



YARRA CITY COUNCIL
Internal Development Approvals Committee
Agenda

**to be held on Wednesday 26 July 2017 at 6.30pm
in Meeting Room 3 at the Richmond Town Hall**

Rostered Councillor membership

Councillor Amanda Stone
Councillor Jackie Fristacky
Councillor Mi-Lin Chen Yi Mei

I. ATTENDANCE

Vicky Grillakis (Coordinator Statutory Planning)
John Theodosakis (Senior Statutory Planner)
Cindi Johnston (Governance Officer)

II. DECLARATIONS OF PECUNIARY INTEREST AND CONFLICT OF INTEREST

III. CONFIRMATION OF MINUTES

IV. COMMITTEE BUSINESS REPORTS

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***"Welcome to the City of Yarra.
Yarra City Council acknowledges the
Wurundjeri as the Traditional Owners
of this country, pays tribute to all
Aboriginal and Torres Strait Islander
people in Yarra and gives respect to
the Elders past and present."***



Guidelines for public participation at Internal Development Approval Committee meetings

POLiCY

Council provides the opportunity for members of the public to address the Internal Development Approvals Committee.

The following guidelines have been prepared to assist members of the public in presenting submissions at these meetings:

- public submissions are limited to a maximum of five (5) minutes
- where there is a common group of people wishing to make a submission on the same matter, it is recommended that a representative speaker be nominated to present the views of the group
- all public comment must be made prior to commencement of any discussion by the committee
- any person accepting the chairperson's invitation to address the meeting shall confine himself or herself to the subject under consideration
- people making submissions shall address the meeting as a whole and the meeting debate shall be conducted at the conclusion of submissions
- the provisions of these guidelines shall be made known to all intending speakers and members of the public generally prior to the commencement of each committee meeting.

For further information regarding these guidelines or presenting submissions at Committee meetings generally, please contact the Governance Branch on (03) 9205 5110.

**Governance Branch
2008**

1. Committee business reports

Item		Page	Rec. Page
1.1	101-103 Queens Parade, Clifton Hill - PLN16/0751 - Use and development of the land for the construction of additional levels to the existing building, including partial demolition and a reduction in the car parking requirement.	5	42

1.1	101-103 Queens Parade, Clifton Hill - PLN16/0751 - Use and development of the land for the construction of additional levels to the existing building, including partial demolition and a reduction in the car parking requirement.
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Executive Summary

Purpose

1. This report provides Council with an assessment of a planning permit application submitted for 101-103 Queens Parade, Clifton Hill. The report recommends approval of the application, subject to a number of conditions.

Key Planning Considerations

2. Key planning considerations include:
 - (a) Use (Clauses 34.01-1 & 22.05);
 - (b) Built form (Clauses 15.01, 21.05, 22.02 & 43.01);
 - (c) Car parking and bicycle provision (Clauses 52.06 & 52.34).

Key Issues

3. The key issues for Council in considering the proposal relate to:
 - (a) State and Local Planning Policy Framework Summary;
 - (b) Use;
 - (c) Built form and design;
 - (d) Heritage;
 - (e) Off-site Amenity Impacts;
 - (f) Internal Amenity;
 - (g) Car parking and bicycle provision;
 - (h) Waste Management; and
 - (i) Objector concerns.

Objector Concerns

4. 35 objections were received to the application, these can be summarised as:
 - (a) The proposal is not responsive to the heritage overlay or neighbourhood character;
 - (b) Excessive height and scale, resulting in visual bulk impacts;
 - (c) Proposed dark materials may result in visual impacts;
 - (d) Poor internal amenity;
 - (e) Inadequate car parking provided;
 - (f) Potential off-site amenity impacts (overshadowing, overlooking, loss of daylight, noise);
 - (g) Waste management issues;
 - (h) Will set a precedence for higher built form in the area;
 - (i) Lack of details or incorrect details on the plans.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported.

CONTACT OFFICER: Lara Fiscalini
TITLE: Senior Statutory Planner
TEL: 9205 5372

1.1 101-103 Queens Parade, Clifton Hill - PLN16/0751 - Use and development of the land for the construction of additional levels to the existing building, including partial demolition and a reduction in the car parking requirement.

