

# COLLINGWOOD TOWN HALL FEASIBILITY STUDY

Summary Report

ETHOS  
URBAN



MANTRIC  
ARCHI  
TECTURE



# Table of Contents

1.0	Executive Summary	
2.0	Introduction	
2.1	Study Area and Context Map	7
2.2	Project Stages	8
3.0	Constraints and Opportunities	
3.1	Planning Controls	10
3.2	Strategic Document Review	13
3.3	Economic Overview	20
3.4	Existing Conditions	22
4.0	Scenario Testing	
4.1	Urban Design Principles	32
4.2	Concept Feasibility Modelling and Assumptions	33
4.3	Scenario Testing	35
5.0	Community Infrastructure Concept	
5.1	Alternate Approach	51
5.2	Sailors and Soldiers Memorial Hall	53
6.0	Conclusion	



The background of the page features a photograph of the Collingwood Town Hall clock tower, a prominent stone structure with a large clock face, set against a clear blue sky with light clouds. The tower is partially obscured by a white header box and a yellow text box.

## 1.0 Executive Summary

The City of Yarra (Council) owns a number of properties in the vicinity of the Collingwood Town Hall that are currently used for a variety of purposes. Past planning has not resulted in an effective way forward for these sites, and this Feasibility Study is aimed at resolving their future.

The sites are constrained by planning and heritage considerations, but are well located to provide a variety of community and commercial opportunities. Council would like to understand the potential of the sites to provide for the social needs of its community, including community facilities and social and affordable housing, while achieving some economic sustainability.

Ethos Urban and Mantric Architecture were engaged to undertake an iterative study that tests possible built form

options, that achieve public benefits, while still ensuring highest and best use outcomes.

Extensive testing found that the site represented a sound proposition for apartment development, but was less attractive to support commercial office space. The extent to which the amount of public benefit is incorporated, directly relates to the overall yield of the built form, including building footprint and overall height.

Although the scenario testing and associated costings are high level, they provide a solid basis for Council to understand the potential future opportunities of the site.

Additional advocacy work and detailed design and economic analysis should form further investigations into the future uses and development feasibility of the Collingwood Town Hall sites.



## 1.0 Executive Summary [continued]

The key driver of commercial viability and an adequate residual land value (RLV) is the volume saleable floorspace at commercial rates; the less saleable area in the development, the lower the RLV.

A positive residual land value of an adequate quantum to justify both the baseline cost/revenue proposition as well as the not insignificant risk associated with a development of this scale is essential to attract a developer to undertake development of the site. Without commercial viability, a developer would only be willing to undertake development if some form of financial reimbursement from Council was offered.

A summary of the yields under each development option and the residual land value estimates are outlined in the following table.

Option A and Option B deliver a substantial volume of social housing (5,010m<sup>2</sup> and 3,280m<sup>2</sup>) as well as some affordable housing (3,260m<sup>2</sup> and 1,640m<sup>2</sup>) and community space (1,070m<sup>2</sup>); these components provide no revenue (social housing and community space) or limited revenue (affordable housing), as a result the residual land value under these development options is negative at -\$28.1 million for Option A and -\$13.9 million for Option B. These development options would require Council to provide an additional \$28.1 million and \$13.9 million in additional funding in

	Option A 30% Social & 20% Affordable	Option B 20% Social & 10% Affordable	Option C Social by others & 10% affordable
<b>Gross Floor Area (m2)</b>			
Market Housing	8,150	11,500	11,500
Affordable Housing	3,260	1,640	1,640
Social Housing	5,010	3,280	-
Commercial	-	-	-
Community	1,070	1,070	1,070
<b>Total</b>	<b>17,490</b>	<b>17,490</b>	<b>14,210</b>
<b>Residual Land Value</b>	<b>-\$28.1 million</b>	<b>-\$13.9 million</b>	<b>\$2.0 million</b>

order for the developer to be willing to undertake the development.

In excluding social housing from development Option C, the volume of non-saleable floorspace is greatly reduced, to just the community space (1,070m<sup>2</sup>) and retention of affordable housing (1,640m<sup>2</sup>); as a result the residual land value under Option C is positive (+\$2.0million), generating an income for Council from the development.



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## 1.0 Executive Summary [continued]

Following the Options testing, Mantric Architecture undertook a more detailed exploration of the community infrastructure component, including built form and urban realm testing and associated probable costing, which considered the restoration of the Soldiers and Sailors Hall heritage building envelope. This alternate approach placed focus on the existing Hoddle Street scale and delivering an optimum outcome for the proposed community infrastructure. The massing studies/concept plans demonstrate that the two level expansion, integrated with the existing Soldiers and Sailors Memorial Hall protects as much of the existing heritage building envelope as possible and retains the visual integrity of its form and historical presence on Hoddle Street. This approach to the construction of the community infrastructure component with a floor area of 1,610.30sqm, resulted in an indicative probable costing of \$12,250,219.46 (inclusive of the heritage restoration).





## 2.0 Introduction

Ethos Urban and Mantric Architecture were appointed by the City of Yarra from May to August 2020 to undertake a preliminary feasibility investigation for the provision of new Social and Affordable Housing and Community Infrastructure, within the northern part of the Collingwood Town Hall Precinct. The study looked at mixed-use sites with some private/commercial outcomes to facilitate a development proposal that was commercially viable and with Council's main contribution being the land only. The study also tested configurations that would allow for the incorporation of Social and Affordable Housing and Community Infrastructure, at minimal or no cost to Council. While the investigation focused on Council owned sites, the inclusion of privately owned lots, if it resulted in a better outcome, was also considered.

This study is an iterative process that involves testing built form options and land use mixes to balance public benefits against development costs. This will enable Council to make an informed decision on how to move forward.



## 2.1 Study Area and Context Map

The study area includes a number of individual focus sites (A,B & C) as well as land identified as potential investigation areas. Combined, these sites form the overarching study area which stretches from Vere Street in the north to Gipps Street in the south. The main study area was split into three areas - A, B and C, based on lot arrangement and ownership. This allowed scenarios to consider the notion of staging any future development.

There are three components to the study:



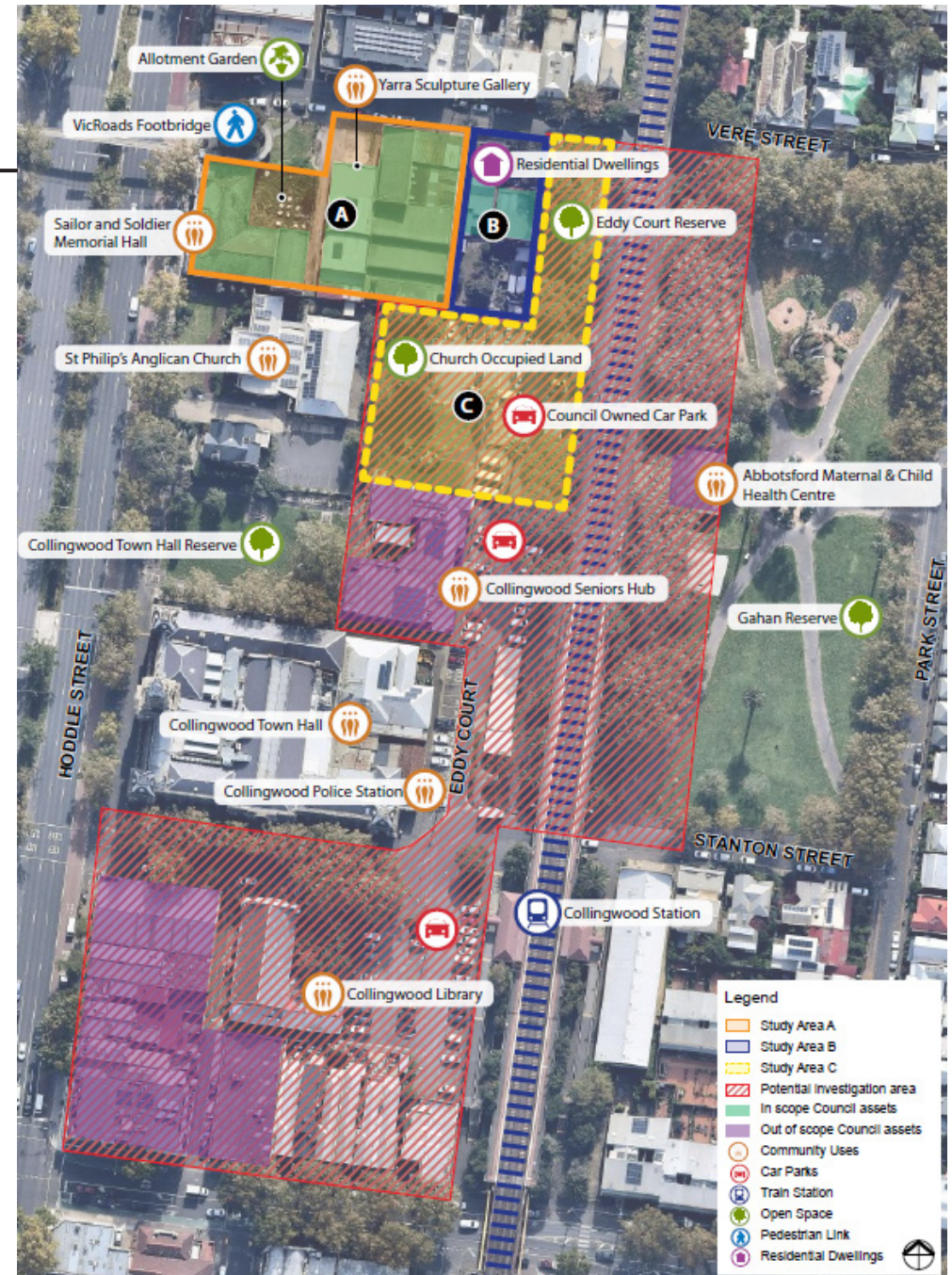
**Planning**



**Urban Design  
Built Form**



**Economic  
Feasibility**





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## 2.2 Project Stages



**Inception**



**Constraints and  
Opportunities**



**Scenario Testing**



**Community  
Infrastructure Study**



**Summary  
Report**



### 3.0 Constraints and Opportunities

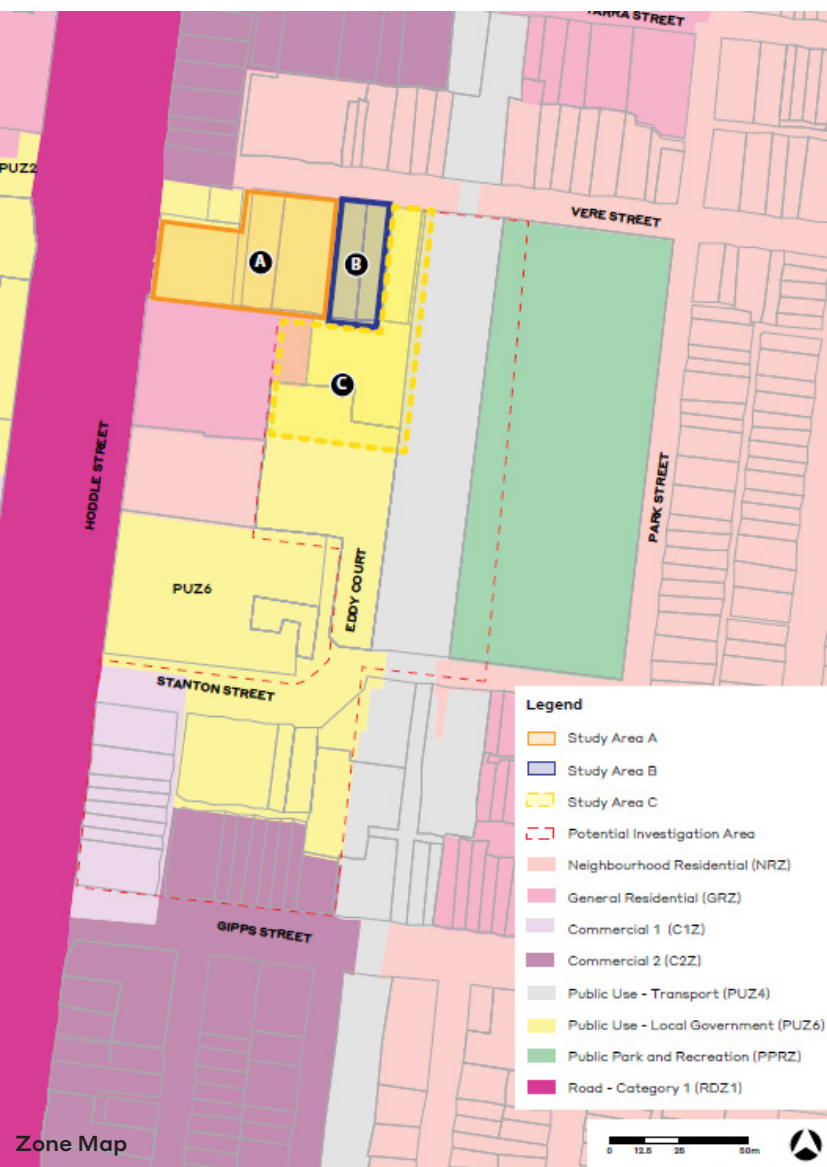
The Constraints and Opportunities analysis identifies the opportunities and constraints of each of the study area sites A, B & C, from a built form (planning and urban design), local character and economic perspective.

