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PLANNING
& DEVELOPMENT

SCANNED

ALBURY CITY			
ACTION OFFICER	AF10/01777	ACT	COPY
	- 7 OCT 2010	✓	
FILE NO:			
SCN:10/13781			

5 October 2010

Ref: 1211

General Manager
Albury City Council
PO Box 323
ALBURY NSW 2640

Dear Sir

Re: Development Application No. 10.2010.30491.1– Construction of office premises, retail premises, restaurants, and food and drink premises – 520-524 Smollett Street and Kiewa Street Carpark, Albury (Lot 1 DP 1007152, Lot 102 DP 739674, and Lot 1 DP 1048142)

Further to council's letter dated 21 September 2010 (**attached**) in relation to the above application, it is advised that this firm acts for the Applicant, Volt Lane Pty Ltd.

The following comments are made in response to council's letter in the order of issues raised.

Issue raised	Response
1. <i>Heritage impacts</i>	<p><u>Comment:</u> The design of the Proposal has given consideration to surrounding heritage values as follows:</p> <ul style="list-style-type: none"> the Smollett Street building is setback to the same alignment as the 'Carriageway' building; the Smollett Street building awning has the same dimensions as the 'Carriageway' building awning; the Smollett Street building's colonnade materials include stone column cladding and metal awning cladding reflecting adjoining heritage conservation precinct materials; the Smollett Street building has a strong three-storey base reflecting the scale of precinct buildings; and the ATO building recognises the St Patrick's Church building with corner detailing and stone colouring.

.../2



'Meringa' Table Top Rd Table Top NSW 2640 M 0427 090 149 E james@blueprintplanning.com.au

TOWN PLANNING RESIDENTIAL COMMERCIAL INDUSTRIAL RURAL LAND USE DEVELOPMENT SUBDIVISION APPLICATIONS FEASIBILITY
PROJECT MANAGEMENT LEC, VCAT & PLANNING PANEL REPRESENTATION LEP & PLANNING SCHEME AMENDMENTS NSW & VICTORIA

Blueprint Planning & Development Pty Ltd, as trustee for Blueprint Development Trust ACN 110 843 206 ABN 87 492 545 653

Issue raised	Response
	<div data-bbox="571 327 930 611" data-label="Image"> </div> <p data-bbox="954 327 1380 645">The Volt Lane Development provides a built edge to Smollett Street in accordance with the <i>Albury CBD Masterplan 2009</i>. The built edge is scaled with architectural detail reflecting local heritage with a strong three-storey base complementing surrounding streetscape.</p> <p data-bbox="582 678 1380 853">The façades are electric in colour and form 'telling the story' of Amp Lane and Volt Lane – the 'source of power for the CBD'. The built edge meets the public realm with a traditional awning 'scaling the street to people' and providing appropriate weather protection.</p> <p data-bbox="582 891 1380 1272">In regard to the heritage listed 'Carriageway' building at 506-508 Smollett Street and the 'T & G' building at 555 Dean Street it is noted that each building's stated heritage significance is mainly derived from its respective Smollett Street and Dean Street façades, neither of which the Proposal has a bearing on. The 'potential impact' of the Proposal on each of these items is therefore considered negligible as the 'relationship' of the Proposal to each item is considered disconnected through juxtapositional location, orientation, and reference. No further consideration is therefore considered reasonably warranted.</p>
<p data-bbox="306 1279 497 1346">2. Traffic and access</p>	<p data-bbox="582 1279 719 1312"><u>Comment:</u></p> <ul data-bbox="582 1317 1401 1908" style="list-style-type: none"> <li data-bbox="582 1317 1401 1384">▪ Electronic copies of SIDRA intersection files were supplied to Council by email from this firm on 24 September 2010. <li data-bbox="582 1388 1401 1697">▪ Overhead clearance within the loading dock is 4,500 mm for a 'heavy rigid vehicle' in accordance with <i>AS 2890.2-2002: Parking facilities - Off-street commercial vehicle facilities</i> and overhead clearance within carpark areas is 2,200 mm in accordance with <i>AS/NZS 2890.1:2004: Parking facilities - Off-street car parking</i> (with headroom for parking for persons with disabilities of 2,500 mm in accordance with <i>AS/NZS 2890.6:2009: Parking facilities - Off-street parking for people with disabilities</i>). <li data-bbox="582 1702 1401 1908">▪ No origin-destination surveys at the existing Kiewa Street Carpark accessway have been undertaken. Section 3.7.2 of the Traffic Impact Statement report at Appendix D of the <i>Planning Report</i> dated 23 August 2010 notes that a 50 % split was assumed between north and south exit movements.