Trim Record Number: D17/87488

Responsible Officer: Principal Statutory Planner

Proposal: Use and development of the land for the construction of additional levels to the existing building, including partial demolition and a reduction in the car parking requirement.

Existing use: Bank/Commercial tenancies

Applicant: MAP Architecture & Design

Zoning / Overlays: Commercial 1 Zone
Heritage Overlay (HO330 – Queens Parade Precinct)
Environmental Audit Overlay

Date of Application: 25 August 2016

Application Number: PLN16/0751

Planning History

1. The following planning permits relate to the land;
 - (a) Planning permit 90579 was issued on the 12 October 1977 for an *internally illuminated sign*.
 - (b) Planning permit 90/7 was issued on the 26 June 1990 to *use the existing building as a cold store*.
 - (c) Planning permit 92/208 was issued on the 30 December 1992 for a *new shop front and entry*.
 - (d) Planning permit 93/186 was issued on the 20 October 1993 for a *verandah to the shop front*.
 - (e) Planning permit 97/856 was issued on the 28 November 1997 for the *purpose of alterations to the front of the building*.
 - (f) Planning permit 980266 was issued on the 24 May 1998 to *reconstruct buildings for the existing use (furniture factory)*.
 - (g) Planning permit 000733 was issued on the 10 July 2000 for the *installation of illuminated business signage*.
 - (h) Planning permit 000913 was issued on the 8 August 2000 to *paint the exterior of the building*.
 - (i) Planning permit PL05/0663 was issued on the 9 September 2005 for *partial demolition and buildings and works to the front façade*.
 - (j) Planning permit PL05/0954 was issued on 11 November 2005 for *partial demolition, buildings and works including a waiver of carparking associated with a bank*.
 - (k) Planning permit PL06/0056 was issued on the 4 August 2006 for *part demolition, buildings and works to allow for the construction of a support structure and installation of three air-conditioning units above the roof of the existing building*.
 - (l) Planning permit PL05/0901 was issued on the 23 May 2006 for *part demolition and buildings and works*.
 - (m) Planning permit PL06/1180 was issued on the 29 June 2007 to *develop the land through buildings and works to the existing building (including part demolition) and waiver of car parking requirements (in association with an office use)*.
 - (n) Planning permit PL07/0355 was issued on 1 October 2007 for *use of the ground floor as a fitness centre (pilates) incorporating waiver of car parking requirement*.

Background

2. The application was lodged on 25 August 2016, with revised plans submitted under Section 50 of the *Planning and Environment Act 1987* (The Act) on 25 January 2017. Further information was submitted in February 2016. The application was advertised on 2 March 2017, with 35 objections received.
3. The application was re-advertised on 28 March 2017, as concerns had been raised that the original advertising description incorrectly described the proposed building to have a maximum height of 5 storeys. Given the proposed common area and storage units on the building's roof, technically the maximum height is 6 storeys. Letters were sent to surrounding owners/occupiers, along with all objectors, to rectify this.
4. A Consultation Meeting was held on 9 May 2017, where the key issues raised in the objections were discussed with the Permit Applicant, Objectors and Planning Officers present.
5. Whilst this process was occurring, advice was sought and received from Council's internal units including Urban Design, Heritage, Waste Management, Engineering, Strategic Transport and Environmental Sustainable Development (ESD). Referral advice is attached to this report.
6. As a result of the matters raised at the consultation meeting and within the referral advice, the Applicant submitted sketch plans on 7 June 2017. The amended plans show the following changes;
 - (a) Deletion of Level 4 and reduction in apartment numbers from 14 to 11 (overall building height reduced to 5 storeys);
 - (b) A 2m non-trafficable roof area incorporated into the roof terraces directly behind the balustrade of Level 2;
 - (c) The lightcourt along the western boundary increased in size at Levels 2 & 3, with subsequent internal rearrangements of Units 204 & 304;
 - (d) Minor reduction in size of balconies for Units 202 & 204;
 - (e) The new Level 4/roof level to contain one apartment, a communal area, 11 storage cages and 6 bicycle spaces;
 - (f) A lighter colour palette;
 - (g) Building height reduced from 21.8m to 17.5m, with the lift overrun extending to 18.3m.
7. The amended plans were re-referred to Council's Heritage Advisor, ESD Officer and Urban Design Unit for comment. They were not re-referred to the other units as the changes were not considered to impact their comments.
8. A further set of sketch plans were submitted by the Applicant on 12 July 2017. These plans were in response to Council concerns with potential overshadowing to the southern sites and made further reductions to the overall building envelope. The second set of amended plans make the additional modifications to the development;
 - (a) Units 202 & 203 reduced from 2 bedrooms to 1 bedroom and study nook, with the southern wall of these units set back 5.5m from the southern boundary;
 - (b) Increased balcony sizes for both of these dwellings, with the internal lightwell for these dwellings removed and storage units for these dwellings relocated from the roof to directly adjacent to each front door;
 - (c) Units 302, 303 & 304 consolidated into two dwellings, with one of the two remaining dwellings increased from one to two bedrooms;
 - (d) The set back of the southern wall at level 3 increased to 8.46m;
 - (e) Unit 401 altered from two to one bedroom, with the southern wall of this dwelling set back 11.3m from the southern boundary and the southern balcony reduced in size from 26sqm to 22sqm;
 - (f) The number of storage cages at roof level reduced from 11 to 8;
 - (g) Overall number of dwellings reduced to 10.
9. These sketch plans will be referenced throughout this report. Both sets of sketch plans are attached to this report.

