the Site are limited to a single Rokeby Street crossover at the north of the Site, with the balance of the ground floor designed to accommodate efficient and safe pedestrian movements.
- Passive surveillance of the public realm will be enhanced by an activated street frontage and glazing on facades at ground and above, both to the east and west.
- The Site is located within an established area of Collingwood, and it is not expected that there would be any issues with connection to services.

In summary, the proposal provides a positive response to the decision guidelines within the C2Z.

5.1.3 Consistency with DDO11

The DDO11 provides a series of design objectives that must be met for new development within the Gipps precinct, which include:

- *To recognise the Precinct as a vibrant commercial precinct with a narrow street network.*
- *To provide a pedestrian friendly environment along all street frontages.*
- *To ensure building design responds to the inherent industrial character of the Precinct.*
- *To ensure building design will protect the amenity of existing pockets of residential development.*
- *To encourage improvements to the public domain, including the provision of public open space.*
- *To ensure that new development does not adversely impact on pedestrian, cycling and vehicular accessibility.*
- *To ensure a high standard of architectural design.*

The following response is provided to the built form controls prescribed within the schedule.

DDO11 Built Form Controls – Gipps Precinct	
Built Form Controls	Response
<p><i>Building heights and setbacks</i></p> <p><i>Taller built form may be appropriate on larger sites able to provide adequate setbacks that respect the narrow streetscape character of the Precinct and avoid overshadowing of neighbouring properties.</i></p> <p><i>Development above 4 storeys should:</i></p> <ul style="list-style-type: none"> • <i>Demonstrate a high standard of architectural design</i> • <i>Minimise overshadowing of adjoining streets, public spaces or private properties</i> • <i>Be set back from along the northern side of the following streets:</i> <ul style="list-style-type: none"> - <i>Gipps Street</i> - <i>Langridge Street</i> 	<p>The design response presents an excellent architectural and urban design outcome for the Site as a contributor to a major employment precinct.</p> <p>The buildings' proposed height and setbacks are informed by the approved permit PLN20/0168, and the development potential of adjoining sites.</p> <p>The southern building matches the height of the lowered façade of the North Building creating a transition between the towers and to the lower scale development potential along Victoria Street.</p> <p>The proposal presents a 3-4 storey street wall to Rokeby Street, respectful of existing development, and responsive to the preferred character of the Precinct.</p> <p>Above podium, the proposed towers adopt generous boundary setbacks to the north, east and west, including a 6.15 metre internal separation. Along with the recessed core of the northern building, these design elements break down the mass to ensure consistency with the fine grain of the street.</p> <p>Collectively, the above features highlight the architectural detail provided in the design response which can be appreciated at a greater</p>

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	<p>level as described within the enclosed Design Statement prepared by MA+Co.</p>
<p>Building design</p> <p>Development should be designed to</p> <ul style="list-style-type: none"> • have an active and attractive frontage. • address activity in its interface design, avoiding recessed car parking at street level. • be well articulated and modulated. • use materials and finishes which complement adjacent development and enhance the appearance of the narrow street network. <div style="border: 2px solid red; padding: 10px; margin-top: 20px;"> <p style="text-align: center; color: red;">This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>	<p>Activation is provided at ground level with the presentation of retail spaces to the street. Clear glazing allows visibility to internal spaces and passive surveillance of the street as well as an appreciation of activity on Site and pedestrian permeability.</p> <p>The proposed rear accessway is utilised to move services, where possible, from the Rokeby Street frontage to maximise transparency into the building and through the site.</p> <p>The materiality and form of the building facades are driven by the local context, the precinct history and design principles relating to scale, proportion and materiality.</p> <p>The enclosed Design Statement prepared by MA+Co, provides the following commentary, emphasising the suitability of the proposed materials and façade detail:</p> <p><i>A palette of robust materials with limited applied finishes has been selected for their quality, reduced embodied carbon and transport, longevity and low maintenance, ensuring the building will age gracefully.</i></p> <p><i>In contrast to the solidity of the concrete, the design is offset by more delicate materials and detailing. Steel pergolas, canopies, blades and handrailing feature throughout the building across all levels.</i></p>
<p>Traffic and Access</p> <p>For any development:</p> <ul style="list-style-type: none"> • the number of vehicular access points to a site should be limited and where possible, consolidated and shared with adjoining sites. • multiple garages in a continuous row along the street frontage will not be supported and recessed parking spaces at ground level of buildings will be discouraged. • the impact of traffic and parking generated by the proposal on the local road network must be considered. 	<p>Two redundant crossovers will be removed from the street edge and reinstated with kerb and channel.</p> <p>The shared basement drastically improves the ground plane as car parking access has been rationalised via the shared ramp at the north of the Site's Rokeby Street frontage. This opens the ground tenancy and entry foyers and improves the laneway interface.</p> <p>Please refer to the Transport Impact Assessment prepared by <i>Ratio Consultants Pty Ltd</i> which confirms the proposed development will not detrimentally impact the surrounding road network as a result of the commercial activity on Site.</p>

<p>Permeability and public spaces</p> <p><i>Any new public open space should have a street frontage.</i></p> <p><i>New development should explore opportunities to create pedestrian connections and through links where the property is accessible from at least two streets.</i></p>	<p>Pedestrian connection and permeability are focal points of the proposed ground floor plan, and it is noted that the proposal provides a significant community benefit in connecting the two dead-end laneways at the rear of the Site.</p> <p>The proposed landscape treatment along this rear corridor will assist in creating a sense of cohesion between the existing fabric of Collingwood.</p> <p>Further, the consistent 3 metre setback of both buildings from Rokeby Street at the ground floor will provide for a widened footpath, enhancing the pedestrian experience.</p>
<p>Amenity</p> <p><i>The design and construction of buildings should minimise potential off-site impacts (including noise, light, odour and 24 hour traffic movements).</i></p> <div style="border: 2px solid red; padding: 10px; text-align: center; color: red; font-weight: bold;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>	<p>The design response has consciously sought to minimise amenity impacts to the surrounding road network by seeking a reduction in car parking, thus minimising vehicular movements to the Site.</p> <p>Otherwise, all plant and equipment associated with the building is located to minimise its impact on amenity and will operate in accordance with EPA regulations.</p> <p>Waste storage areas will be well ventilated to minimise odour from waste collection areas. Please refer to the accompanying Waste Management Plan prepared by <i>Ratio Consultants Pty Ltd.</i></p>
<p>Landscaping</p> <p><i>Landscaping should be considered as a means of providing attractive street frontages.</i></p> <p><i>Public and private open space and other public realm areas should be appropriately landscaped.</i></p>	<p>The Proposal integrates landscaping not only at the ground floor plane, but also on terrace spaces as the building transitions in form, as well as the roof level.</p> <p>Such planting has been integrated with the design response, to soften the edges of the building and enhance the amenity of the future occupants. Please refer to the accompanying landscape plan prepared by <i>Openwork Pty Ltd.</i></p>

In considering the above, the proposed development provides a highly resolved design response to its built form context which is consistent with its commercial setting and acknowledges future development opportunities on adjacent land (both approved and expected). The proposed scale and massing of the development have been influenced by the existing and emerging character of the area and immediate interfaces.

Collingwood, and the Gipps Precinct has a diverse and vibrant character. The ground floor plane draws on this personality by carving away the base and introducing colour, texture and depth to engage with the streetscape at a human scale.

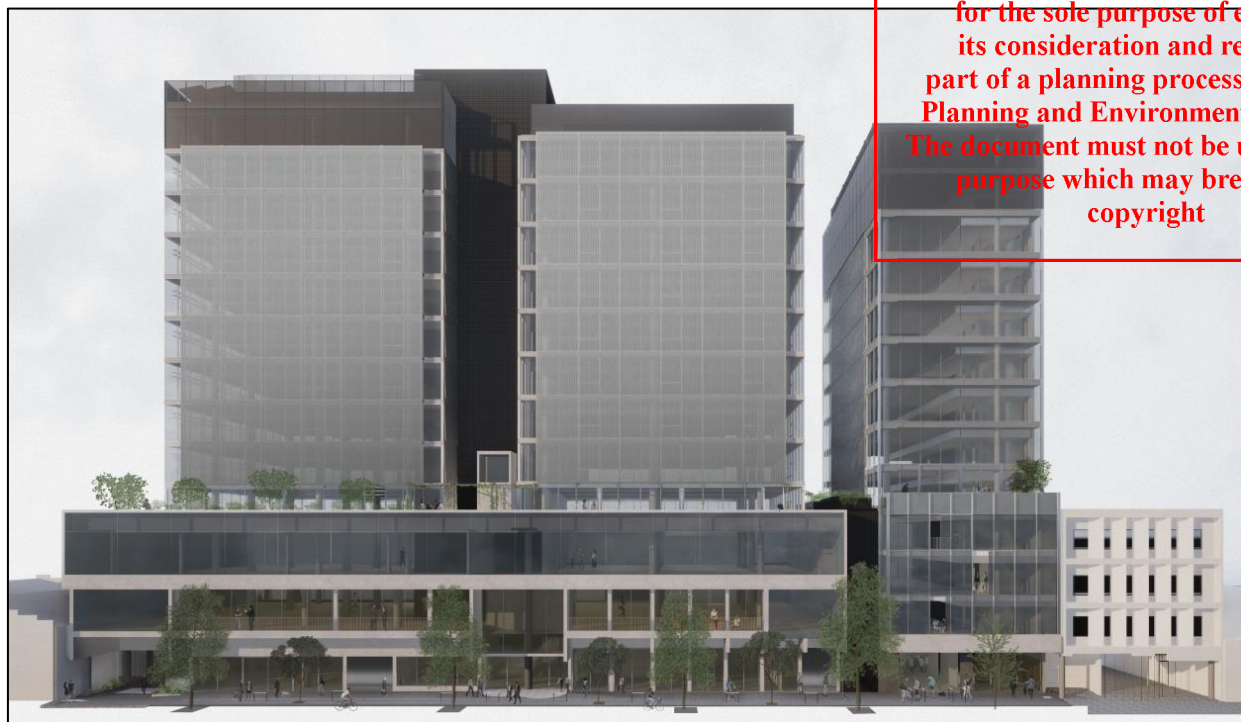
The movement of pedestrians and other users in close proximity to the Site will be improved through the proposal via the rationalisation of car parking and the proposed rear laneway connection. Passive surveillance of the public realm will be enhanced by an activated street frontage and glazing on facades above ground, both to the east and west.