This section also presents the preliminary contextual parameters for undertaking scenario testing on all sites, including heritage retention, street wall heights and setbacks, tree protection, shadowing limitations and important view lines.





## 3.1 Planning Controls



### 3.1.1 Zones

#### Public Use Zone 4 & 6 (PUZ4, PUZ6)

The PUZ4 provides for the use and development of land associated with Transportation. PUZ6 provides for the use and development of land associated with Local Government uses. A permit is not required for the use of land within this zone provided that the use is associated with the intended Transport or Local Government purposes. The PUZ4 applies to the eastern edge of Study Area C, as well as part of the potential investigation area. The PUZ6 applies to Study Area A, B and C.

#### General Residential Zone (GRZ2)

The GRZ2 provides for the development of residential dwellings that support a diversity of housing typologies, as well as other educational, recreational and community uses. Schedule 2 to the GRZ restricts the height of new dwellings or residential buildings to a maximum of 9 metres. GRZ2 applies to land along the western edge of Study Area C.

#### Neighbourhood Residential Zone (NRZ1)

The NRZ1 recognises areas of predominantly single and double storey residential development, ensuring that development respects the identified character of the area. The NRZ1 allows for residential, educational, recreational and some other community uses in appropriate locations. Under the NRZ1, building heights are restricted to a maximum of 2 storeys and 9 metres. The NRZ1



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### 3.1.1 Zones [continued]

applies to land fronting Vere Street, immediately north of Study Areas A, B and C.

#### **Commercial 1 Zone (C1Z)**

The C1Z seeks to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses. The zone also provides for residential uses at densities complementary to the role and scale of the commercial area. The C1Z

applies to land within the potential investigation area and across Hoddle Street.

#### **Commercial 2 Zone (C2Z)**

The C2Z encourages the development of offices, manufacturing and industries as well as bulky goods retailing. Importantly the zone seeks to ensure that uses do not affect the amenity of any surrounding sensitive land use. The C2Z applies to land at the southern end of the potential investigation area and along Hoddle Street.

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### 3.1.2 Overlays

#### **Design and Development Overlay (DDO2)**

The Design and Development Overlay Schedule 2 seeks to recognise the importance of main roads and their image within the City of Yarra. Design objectives outlined by this overlay include the need to:

- Retain existing streetscapes
- Enhance heritage qualities of main roads
- Reinforce the pattern of development within the street

- Encourage high quality contemporary architecture
- Encourage urban design that provides for a high level of community safety and comfort
- Maintain amenity to adjacent residential uses

DDO2 applies to the western edge of Study Area A, as well as the potential investigation area.



### 3.1.2 Overlays [continued]

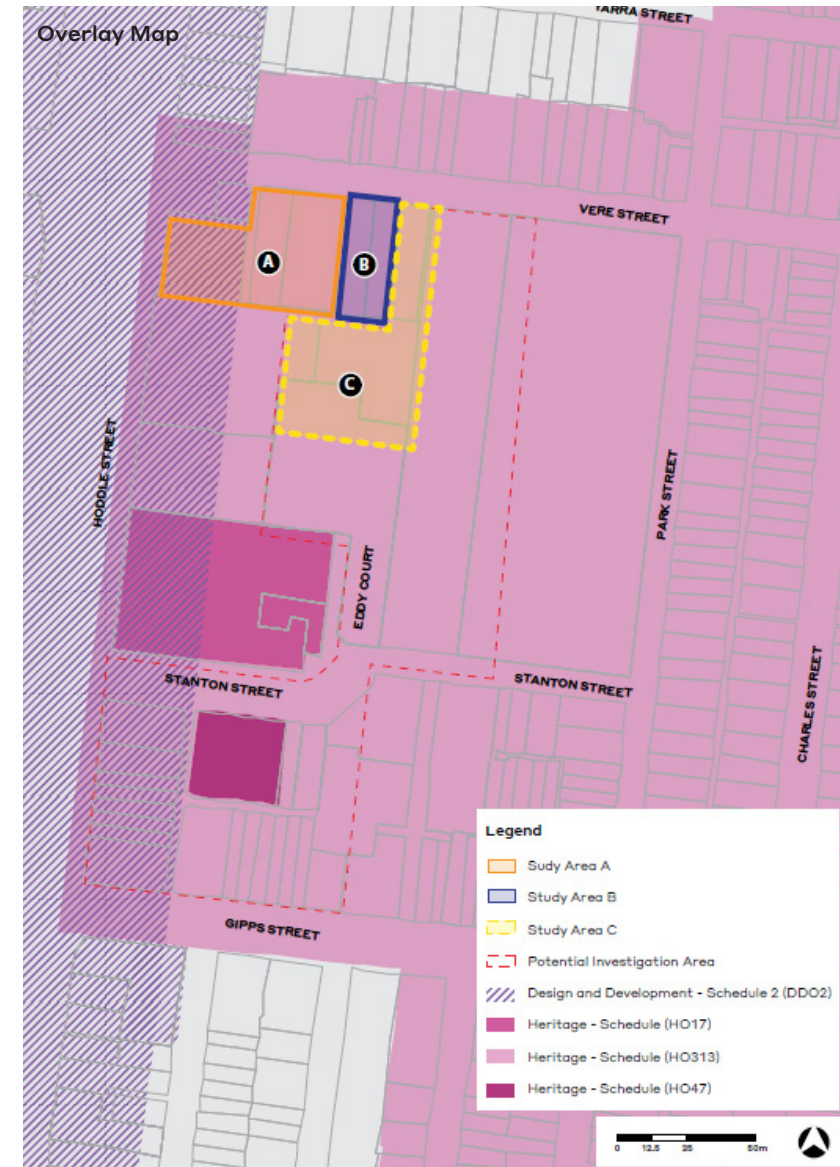
#### Heritage Overlay (HO)

The HO seeks to conserve and enhance places of heritage or cultural significance. The HO contains a number of permit requirements relating to buildings and works, external painting and vegetation removal among other things.

Heritage Overlay 17 (HO17) refers to the Collingwood Town Hall at 140 Hoddle Street, Abbotsford. The Collingwood Town Hall is also included on the Victorian Heritage Register as reference H140. HO17 is located partially within the area for potential investigation.

Heritage Overlay 47 (HO47) refers to the Former Church of Christ at 11 Stanton Street, Abbotsford. The Former Church of Christ is included on the Victorian Heritage Register as reference H141. HO47 is located within the area for potential investigation.

Heritage Overlay 313 (HO313) refers to the Charles Street Precinct, Collingwood. The precinct is not included on the Victorian Heritage Register. HO313 applies to Study Area A, B, C and the potential investigation area.



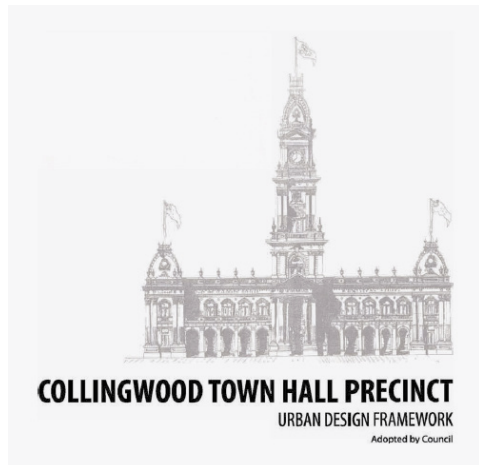


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## 3.2 Strategic Document Review

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### 3.2.1 Key Strategic Documents



#### **Collingwood Town Hall Precinct - Urban Design • Framework, 2010**

The Urban Design Framework (UDF) seeks to guide development in the precinct surrounding the Collingwood Town Hall. The UDF aims to provide a vision and framework that facilitates the opportunities to create a community/ civic hub, possible affordable housing, a people focused place and provide recommendations for policy, land use and built form responses.

Specifically the UDF recommends:

- Retention of heritage buildings (Sailor and Soldier Memorial Hall).
- Investigate possible building setbacks for footpath or carriageway widening to Vere Street.
- Low rise street related facades and infill 2-3 storeys, along the front of the Vere Street properties.
- Medium rise built form which respects the Town Hall and other heritage buildings generally 3-4 storeys, within the remainder of the Vere Street sites.
- Set back higher elements behind the low rise development line, to minimise impacts on the existing views to the Town Hall and other heritage buildings and protect the amenity of public spaces.
- Optional building location within the existing car park area south of Vere Street residential sites - to be no higher than the dominant parapet line of the Town Hall. The UDF was Adopted by Council on 17 August 2010.

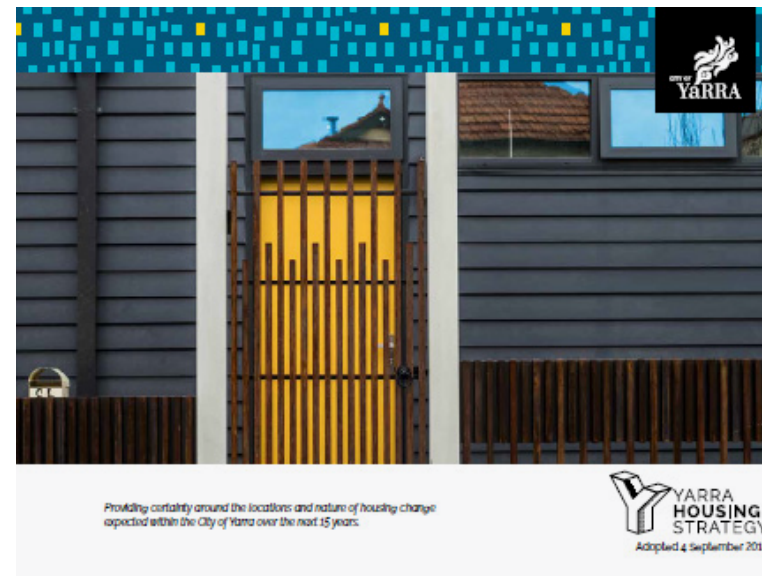


### 3.2.1 Key Strategic Documents [continued]

#### Yarra Housing Strategy 2018

The Housing Strategy forecasts the projected growth and provides an overview of the existing housing context and recent trends in Yarra. The Strategy seeks to demonstrate sufficient housing land availability to accommodate projected growth for the next 15 years. The Strategy identifies the need for Yarra to maintain social and economic diversity, there needs to be the provision of more affordable housing in the municipality. Specifically the

Housing Strategy identifies the residentially zoned land immediately surrounding the subject sites (A, B & C) as Minimal Change (residential areas that have limited capacity to accommodate future housing growth over time). The subject sites themselves are excluded as they are not currently within a residential zone. The Strategy was adopted by Council on 4 September 2018.





### 3.2.1 Key Strategic Documents [continued]

#### Community Infrastructure Plan 2018

The Community Infrastructure Plan outlines the current and future community needs through service trends and delivery models. Through the forecast of demographics, the Plan identifies current and future Community Infrastructure needs and opportunities for Council and/or stakeholders to respond to. Specifically the Plan identifies that there is opportunity for the CTH precinct to provide better integration between the community facilities in the precinct

and stronger synergies between services. Currently some of the buildings cannot be used due to their condition (Sailors and Soldiers Memorial Hall), some are delivering services in stand-alone buildings that aren't consistent with current service-delivery preferences (Abbotsford Maternal and Child Health) and others would require significant redevelopment to meet future needs (Yarra Sculpture Gallery, Vere Street Factories and Collingwood Library).