Existing Conditions

Subject Site

10. The subject site is a rectangular allotment on the southern side of Queens Parade. The site has a frontage of 18.9m and a depth of 33.6m, with an overall area of approximately 636sqm. A laneway extends along the southern boundary of the site, accessed from Gold Street and Hodgkinson Street. There is no on-site car parking provided.
11. Due to the orientation of the land, and for ease of reference, the boundaries will be known as follows:
 - (a) north-west boundary – facing Queens Parade (north);
 - (b) south-west boundary – facing No. 97-99 Queens Parade (west);
 - (c) north-east boundary – facing No. 105 Queens Parade (east); and
 - (d) south-east boundary - facing the laneway (south).
12. A double-storey building is constructed to all four boundaries, with a number of commercial tenancies located at both levels and a bank at the front. Large shop-front windows abut the Queens Parade boundary at ground level, with an awning extending above the footpath. A recessed entrance is located centrally within the façade, with a second pedestrian entrance to the east. Given the high site coverage, there is no vegetation located within the land.



Surrounding Land

13. The surrounding area to the north, east and west is characterised by a mix of uses, predominantly commercial and retail, with a coarse-grained pattern of subdivision. The land to the east and west is commercially zoned, with Queens Parade within a Road Zone Category 1. Properties to the south are residential and fine-grain in character, and are located within the Neighbourhood Residential Zone.
14. The site is located within a highly intact Victorian streetscape, with the immediate built form predominantly double-storey in scale. The substantial floor to ceiling heights provided in a number of adjacent buildings result in a triple-storey presentation to the street.
15. The site is located in the Queens Parade Neighbourhood Centre (QPNC), which provides banks, local grocery stores, specialist boutiques, cafes and restaurants, medical facilities and taverns.

16. The inner city location ensures the site is well serviced by infrastructure and public transport accessibility, with:
 - (a) Clifton Hill Train Station 528m to the east of the site, providing service from the CBD to Epping, Hurstbridge and South Morang;
 - (b) Rushall Train Station 600m to the north-east of the site, providing service from the CBD to South Morang;
 - (c) Queens Parade (directly in front of the site) being serviced by tram route No.86 which provides service between Docklands and RMIT Bundoora;
 - (d) Queens Parade (Clifton Hill Interchange) serviced by buses as follows:
 - (i) Metlink Bus Route #546 (Heidelberg – Melbourne University – Queen Victoria Market via Clifton Hill and Carlton) travels along Queens Parade and stop approximately 42m north of the subject site.
 - (ii) Metlink Bus Route #504 (Moonee Ponds – Clifton Hill via East Brunswick) stops on North Terrace approximately 160m south-east of the site.
 - (iii) Metlink Bus Route #246 (Elsternwick – Clifton Hill via St Kilda) travels along Hoddle Street and stops at North Terrace approximately 447m east of the site.
17. The immediate abutments are outlined below.