In summary, the proposal provides a positive response to the objectives and decision guidelines within the DDO11.

5.2 Built Form: Urban Design and Architecture

The built form has been designed to improve upon the surrounding existing commercial and industrial buildings and respond to the thrust of design direction from within the Planning Scheme which in some respects is relatively limited. The Site provides an opportunity to expand the commercial offerings in the precinct by virtue of its locational context and its excellent amenity attributes including its location adjacent to key commercial precincts including Smith Street and Victoria Parade.

The design response prepared by MA+Co that accompanies this report, demonstrates that the proposed built form is of a high quality architectural and urban design merit, providing an appropriate form that is considerate of the individual constraints and opportunities of the Site.



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Figure 7 – Rokeby Street perspective of proposed building.

Source: MA+Co, Urban Context Report.

The Site benefits from its strategic locational context by virtue of its excellent amenity attributes including its location adjacent to key commercial precincts including Smith Street and Victoria Parade. The extensive street frontage and rear lane abuttal lends itself to favourable development opportunities, along with the significant Site area, which allows for the higher form/scale as proposed.

The proposal has drawn influence from recently proposed and approved development within the Gipps Precinct, arriving at a considered built form, which is both site-responsive and aligned to the preferred character of the precinct as prescribed by DDO11. Most relevantly, the proposal has been informed by Planning Permit PLN20/0168, which relates to the land at 40-50 Rokeby Street.

The proposed design positively responds to the relevant built form objectives and standards identified within the State and Local level planning policy as set out below:

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Height and Massing

- The approved 13-storey form designed by MA+Co, comprising office and shop and a reduction in car parking requirements, which was supported by Council, is demonstrated in Figure 8 below. Figure 9 adjacent provides a comparison of the currently proposed northern building, which highlights the immense similarities between the buildings; both approved and proposed.

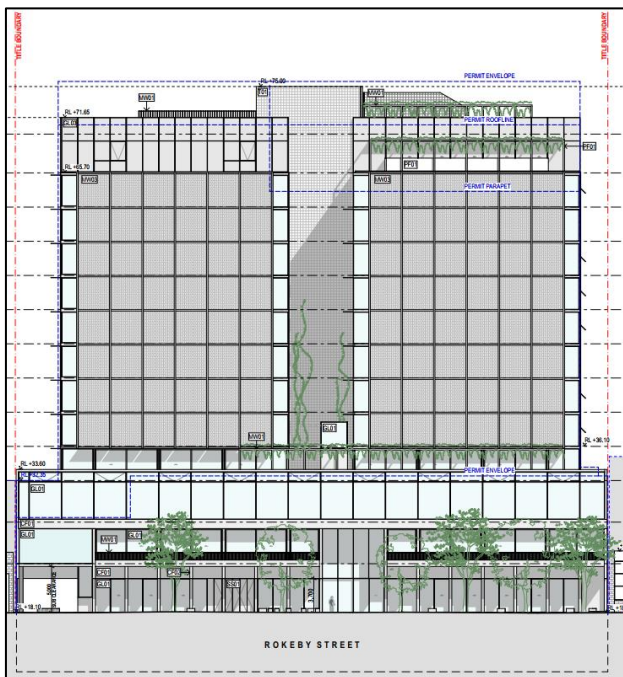


Figure 8 Source: MA+Co

Approved building (Planning Permit PLN20/0168).

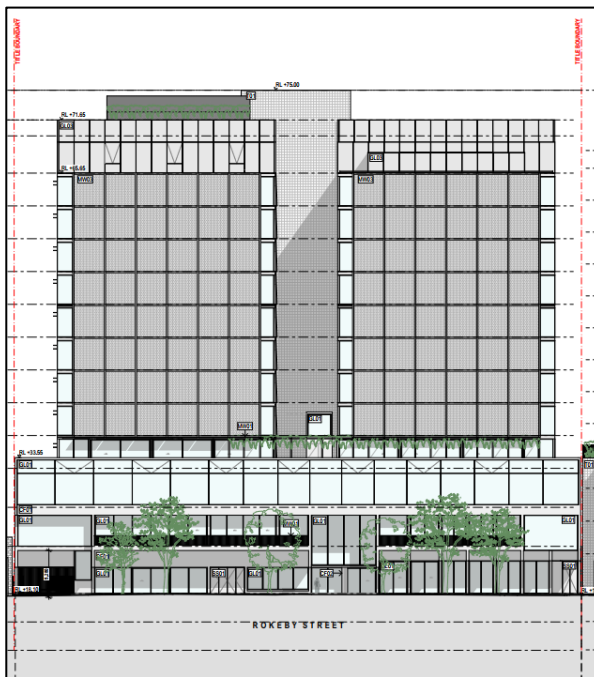


Figure 9 Source: MA+Co

Currently proposed northern building.

- Each of the proposed northern and southern buildings have the same number of levels (13) as the approved permit PLN20/0168 and are generally consistent with this approval, however, has increased amenity and better responds to the site context. The overall height of the south building is slightly lower, as the floor-to-floor levels are lower, consistent with the smaller floor plates. The smaller floors plates require less clearance for services, allowing more clearance/ceiling height below.
- The proposal has been designed as two separate buildings to break down the scale and mass in line with the existing street patterns but optimises the use of a shared three-level basement via one single vehicular access point.
- The urban design referral comments prepared by Hansen Partnership Pty Ltd, for the recently amended permit PLN20/0168 at 40-50 Rokeby Street, identify the following:

'Regarding the tower component, the updated proposal now has two distinct forms with a clearly subservient tower that has been divided in two parts through the provision of a central break. Additionally, we commend the varied roof form which is more visually appealing when comparing the endorsed plan comprising a flat profile. Overall, we are supportive of the updated proposal in regard to both the built form massing arrangement and its architectural qualities, we believe it represents a suitable fit within this context.'

'In summary, we are satisfied that proposed scheme adequately responds to the ambitions of the Planning Scheme and DDO11.'

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- Further to the above, Hansen Partnership Pty Ltd also prepared urban design referral comments for permit application PLN22/0902, which sought the development of a 13-storey building at 32-38 Rokeby Street. These comments identify the following, in respect of building height and massing considerations:

'The proposed 13-storey mixed use commercial building is considered a positive contribution to the rapidly evolving Collingwood employment area. The building represents a high-quality architectural outcome comprising a built form massing arrangement that has regard for the existing and future streetscape.'

'Due regard must also be given to the proposed amended envelope at 40-50 Rokeby Street, we are highly aware of this proposal having recently provided urban design advice for the update application package. The amended proposal at 40-50 Rokeby Street rises to RL 75.55 compared to RL 71.65 which is 3.9m lower than the endorsed scheme. Having compared the subject site to both the endorsed scheme and the amended proposal, the subject site is lower and subservient in both instances, providing adequate transition towards Victoria Parade, and as a result we are satisfied with the proposal's overall height.'

- The above comments provide a high degree of relevance noting the inherent similarities of the proposed southern building to the proposal which was the subject of PLN22/0902 (refer Figures 10 and 11 below).

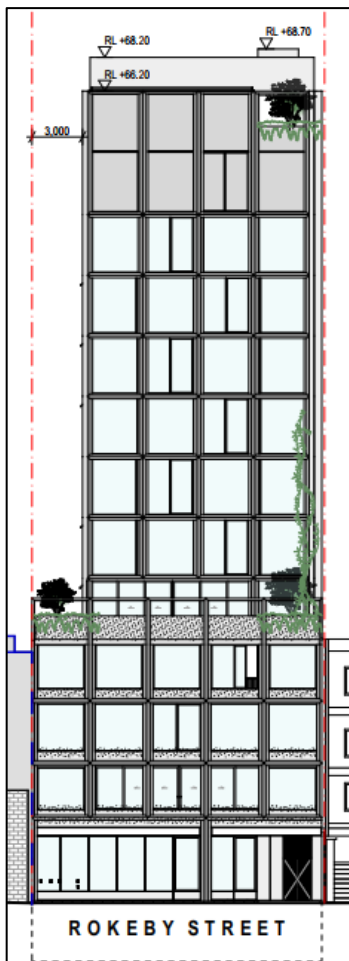


Figure 10.
PLN22/0902 proposal.
Source: MA+Co

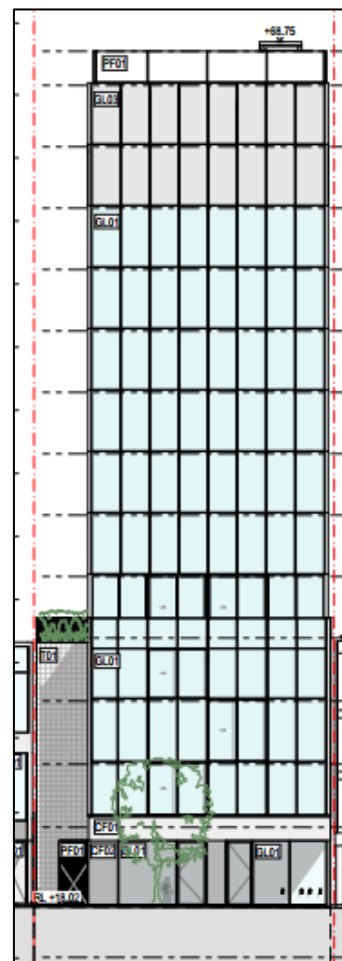


Figure 11.
Currently proposed southern building.
Source: MA+Co

- The currently proposed southern building has sought to retain the form and structure which was supported by Hansen Partnership Pty Ltd in Permit application PLN22/0902. The southern building

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matches the height of the lowered facade of the north building creating a transition between the towers and to the lower scale development potential along Victoria Street.

- For the forgoing reasons, it is submitted that the proposed height and massing arrangement of the northern and southern buildings is appropriate in the context of the Gipps Precinct's evolving character and having regard to Planning Permit PLN20/0168 and the associated urban design advice.

