

Ms Sheridan Harley
Manager Development Approvals and Design
Department of Environment, Land, Water and Planning
8 Nicholson Street, East Melbourne VIC 3000

Via Email Only: development.approvals@delwp.vic.gov.au

Dear Sheridan,

RE: PA2001055-1: 273 Victoria Street, West Melbourne - Buildings and works and expansion of use planning permit application associated with an existing Education centre (Simonds Catholic College)

Echelon Planning acts for Simonds Catholic College for planning matters relating to 235-273 Victoria Street, West Melbourne (the subject site) and Planning Permit Application 2001055-1 (the planning application), which proposes Stage 2 of the development through amending the original permit.

The purpose of this letter is to summarise our response to DELWPs Request for Further Information (RFI) letter dated 7 December 2021. As well as requesting further information, DELWP raised concerns about aspects of the proposal. This letter provides a response to these concerns also.

Supporting our RFI response is the following enclosed document:

- Revised Architectural Design Package for Stage 2, Chandler Architecture (24 February 2022)

Application Documents Requested in DELWP RFI

DELWPs RFI letter requested the following further information:

- 1. Spot level on the site survey to confirm the footpath level at the centre of the site frontage on Victoria Street.**

Please refer to Plan TP04-A of the updated architecture set that provides the footpath level at the centre of the site frontage to Victoria Street (RL 34).

- 2. Overall building height of Building C on demolition elevations.**

Please refer to Plan TP-26 of the updated architecture set that provides the overall building height for Building C (13.265m).

- 3. Plan notations to confirm that the pedestrian door to Chetwynd Street is for emergency access only.**

The door in question is for staff only and is a secondary access point as opposed to primary. The primary access is from Victoria Street via Building 1, which maintains the current arrangement.

We note that in the legal advice prepared by Best Hooper, in assessing massing diagrams there was appreciation at paragraph 13 that:

- a. Building 2 will be physically linked to building 1.*

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b. *The ground floor of the building will not be accessible from Chetwynd Street*

c. *Access from Chetwynd Street is limited to a vehicle access and one pedestrian door/service access doors.* (Echelon underlining)

Each of these aspects of the development continue to be proposed. The primary access continues to be via Building 1, there is no direct access to Chetwynd Street to the ground level of Building 1 or 2 and there is one pedestrian door that leads to the basement car park.

On this basis, the findings of the Best Hooper Legal Advice have not been compromised in terms of its determination of street frontage for Buildings 2 (this being found to be Victoria Street) and where the maximum allowed building height of 14m is measured under the DDO32.

4. Section E taken through the private laneway/easement to confirm the RL levels of the existing fence, the sill of the habitable room window and the south wall of Building 2.

Please refer to Plan TP-4A of the updated architecture set that provides the requested RL levels of the existing fence, the sill of the habitable room window and the south wall of Building 2. See exploded view. Refer also to the section view provided on TP-46. TP-46 shows that no overlooking will occur due to the angle of view from the school windows (views will only be possible to the roof of the neighbouring dwelling).

5. Details of how the tandem car parking spaces will be managed.

The School currently contains a car park with a tandem arrangement that is accessible via Victoria Street. The School is therefore experienced in managing vehicle parking in this fashion. The spaces that can be blocked are utilised by staff that work the longest hours at the School. The remaining spaces are occupied by staff working shorter hours. In this way there is minimal disruption through reduced need to move cars.

Despite the above, if necessary, there is ability to move cars within the car park to allow vehicles that are blocked to leave early (this is facilitated by a 6.4m wide access aisle for the two northern-most spaces. For others, a car can reverse north into the aisle and wait there while the blocked car leaves). This means that the "shuffling" of cars will not cause impacts to traffic flows on Chetwynd Street.

The arrangement is viewed as a positive way to maximise space. It is an arrangement that is commonly used in car parks throughout Melbourne's inner city.

6. Details of any proposed signage, including dimensions, colours and materials and whether the sign is to be illuminated.

Please refer to Plan TP-37 (visible to Chetwynd Street) and TP-39 (internal views only) of the updated architecture set that provides further detail of the proposed signage. The signage is modest, discrete and will not cause amenity or safety impacts within the neighbourhood. The signage "blends in" in with the architecture and is wholly appropriate for a school site.

The signage visible to Chetwynd Street replaces that currently located on the Chetwynd Street façade of the existing building. This is in the form of "Simonds Catholic College" text that is above a service entry to the basement of Building B.

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7. Reflectivity details of the proposed bronze metal cladding.

Please refer to Plan TP-37 and TP-47 of the updated architecture set that provides additional detail in relation to the use of the bronze colouring. The bronze colour will be a matt powder coat finish to the metal façade treatment. It will not be reflective and will not cause amenity impacts to neighbouring properties or the public realm.

Preliminary Concerns Raised to the Development Proposal

1. Building 2 envelope and the built form transition to the row of residential dwellings immediately to the south

Modifications have been made to the design of Building 2 to improve the built form transition to the row of residential dwellings to the south and reduce impacts. These are summarised by Chandler Architecture as follows:

TP-32 – Proposed First Floor Plan

- Additional setbacks introduced to break up the southern façade
- Modification to windows to Locker Room & GPLA 03 & 05
- New overlooking screens added to Locker Room and GPLA 03 & 05.

TP-33 Proposed Second Floor Plan

- Additional setbacks introduced to break up southern façade
- Modification to windows to Locker Room & GPLA 03 & 05
- New overlooking screens added to Locker Room and GPLA 03 & 05.

TP-34 Proposed Third Floor Plan

- Additional setback to parapet of southern façade.

TP-36 Proposed West Elevation

- Pre-cast panels with horizontal grooves added in lieu of metal screen.

TP-37 Proposed South Elevation

- 3 new recesses added
- Precast panels with horizontal grooves added to new recesses
- Overlooking screens added to windows in new recesses
- Wall sections added with brick finish to improve façade articulation.

TP-47 Material Schedule

- Prefinished precast concrete panel added & detail regarding bronze finish.

As discussed below, Heritage Victoria has assessed the proposal and issued a Heritage Permit without requesting changes to the design. The development was assessed by Heritage Victoria in terms of its

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internal impacts (ie. to the Star of the Sea Church building), sympathy to the row of dwellings neighbouring the site and to the Chetwynd Street Streetscape.

While heritage is beyond the scope of this planning application given that the site is listed on the State Heritage Register, we believe that DELWP can be re-assured that Heritage Victoria have assessed heritage impacts to the row of dwellings and have issued a Heritage Permit that does not require any design changes.

Further, the design changes as described above should provide additional comfort in mitigating the impacts to the row of dwellings. The changes provide additional articulation within the southern façade, setbacks through recessing built form, and additional visual interest through increase the mix of materials (TP-47 shows amended materials).

2. Substation and switch room doors to Building 2 should open inward into the site

Please refer to Plan TP-30 of the updated architecture set that shows the substation and switch room doors capable of opening 180 degrees and so can rest flush with the building wall when opened. This will have the same effect as opening inwards (in terms of removing an obstruction from the footpath). The response avoids loss of internal space within the basement.

3. Heritage Victoria Permit

The Heritage Victoria Permit for Stage 2 of the development was provided to DELWP on 1 February 2022 for information purposes. It is a clean permit with just 7 standard conditions. No conditions require further changes to the design.

It is noteworthy that Heritage Victoria have determined that the development's design is satisfactorily with regard to heritage considerations.

We look forward to receiving DELWPs considerations. If you have any queries, please feel free to give me a call on 0488 373 925.

Kind Regards,



Antony Duffill
Principal Urban Planner

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