North

18. To the north is Queens Parade, a 27m wide, dual carriageway, separated by a central median and tram lines. There is an 8m wide service lane on either side of this thoroughfare. Further to the north are a row of commercial premises, double-storey in scale.

East

19. To the east is 105 Queens Parade, an 'individually significant' double-storey heritage building, setback from the street, with a driveway extending along the site's western boundary. An at-grade car park is located to the rear of this building, with no vehicle access available to this space from the rear laneway. A chiropractor operates from this premise.

West

20. To the west is the former Melbourne Savings Bank Building at 97-99 Queens Parade. This building is also an 'individually significant' double-storey heritage building, with the façade directly abutting Queens Parade. A driveway extends along the site's western boundary, providing access to an open car parking area at the rear. There is no vehicle access available to this space from the rear laneway. Built form extends along part of the shared boundary. A restaurant currently operates from this site.
21. A planning application is under consideration by Council (PLN16/1097) for the development of this site to allow the construction of a triple-storey residential building (plus basement level).
22. The Clifton Hill BrewPub is located at 89 Queens Parade, further to the west. This venue has a liquor licence (No. 31902603) that allows trading until 3am, with this licence also noting that live music may be played on site. A drive-through bottle shop and large at-grade car parking area is located to the rear of this venue.
23. The Spire of St Johns Church is located approximately 120m to the west of the site.

South

24. The rear of the site is bounded by a laneway; on the southern side of this laneway is a highly intact row of single-storey terrace dwellings fronting Hodgkinson Street. Secluded private open space (SPOS) associated with these sites address the rear of the subject site. The laneway is characterised by rear boundary fences and roller doors.

The Proposal

25. The proposal is for the construction of a four-storey addition to the existing building, to provide 14 dwellings. The two existing levels of commercial tenancies will be maintained. There is no car parking proposed on-site.

Use

- (a) The development proposes 6 x 2 bedroom and 8 x 1 bedroom apartments in levels 3-5.
- (b) A communal area will be provided at level 6, along with storage cages for all dwellings.

Buildings and works

Demolition

- (c) The pitched iron roof behind the parapet will be removed.
- (d) The timber framed windows within the rear wall will be removed and replaced with aluminium framed windows of the same dimensions.
- (e) Minor alterations will be made to the pedestrian entrance door on the eastern side of the façade.
- (f) Internally the ground floor will be modified to provide for residential access, waste storage etc. (no permit required for these works).

Ground & Level 1

- (g) These levels will be largely maintained as is, with the commercial tenancies retained.

- (h) The residential entrance will be located on the eastern side of the façade, with a booster cabinet incorporated into this entrance. A foyer will extend along the eastern side of this level, with space provided for commercial and residential waste storage, services, a lift and stairwell.

Level 2

- (i) This level will be set back 7.29m to 9.45m from the façade, with two terraces within this setback, separated by a 1.7m high obscure glazed screen.
- (j) Five dwellings will be located at this level, with walls largely constructed to both side boundaries. A light-court (1.5m x 2.4m) will be located adjacent to the western boundary. The rear wall will be set back 3.4m to 5.5m from the southern boundary, with three balconies located within this setback.
- (k) 6 wall-hung bicycle spaces will be provided adjacent to the central lift core.

Level 3

- (l) This level will be set back 6.48m, 7.29m, 8.2m and 9.45m from the façade. Two terraces will be located within this setback.
- (m) Five dwellings will be located at this level, with walls largely constructed to both side boundaries. A light-court (1.5m x 2.4m) will be located adjacent to the western boundary. The rear wall will be set back 4.2m, 6.3m and 9.2m from the southern boundary, with three balconies located within this setback.
- (n) 6 wall-hung bicycle spaces will be provided adjacent to the central lift core.

Level 4

- (o) This level will be set back between 6.48m and 8.45m from the façade. Two terraces will be located within this setback.
- (p) Four dwellings will be located at this level, with the front dwellings set back 1.59m from the eastern boundary and 1.69m from the west. The two rear dwellings will abut the side boundaries and will be set back 7.2m and 9.2m from the southern boundary. Two balconies will be located within this setback.
- (q) 6 wall-hung bicycle spaces will be provided adjacent to the central lift core.