Issue raised	Response
	<ul style="list-style-type: none"> ▪ Turning speed is approximately 5 km/h (in the range 3-10 km/h) and average radii to inside wheel paths are approximately: <ul style="list-style-type: none"> ➢ 8.15 m for a 12.5 m rigid truck ➢ 5.2 m for a 8.8 m service vehicle ➢ 4.04 m for a 5.2 m car ▪ Turn movements within the car park are detailed in the electronic file named "B00006-06.pdf" supplied in the email to Council from this firm on 24 September 2010. Movements at the top of the ramp following inclusion of the splitter island are detailed in the electronic file named "2010B00006-13Car park ramp check.pdf" also supplied in the email to Council from this firm on 24 September 2010. ▪ Access and manoeuvrability by an 8.8 m truck to the ATO loading dock is shown in Figure B4 of the Traffic Impact Statement report at Appendix D of the <i>Planning Report</i> dated 23 August 2010.
3. <i>Groundwater examination/ data</i>	<p><u>Comment:</u> Preliminary geotechnical investigations at the Volt Lane Site have not revealed that groundwater will be intercepted during construction works. Ascertaining the depth of groundwater at the Volt Lane Site at this time is considered beyond the scope of clause 54(4) of the <i>Environmental Planning and Assessment Regulation 2000</i>. If further geotechnical investigations reveal that groundwater will be intercepted during construction works (considered unlikely) then appropriate building design measures will be employed during preparation of construction certificate documentation under the <i>Building Code of Australia</i>.</p>
4. <i>DCP departure in relation to streetwall heights</i>	<p><u>Comment:</u> The 'objectives' of DCP <i>Section 11.7.4: Street Wall Heights and Upper Level Setbacks – Albury</i> are:</p> <ol style="list-style-type: none"> 1. <i>To maintain the scale of streets as incremental change occurs.</i> 2. <i>To protect the scale of Dean Street by requiring deeper upper level setbacks for the overall building heights.</i> <p>'Objective' 2 does not apply to the Volt Lane Site. In response to 'objective' 1, reference is made to Section 3.7 of the <i>Planning Report</i> prepared by this firm dated 23 August 2010 (pp. 40-41) where justification is considered to have been provided, namely:</p> <p><i>The office premises building is considered to provide an acceptable design outcome to the intent of the upper-level building setback guideline which is considered to assist visual integration and reduce visual dominance in relation to adjoining built development. It does this through building orientation by</i></p>