### 3.2.1 Key Strategic Documents [continued]



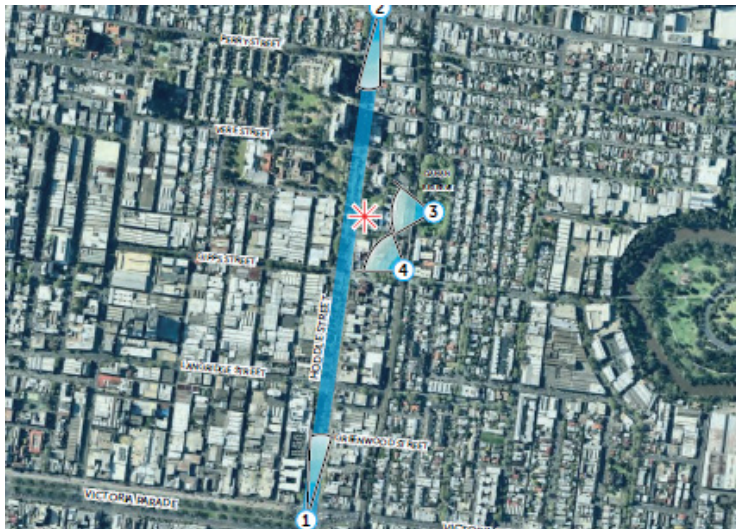
#### **Social and Affordable Housing Strategy**

The Social and Affordable Housing Strategy outlines the strategies Council proposes to employ to increase the supply of social and affordable housing and subsequently mitigate inequities in the contemporary local housing market. The Strategy focuses on increasing the supply of long-term social and affordable housing. Strategic Direction 2.2 Investigate the merits of gifting Council assets  
Direction 2.2.1 - Provide information to Council on the financial and

practical feasibility of developing affordable housing through Council property assets, including air space, considering community benefit. Direction 2.2.2 - Within the framework of its Property Strategy, Council will give due consideration as to whether any assets earmarked for renewal or disposal could be suitable for affordable housing, and on what terms (commercial or non-commercial).



### 3.2.1 Key Strategic Documents [continued]



#### Yarra Landmarks & Views Assessment, 2019

The Yarra Landmarks & Views Assessment identifies primary and secondary views of multiple built form landmarks within the municipality. The clock tower is the dominant feature of the Collingwood Town Hall. Primary views include:

- South West Corner of Victoria Parade and Hoddle Street Intersection
- North West Corner of Johnston and Hoddle Street Intersection
- Gahan Reserve (Entry to reserve at the intersection of Park and Stanton Streets)

Sites in the vicinity are within C1Z and DDO2 applies, which does not restrict development height. There is therefore potential for nearby sites to be developed in a way that could impact on long range views of the Tower. There is a need to ensure that views of the upper portion of the Tower remain against a clear sky.



### 3.2.2 Other Relevant Documents



Existing allotment garden

#### Collingwood Town Hall Precinct Discussion Paper, 2018

The Collingwood Town Hall Precinct Discussion Paper details each site within the CTH precinct in detail and considers multiple options for the redevelopment and/or reuse of the site.

Specifically the Discussion Paper states:

- The building at 125 Vere Street is identified as a contributory heritage building, although the UDF goes on to acknowledge the: ...poor context setting to the weatherboard residence at 125 Vere Street. It is not adjoined by other contributory buildings or in an intact streetscape.

- The Sailors and Soldiers Memorial Hall is in need of work to secure the fabric of the building. The cost of these works is likely to be around \$3 million.
- In 2017 Council engaged Architects Croxon Ramsay to understand options for the potential restoration and use of the building. The redevelopment of the Sailors and Soldiers Memorial Hall is an opportunity to provide for a modern, purpose designed library while restoring and maintaining part of Yarra's built form heritage.



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### 3.2.2 Other Relevant Documents [continued]

#### Collingwood Town Hall Precinct Discussion Paper, 2018 [continued]

- The buildings could also be sold to provide an immediate return to Council. The following three options explore the sale of the assets in more detail. The three options available are:
  - secure the building, minimal maintenance
  - demolish the building
  - renovate and reuse the building
- Council refused a five storey application at 112-120 Vere Street which was subsequently approved at VCAT. An appropriate response for 117-123/127 Vere Street would be four storeys at street level, with a recessed fifth level which would provide a good balance between providing a development which is sympathetic to the precinct, meeting the UDF principles and achieving a reasonable financial return. There may an opportunity to consider up to six storeys adjacent to the raised train line.
- The land is currently zoned PUZ6 (Local Government) and any redevelopment of the site will require the land to be rezoned. Opportunity to apply a Development Plan Overlay over the site, to control the nature of any redevelopment and provide certainty to a developer as well as the community.
- Council, in 2013, explored interest in developing this land. An Expression of Interest (Eoi) for a redevelopment of these buildings was put to market; two competitive responses were received. The Eoi called for responses with heights of 5 and 8 storeys which was in some conflict with the UDF which suggests preferred heights of five storeys maximum.

### 3.3 Economic Overview

From a development perspective, the site is relatively well-located for redevelopment. Although frontage to Hoddle Street can represent a difficult proposition for development due to perceived amenity issues, reorientation of development towards Vere Street provides what should be an acceptable outcome. Key opportunities associated with development of the site include:

- An inner urban location where higher density forms of development are commercially viable and have a high level of market acceptance
- Proximity to Collingwood train station
- Proximity to Gahan Reserve
- Potentially, a site of sufficient scale that provides a commercially attractive development footprint



Existing apartment development - 114 Vere Street



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### 3.3 Economic Overview [continued]

Development of the site is not however, without constraints. The extent to which the development footprint is compromised by laneways, heritage buildings or adjacent properties that are unable to be acquired, will reduce the size of the site and, as such, the scale of any subsequent development. In turn, this will reduce the commercial yield of the site and therefore the ability of the development to incorporate public facilities or a commercial yield for the public benefit (eg. affordable or social housing).

It is also important to note that, although the inner urban apartment market is clearly a commercially viable proposition, it is more viable in some areas than it is in others and sometimes viability can vary within relatively short distances.

This is true of Abbotsford where new apartments overlooking the Yarra River or in parts of

Collingwood (both less than one kilometre from the subject site) appear to command residential apartment prices of up to \$10,000/m<sup>2</sup>. In contrast, apartments in the recent development at 118 Vere Street (on the north side of Vere Street facing the subject site) are available for between \$8,000 and \$8,500/m<sup>2</sup>.

This still represents a relatively high sales figure per square metre but would not be described as a premium price for apartments. With construction and development costs at a similar rate across apartment projects regardless of location, the difference is likely to be reflected in underlying land values.

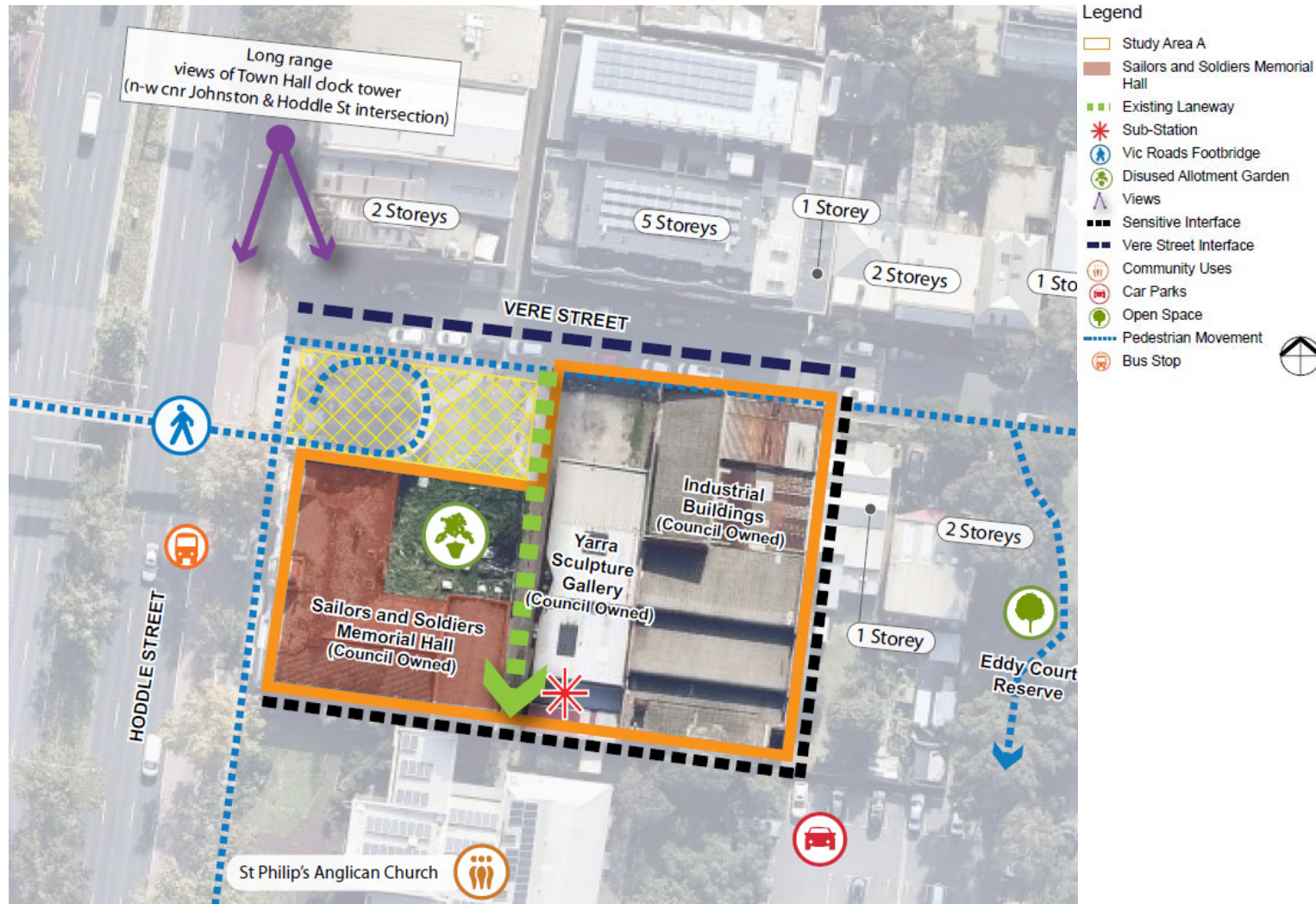
In terms of commercial office space development, the subject site is considered to represent a niche opportunity at the mid to lower end of the market. For reasons associated with perceived amenity and lack of exposure (except of

Hoddle Street), the subject site is unlikely to represent an attractive proposition as a corporate office destination. Accordingly, the extent to which office space is incorporated may dilute the potential to incorporate public benefit uses.

The extent to which these preliminary observations apply will be tested as part of the high-level feasibility testing which forms part of this project.

In summary, the site is considered to represent a sound proposition for apartment development but is likely to prove less attractive to the market as a location for commercial office space. The extent to which a development model may incorporate uses and/or activities that provide a public benefit will be dependent on the development footprint and overall scale of the development outcome.

## 3.4 Existing Conditions



### 3.4.1 Study Area A

Limited to the Council owned properties at 152A Hoddle Street and 117-123 Vere Street. Includes Sailors and Soldiers Memorial Hall (a deteriorated hall erected in 1924, to commemorate those from Collingwood who enlisted for service in World War One), Yarra Sculpture Gallery and multiple warehouses.

The following attributes of Study Area A provide both issues and opportunities alike and form the basis for defining the contextual parameters for the scenario testing in the next stage of this Study.



### 3.4.1 Study Area A [continued]



Sailors and Soldiers, internal view

#### Sailors and Soldiers Memorial Hall

The Collingwood Sailors and Soldiers Memorial Hall was erected in 1924 to commemorate those from Collingwood who enlisted for service in World War One. It is covered by a precinct heritage overlay HO313 - Charles Street Precinct, Abbotsford - but is not recognised as an individually significant building.