Level 5 (roof area)

- (r) An uncovered common area and 14 storage units will be located at this level, with setbacks of 9.2m from the north, 3.7m from the east, 3.1m from the west and 11.9m from the south.

General

- (s) The proposal has a maximum height of approximately 21.8m;
- (t) The podium will have an angled rear wall, sloping away from the southern boundary and will be constructed of a combination of lightweight render and masonry (ranging in colour from white, to light and dark grey).
- (u) Screens and balustrades will be a combination of clear glass, obscure glazing, perforated metal and dark grey louvres.
- (v) Services (air conditioning units) will be provided within each separate balcony.

Planning Scheme Provisions

Zoning

Commercial 1 Zone (C1Z)

26. Pursuant to clause 34.01-1 of the Yarra Planning Scheme (the Scheme), a planning permit is required to use the land for the purpose of dwellings, as the width of the residential frontage within the Queens Parade façade exceeds 2m. The overall width of the pedestrian entrance, including the services cabinet, is 3m.
27. Pursuant to clause 34.01-4, a planning permit is required to construct a building or construct or carry out works.
28. Clause 55 of the Scheme does not apply to a development of five or more storeys. Instead, the development will be assessed against the Guidelines for Higher Density Residential Development (GHDRD) and relevant policy of the Scheme.
29. Clause 58 does not apply to an application for a planning permit lodged before the approval date of Amendment VC136 (13 April 2017).

Road Zone Category 1 (RDZ1)

30. The site is adjacent to a road zone, however as no works will occur within this zone a planning permit is not required.

Overlays

Heritage Overlay (HO330 – Queens Parade Precinct)

31. Pursuant to clause 43.01-1 of the Scheme, a planning permit is required to construct or carry out works, including demolition. External paint controls apply to this heritage precinct.

Environmental Audit Overlay

32. Pursuant to Clause 45.03-1 of the Scheme, before a sensitive use (which includes a residential use) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:
 - (a) *a certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or*
 - (b) *an environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*
33. The proposal will result in buildings and works associated with a sensitive use, being dwellings, and therefore an environmental audit must be undertaken. A note highlighting this requirement will be included on any planning permit issued.

Particular Provisions

Clause 52.06 (Car Parking)

34. Clause 52.06-2 requires that before a new use commences, the number of car spaces required under Clause 52.06-5 must be provided. Clause 52.06-3 states that a permit is required to reduce the number of car spaces required under Clause 52.06-5.
35. The commercial tenancies are existing uses and the floor areas of these uses will not alter, thereby generating no additional car parking requirement under this clause.
36. The Clause 52.06-5 requirements, the proposal provision and the subsequent shortfall are shown below.

Use	Bedrooms/ Area	Rate	No. required	No. proposed
14 x dwellings	6 x 2 bedroom 8 x 1 bedroom	1 space per 1 and 2 bedroom dwelling	14	0
		1 space for visitors to every 5 dwellings for developments	2	0
Totals			16	0

37. With no on-site car parking spaces provided, the proposal seeks a full reduction of the resident and visitor car parking requirement.

Clause 52.34 (Bicycle Facilities)

38. Pursuant to Clause 52.34-3, in developments of four or more storeys, 1 resident bicycle parking space should be provided for every 5 dwellings plus 1 visitor space for every 10 dwellings.

Use	Bedrooms/ Area	Rate	No. required	No. proposed
14 x dwellings	6 x 2 bedroom 8 x 1 bedroom	1 space per every 5 dwellings	3	18
		1 space for visitors to every 10 dwellings for developments	2	0
Totals			5	18

39. The proposal exceeds the bicycle parking rate for dwelling residents, however does not provide visitor bicycle parking on the site.

40. Clause 52.34-4 provides design standard for bicycle spaces and signage.

Clause 52.35 (Urban context report and design response for residential development of five or more storeys).

41. Pursuant to Clause 52.35-01, a development of five or more storeys must be accompanied by an urban context report and a design response. These were satisfactorily provided.