Street wall and Setbacks

- The proposed 3-4 storey podium form ensures a consistent street wall to Rokeby Street, which is appropriately articulated with horizontal and vertical façade elements, responding to the preferred character of the Precinct, as sought by the DDO11.
- Above podium, the proposed 6.15 metre internal building separation provides an appropriate visual break, consistent with what is commonly accepted for taller built form within the municipality. Setbacks to the northern and eastern interfaces will allow for future building spacing of 6 metres upon development of these properties.
- The southern wall of the southern tower is built to boundary, which is considered appropriate, noting this design outcome will allow for equitable development scenarios, and acknowledging that the existing building on this boundary is strata titled with over 10 separate owners, and is unlikely to be developed for a substantial period of time.
- The urban design comments prepared by *Hansen Partnership Pty Ltd* for the permit application PLN22/0902, support the proposed street wall and setback outcomes outlined above, finding that:

'The proposed development has effectively considered the existing streetscape conditions and development approvals to the north and existing 4-storey building to the south, through the adoption of a sheer 4-storey podium built to common boundaries. The parapet height generally matching that of the endorsed/ amended applications at 40-50 Rokeby Street and the total building height of 26-28 Rokeby Street.

To the north the proposal is constructed to the common boundary for the length of the 4-storey podium and from Level 4 to Level 12 the tower form is setback 3m, (from the common boundary) matching the minimum upper-level setback of both the endorsed and amended application at 40-50 Rokeby Street. We consider this to be an equitable and acceptable outcome in the C2Z context, ensuring amenity for the occupants and visitors of both office buildings via a combined 6m separation.

To the south the proposal comprises a generally sheer wall for the length of the building, the proposal invites future development at 26-28 Rokeby to match its southern interface wall and build to boundary when redevelopment occurs in the future. Noting that 26-28 Rokeby was only constructed in 2014 and is unlikely to be completely redeveloped in the immediate future, the proposal's southern wall presents symmetrical glazing and textured concrete finish, a commendable urban design outcome ensuring views to the building from Rokeby Street and Victoria Parade exhibit visual interest and depth as an interim measure until the neighbouring site is to be developed.'

Ground Floor Plane and Streetscape

- The proposed ground floor plane design seeks to activate the Rokeby Street frontage along the length of its western boundary, through the provision of shop tenancies oriented outward, toward the street, encouraging activity and engagement. Currently, there is very little activity at street level and there is generally no street planting and tight narrow footpaths.
- The generous 3 metre ground floor setback assists in this regard, incorporating traditional ideas of the street edge and canopy protection, to assist in providing an excellent pedestrian experience.

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- A key element of the ground plane design is the introduction of new links to create a transparent and connected public realm at the rear of a previously private site. As demonstrated in Figure 12, the proposal will provide a new connection between the two dead-end laneways at the rear of the Site, and in conjunction with east-west pedestrian links through the Site, will enhance the fine grain character of the Site and surrounds. These three links offer unobstructed sight lines from Rokeby Street to the rear laneway and assist in punctuating the built form.

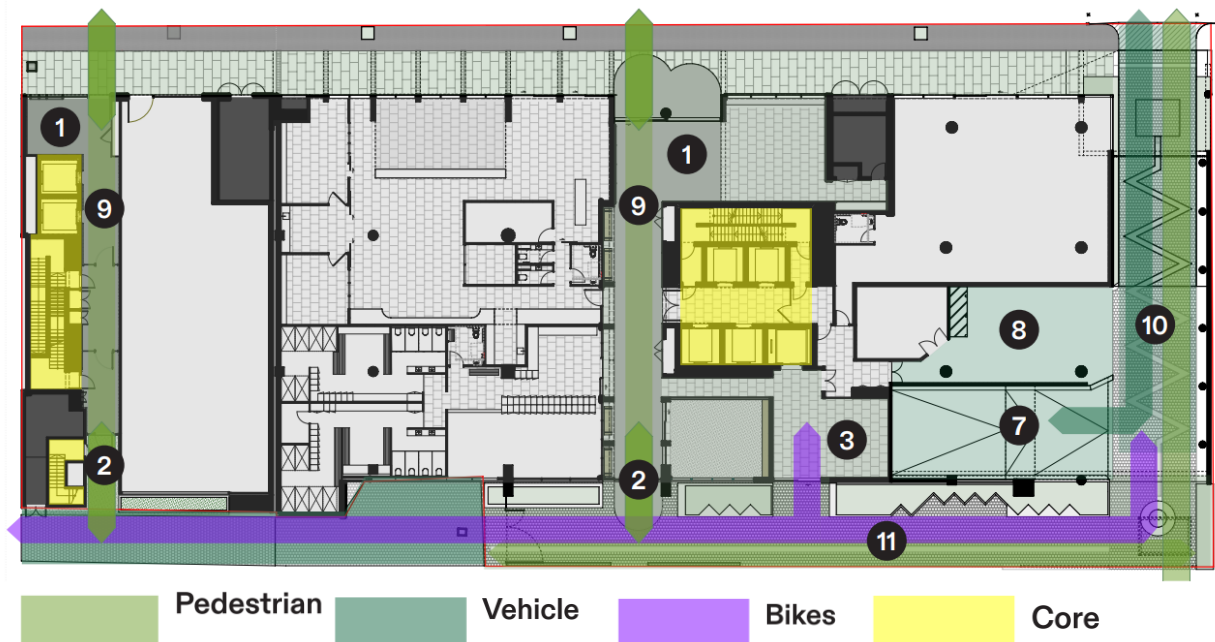


Figure 12 – Circulation and transparency diagram.

Source: MA+Co, Urban Context Report.

- Inset entranceways and glazing lines will allow the podium to provide appropriate shading and street enclosure as well as relief and definition to the existing hard edge of the street. The double height design of the main pedestrian entrance from Rokeby Street will also create a clear sense of address and an inviting place of entry and increase daylight penetration into the depth of the floorplate.
- The rear laneway connection will provide a valuable community asset, though addressing Council's aspirations for an invigorated laneway network and improving the connection to Rokeby Street. The landscape and art interventions proposed, inclusive of the focal point installation at the laneway intersection, will encourage people to visit and experience this unique space. Landscaping in accordance with the accompanying landscape plan prepared by *Openwork Pty Ltd* will utilise a combination of exotics and natives that are wind-hardy and that will enhance the character of the street and laneway.
- Further, the rationalisation of car parking and vehicle access on the Site, via a single crossover and accessway seeks to prioritise pedestrian movements and minimises services and dead frontage along Rokeby Street.
- The abovementioned ground floor plane design elements have been acknowledged and generally supported within the urban design referral comments prepared by *Hansen Partnership Pty Ltd*, as follows. It is also noted that the recommendation within the following comments, to provide a greater setback at ground floor, has been incorporated in the proposed design, noting the consistent 3 metre setback.

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Planning Permit PLN20/0168 – Northern Building

Another significant improvement is the reduction of vehicle access points and updated loading bay arrangement which has effectively reduced the percentage of back of house and services functions. [...] We consider this to be an improvement from an efficiency and internal access arrangement perspective, resulting in a Ground Floor plane that seeks to maximise pedestrian priority and limit the dominance of vehicles.

The proposed circulation foyer comprises an east-west internal connection providing an additional physical and visual connection from Rokeby Street to the rear laneway. We consider this to be a successful outcome from an urban design perspective that seeks to enhance the pedestrian experience into the building and its immediate surrounds.

The internal arrangement and site planning response at Ground Floor has also been improved, with consolidated services and vehicle entry, a broader north-south laneway proposition and a more diverse commercial offering that successfully addresses the Rokeby Street frontage

Planning Permit Application PLN22/0902 – Southern building

The proposed development provides a strong sense of address to its street frontage, exhibiting a sound representation of rhythm and activation to the streetscape, noting the interface facilitates pedestrian engagement through a highly glazed and activated Ground Floor and a 0.92m setback allowing weather protection for pedestrians and users of the building.

Additionally, the Ground Floor comprises a generous 4.9m floor to floor ceiling height, main building entry and retail tenancy entrances separated by a 'feature column' providing clear delineation between each entry and ensuring a sound 'sense of address'.

Given the profile of the 4-storey street wall, the proposed development will provide substantial opportunities for passive surveillance to the public realm below, accentuated by the provision of selected juliet balconies at Level 1, 2 & 3. This is in addition to light spill that will occur from Ground Floor and upper levels, which increases the perception of safety in a precinct which is intended to accommodate higher volumes of pedestrian traffic as the area evolves into a key employment hub.

Overall, the proposed development has provided a clearly defined and well-conceived streetscape relationship. In accordance with Clause 21.05 Objective 27, which seeks 'to improve the interface of development with the street in non-residential areas.' The proposition of a 4-storey street wall presenting generously proportioned and symmetrical window openings maximises passive surveillance and maintains a strong 'sense of address', a crucial feature of development undergoing land use and built form changes. This is consistent with Urban Design Guidelines for Victoria (2017), which seeks 'to maintain the alignment of built form to the street to physically define the streetscape and provide a sense of enclosure'.

While we are generally supportive of the proposal's engagement to the streetscape, in order to fully integrate with the proposed amended application, we recommend an increased setback at the Ground Floor as seen below. It is recommended to provide a setback that matches that of the amended application package at 40-50 Rokeby Street. An increased setback (and slight reconfiguration of fire booster and public seating), will enhance the proposal's engagement with the public realm increasing the portion of covered footpath and provide a logical continuity to the Rokeby Street public realm expansion. Given the unique circumstance that both proposals have been designed by the same architecture firm it represents an opportunity to 'marry' these two proposals resulting in improved pedestrian flow and ensuring that the two buildings now 'speak to each other' at the Ground Floor plane.

Façade Design

- The proposal has been designed with a strong, clean aesthetic, which references the simple, unadorned buildings of the neighbourhood, which are elegant in their simplicity.
- Verticality in the towers is provided through not only the building separation, but also the inset core of the northern building and the window modulation and grid of both tower forms, which offer depth within the façade to Rokeby Street. The central core acts as a device to break down the mass to ensure consistency with the fine grain of the street.



Figure 13 – Proposed Rokeby Streetscape Presentation.

Source: MA+Co, Urban Context Report.



Figure 14 – Proposed Rear Laneway Presentation.

Source: MA+Co, Urban Context Report.