The Collingwood Town Hall Precinct Discussion Paper, 2018 states that a building assessment was carried out in 2013 and assessed that 'internally, this building provides very poor quality accommodation and is in need of complete internal refurbishment'. It is estimated that the work needed to secure the fabric of the building is in excess of \$3 million. It is also worth noting that the two storey rear extension is not part of the original construction.

A Collingwood Precinct Councillor Workshop was conducted in January 2020 (facilitated by Collaborations) where there was strong support for the investigation and potential retention of the Sailors and Soldiers Memorial Hall, particularly the honour roll, located centrally within the building.

### 3.4.1 Study Area A [continued]



Pedestrian footbridge

#### **VicRoads Pedestrian Footbridge**

A large pedestrian footbridge is located on a small parcel of land to the north-west of the study area site. This land and bridge is owned by VicRoads. This bridge is underutilised, is not DDA compliant and a signalised pedestrian crossing has been installed just south along Hoddle Street.

As part of this Study, the project team reached out to VicRoads to gauge their interest on the possibility to include this site within any redevelopment of the Town Hall precinct - due to its strategic corner location. A Vic Roads representative indicated that there is currently no medium or long term plans for this land and/or bridge and its removal is not being considered.

#### **Allotment Garden**

A disused and somewhat overgrown allotment garden is located within the Sailors and Soldiers property boundary. This was formally used by the students of the Collingwood College located opposite the Town Hall precinct along Hoddle Street, to grow fruit and vegetables.

#### **Existing Laneway**

The existing north-south laneway off Vere Street provides access to the north side of the church and a City Power sub-station - located at the southern end. It is a designated roadway and its closure is considered challenging.



### 3.4.1 Study Area A [continued]



Yarra Sculpture Gallery

#### Yarra Sculpture Gallery and Industrial Buildings

The properties at 117-125 Vere Street are interconnected industrial buildings and are Council owned. These properties consist of the Yarra Sculpture Gallery and vacant and somewhat derelict industrial buildings.

Approximate Site Area	
117 Vere Street (Yarra Sculpture Gallery)	489.9m <sup>2</sup>
119 Vere Street (Factories)	880.4m <sup>2</sup>
Sailors and Soldiers Memorial Hall	901.1m <sup>2</sup>
Total (approx)	2271.4m <sup>2</sup>

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### 3.4.1 Study Area A [continued]

#### Yarra Sculpture Gallery and Industrial Buildings

##### Key constraints and opportunities for consideration for Study Area A are:

- Potential to include the VicRoads pedestrian footbridge located on the north-west corner of Hoddle and Vere Streets within a development envelope.
- Possible retention and reuse of the Sailors and Soldiers Memorial Hall, including 2 storey rear extension - this is noted to cost about \$3 million as discussed in the Collingwood Town Hall Precinct Discussion Paper, 2018.
- Retain existing laneway (also provides access to sub-station) to the east of Yarra Sculpture Gallery.
- Consider sensitive interface of both St Philips Anglican Church to the south and the low scale residential buildings to the east along Vere Street - overshadowing, visual bulk, outlook, equitable development etc.
  - Consider long range views to Collingwood Town Hall Clock Tower - 'There is a need to ensure that views of the upper portion of the Tower remain against a clear sky', Yarra Landmarks & Views Assessment, 2019.
- Minimise visual dominance impacts to heritage buildings - Sailors and Soldiers Memorial Hall - respect existing street facade height.

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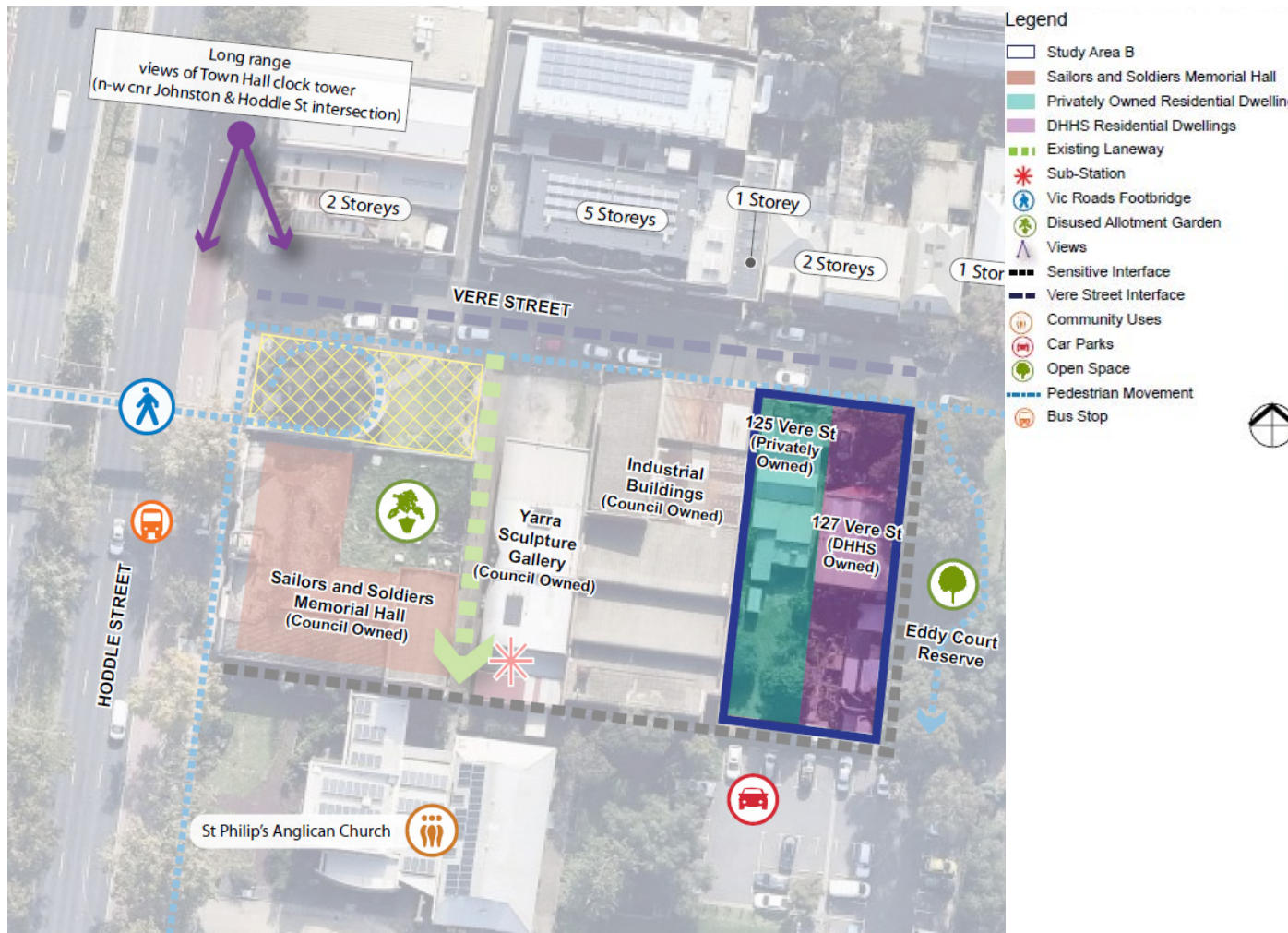
### 3.4.2 Study Area B

Study Area B includes adjacent residential properties to the east along Vere Street. 125 Vere Street is privately owned and the property at 127 Vere Street is owned by the Department of Housing and Human Services (DHHS).

The following attributes of Study Area B provide both issues and opportunities alike and form the basis for defining the contextual parameters for the scenario testing in the next stage of this Study.



### 3.4.2 Study Area B [continued]



**125 Vere Street**  
 125 Vere Street is located to the east of the industrial buildings and is a privately owned single storey green weatherboard residential dwelling.

The Collingwood Town Hall Precinct Discussion Paper, 2018 notes that in 2016 as part of the consideration of a potential redevelopment of the larger precinct site, enquiries to purchase the privately owned property were commenced.

**127 Vere Street**  
 127 Vere Street is a two storey red brick dual occupancy residential building, owned by the Department of Housing and Human Services (DHHS). The Collingwood Town Hall Precinct Discussion Paper, 2018 identifies that DHHS have advised willingness to discuss the inclusion of this property into a potential redevelopment of the Town Hall precinct - subject to suitable conditions.

### 3.4.2 Study Area B [continued]



125 and 127 Vere st

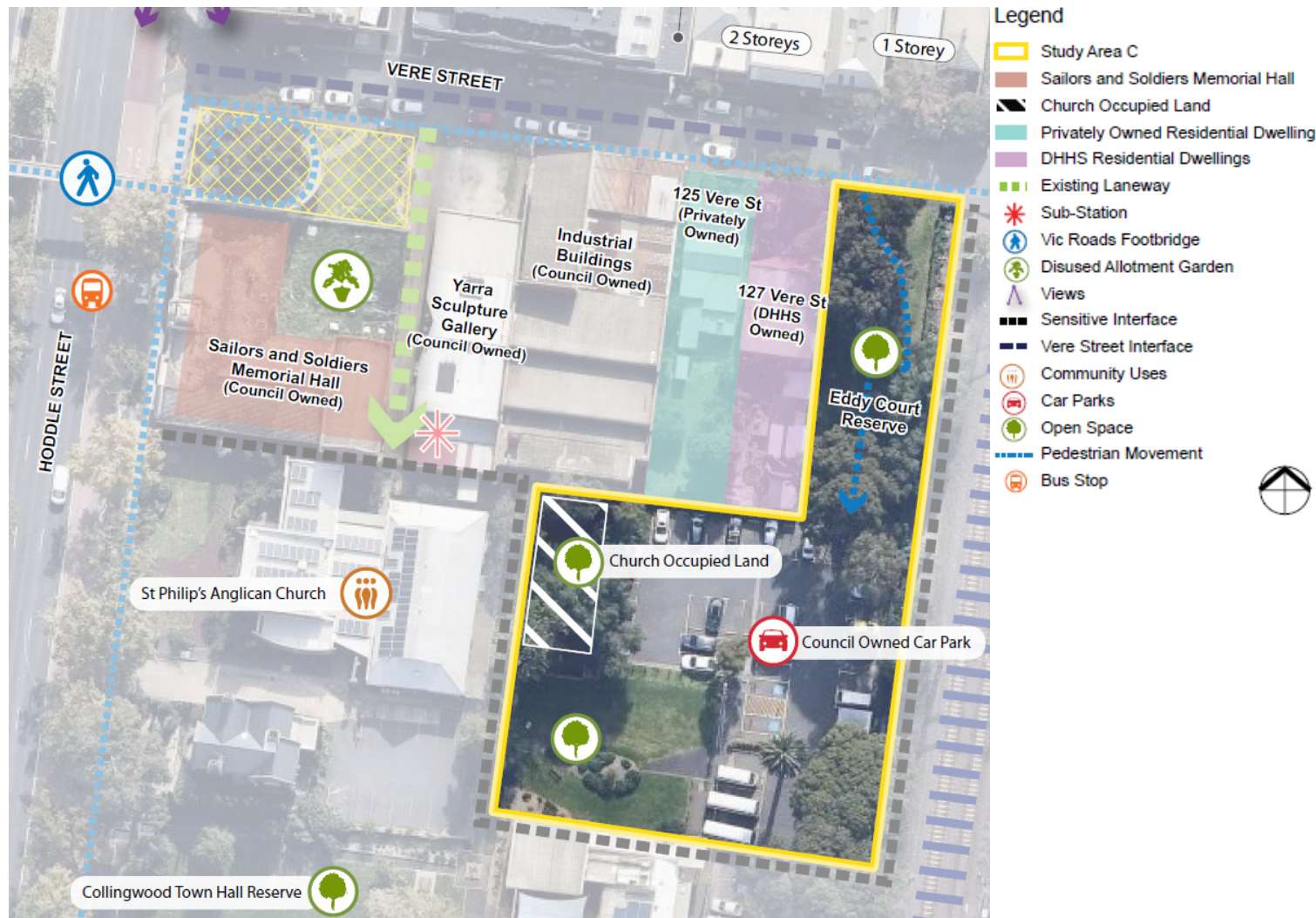
#### Key constraints and opportunities for consideration for Study Area B are:

- Inclusion of both 125 and 127 Vere Street would provide a larger consolidated site and subsequently allow for the inclusion of more community services.
- To achieve an optimum outcome, both 125 and 127 Vere Street would need to be acquired. Should this be pursued, conversations will need to be had with relevant land owners.
- Consider utility and future of Eddy Court Reserve – should this be redeveloped, the provision of a north-south pedestrian link should be maintained.