Issue raised	Response
	<p><i>only providing a 31.8 m frontage to the 100.6 m long Amp Lane and the 98.2 m long Selles Lane, and in the case of Selles Lane by providing an open viewscape at ground-level through the use of a 4 m wide colonnade.</i></p> <p><i>Likewise the Volt Lane Carpark building provides an acceptable design outcome as the bulk and scale of the building steps up and away from viewscales afforded at pedestrian level from Amp Lane and Volt Lane and the three to four-storey buildings located adjoining to the north and to the west in relation to the future buildings to be constructed as a part of the 'Proton' development.</i></p> <p>In relation to 'overall streetscape impacts', 'vista protection', and 'lane/mid-block frontage', it is considered that the Volt Lane and Selles Lane frontages of the Proposal at the Volt Lane Site provide innovative design responses to concurrent 3:1 FSR and 35 m building height controls in consideration of surrounding mostly zero lot line adjoining development (existing and proposed to the east and west of the Volt Lane Site) or open rear car parking areas (to the north of the Volt Lane Site). In terms of the Amp Lane frontage of the Volt Lane Site, a deliberate attempt has been made to reduce pedestrian usage by dedicating through design a 'mall' thoroughfare to the Volt Lane Markets from Smollett Street to/from Volt Lane. Obviously the 'vista' along Amp Lane in this regard will be reflective of its design use, however the design response also provides for a covered walkway linking the Volt Lane Markets (and the Volt Lane Carpark) to/from the adjoining Target building. Emphasis through design therefore has been afforded to enhancing the streetscape vistas of Volt Lane and Selles Lane, whether viewed from mid-block or otherwise, but principally from the 'ant-trail' linkages to the Volt Lane Site via Amp Lane from Dean Street and from Kiewa Street (through the Proton development) and Olive Street via Volt Lane.</p> <p>In relation to 'impact upon adjacent or adjoining heritage items', refer to comments made above in response to 'Issue 1'.</p>
5. Overall building height	<p><u>Comment:</u> The "building height", as defined in the LEP, of the seven-storey office building is 33.35 m. Amended plans specifically dimensioning the height can be issued if required.</p>
6. Kiewa Street carpark	<p><u>Comment:</u> The design of the Kiewa Street Carpark part of the Proposal was made in close consultation with the project's access consultant, Eric Martin and Associates to ensure compliance in accordance with the <i>Building Code of Australia</i> (BCA). The design complies with the BCA in accordance with</p>



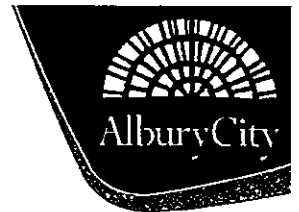
Issue raised	Response
	advice received as the accessible carparking spaces are provided at ground level, and as such a lift was deemed not to be required. Refer to the attached letter from Eric Martin & Associates dated 1 October 2010.
7. <i>Contamination on Kiewa Street carpark</i>	<u>Comment:</u> Volt Lane Pty Ltd confirms that it is aware that the Kiewa Street Carpark site is identified as being potentially contaminated under the <i>Contaminated Land Management Act 1997</i> . Envestra Limited who was the land owner at the time the site was contaminated is currently remediating the site. Envestra Limited and their environmental consultant, AECOM have advised that a Remediation Action Plan is currently being prepared in consultation with the Environment Protection Authority. It is noted that the Kiewa Street Carpark is currently being used as an above-ground public carpark, owned and managed by Council, and its use for this purpose is not proposed to change.
8. <i>Method of construction/excavation</i>	<u>Comment:</u> After disconnection of services, it is proposed that prior to excavation the area will be shored by way of 'bored piers' (not pile driven) with a capping beam. The basement will then be dug with an excavator. All works will be implemented as necessary in accordance with clause 98E of the <i>Environmental Planning and Assessment Regulation 2000</i> .
9. <i>Referrals</i>	<u>Comment:</u> Noted.
10. <i>Submissions</i>	<u>Comment:</u> No comment considered necessary at this time.

Should any further information be required I can be contacted on 0427 090149.

Yours sincerely,
Blueprint Planning & Development

James Laycock MPIA CPP
PRINCIPAL PLANNER

/Encl.



21 September 2010

Volt Lane Pty Ltd
22 Rosenthal Street
CAMPBELL ACT 2612

Dear Sir/Madam

**Subject: Application for Development Consent 10.2010.30491.1
520 Smollett Street ALBURY
Mixed Use Commercial & Retail Development and Associated Carparking**

I refer to the above Development Application and would advise that before processing can be completed and to enable proper determination of the application, further information is required in relation to the following matters:

1. Heritage impacts

The submitted Statement of Environmental Effects does not adequately address any potential heritage impacts on adjacent heritage items – namely the state listed "Carriageway" building at 506-508 Smollett Street and the T&G Building at 555 Dean Street.

Further additional discussion and consideration of the potential impact and relationship of the proposed development with these heritage items is to be provided to Council.