- The proposed building structure is skeletal, utilising a glazed skin and varying façade treatments that respond to each orientation. Sustainable elements have been woven into the fabric of the building from the outset, to maximise passive methods of heat gain and loss, shading, window to wall ratio, and natural ventilation. Samples of such treatments are shown within the accompanying Urban Context Report prepared by MA+Co.
- Noting the degree of similarity between the permit application PLN22/0902 and the currently proposed southern building, the following comments prepared by Hansen Partnership Pty Ltd provide support for the proposed architectural design language:

'We are generally supportive of the overall architectural response of the proposed development. The design language, in combination with the massing regime presents a contemporary and visually aesthetic building profile from all public (and private) vantage points. The simplified massing arrangement is strengthened through the use of robust framing elements and textured materials at street wall and lightweight glazing at upper levels, ensuring the street wall remains the visually dominant element in the street, with upper levels being visually recessive.

Importantly, and consistent with the design objectives of the DDO11, the proposal seeks 'to ensure a high standard of architectural design' by employing a suite of high-quality materials that represent a contemporary architectural outcome with subtle references to the industrial

character of Collingwood. The careful arrangement and positioning of recessive windows (in combination with concrete finish framing elements) within the composition of a 4-storey street wall is a successful feature of the overall design. The provision of juliet balconies contributing positively to the overall engagement with the public realm. Overall, and consistent with Clause 21.05 we are satisfied that this proposal 'contributes positively to Yarra's urban fabric'.

The design response has been formed in light of the requirements of Clause 15 of the Planning Scheme and the existing and emerging character of the Gipps Precinct, particularly that of the Site's adjoining interfaces.

The Proposal is responsive to the relevant objectives of the Planning Scheme, and it is considered the Proposal will be a comfortable fit within the emerging streetscape and acceptable response for this Site.

The architectural design of the proposed development is explored in greater detail in the enclosed Urban Context Report prepared by MA+Co, which speaks to the strategic massing of the building and the detailed design elements that contribute to the proposal's design excellence.

5.3 Internal Amenity

Future occupants of the proposed development will enjoy high levels of internal amenity, with key features of the proposal including:

- An attractive and engaging built form, as perceived in the long and short view;
- Generous bicycle parking options across ground and basement levels;
- Excellent end-of-trip facilities comprising lockers, showers, changerooms, communal gym, lounge and yoga/meditation areas;
- Business lounge at ground level with communal meeting rooms for building occupant use;
- EV chargers and infrastructure;
- Relatively unencumbered floor plates, providing the ability for future tenants to fit-out floorplates as per business needs;
- Terrace areas of varying sizes and orientation at levels 1, 3, 4 and 10, providing convenient access to appropriately landscaped open space;
- Rooftop basketball court, gardens and bocce court, to encourage movement and wellness;
- New laneway connection improves the public domain, with a focus on improved links for pedestrians and cyclists.
- Various ESD measures to create a comfortable internal environment including, among others:
 - A comprehensive shading strategy, utilising façade elements and building articulation to the north, east and west, to provide comfortable indoor spaces.
 - High level of daylight access/penetration to internal office spaces.
 - Ventilation systems to improve air quality.

The characteristics of the Site lend itself to a high-level of internal amenity and daylight noting the generous setbacks and spacing, and the purposefully designed massing strategy. This combined with high quality communal spaces at ground and roof level, alongside terraces and end of trip facilities, attributes to the high level of internal amenity for future work environments.

Further, the location of the development close to activity centres offers desirable amenities close to the Site and occupants the opportunity to make use of a variety of modes of transport including substantial cycling facilities, car parking or nearby train, bus and tram facilities.

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5.4 Neighbouring Amenity and Equitable Development

The Site interfaces and surrounding context is generally commercial in nature. The nearest residentially zoned land is located approximately 170 metres south of the Site, on the southern side of Victoria Parade.

The proposed development responds positively to objectives, strategies and guidelines of Clause 13.07-1L-01 (Interfaces and amenity) and Clause 15.01-2L (Building design) through the following design elements:

- The shadow analysis prepared by *MA+Co* (refer TP900-TP903) demonstrates that shadow cast by the development would be limited to the less sensitive commercially zoned land to the east, south and west of the Site. By way of its location in a commercial precinct, the proposed development will not overshadow any residential properties.
- Between 9am and 11am the development will cast an additional shadow over the public road and footpath of Rokeby Street, however, the extent of overshadowing is not considered unreasonable noting that there is already a degree of overshadowing from the existing building across Rokeby Street.
- Further, it is to be considered that any significant increase in built form on the Site, as encouraged by various policy direction of the Planning Scheme, would result in an increase in shadow projection, beyond the existing building. In this regard, it is important to note that the approved 13 - storey building at 40-50 Rokeby Street has a similar shadow impact.
- The 3-4 storey podium built to the north and south boundaries will not compromise the equitable development potential of these neighbouring properties. With regard to the southern interface, fragmented ownership will likely mean 28-30 Rokeby Street is not redeveloped in the immediate future, however, the provision of a 'blank-wall' treatment to the south will afford this allotment equitable development potential, in the case it is redeveloped.
- The potential for reciprocal setbacks is also provided to the east, in the case of future redevelopment. The proposed upper-level setback will ensure the continuation of adequate building separation, as is a common outcome in pockets of higher density development within the municipality.
- It is not anticipated that the proposed development will have any adverse impact upon key view lines or vistas within the immediate vicinity of the Site given its positioning in a rapidly evolving area of Collingwood, with examples of other commercial development in the precinct, which is of a similar built form and density.
- The built form has been designed to improve upon the surrounding existing commercial / industrial buildings, typical of the Gipps Precinct. Whilst adopting a massing technique typical of contemporary inner-city commercial development, the built form incorporates materials, finishes and detailing to ensure a built form that is reflective of the Site's engrained character.

Accordingly, no unreasonable off-site amenity impacts are anticipated to arise a result of the proposed development.

5.5 Car Parking and Bicycle Facilities

Regarding car parking and bicycle facilities, it is submitted that the provision of 169 car parking spaces and 234 bicycle spaces is appropriate, having regard to the overall site context and the applicable planning policy framework. In this regard, the Applicant relies on the accompanying Transport Impact Assessment prepared by *Ratio Consultants Pty Ltd*, which concludes support for the proposed reduction on the following grounds:

- *The development's car parking strategy aligns with the objectives sought by Council policies in seeking to reduce the dependence on private motor vehicles.*
- *The site is very well located to take advantage of access to sustainable transport alternatives, such as nearby public transport services, cycling, walking and rideshare/taxis. In regard to the public transport network, North Richmond Railway Station, numerous trams and numerous buses are located in very close proximity to the site.*
- *Given the site's location and accessibility by alternative modes of transport the car parking demand generated by the office is expected to result in a car parking demand less than the Yarra Planning Scheme rate.*
- *The development proposes a generous on-site provision of 234 bicycle parking spaces across the Ground Floor, Basement 1, and Basement 2. 44 of these spaces are allocated for visitor use on the Ground Floor.*
- *Bicycle paths and a good level of pedestrian connectivity is in accordance with the relevant state and local policy to promote walking and cycling while reducing car dependency.*
- *Multi-purpose trips will significantly reduce the car parking demand for retail customers of the development, with the vast majority of retail trade being drawn from surrounding businesses and visitors of the area (including staff of the proposed development).*
- *ABS demonstrates that there is already a significant portion of employees working in Collingwood and the broader municipality of Yarra that travel to/from work via alternate transport modes, which highlights areas excellent access to alternate transport modes and ability to travel to/from work without relying on a private motor vehicle.*

On the basis of the reasons outlined above, and expanded upon within the accompanying Transport Impact Assessment, it is considered that the proposed provision of car and bicycle parking is suitable for the nature, scale and location of the proposed development.

5.6 Environmentally Sustainable Design

Regarding ESD considerations, the Applicant relies on the Sustainable Management Plan prepared by *GIW Environmental Solutions Pty Ltd* which demonstrates that the proposed development will achieve best practice with regard to the 70% BESS score, with no mandatory category (IEQ, Energy, Water, Stormwater) below 50%.

The proposal holds a strong commitment to providing an ESD conscious development, which is reflected through the multitude of ESD criteria in which the proposal achieves best practice and notably, the proposal's commitment to carbon neutrality for a minimum of 10 years, aligning with the objectives outlined in the City of Yarra draft Climate Emergency Plan.

As stated within the SMP, the project team is committed to achieving a building solution which responds to City of Yarra Planning Scheme.

The accompanying Sustainable Management Plan outlines the following energy efficient design features which will be incorporated into the proposed development, among others:

- The appropriate provision of bicycle spaces and end of trip facilities, which will promote sustainable transport modes such as walking and cycling. The Site's proximity to public transport nodes and active street networks will further assist future occupants of the development in choosing active transport modes.
- Car use will be discouraged through the proposed reduction to the statutory car parking requirements.

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- Rainwater harvesting system for re-use within the development for toilet flushing, which will reduce the reliance on mains water.
- 47.7kW solar PV system at the roof level.

Combined, the above-mentioned design features will result in a building which demonstrates an excellent level of ESD performance which is intended to enhance occupant comfort levels and reduce operational costs over the lifetime of the building.

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6 Conclusion

Having regard to the relevant planning policies and controls, the urban context, and the analysis within the architectural package and the supporting consultant material, it is submitted the proposal provides a positive contemporary design response within the Site's commercial precinct context and particularly to the Site's immediate interfaces as sought by the Yarra Planning Scheme.

The location of the Site adjacent to the Smith Street MAC and Victoria Street MAC, and its proximity to established services and facilities, presents as an appropriate opportunity for a well-designed commercial mixed-use building of substantial scale.

The use of the Site for the purposes of a commercial development is strongly supported by policy within the PPF and will create valuable job opportunities in an established urban area with excellent proximity to public transport. The provision of 17,976 square metres of office NLA and an associated 449 square metres of shop NLA will contribute to both streetscape activation and economic stimulus in the area, providing a desirable asset to the Gipps major employment precinct and the Municipality more broadly.

The proposal presents a resolved architectural outcome responsive to the Site's immediate and broader context, incorporating a contemporary design form which will activate the public realm through an engaging ground floor use and design. It is considered that the proposal appropriately responds to the future anticipated and existing context of the Site. The development responds to the Site's relationship with adjoining properties and will not impose any unreasonable amenity impact upon adjoining properties.

This report and the accompanying technical assessments have identified the issues relevant to considering and approving the proposed commercial development and have logically addressed the requirements of the Planning Scheme.