Approximate Site Area	
125 Vere Street	432.5m <sup>2</sup>
127 Vere Street	439.5m <sup>2</sup>
<b>Total (approx)</b>	<b>872m<sup>2</sup></b>



### 3.4.3 Study Area C



This Study Area indicatively includes Eddy Court Reserve to the east and the car park to the south. The car park is owned by Council and accessed by Eddy Court to the south. There is a portion of land at the rear of St Phillip's, which is owned by Council and occupied by the Church and is currently landscaped.

The following attributes of Study Area C provide both issues and opportunities alike and form the basis for defining the contextual parameters for the scenario testing in the next stage of this Study.

### 3.4.3 Study Area C [continued]

#### Car Park

The car park is owned by Council and accessed by Eddy Court to the south. There is a portion of land at the rear of St Phillip's, which is owned by the Council and occupied by the Church and is currently landscaped.

#### Eddy Court Reserve and Open Space

Eddy Court Reserve is a small grassed pocket park, abutting the train line. It features a handful of large canopy trees and a regularly used north-south pedestrian desire line from Vere Street. These trees are relatively recent eucalyptus plantings without particular significance. Directly south of the car park is a landscaped area that serves as somewhat of a forecourt to the Collingwood Seniors Hub.



**Eddy Court Reserve**

Approximate Site Area	
129 Vere Street (Eddy Court Reserve)	417.5m <sup>2</sup>
Church Occupied Land	230m <sup>2</sup>
Council Car Park (indicative)	1063.7m <sup>2</sup>
Landscaped Area (Council Owned)	687.1m <sup>2</sup>
<b>Total (approx)</b>	<b>2398.3m<sup>2</sup></b>

#### Key constraints and opportunities for consideration for Study Area C are:

- The loss of Eddy Court Reserve in a proposed redevelopment of the precinct could potentially be offset by providing additional open space elsewhere within the study area.
- Inclusion of Council owned car park and Council owned/ Church occupied land, located at the rear of St Phillips.



## 4.0 Scenario Testing

The scenario testing aims to provide Council an understanding of the potential of the sites to provide for the social needs of its community, including a community facility and social and affordable housing, while achieving some economic sustainability.



## 4.1 Urban Design Principles



Scenario testing project areas

### Staging

The scenario testing considers four distinct site areas together, but also allows for their redevelopment in stages (rezoning pending) in case the construction of one or more areas is delayed;

### Land Use

Initial economic analysis indicated that the highest and best use for the site is residential apartments. The proposed library and associated community facilities were deemed best located in Area 1 next to Hoddle Street;

### Built Form

Initial scenario testing considered two development attitudes, conservative and progressive. The low scale scenarios replicate what has been approved nearby. The high scale scenarios accept that as a larger site with no direct residential abutments, the maximum height in the interior

may rise. Although consideration was given to the testing of smaller areas of Council owned land only, a larger footprint, inclusive of all areas (1-4), was necessary to ensure a viable built form outcome, that included preferred setbacks, an enhanced public realm interface and improved north-south connectivity. In addition, a larger built form footprint was needed to achieve a financially feasible outcome that also delivered community infrastructure.

### Open Space

All scenarios occupy the Council parcel of Eddy Court Reserve. Internal spaces within the proposed development scenarios compensate for this apparent loss.



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## 4.2 Concept Feasibility Modelling and Assumptions

The option modelling adopts an approach in which development costs and sales revenue are derived from common assumptions across all options.

- Construction rates are used for car parking, residential, retail, office, and community construction. A construction rate of \$3,200/ m<sup>2</sup> has been applied to residential components. A construction rate of this order represents a figure at the lower end of a high-quality development outcome.
- A utilisation rate of 85% has been applied in the translation from gross floor area to net floor area (i.e. net saleable area) for the residential component to account for lifts, hallways and other unleaseable or unsaleable areas.

- Car parking is provided as basement parking.
- Fixed fees and charges (expressed as a percentage of the sales price or the construction costs) associated with sales and marketing costs, development margins, contingencies, development margins, and other costs.
- A common approach to development costs is applied across each development option.
- A common development margin is applied across each development option.
- A value per m<sup>2</sup> for each land use have been adopted based on research of comparable areas, locations and building types.

This ensures the difference in outcomes for each option is driven by the development yields and outcomes, which are treated as variables in the concept modelling. The common assumptions are outlined in the Common Assumptions Table.

Beyond the usual construction and development costs associated with a development, the modelling allows for acquisition, demolition and redevelopment costs associated with specific development scenarios. These costs are detailed in the Variable Cost Assumptions Table.

Upon application of these assumptions, a residual land value is calculated.

### **Residual Land Value**

The residual land value provides an indication of the value of the land attributed to the development scenario being tested. A negative residual land value indicates a poor market outcome in which a developer would not be willing to undertake the development until market conditions (for example, a significant increase in the apartment or office sale price per square metre) have improved sufficiently to indicate an improved commercial viability for that specific development option. Where a negative residual land value is expressed, it means that, in theory, the land has negative value based on that particular development scenario.

## 4.2 Concept Feasibility Modelling and Assumptions [continued]

Common Assumptions Table

Assumption	Unit/description	Value	Note
<b>Net Saleable Area Conversion Ratio</b>			
Market housing	Proportion of GFA	85.0%	
Affordable housing	Proportion of GFA	85.0%	
Social housing	Proportion of GFA	85.0%	
Commercial	Proportion of GFA	85.0%	
Community	Proportion of GFA	85.0%	
<b>Parking Requirements</b>			
Market housing	Bays/m <sup>2</sup> of GFA	0.01250	1 bay per 80m <sup>2</sup>
Affordable housing	Bays/m <sup>2</sup> of GFA	0.01250	1 bay per 80m <sup>2</sup>
Social housing	Bays/m <sup>2</sup> of GFA	0.01250	1 bay per 80m <sup>2</sup>
Commercial	Bays/m <sup>2</sup> of GFA	0.03030	1 bay per 80m <sup>2</sup>
Average car bay size (incl. end of trip and circulation)	m <sup>2</sup> GFA	33.0	33 m <sup>2</sup> per bay
<b>Revenue</b>			
Market housing	\$/m <sup>2</sup> NSA	\$8,500	
Affordable housing	\$/m <sup>2</sup> NSA	\$5,525	65% of market housing
Social housing	\$/m <sup>2</sup> NSA	\$0	Returned to Council
Commercial	\$/m <sup>2</sup> NSA	\$6,250	
Community	\$/m <sup>2</sup> NSA	\$0	Returned to Council
<b>Construction Costs</b>			
Market housing	\$/m <sup>2</sup> GFA	\$3,200	
Affordable housing	\$/m <sup>2</sup> GFA	\$3,200	
Social housing	\$/m <sup>2</sup> GFA	\$3,200	
Commercial	\$/m <sup>2</sup> GFA	\$2,500	
Community	\$/m <sup>2</sup> GFA	\$2,800	
Basement carpark	\$/m <sup>2</sup> GFA	\$1,350	
<b>Additional costs associated with development*</b>			
Selling costs (sales and marketing)	Proportion of revenue	5.3%	
Developer's margin	Proportion of development costs	20.0%	

### Qualifications:

The outputs represent modelling based on “doing the development now”. It does not take into account multi- year development timeframes that are usual in undertaking a development of this nature.

- As with most conceptual modelling, the outputs are sensitive to the inputs. If key variables such as the sales price/ m<sup>2</sup> or the construction cost/ m<sup>2</sup> are changed, the result can change quite significantly.
- Even so, with several variables held constant the modelling is useful in demonstrating how sensitive outputs are to changes in assumptions, including the impact of planning controls.
- It should be noted, the conceptual modelling is a high level exercise and is not a substitute for detailed development costing and feasibility testing of the kind required to advance a development to the next stage.



## 4.3 Scenario Testing



Scenario Testing Areas

A number of scenarios were tested before arriving at a list of development assumptions that were deemed acceptable for the site and delivering the desired outcomes.

These are:

- Five (5) storey maximum building height
- Three (3) storey street wall height with upper level setbacks
- 20m approx. maximum built form depth (residential)
- Basement car parking (10 shared parking spaces)
- Repair of Soldier and Sailor's Memorial Hall (including fit-out)
- Development of VicRoads footbridge land located on the north-east corner of the site (this includes the construction of new bridge stairs with lift access)

- Retention of existing north-south laneway
- No commercial area (no offices)
- 1,069m<sup>2</sup> of Community Facilities located on ground floor of Area 01 (including library)
- Acquisition of 125 and 127 Vere Street properties
- Retention of buffer along VicTrack land to the east
- Provision of east-west pedestrian links

Based on these parameters, 3 options/scenarios were prepared with varying proportions of social and affordable housing.

### 4.3.1 Scenario A: Provides a housing mix of 30% Social Housing and 20% Affordable Housing

Concept Massing Study



Scenario A: 30% Social and 20% Affordable	
Basement Parking (10 Shared Cars)	330m <sup>2</sup>
Total Library & Community Facilities	1,069m <sup>2</sup>
Total Housing - 200 units	16,418m <sup>2</sup>
Social Housing (30%) - 60 units	5,009m <sup>2</sup>
Affordable Housing (20%) - 40 units	3,260m <sup>2</sup>
Market Housing (50%) - 100 units	8,149m <sup>2</sup>
<b>Total</b>	<b>17,487m<sup>2</sup></b>

**Legend**

- Library & Community Facilities
- Social Housing
- Affordable Housing
- Market Housing
- Open Space
- Pedestrian Link



**Scenario A:** Provides a housing mix of 30% Social Housing and 20% Affordable Housing



Concept Massing Study

**30% Social Housing and 20% Affordable Housing equates to:**

- 60 units (Social Housing)
- 40 units (Affordable Housing)
- 100 units (Market Housing)

## Scenario A: Provides a housing mix of 30% Social Housing and 20% Affordable Housing

The table opposite outlines the concept feasibility outcomes for Scenario A. This includes the gross floor area, basement parking, net revenue, construction and other development costs, and the residual land value.