2. Traffic & access

Council requests the following additional information so as to complete its review in relation to traffic, access and vehicular manoeuvrability:

- Provision of all SIDRA Intersection files (.sip files) for review;
- Details of overhead clearances within the loading dock and carpark areas;
- Details of any origin-destination surveys done to justify turning movements (in and out of Kiewa Street carpark and at intersections under proposed development scenario);
- Provision of turning speed and turning radii used to generate turning templates in Figures B1-B7 in the traffic impact assessment;
- Turning movements within the internal carpark areas (if available), especially at the ramps;
- Access and manoeuvrability for the proposed loading bay at the rear of the ATO building and accessed via the Volt Lane Markets open carpark.

3. Groundwater examination/data

Due to the excavation of a basement for the development, Council will require an indication of groundwater depths for the Volt Lane site so as to ascertain the potential for the development to intercept groundwater.

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4. DCP departure in relation to streetwall heights

The justification of this departure request needs to address the relevant objectives of the planning control being varied. The submitted information does not adequately address the objectives of the control being varied, specifically Section 11.7.4 on page 11-13 of Albury DCP2010. Also, further justification in relation to overall streetscape impacts, vista protection, lane/mid-block frontage and impact upon adjacent or adjoining heritage items is required.

5. Overall building height

The site is affected by a building height limit identified in clause 4.3 of ALEP2010. The identified building height limit for the site is 35 metres. Building height is defined in ALEP2010 as:

"building height (or height of building) means the vertical distance between ground level (existing) at any point to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like."

No overall building height has been provided either on the plans or in the submitted Statement of Environmental Effects for the proposed seven storey office building. Please confirm the finished plantroom height for this building.

6. Kiewa Street carpark

The carpark in Kiewa Street requires the provision of a lift to ensure suitable accessibility to all levels. It is suggested that this lift could be accommodated in the north-east corner of the site adjacent to the stairwell fronting Kiewa Street.

7. Contamination on Kiewa Street carpark

The Kiewa Street carpark site is identified as potentially contaminated under the Contaminated Land Management Act 1997. Insufficient detail has been provided in relation to the suitability of the site with consideration to the intended use. Whilst it is noted that all works to be undertaken in accordance with legislative requirements, no evidence has been provided to clarify or confirm that the site is suitable for the proposed development of a multi-storey carpark. Council is required under SEPP55 to be satisfied that the site is suitable for the proposed use or that suitable and adequate remediation will and can occur to ensure the suitability of the site for the proposed development.

8. Method of Construction/excavation

Details of the proposed method of excavation for the basements is required. This will enable Council to consider any potential impacts upon adjoining properties and buildings as well as public infrastructure.

9. Referrals

Council has not received comments from the NSW RTA or NSW Police at this stage. Once these referrals are received, Council will provide you with a copy.

10. Submissions

Council has received four submissions in relation to the proposed development. Please find attached a copy of the submissions received so far, should you wish to address any of the issues raised.

To enable the continued timely processing of this application, you are requested to forward the abovementioned information by Wednesday 6 October 2010.

Pursuant to clause 109 of the *Environmental Planning and Assessment Regulation 2000* the assessment period for this application is suspended from the date of this letter until the above information is provided, or Council is advised in writing that the information will not be provided.

Also, please be advised that Council has not been advised of a likely meeting date for when the application will be considered by the Southern Region Joint Regional Planning Panel.

Should any further information be required Council's Officer, David Christy, will be pleased to oblige on (02) 6023 8290.

Yours faithfully



Michael Keys

Director

Planning and Environment

10A5

1 October 2010

May + Russell Architects
P O Box 268
Deakin West ACT 2600

Attn: Jeremy Mather
JMather@mayrussell.com.au

ALBURY CAR PARK

Albury Car Park: lift requirements

Class 7a Building

BCA clause D3.2 (c) requires external access to a building to AS1428.1 (ii) from any accessible car parking space on the allotment in accordance with B3.5

BCA clause D3.3 (a) states that where access is required to the entrance floor but not other levels at least one stair needs to meet AS1428.1.

It is our interpretation of the above is that full disability access is required to the accessible car parking spaces but if these are on the ground level there is no need for a lift to service other floors but if no lift is provided, at least one stair needs to meet AS1428.1.

Yours faithfully



Eric J Martin
Director

Registered Architect
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