The application material has also addressed the key issues that affect the commercial development and has demonstrated the positive contribution that it will have on the immediate and broader area.

On this basis we respectfully request that the DFP recommend this application for approval.

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Appendix A

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09781 FOLIO 954

Security no : 124111143411X
Produced 08/12/2023 02:30 PM

LAND DESCRIPTION

Land in Plan of Consolidation 166391G.

PARENT TITLES :

Volume 06417 Folio 346 Volume 06736 Folio 197 Volume 08442 Folio 492

Volume 08506 Folio 629

Created by instrument CP166391G 01/12/1987

REGISTERED PROPRIETOR

Estate Fee Simple

Sole Proprietor

32 ROKEBY PTY LTD of SUITE 137 425 SMITH STREET FITZROY VIC 3065
AX346538A 12/10/2023

ENCUMBRANCES, CAVEATS AND NOTICES

1. MORTGAGE AX353511G 13/10/2023
ARGYLE SQUARE 32R PTY LTD

2. MORTGAGE AX346540P 12/10/2023
JR FINANCE PTY LTD

VARIATION OF PRIORITY AX353672F 16/10/2023

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DIAGRAM LOCATION

SEE TP234294L FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER	CAVEAT	STATUS	DATE
AX263590J (E)	CAVEAT	Registered	15/09/2023
AX319354P (E)	DISCHARGE OF MORTGAGE	Registered	09/10/2023
AX335438R (E)	TRANSFER CONTROL OF ECT	Completed	09/10/2023
AX335603D (E)	SURVIVORSHIP APPLICATION	Registered	09/10/2023
AX346537C (E)	WITHDRAWAL OF CAVEAT	Registered	12/10/2023
AX346538A (E)	TRANSFER	Registered	12/10/2023
AX346539X (E)	MORTGAGE	Registered	12/10/2023
AX346540P (E)	MORTGAGE	Registered	12/10/2023
AX353511G (E)	MORTGAGE	Registered	13/10/2023
AX353512E (E)	DISCHARGE OF MORTGAGE	Registered	13/10/2023
AX353623U (E)	NOMINATION OF ECT TO LC	Completed	15/10/2023
AX353672F (E)	VARIATION OF PRIORITY	Registered	19/10/2023

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

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OFFICE USE ONLY	CP166391G	NOTATIONS	LAND SUBJECT TO EASEMENT	A-1 - APPURTENANT PARTY WALL EASEMENT	E-1 - PARTY WALL EASEMENT	CERTIFICATION BY SURVEYOR	I certify that this plan has been made by me or under my immediate supervision and accords with title.	 LICENSED SURVEYOR DATED 11/6/87	PLAN APPROVED	 (ASSISTANT) REGISTRAR OF TITLES 10.12.87 1.12.87	THE LAND TO BE CONSOLIDATED IS SHOWN ENCLOSED BY CONTINUOUS THICK LINES TITLE REF: V647 F316, V8442 F492, V8506 F629, V6736 F197 LAST PLAN REF:	PLAN OF CONSOLIDATION	COUNTY OF BOURKE	PARISH OF JIKA JIKA (CHART N° 75)	PART OF CROWN PORTION 54	SCALE 4 2 0 2 6 LENGTHS ARE IN METRES ORIGINAL SHEET SIZE A3 SCALE 1:200	OFFICE USE ONLY	VICTORIA
ADVERTISED PLAN ROAD 180° 34' 17.35 13.27 269° 30' 24.6 270° 0' 92.99 359° 59' 17.37 13.26 89° 30' 0.12 16.10 89° 57' 0.12 15.93 269° 52' 551.3 m ²																		
VICTORIA PARADE SEAL AND ENDORSEMENT OF MUNICIPALITY MUNICIPALITY COUNCIL REF. Sealed Pursuant to the provisions of Sec. 569 A B of the Local Gov. Act CITY OF COLLINGWOOD The Council of the City of Collingwood hereby Dated this 22 nd Day of December 1987 approves of this plan. As Witness the Common Seal of the Municipality was affixed hereto in the presence of [Signature] Mayor [Signature] Councilor [Signature] Town Clerk																		
DIMA SE BERRY CO. PTY. LTD. 101B SYDNEY ROAD BRUNSWICK 3056 387 7577 SURVEYORS REF. S. 3495																		

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APPROX TRUE NORTH

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 12197 FOLIO 938

Security no : 124111142789Y
Produced 08/12/2023 02:19 PM

LAND DESCRIPTION

Lot S3 on Plan of Subdivision 825872P.
PARENT TITLE Volume 08920 Folio 730
Created by instrument PS825872P 01/04/2020

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
40 ROKEBY PTY LTD of SUITE 137 425 SMITH STREET FITZROY VIC 3065
AX304850K 28/09/2023

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ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AX304851H 28/09/2023
ARGYLE SQUARE 40R PTY LTD

MORTGAGE AX304852F 28/09/2023
JR FINANCE PTY LTD

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DIAGRAM LOCATION

SEE PS825872P FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AX304849T (E)	DISCHARGE OF MORTGAGE	Registered	28/09/2023
AX304850K (E)	TRANSFER	Registered	28/09/2023
AX304851H (E)	MORTGAGE	Registered	28/09/2023
AX304852F (E)	MORTGAGE	Registered	28/09/2023

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 40 ROKEBY STREET COLLINGWOOD VIC 3066

ADMINISTRATIVE NOTICES

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eCT Control 19207U CORRS CHAMBERS WESTGARTH
Effective from 28/09/2023

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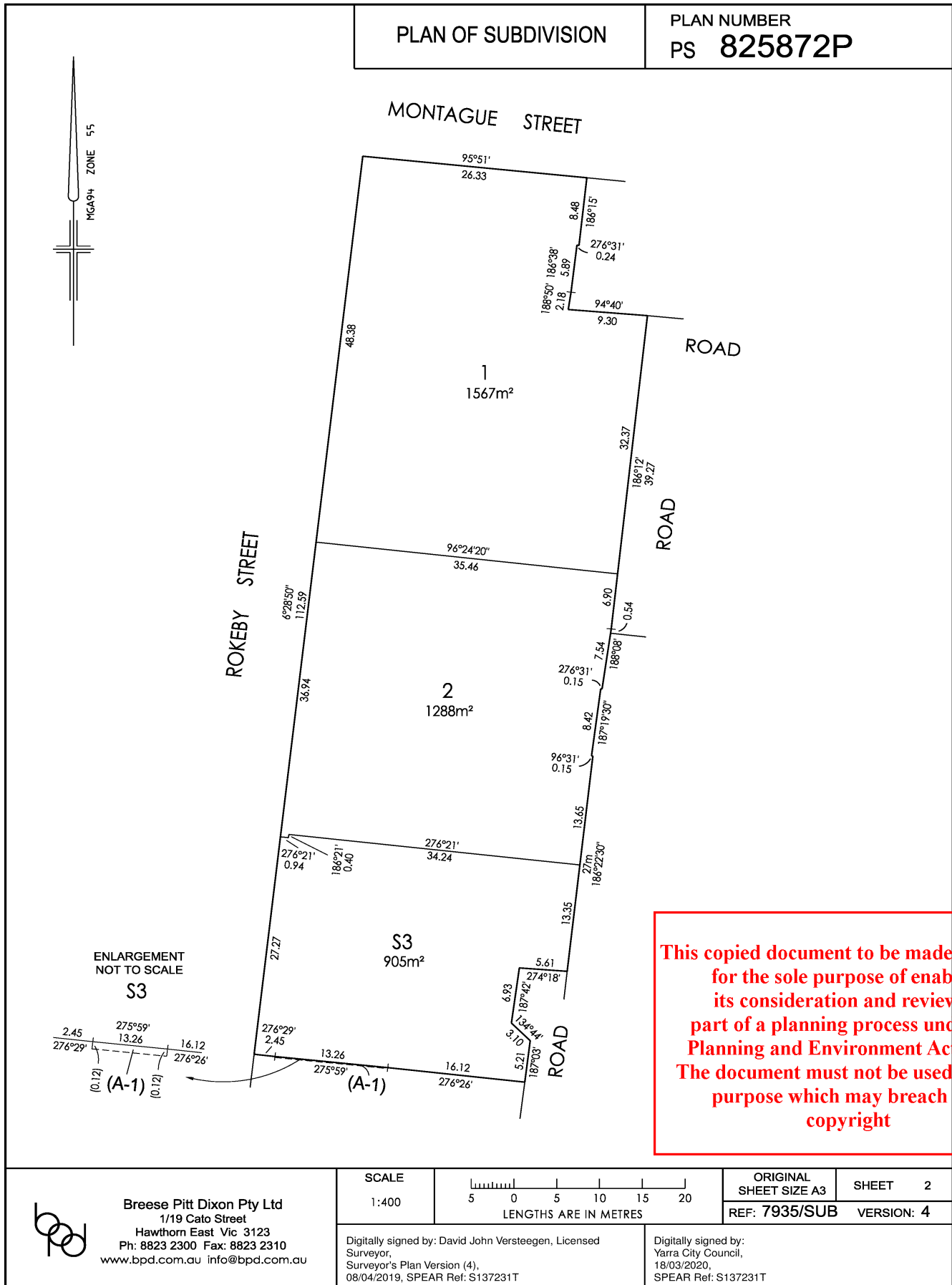
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PLAN OF SUBDIVISION		LRS USE ONLY EDITION 1	PLAN NUMBER PS 825872P	
LOCATION OF LAND PARISH: JIKA JIKA TOWNSHIP: --- SECTION: --- CROWN ALLOTMENT: --- CROWN PORTION: 54 (PART) TITLE REFERENCES: VOL. 8920 FOL. 730 LAST PLAN REFERENCE: LAND IN CP100769 POSTAL ADDRESS: 40-72 ROKEBY STREET (at time of subdivision) COLLINGWOOD 3066 MGA 94 CO-ORDINATES: E: 322900 ZONE: 55 (of approx. centre of plan) N: 5813610 DATUM: GDA94		Council Name: Yarra City Council Council Reference Number: SC19/0021 Planning Permit Reference: SP19/0016 SPEAR Reference Number: S137231T Certification This plan is certified under section 6 of the Subdivision Act 1988 Public Open Space A requirement for public open space under section 18 of the Subdivision Act 1988 has not been made Digitally signed by: Danielle Connell for Yarra City Council on 18/03/2020 Statement of Compliance issued: 18/03/2020 <div style="text-align: center; color: red; font-weight: bold; font-size: 24px;"> ADVERTISED PLAN </div>		
VESTING OF ROADS OR RESERVES		NOTATIONS		
IDENTIFIER	COUNCIL/BODY/PERSON	FURTHER PURPOSE OF PLAN: TO REMOVE ALL EASEMENTS SHOWN OVER THE LAND MARKED (E-1) ON CP100769 GROUNDS FOR REMOVAL: PLANNING PERMIT No. ...		
NIL	NIL			
NOTATIONS				
DEPTH LIMITATION DOES NOT APPLY				
SURVEY: THIS PLAN IS BASED ON SURVEY THIS SURVEY HAS BEEN CONNECTED TO PERMANENT MARK JIKA JIKA PM 333 LAND NOT IN PROCLAIMED SURVEY AREA STAGING THIS IS A STAGED SUBDIVISION PLANNING PERMIT No.				
ESTATE:		AREA: 3760m ²	No. OF LOTS: 3	MELWAY: 44:C:6
EASEMENT INFORMATION				
SECTION 12(2) OF THE SUBDIVISION ACT 1988 APPLIES TO THE LAND AND LOTS IN THIS PLAN				
LEGEND: A - APPURTENANT E - ENCUMBERING EASEMENT R - ENCUMBERING EASEMENT (ROAD)				
EASEMENT REFERENCE	PURPOSE	WIDTH (METRES)	ORIGIN	LAND BENEFITED OR IN FAVOUR OF
(A-1)	PARTY WALL	SEE PLAN	LP13283	LOTS ON LP13283
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 Breese Pitt Dixon Pty Ltd 1/19 Cato Street Hawthorn East Vic 3123 Ph: 8823 2300 Fax: 8823 2310 www.bpd.com.au info@bpd.com.au		REF: 7935/SUB VERSION: 4		ORIGINAL SHEET SIZE A3
		Digitally signed by: David John Versteegen, Licensed Surveyor, Surveyor's Plan Version (4), 08/04/2019, SPEAR Ref: S137231T		SHEET 1 OF 2 SHEETS PLAN REGISTERED TIME: 11:41 am DATE: 01/04/20 Assistant Registrar of Titles
CHECKED DMC	DATE: 08/04/19			