Option A: 30% Social and 20% Affordable				
	Area 1 & 2	Area 3	Area 4	Total
<b>Gross Floor Area (m2)</b>				
Market Housing	-	3,341	4,808	8,149
Affordable Housing	-	1,337	1,923	3,260
Social Housing	5,009	-	-	5,009
Commercial	-	-	-	-
Community	1,069	-	-	1,069
<b>Total</b>	<b>6,078</b>	<b>4,678</b>	<b>6,731</b>	<b>17,487</b>
<b>Basement Parking</b>				
Basement Parking	10	-	-	10
<b>Net Revenue</b>				
Market Housing	-	\$20.5 million	\$29.6 million	\$50.1 million
Affordable Housing	-	\$5.3 million	\$7.7 million	\$13.0 million
Social Housing	-	-	-	-
Commercial	-	-	-	-
Community	-	-	-	-
<b>Total</b>	<b>-</b>	<b>\$25.9 million</b>	<b>\$37.3 million</b>	<b>\$63.1 million</b>
<b>Construction Costs</b>				
Market Housing	-	\$10.7 million	\$15.4 million	\$26.1 million
Affordable Housing	-	\$4.3 million	\$6.2 million	\$10.4 million
Social Housing	\$16.0 million	-	-	\$16.0 million
Commercial	-	-	-	-
Community	\$3.0 million	-	-	\$3.0 million
<b>Total</b>	<b>\$19.0 million</b>	<b>\$15.0 million</b>	<b>\$21.5 million</b>	<b>\$55.5 million</b>
<b>Other Development Costs</b>				
Basement Carparking	\$0.7 million	-	-	\$0.7 million
Developers Margin	\$4.8 million	\$3.7 million	\$5.3 million	\$14.1 million
Acquisition Costs	-	\$1.5 million	-	\$1.5 million
Demolition Costs	\$0.8 million	\$0.2 million	-	\$0.9 million
Repair of SSMH (inc. fit out)	\$4.0 million	-	-	\$4.0 million
Fees, contingency, insurance etc.	\$5.1 million	\$3.9 million	\$5.6 million	\$14.9 million
<b>Total</b>	<b>\$15.3 million</b>	<b>\$9.2 million</b>	<b>\$11.0 million</b>	<b>\$36.0 million</b>
<b>Total Development Costs</b>	<b>\$34.4 million</b>	<b>\$24.2 million</b>	<b>\$32.5 million</b>	<b>\$91.5 million</b>
<b>Residual Land Value</b>	<b>-\$34.4 million</b>	<b>\$1.6 million</b>	<b>\$4.7 million</b>	<b>-\$28.1 million</b>



### 4.3.2 Scenario B: Provides a housing mix of 20% Social Housing and 10% Affordable Housing

Concept Massing Study



Scenario B: 20% Social and 10% Affordable	
Basement Parking (10 Shared Cars)	330m <sup>2</sup>
Total Library & Community Facilities	1,069m <sup>2</sup>
Total Housing - 200 units	16,418m <sup>2</sup>
Social Housing (20%) - 40 units	3,277m <sup>2</sup>
Affordable Housing (10%) - 20 units	1,642m <sup>2</sup>
Market Housing (70%) - 140 units	11,499m <sup>2</sup>
<b>Total</b>	<b>17,487m<sup>2</sup></b>

**Legend**

- Library & Community Facilities
- Social Housing
- Affordable Housing
- Market Housing
- Open Space
- Pedestrian Link

**Scenario B:** Provides a housing mix of 20% Social Housing and 10% Affordable Housing



**20% Social Housing and 10% Affordable Housing equates to:**

- 40 units (Social Housing)
- 20 units (Affordable Housing)
- 140 units (Market Housing)



## Scenario B: Provides a housing mix of 20% Social Housing and 10% Affordable Housing

The table opposite outlines the concept feasibility outcomes for Scenario B. This includes the gross floor area, basement parking, net revenue, construction and other development costs, and the residual land value.

Option B: 20% Social and 10% Affordable				
	Area 1 & 2	Area 3	Area 4	Total
<b>Gross Floor Area (m2)</b>				
Market Housing	1,185	4,130	6,184	11,499
Affordable Housing	547	548	547	1,642
Social Housing	3,277	-	-	3,277
Commercial	-	-	-	-
Community	1,069	-	-	1,069
<b>Total</b>	<b>6,078</b>	<b>4,678</b>	<b>6,731</b>	<b>17,487</b>
Basement Parking	10	-	-	10
<b>Net Revenue</b>				
Market Housing	\$7.3 million	\$25.4 million	\$38.0 million	\$70.7 million
Affordable Housing	\$2.2 million	\$2.2 million	\$2.2 million	\$6.6 million
Social Housing	-	-	-	-
Commercial	-	-	-	-
Community	-	-	-	-
<b>Total</b>	<b>\$9.5 million</b>	<b>\$27.6 million</b>	<b>\$40.2 million</b>	<b>\$77.3 million</b>
<b>Construction Costs</b>				
Market Housing	\$3.8 million	\$13.2 million	\$19.8 million	\$36.8 million
Affordable Housing	\$1.8 million	\$1.8 million	\$1.8 million	\$5.3 million
Social Housing	\$10.5 million	-	-	\$10.5 million
Commercial	-	-	-	-
Community	\$3.0 million	-	-	\$3.0 million
<b>Total</b>	<b>\$19.0 million</b>	<b>\$15.0 million</b>	<b>\$21.5 million</b>	<b>\$55.5 million</b>
<b>Other Development Costs</b>				
Basement Carparking	\$0.7 million	-	-	\$0.7 million
Developers Margin	\$4.8 million	\$3.7 million	\$5.3 million	\$14.1 million
Acquisition Costs	-	\$1.5 million	-	\$1.5 million
Demolition Costs	\$0.8 million	\$0.2 million	-	\$0.9 million
Repair of SSMH (inc. fit out)	\$4.0 million	-	-	\$4.0 million
Fees, contingency, insurance etc.	\$5.1 million	\$3.9 million	\$5.6 million	\$14.9 million
<b>Total</b>	<b>\$15.3 million</b>	<b>\$9.2 million</b>	<b>\$11.0 million</b>	<b>\$36.0 million</b>
<b>Total Development Costs</b>	<b>\$34.4 million</b>	<b>\$24.2 million</b>	<b>\$32.5 million</b>	<b>\$91.5 million</b>
<b>Residual Land Value</b>	<b>-\$24.8 million</b>	<b>\$3.3 million</b>	<b>\$7.6 million</b>	<b>-\$13.9 million</b>

4.3.3 **Scenario C:** Provides a housing mix of 10% Affordable Housing, Social Housing provided by others\*



Concept Massing Study

Scenario C: 10% Affordable / Social by others	
Basement Parking (10 Shared Cars)	330m <sup>2</sup>
Total Library & Community Facilities	1,069m <sup>2</sup>
Total Housing	16,418m <sup>2</sup>
Social Housing (BY OTHERS) - 40 units	TBC
Affordable Housing (10%) - 20 units	1,642m <sup>2</sup>
Market Housing (70%) - 140 units	11,499m <sup>2</sup>
<b>Total</b>	<b>14,010m<sup>2</sup> + Social</b>

**Legend**

- Library & Community Facilities
- Social Housing
- Affordable Housing
- Market Housing
- Open Space
- Pedestrian Link



**Scenario C:** Provides a housing mix of 10% Affordable Housing, Social Housing provided by others\*



Concept Massing Study

**10% Affordable Housing, Social Housing provided by others\* equates to:**

- 40 units (Social Housing\*)
- 20 units (Affordable Housing)
- 140 units (Market Housing)

\* to be provided by others above/behind the community facilities

**Scenario C: Provides a housing mix of 10% Affordable Housing, Social Housing provided by others\***

The table opposite outlines the concept feasibility outcomes for Scenario C. This includes the gross floor area, basement parking, net revenue, construction and other development costs, and the residual land value.

Option C: Social by others & 10% Affordable				
	Area 1 & 2	Area 3	Area 4	Total
<b>Gross Floor Area (m2)</b>				
Market Housing	1,185	4,130	6,184	11,499
Affordable Housing	547	548	547	1,642
Social Housing	-	-	-	-
Commercial	-	-	-	-
Community	1,069	-	-	1,069
<b>Total</b>	<b>2,801</b>	<b>4,678</b>	<b>6,731</b>	<b>14,210</b>
<b>Basement Parking</b>				
Basement Parking	10	-	-	10
<b>Net Revenue</b>				
Market Housing	\$7.3 million	\$25.4 million	\$38.0 million	\$70.7 million
Affordable Housing	\$2.2 million	\$2.2 million	\$2.2 million	\$6.6 million
Social Housing	-	-	-	-
Commercial	-	-	-	-
Community	-	-	-	-
<b>Total</b>	<b>\$9.5 million</b>	<b>\$27.6 million</b>	<b>\$40.2 million</b>	<b>\$77.3 million</b>
<b>Construction Costs</b>				
Market Housing	\$3.8 million	\$13.2 million	\$19.8 million	\$36.8 million
Affordable Housing	\$1.8 million	\$1.8 million	\$1.8 million	\$5.3 million
Social Housing	-	-	-	-
Commercial	-	-	-	-
Community	\$3.0 million	-	-	\$3.0 million
<b>Total</b>	<b>\$8.5 million</b>	<b>\$15.0 million</b>	<b>\$21.5 million</b>	<b>\$45.0 million</b>
<b>Other Development Costs</b>				
Basement Carparking	\$0.7 million	-	-	\$0.7 million
Developers Margin	\$2.2 million	\$3.7 million	\$5.3 million	\$11.4 million
Acquisition Costs	-	\$1.5 million	-	\$1.5 million
Demolition Costs	\$0.8 million	\$0.2 million	-	\$0.9 million
Repair of SSMH (inc. fit out)	\$4.0 million	-	-	\$4.0 million
Fees, contingency, insurance etc.	\$2.3 million	\$3.9 million	\$5.6 million	\$12.1 million
<b>Total</b>	<b>\$9.9 million</b>	<b>\$9.2 million</b>	<b>\$11.0 million</b>	<b>\$30.6 million</b>
<b>Total Development Costs</b>	<b>\$18.4 million</b>	<b>\$24.2 million</b>	<b>\$32.5 million</b>	<b>\$75.6 million</b>
<b>Residual Land Value</b>	<b>-\$8.9 million</b>	<b>\$3.3 million</b>	<b>\$7.6 million</b>	<b>\$2.0 million</b>



### 4.3.4 Scenario Comparison Table

The table opposite compares the concept feasibility outcomes for all development scenarios. This includes the gross floor area, basement parking, net revenue, construction and other development costs, and the residual land value.

	Option A	Option B	Option C
<b>Gross Floor Area (m2)</b>			
Market Housing	8,149	11,499	11,499
Affordable Housing	3,260	1,642	1,642
Social Housing	5,009	3,277	-
Commercial	-	-	-
Community	1,069	1,069	1,069
<b>Total</b>	<b>17,487</b>	<b>17,487</b>	<b>14,210</b>
<b>Basement Parking</b>			
Basement Parking	10	10	10
<b>Net Revenue</b>			
Market Housing	\$50.1 million	\$70.7 million	\$70.7 million
Affordable Housing	\$13.0 million	\$6.6 million	\$6.6 million
Social Housing	-	-	-
Commercial	-	-	-
Community	-	-	-
<b>Total</b>	<b>\$63.1 million</b>	<b>\$77.3 million</b>	<b>\$77.3 million</b>
<b>Construction Costs</b>			
Market Housing	\$26.1 million	\$36.8 million	\$36.8 million
Affordable Housing	\$10.4 million	\$5.3 million	\$5.3 million
Social Housing	\$16.0 million	\$10.5 million	-
Commercial	-	-	-
Community	\$3.0 million	\$3.0 million	\$3.0 million
<b>Total</b>	<b>\$55.5 million</b>	<b>\$55.5 million</b>	<b>\$45.0 million</b>
<b>Other Development Costs</b>			
Basement Carparking	\$0.7 million	\$0.7 million	\$0.7 million
Developers Margin	\$14.1 million	\$14.1 million	\$11.4 million
Acquisition Costs	\$1.5 million	\$1.5 million	\$1.5 million
Demolition Costs	\$0.9 million	\$0.9 million	\$0.9 million
Repair of SSMH (inc. fit out)	\$4.0 million	\$4.0 million	\$4.0 million
Fees, contingency, insurance etc.	\$14.9 million	\$14.9 million	\$12.1 million
<b>Total</b>	<b>\$36.0 million</b>	<b>\$36.0 million</b>	<b>\$30.6 million</b>
<b>Total Development Costs</b>	<b>\$91.5 million</b>	<b>\$91.5 million</b>	<b>\$75.6 million</b>
<b>Residual Land Value</b>	<b>-\$28.1 million</b>	<b>-\$13.9 million</b>	<b>\$2.0 million</b>

### 4.3.5 Other Elements

The table below outlines additional costs relating to the development of the site. This includes additional basement parking, shared basement parking, extra development height and additional housing.