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 Hawthorn East Vic 3123
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 www.bpd.com.au info@bpd.com.au

SCALE
1:400

5 0 5 10 15 20
LENGTHS ARE IN METRES

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 Surveyor's Plan Version (4),
 08/04/2019, SPEAR Ref: S137231T

ORIGINAL SHEET SIZE A3	SHEET 2
REF: 7935/SUB	VERSION: 4

Digitally signed by:
 Yarra City Council,
 18/03/2020,
 SPEAR Ref: S137231T

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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 12197 FOLIO 937

Security no : 124111399571N
Produced 19/12/2023 10:51 AM

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 825872P.
PARENT TITLE Volume 08920 Folio 730
Created by instrument PS825872P 01/04/2020

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
40 ROKEBY PTY LTD of SUITE 137 425 SMITH STREET FITZROY VIC 3065
AX304850K 28/09/2023

**ADVERTISED
PLAN**

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AX304851H 28/09/2023
ARGYLE SQUARE 40R PTY LTD

MORTGAGE AX304852F 28/09/2023
JR FINANCE PTY LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS825872P FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AX304849T (E)	DISCHARGE OF MORTGAGE	Registered	28/09/2023
AX304850K (E)	TRANSFER	Registered	28/09/2023
AX304851H (E)	MORTGAGE	Registered	28/09/2023
AX304852F (E)	MORTGAGE	Registered	28/09/2023

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 50 ROKEBY STREET COLLINGWOOD VIC 3066

ADMINISTRATIVE NOTICES

NIL

eCT Control 19207U CORRS CHAMBERS WESTGARTH
Effective from 28/09/2023

DOCUMENT END

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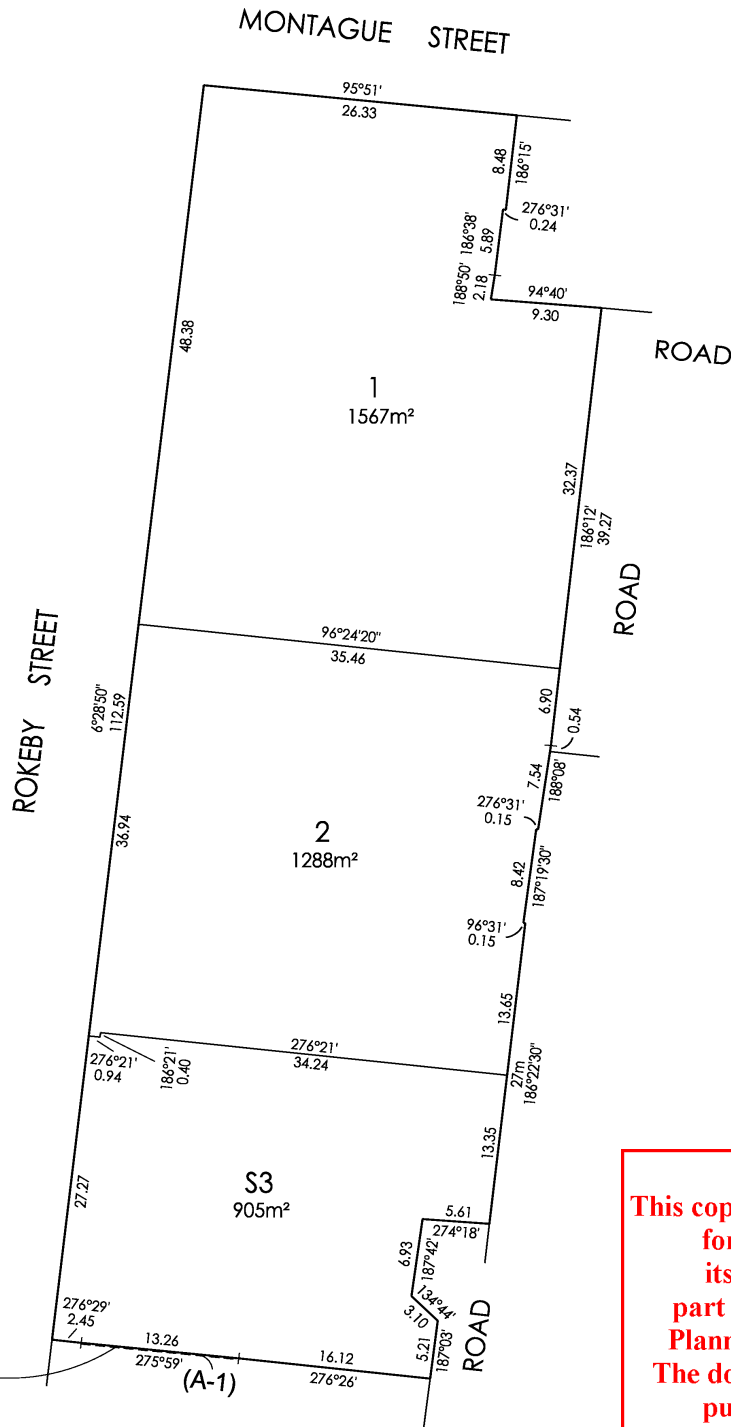
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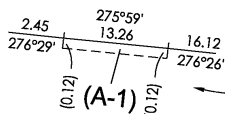
ADVERTISED PLAN

PLAN OF SUBDIVISION	PLAN NUMBER PS 825872P
---------------------	----------------------------------



ENLARGEMENT
NOT TO SCALE

S3



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<p style="margin: 0;">Breese Pitt Dixon Pty Ltd 1/19 Cato Street Hawthorn East Vic 3123 Ph: 8823 2300 Fax: 8823 2310 www.bpd.com.au info@bpd.com.au</p>	SCALE 1:400	<p style="text-align: center; font-size: small;">LENGTHS ARE IN METRES</p>	ORIGINAL SHEET SIZE A3	SHEET 2
	Digitally signed by: David John Versteegen, Licensed Surveyor, Surveyor's Plan Version (4), 08/04/2019, SPEAR Ref: S137231T		REF: 7935/SUB VERSION: 4	
Digitally signed by: Yarra City Council, 18/03/2020, SPEAR Ref: S137231T				

Appendix B

ADVERTISED PLAN

DELWP Planning Property Report

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From www.planning.vic.gov.au at 20 December 2023 04:09 PM

PROPERTY DETAILS

Lot and Plan Number: **Plan CP166391**
 Address: **32-34 ROKEBY STREET COLLINGWOOD 3066**
 Standard Parcel Identifier (SPI): **CP166391**
 Local Government Area (Council): **YARRA**
 Council Property Number: **102710**
 Planning Scheme: **Yarra**
 Directory Reference: **Melway 2C F12**

www.yarracity.vic.gov.au

[Planning Scheme - Yarra](#)

ADVERTISED PLAN

UTILITIES

Rural Water Corporation: **Southern Rural Water**
 Melbourne Water Retailer: **Greater Western Water**
 Melbourne Water: **Inside drainage boundary**
 Power Distributor: **CITIPOWER**

STATE ELECTORATES

Legislative Council: **NORTHERN METROPOLITAN**
 Legislative Assembly: **RICHMOND**

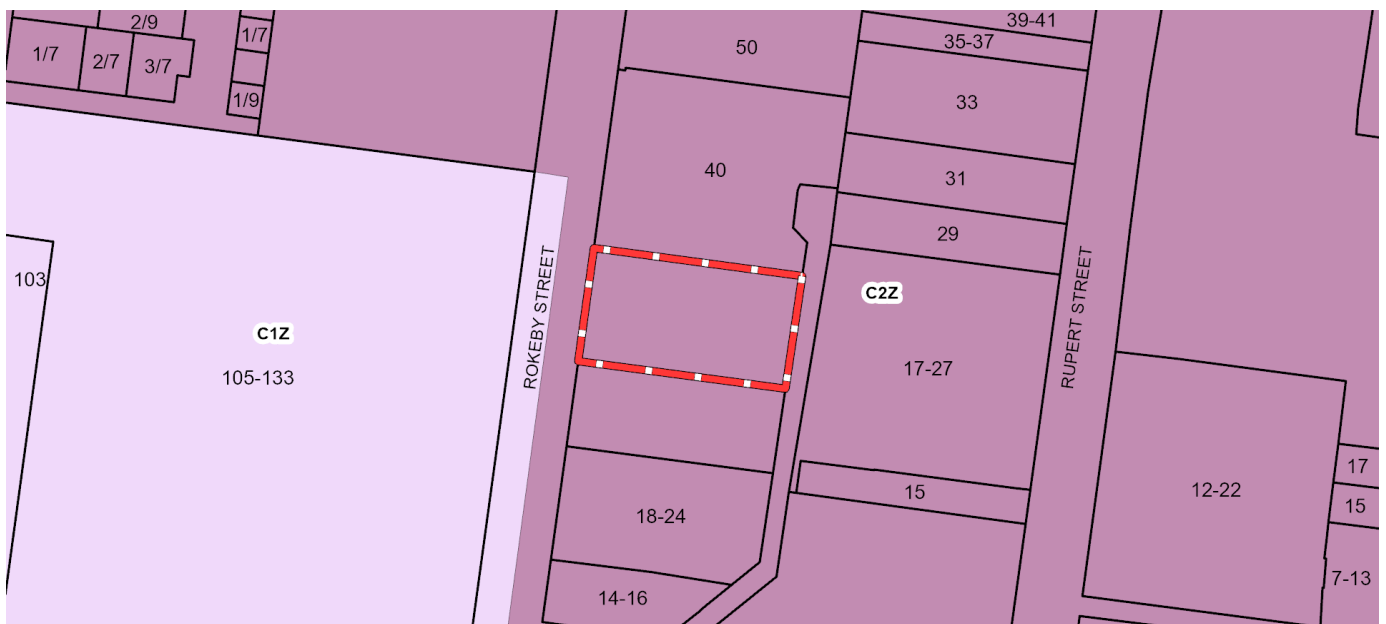
OTHER

Registered Aboriginal Party: **Wurundjeri Woi Wurrung Cultural
Heritage Aboriginal Corporation**

[View location in VicPlan](#)

Planning Zones

COMMERCIAL 2 ZONE (C2Z)



C1Z - Commercial 1

C2Z - Commercial 2

Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

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Planning Overlays

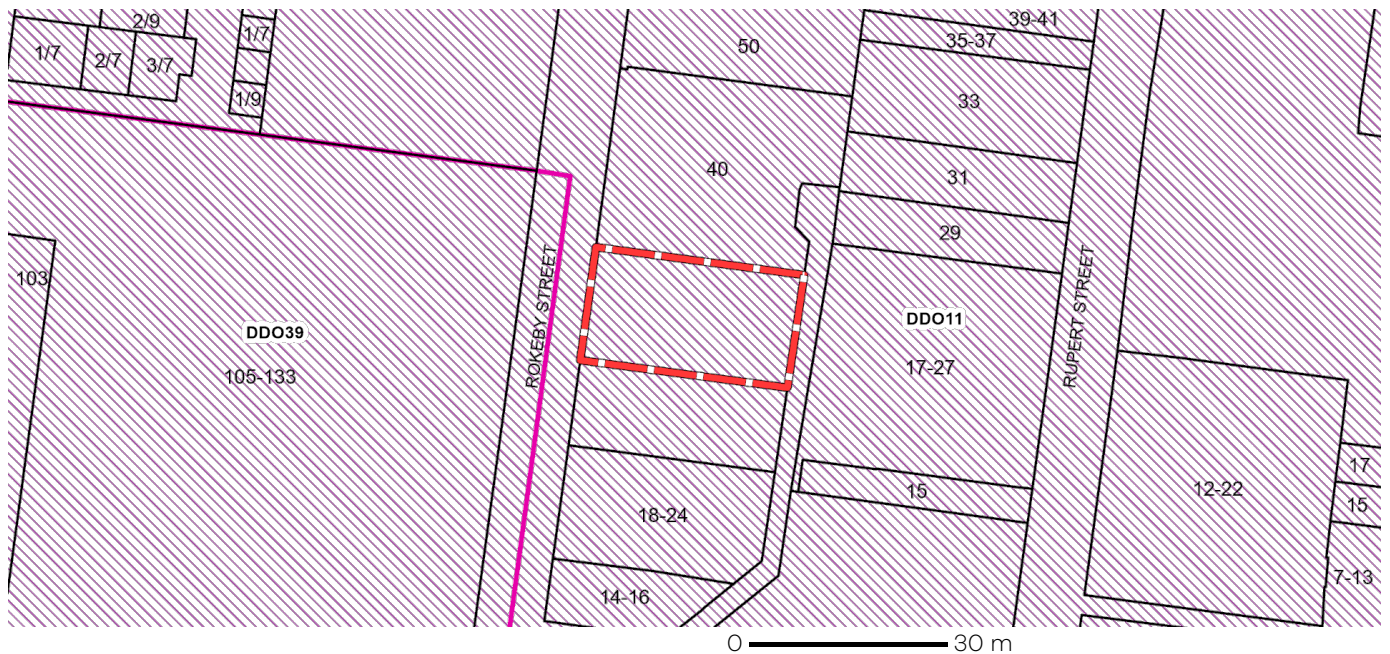
DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (DCPO)
 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY - SCHEDULE 1 (DCPO1)



DCPO - Development Contributions Plan Overlay

Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

DESIGN AND DEVELOPMENT OVERLAY (DDO)
 DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 11 (DDO11)



DDO - Design and Development Overlay

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Further Planning Information

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Native Vegetation

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From www.planning.vic.gov.au at 20 December 2023 04:09 PM

PROPERTY DETAILS

Lot and Plan Number: **Lot S3 PS825872**
Address: **40 ROKEBY STREET COLLINGWOOD 3066**
Standard Parcel Identifier (SPI): **S3\PS825872**
Local Government Area (Council): **YARRA**
Council Property Number: **528300**
Planning Scheme: **Yarra**
Directory Reference: **Melway 2C F12**

ADVERTISED PLAN

www.yarracity.vic.gov.au

[Planning Scheme - Yarra](#)

UTILITIES

Rural Water Corporation: **Southern Rural Water**
Melbourne Water Retailer: **Greater Western Water**
Melbourne Water: **Inside drainage boundary**
Power Distributor: **CITIPOWER**

STATE ELECTORATES

Legislative Council: **NORTHERN METROPOLITAN**
Legislative Assembly: **RICHMOND**

OTHER

Registered Aboriginal Party: **Wurundjeri Woi Wurrung Cultural
Heritage Aboriginal Corporation**

[View location in VicPlan](#)

Planning Zones

COMMERCIAL 2 ZONE (C2Z)



Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

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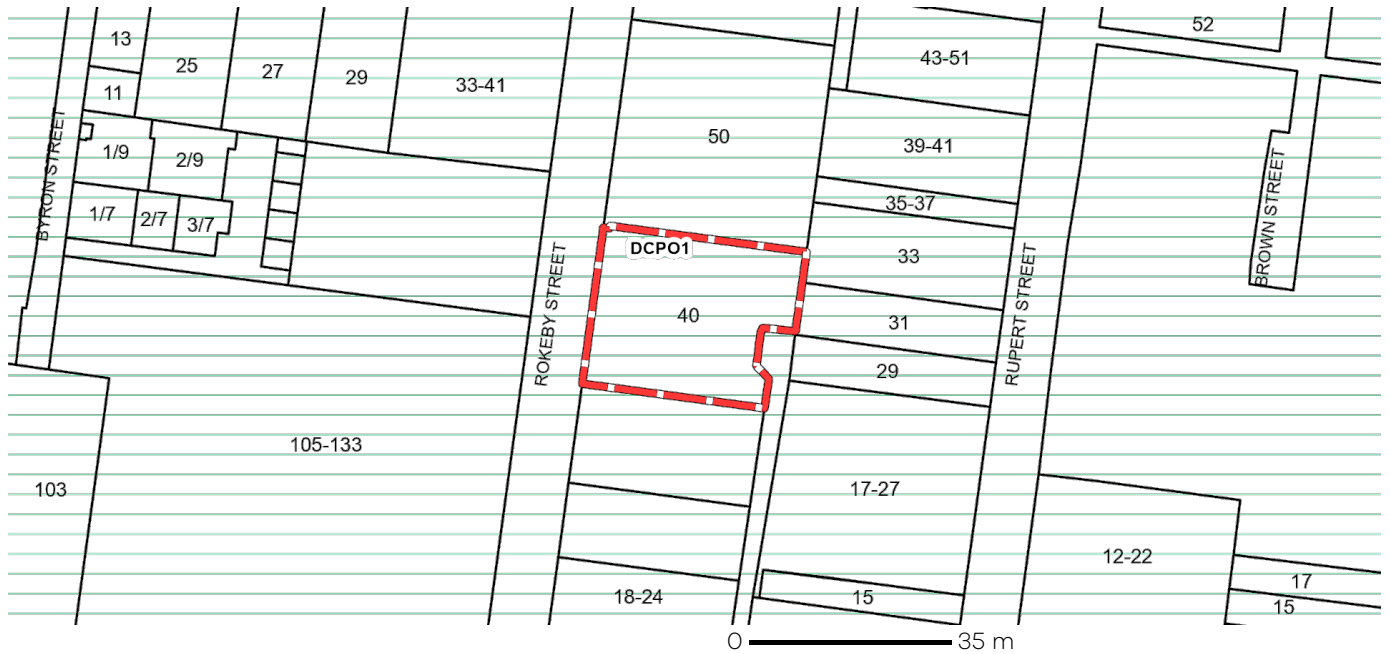
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Planning Overlays