Item	Description	Total Development Cost	Revenue	Impact to RLV (order of magnitude)
Extra Height (to 4 & 8 storeys)	4-storey perimeter & 8-storey internal (Areas 2, 3 & 4). Additional 7,165m <sup>2</sup> (90 units) of Market Housing	\$40.6 million	\$50.0 million	\$9.3 million
Additional basement parking	7,950m <sup>2</sup> basement parking (230 bays)	\$15.6 million	\$9.2 million	-\$6.4 million
Shared basement parking	10 shared basement parking bays	\$677,600	-	-\$677,600
<b>Additional housing</b>				
Market housing - 1 bed	Additional 60m <sup>2</sup> dwelling	\$400,500	\$495,000	\$94,500
Market housing - 2 bed	Additional 80m <sup>2</sup> dwelling	\$537,700	\$660,000	\$122,300
Market housing - 3 bed	Additional 100m <sup>2</sup> dwelling	\$669,400	\$825,000	\$155,600
Affordable housing - 1 bed	Additional 60m <sup>2</sup> dwelling	\$379,800	\$321,800	-\$58,100
Affordable housing - 2 bed	Additional 80m <sup>2</sup> dwelling	\$510,200	\$429,000	-\$81,200
Affordable housing - 3 bed	Additional 100m <sup>2</sup> dwelling	\$634,900	\$536,300	-\$98,700



#### 4.3.6 Street view from Gahan Reserve



Concept Massing Study

#### 4.3.7 Street view from St Philips Reserve looking North



Concept Massing Study

##### Legend

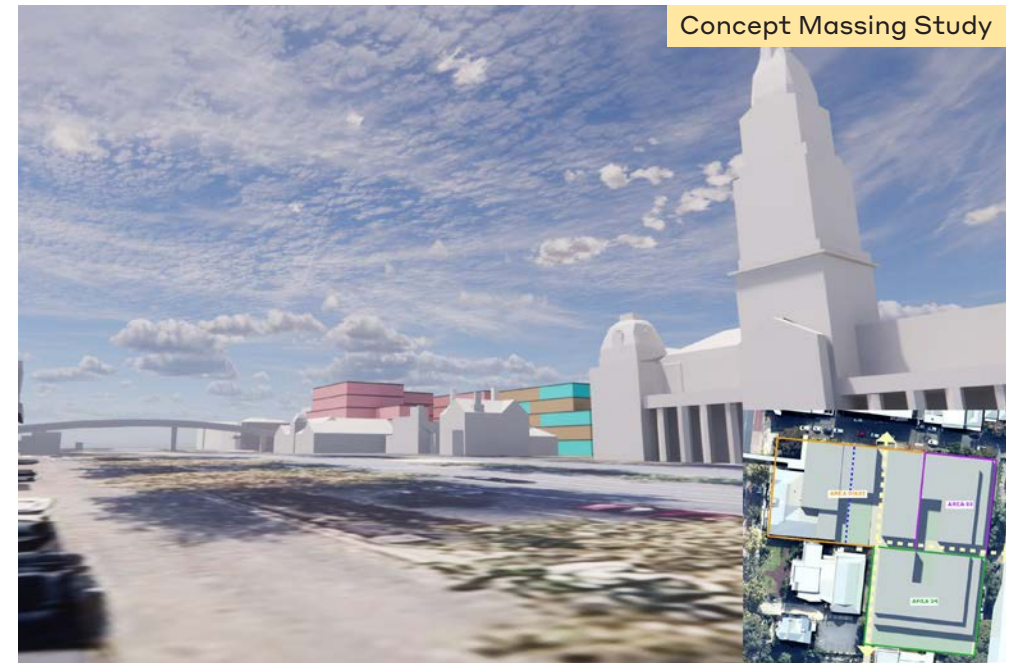
- Library & Community Facilities
- Social Housing
- Affordable Housing
- Market Housing
- Open Space
- Pedestrian Link

Viewpoints were assessed to test visual bulk, overshadowing, public realm interfaces and to ensure the Collingwood Town Hall Clock Tower remained clear to the sky, as viewed from identified primary viewpoints.

#### 4.3.8 Street view from Hoddle Street (with trees)



#### 4.3.9 Street view from Hoddle Street (without trees)



##### Legend

-  Library & Community Facilities
-  Social Housing
-  Affordable Housing
-  Market Housing
-  Open Space
-  Pedestrian Link

Viewpoints were assessed to test visual bulk, overshadowing, public realm interfaces and to ensure the Collingwood Town Hall Clock Tower remained clear to the sky, as viewed from identified primary viewpoints.









#### 4.3.10 Street view from Hoddle Street pedestrian bridge



#### 4.3.11 Street view from Vere Street looking south alongside railway



Legend	
	Library & Community Facilities
	Social Housing
	Affordable Housing
	Market Housing
	Open Space
	Pedestrian Link

Viewpoints were assessed to test visual bulk, overshadowing, public realm interfaces and to ensure the Collingwood Town Hall Clock Tower remained clear to the sky, as viewed from identified primary viewpoints.





## 5.0 Community Infrastructure Concept

Through the scenario testing a number of site utilisations were investigated, with massing studies and economic assessments prepared. This work indicated that a genuine commercially viable solution was going to be difficult to deliver, if the arrangement was to fully fund the Community Infrastructure components.

A more detailed exploration of Community Infrastructure components, with consideration of re-purposing the Sailors and Soldiers Memorial Hall for community use was completed by Mantric Architecture.



## 5.1 Alternate Approach

Alternate urban design approaches were subsequently investigated to ensure the Community Infrastructure intervention at the Sailors and Soldiers Memorial Hall site could be undertaken independently of the larger development. Recognising that limited height may impact other desirable urban design outcomes, a reduced footprint with increased height (floor levels) was explored, to achieve a similar over-all commercial yield objective. To undertake this a number of 'design drivers' were identified to inform the decision making, these included;

1. Create a 'buffer zone' around the Community Infrastructure site, to create a strong community identity and improve opportunities for an environmentally sustainable design response (access to daylight, natural ventilation, solar access, etc)
2. Eliminate ALL housing stock in close proximity, or integrated with, the Sailors and Soldiers Memorial Hall to protect the

highly valued Hoddle Street view lines to Collingwood Town Hall and facilitate a more sensitive design outcomes for the Heritage Place.

3. Reduce the physical extent of 'frontages' immediately on Vere street, rather than setting back the entire building line – with the objective of creating more open view lines into the precinct, thereby improved passive surveillance and sense of personal safety.
4. Maximise utilisation/yield from the high value residential portions of the site – on the north and east sides. This corner of the site maximises setback from Collingwood Town Hall, and may offer increased building height, while still meeting the intent of the UDF.
5. Maximise setbacks from Hoddle street to all residential blocks, and use their built form to reinforce the natural pedestrian 'desire lines' through the site (ie access to the train station).

The above design drivers have informed the precinct test shown adjacent – Figure 1.

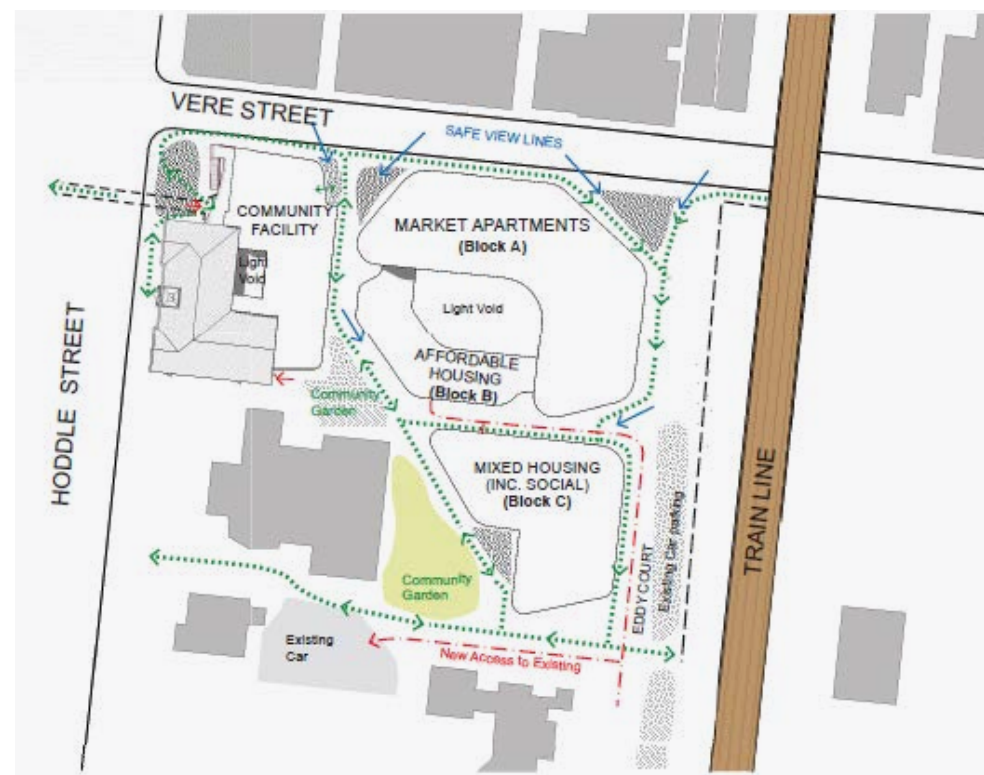


Figure 1: Alternate Urban Design Rationale: Reduced Footprint & Additional Height

## 5.1 Alternative Approach [continued]

The 'smaller footprint' approach has positively contributed to the public realm offer, when compared to the 'Reduced Height/Maximum Footprint' scenarios. This solution offers pedestrians an improved journey through the precinct by;

- Creating generous arrival nodes on Vere street, through the use of building recesses and tapering to the frontage of the residential built form. This also significantly improves visual connection into the precinct.
- Reducing the length of 'lane-way enclosure' by tapering the footprints toward the south
- Increasing the open space offer over the pedestrian journey (north/south), and provide more immediate passive break-out spaces connected to the various building elements.
- The tapered footprint increases the setbacks to the heritage buildings in the precinct and maximises the viewing buffer so the existing building stock can be better appreciated.

This reduced footprint approach requires consideration of increased over-all building height to some areas. The UDF objectives have provided guidance in regard to the Town Hall, and given this greater importance over other setback recommendations. After several test scenarios, it became evident that the required yields needed building dwelling capacity over six to ten levels. In addition, the tapered footprints lend themselves to greater height to the north and lower heights to the south, as the development approaches the Town Hall and Train Station.

While the building height is increased in some zones, the testing demonstrated that the site can tolerate greater height if carefully managed and limited to the northern areas. By permitting additional height, and reducing the footprint, there are major improvements to the 'human experience' at ground level.

With further design examination it would be reasonable to assume

the visual bulk and scaling would be refined and improved further. Materiality will also play a key role in the building form and mass achieving visual integration into the precinct.



## 5.2 Sailors and Soldiers Memorial Hall

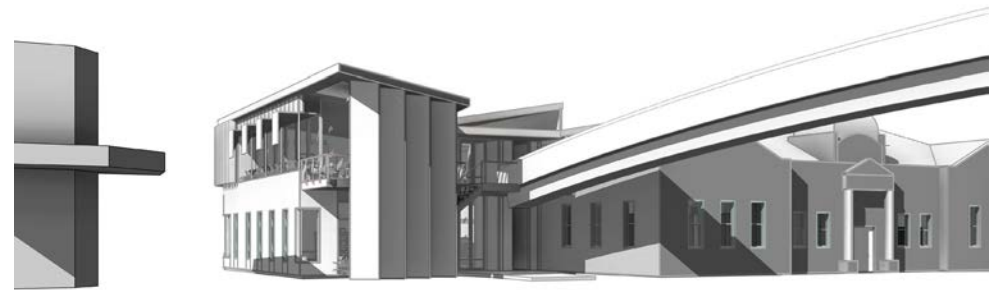
The following drawings depict the concept plans for a two level expansion, integrated with the existing Sailors and Soldiers Memorial Hall.

Through the elimination of all residential dwellings from the Sailors and Soldiers Memorial Hall site, a more appropriate and sensitive design response has been made possible for the Community Facility. Importantly, the adopted approach protects as much as possible of the existing heritage building envelope and retains the visual integrity of its form and historical presence on Hoddle Street. The existing pedestrian over-pass is assumed to be a permanent feature, however has been modified on its eastern landing side, so pedestrians arrive at the new Community Infrastructure level one terrace – where direct access to the community facility is available. This terrace would retain full 24hr public access via new stairs and lift.

The preliminary design investigations identified access issues to the existing heritage

building, which could not be solved without unacceptable modification to the heritage façade and internal room arrangements. For this reason a new entry is proposed at the north/west corner (Hoddle St & Vere St), currently occupied by the radial ramp at the eastern end of the pedestrian over-pass bridge. This entry location to the community facility will create a clear Civic Arrival on Hoddle street and thereby deliver greater public presence. It must be noted that this solution will require use of land not owned by Council. Early engagement with the relevant government agency, responsible for the pedestrian bridge, will be imperative.