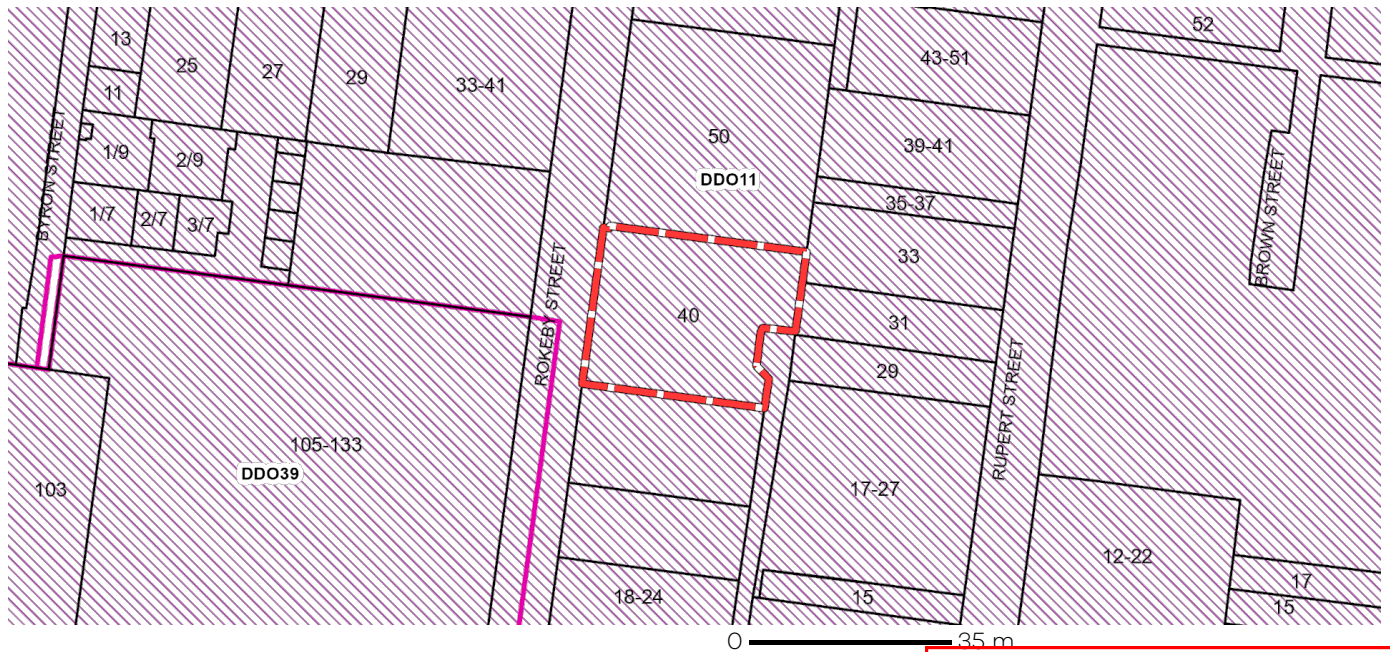
DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (DCPO)
DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY - SCHEDULE 1 (DCPO1)



DCPO - Development Contributions Plan Overlay

Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

DESIGN AND DEVELOPMENT OVERLAY (DDO)
DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 11 (DDO11)



DDO - Design and Development Overlay

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Planning Overlays

OTHER OVERLAYS

Other overlays in the vicinity not directly affecting this land

HERITAGE OVERLAY (HO)



HO - Heritage Overlay

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Further Planning Information

Planning scheme data last updated on 7 December 2023.

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PLANNING PROPERTY REPORT

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From www.planning.vic.gov.au at 20 December 2023 04:09 PM

PROPERTY DETAILS

Lot and Plan Number: **Lot 2 PS825872**
 Address: **50 ROKEBY STREET COLLINGWOOD 3066**
 Standard Parcel Identifier (SPI): **2\PS825872**
 Local Government Area (Council): **YARRA**
 Council Property Number: **528310**
 Planning Scheme: **Yarra**
 Directory Reference: **Melway 2C F12**

ADVERTISED PLAN

www.yarracity.vic.gov.au

[Planning Scheme - Yarra](#)

UTILITIES

Rural Water Corporation: **Southern Rural Water**
 Melbourne Water Retailer: **Greater Western Water**
 Melbourne Water: **Inside drainage boundary**
 Power Distributor: **CITIPOWER**

STATE ELECTORATES

Legislative Council: **NORTHERN METROPOLITAN**
 Legislative Assembly: **RICHMOND**

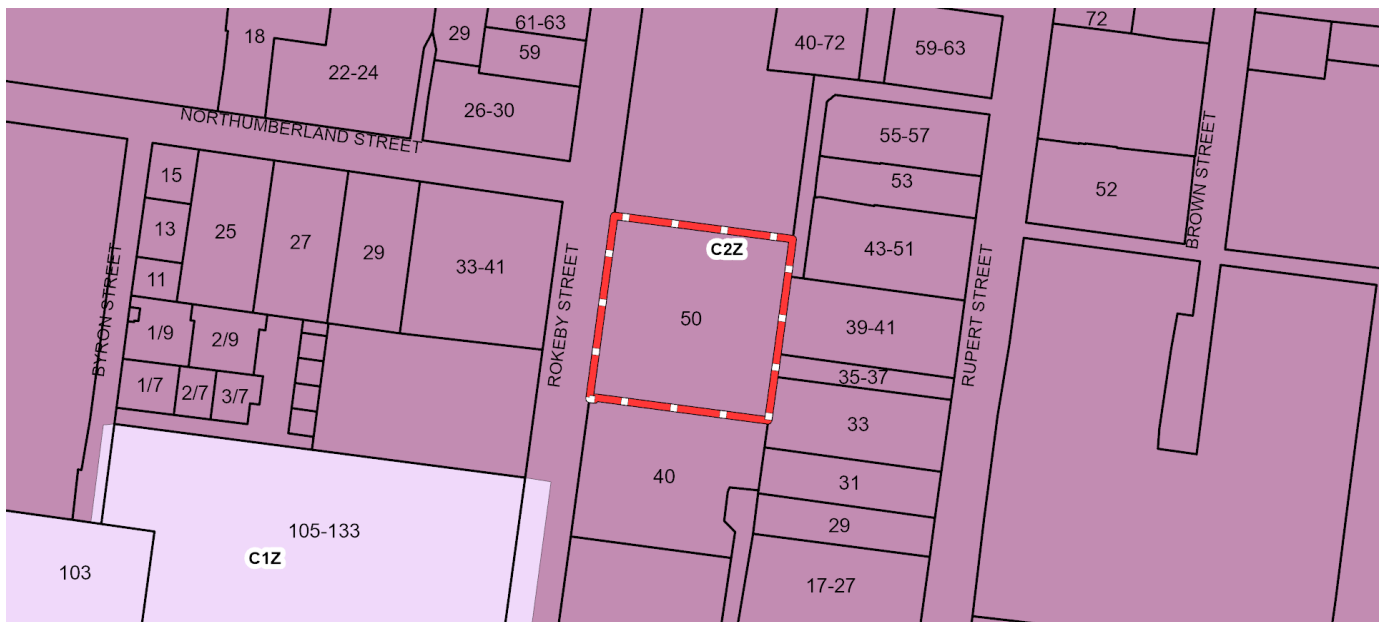
OTHER

Registered Aboriginal Party: **Wurundjeri Woi Wurrung Cultural
Heritage Aboriginal Corporation**


[View location in VicPlan](#)

Planning Zones

COMMERCIAL 2 ZONE (C2Z)



 **C1Z - Commercial 1**

 **C2Z - Commercial 2**

Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

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Planning Overlays

DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (DCPO)

DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY - SCHEDULE 1 (DCPO1)

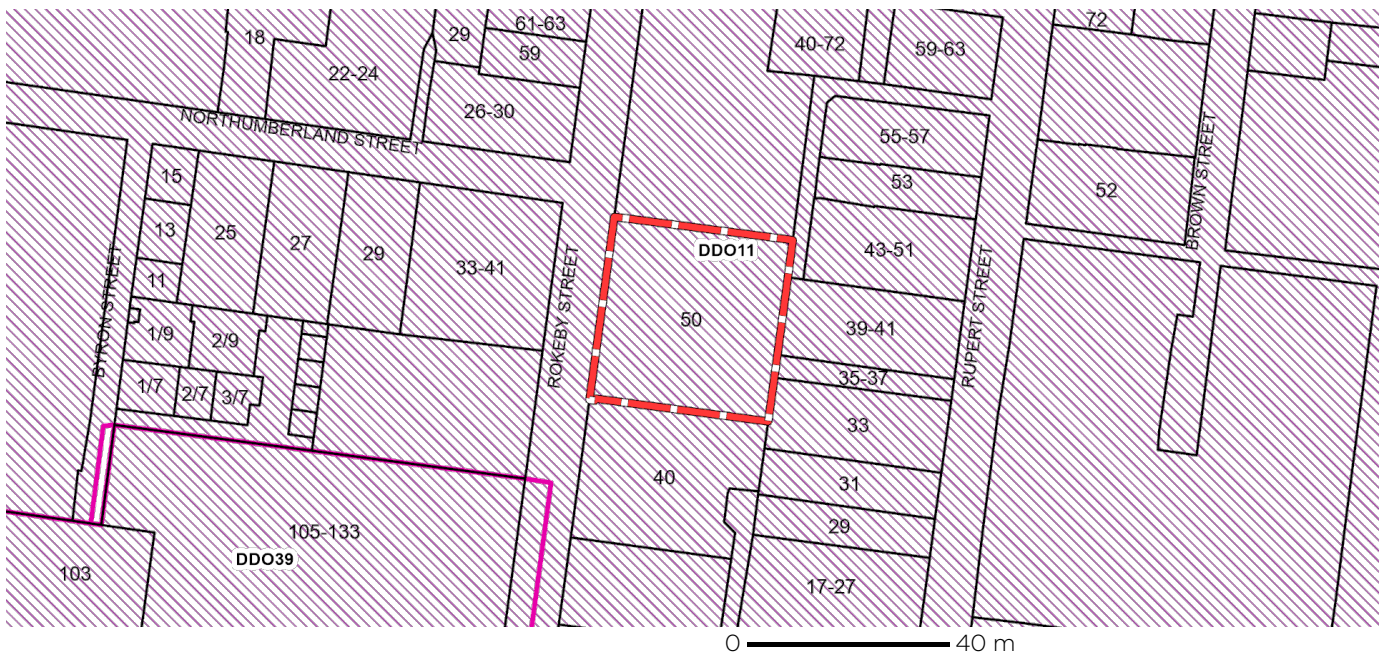


DCPO - Development Contributions Plan Overlay

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DESIGN AND DEVELOPMENT OVERLAY (DDO)

DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 11 (DDO11)



DDO - Design and Development Overlay

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Planning Overlays

OTHER OVERLAYS

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