The precinct design response seeks to ensure the Community Infrastructure is not constrained, or negatively impacted by, the residential components of the broader development opportunity. This is a critical consideration when deliberating the merits of increased heights to achieve a viable dwelling yield. The alternate approach places greater importance on the Hoddle street scale, so the primary streetscape is protected.

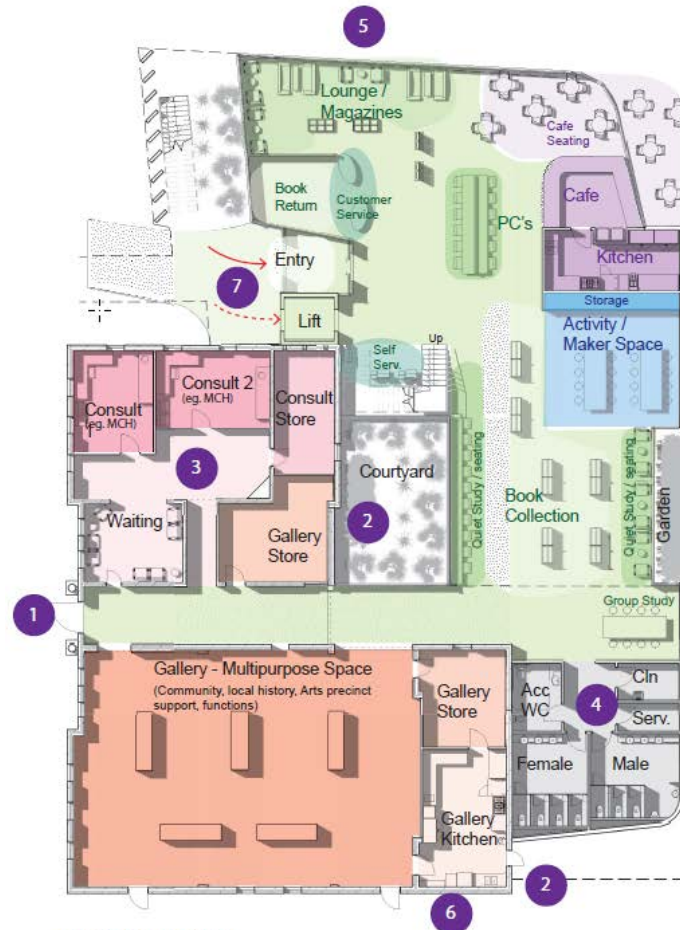


Entry View - Hoddle Street

## 5.2.1 Concept Plans

Further sketches and costings were created for a potential community facility in and adjacent to the Sailors and Soldiers Memorial Hall. The plans assume a multipurpose/flexible library with space for the arts, consulting suites and a cafe.

This high level work provides Council with an estimated costing and illustrations that seek to restore the sites heritage fabric and deliver community infrastructure.



GROUND LEVEL

### AREAS

Gallery / Multipurpose Space : 200 sqm  
 Gallery Storage : 40s qm  
 Gallery Kitchen : 28 sqm  
 Consulting area : 118 sqm

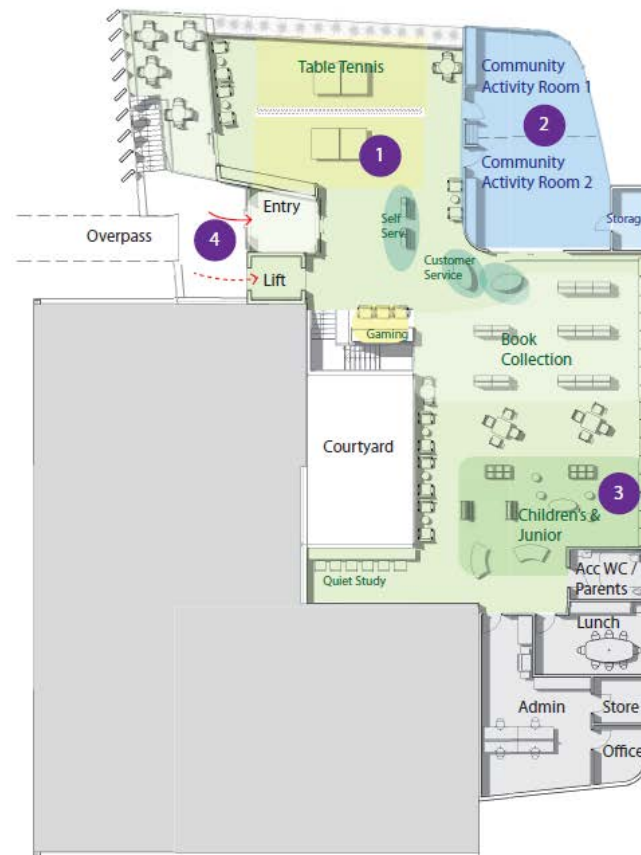
Kitchen and Cafe area : 36 sqm  
 Cafe Seating : 35sqm internal, 15 sqm external

General library : 320 sqm  
 Activity / Maker Space : 45 sqm

- 1 The existing entry has stairs, so it is not possible to make this a DDA compliant entry
- 2 The proposed new building is to be set back from the edges of the Sailors and Soldiers Memorial Hall building to show the corners of the building. This is a heritage consideration to maintain a good connection to all sides of the building. Including an internal light-court will bring natural light into the deepest footplate. This area could house meeting areas, or reading areas
- 3 The 'non' hall portion of the Sailor and Soldiers building lends itself to smaller room functions such as Consulting rooms and storage. This area could also house the Library Admin, staff room and general library storage to free up more space within the new building and library proper.
- 4 Amenity provisioned to suit large gatherings within the Gallery area, as well as for the library
- 5 Northern orientation - Lounge seating and cafe seating - visible from Main Streets.
- 6 Gallery Kitchen to have external access (existing exernal door), and to provide a 'warm up' function rather than a 'cooking' function.
- 7 Lift and entry located to provide access for those entering from the overpass and Hoddle St, as well as from localised parking
- 8 Collection size based on Collingwood (8-10,000 books)



## 5.2.1 Concept Plans [continued]



FIRST LEVEL

### AREAS

Admin : 53 sqm  
 Lunch room : 20 sqm  
 General library : 335 sqm  
 Community rooms : 70 sqm

- 1 Gaming and Teen area visible from Hoddle and Vere Street to encourage use. Close connection to overpass from adjacent Housing Commission Buildings and School
- 2 Community Rooms openable into one space and as openable into surrounding areas as possible
- 3 Children's area located upstairs to be adjacent Community Activity rooms for storetime. Alternately, if it was to be located downstairs, the entire adult and teen book collection would be upstairs with good separation between Teens and Children's areas
- 4 First floor level to align with renovated overpass. New stairs to be installed in lieu of curved ramp with access to lift.

The purpose of the library layout is to establish what will fit within the nominated community building area. The brief of options that may go into this building included :

- Digital spaces, maker space, 3d printing, technology loan etc
- Community Activity rooms and program spaces for a large variety of uses (family, craft, sewing, Storetime etc)
- Arts Precinct support - performance and exhibition areas
- Multipurpose spaces
- MCH or general consulting rooms
- Gaming areas, Teen spaces
- 24 hour access
- Storetime
- Study Space

## 5.2.2 Indicative costing

### City of Yarra

CTH Precinct - Community Infrastructure Investigation

Preliminary - Opinion of Probable Cost

15-Jan-21

#### Preliminary Areas Analysis

	AREA	RATE	ALLOWANCE	
ZONE 1 (Heritage Refurb)	430.00	\$2,100.00	\$903,000.00	
ZONE 2 (Multi-Purp Addition)	410.00	\$3,500.00	\$1,435,000.00	
ZONE 3 (Amenity Addition)	129.00	\$3,800.00	\$490,200.00	
ZONE 4 (Multi-Purp Addition)	447.00	\$3,600.00	\$1,609,200.00	
ZONE 5 (Amenity Addition)	82.00	\$4,000.00	\$328,000.00	
ZONE 6 (Building Services)	28.00	\$2,700.00	\$75,600.00	
Wall Grossing	76.30	\$3,200.00	\$244,160.00	
Circulation	8.00	\$3,200.00	\$25,600.00	
<b>Sub-Total</b>	<b>1,610.30</b>		<b>\$5,110,760.00</b>	Rate : \$3,173.79

Car Parking (Nil)	0	\$3,500.00	\$0.00
Heritage Remedial Restoration	allow		\$3,000,000.00
Lift & Feature Stair (Dual Door)	allow		\$350,000.00
Escape Stair	allow		\$60,000.00
Level 1 Terrace	25	\$2,500.00	\$62,500.00
Ex. Over-pass Modification	allow		\$250,000.00
Feature Shading Blades	allow		\$100,000.00
4 x Auto doors	4	\$5,000.00	\$20,000.00
Landscaping (inc Nth Planter, L1)	allow		\$50,000.00
Audio Visual Equip	allow		\$175,000.00
Furniture, Signage & Equip			\$350,000.00
Book Collection	Existing		\$0.00
Mechanical Roof Well	60	\$1,500.00	\$90,000.00
Site Service	allow		\$25,000.00
Authority		1.00%	\$56,907.60

**Sub-total \$4,589,407.60**

Design Contingency (5%)		\$485,008.38
Professional Fees (9%)		\$873,015.08
Construction Contingency (5%)		\$509,258.80
Escalation (12 month only 3%)	3.00%	\$347,023.50
ESD Allowance (6%)	6.00%	\$335,746.10

**Construction Total \$12,250,219.46 Rate : \$7,607.41**

#### Exclusions:

GST	Demolition
Bored Piers & piles	Hazardous Material Removal
Retaining wall	Contaminated Soil
Up-grade to site service	Road works & cross overs
Works beyond site	Land acquisition

#### Qualification

The above opinion of probable cost has been prepared for initial discussion and budgeting only. Further investigation and design analysis is required to verify this opinion. Verification should be undertaken by a suitably qualified Quantity Surveyor.

#### NOTE:

The Remedial Heritage Restoration cost have been adopted from the 2018 Discussion Paper, escalated from \$2,757,000 to \$3,000,000. The 2019 Bonacci report suggests additional costs could be incurred over time - this risk has not been accounted for in the above opinion.



## 6.0 Conclusion

This Feasibility Study provides a robust foundation for understanding the capacity of the Collingwood Town Hall site in terms of built form and yield, in addition to understanding the future potential the site has for the provision of community facilities and social and affordable housing whilst ensuring financial viability.

The extensive scenario testing and associated costing provides high level feasibility guidance from an urban design 'best practice' and economic/probable cost perspective. However, further detailed discussion with key stakeholders including housing providers, land owners and the broader community, will help to inform the site's built form parameters and overall mix of housing make up.

Option A and Option B deliver a substantial volume of social housing (5,000m<sup>2</sup> and 3,280m<sup>2</sup>) as well as some affordable housing (3,260m<sup>2</sup> and 1,640m<sup>2</sup>) and community space (1,070m<sup>2</sup>); these components provide no revenue (social housing and community space) or limited revenue (affordable housing), as a result the residual land value under these development options is negative at -\$28.1 million for Option A and -\$13.9 million for Option B. These development options would require Council to source an additional \$28.1 million and \$13.9 million in additional funding in order for the developer to be willing to undertake the development.

In excluding social housing from development Option C, the volume of non-saleable floorspace is greatly reduced, to just the community space (1,070m<sup>2</sup>) and retention of affordable housing (1,640m<sup>2</sup>); as a result the residual land value under Option C is positive (+\$2.0million), generating an income for Council from the development.

There is potential for Council to reduce the additional funding needed for development Options A and B, through the inclusion of additional saleable floorspace through extra height.



## 6.0 Conclusion [continued]

The detailed exploration of the community infrastructure component undertaken by Mantric Architecture, based on a two level expansion, integrated with the existing Soldiers and Sailors Memorial Hall footprint, seeks to protect as much of the existing heritage building envelope as possible, while retaining the visual integrity of its form and historical presence along Hoddle Street. This approach to the construction of the community infrastructure component, incorporates the restoration of the Soldiers and Sailors Memorial Hall and resulted in a floor area of 1,610.30sqm, and an indicative probable costing of \$12,250,219.46.

Ultimately, the most appropriate development outcome will be decided by Council budgeting, priorities, and various other considerations.