Clause 52.43 (Live Music and Entertainment Noise)

42. The purpose of this clause is;
- (a) *To recognise that live music is an important part of the State's culture and economy;*
 - (b) *To protect live music entertainment venues from the encroachment of noise sensitive residential uses;*
 - (c) *To ensure that noise sensitive residential uses are satisfactorily protected from unreasonable levels of live music and entertainment noise;*
 - (d) *To ensure that the primary responsibility for noise attenuation rests with the agent of change;*
43. Clause 52.43-3 notes that the following requirements must be met;
- (a) *A noise sensitive residential use must be designed and constructed to include acoustic attenuation measures that will reduce noise levels from any:*

- (i) *indoor live music entertainment venue to below the noise limits specified in State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N2).*
- (ii) *outdoor live music entertainment venue to below 45dB(A), assessed as an Leq over 15 minutes.*

44. A permit may be granted to reduce or waive these requirements if the responsible authority is satisfied that an alternative measure meets the purpose of this clause.

General Provisions

45. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

State Planning Policy Framework (SPPF)

Clause 11.02 (Urban Growth)

46. Clause 11.02-1 (Supply of Urban Land) the objective is:

- (a) *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

Clause 11.02-3 (Planning for growth areas)

47. The objective is:

- (a) *To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create benefits for sustainability while protecting primary production, major sources of raw materials and valued environmental areas.*

Clause 11.03-1 (Activity centre network)

48. The objective is:

- (a) *To build up activity centres as a focus for high quality development, activity and living for the whole community by developing a network of activity centres.*

Clause 11.03-2 (Activity centre planning)

49. The objective is:

- (a) *To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community.*

Clause 11.04 (Metropolitan Melbourne)

50. The relevant objectives of this clause include:

- (a) *To provide a diversity of housing in defined locations that cater for different households and are close to jobs and services.*
- (b) *To create healthy and active neighbourhoods and maintain Melbourne's identity as one of the world's most liveable cities.*

Clause 11.06-2 (Housing Choice)

51. The objective of this clause is:

(a) *to provide housing choice close to jobs and services.*

Clause 13.03-1 (Use of contaminated and potentially contaminated land)

52. The objective is:

(a) *To ensure that potentially contaminated land is suitable for its intended future use and that contaminated land is used safely.*

53. A note highlighting that the requirements of Clause 45.03 of the Scheme must be undertaken will be included on any planning permit issued.

Clause 15.01 (Built Environment and Heritage)

54. Clause 15.01-1 (Urban design) objective is:

(a) *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-2 (Urban Design Principles)

55. The objective of this clause is *'to achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties'*. This clause outlines principles relating to context, the public realm, safety, landmarks, views and vistas, pedestrian spaces, heritage, consolidation of sites and empty sites, light and shade, energy and resource efficiency, architectural quality and landscape architecture. These principles will be addressed in the following urban design assessment.

56. This clause also states that planning must consider as relevant:

(a) *Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) (GHDRD) in assessing the design and built form of residential development of four or more storeys;*

Clause 15.01-5 (Cultural identity and neighbourhood character)

57. The objective of this clause is *'to recognise and protect cultural identity, neighbourhood character and sense of place'*.

Clause 15.02-1 (Energy and resource efficiency)

58. The objective of this clause is *'to encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions'*.

Clause 16.01-1 (Integrated housing)

59. The objective of this clause is *'to promote a housing market that meets community needs'*.

Clause 16.01-2 (Location of residential development)

60. The objective of this clause is *'to locate new housing in or close to activity centres and in urban renewal precincts and sites that offer good access to jobs, services and transport'*.

Clause 16.01-3 (Housing opportunity areas)

61. The objective of this clause is *'to identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne'*.
62. The strategy for this policy to *'identify housing development opportunities that are'*:
- (a) In and around the Central City.*
 - (b) Urban-renewal precincts.*
 - (c) Areas for residential growth.*
 - (d) Neighbourhood activity centres - especially those with good public transport connections.*
 - (e) Areas near existing and proposed railway stations that can support transit-oriented development.*

Clause 16.01-4 (Housing diversity)

63. The objective of this clause is *'to provide for a range of housing types to meet increasingly diverse needs'*.
64. One of the strategies of this policy is to *'support opportunities for a wide range of income groups to choose housing in well serviced locations'*.

Clause 18.01-1 (Land use and transport planning)

65. The objective of this clause is:
- (a) To create a safe and sustainable transport system by integrating land-use and transport.*

Clause 18.02-1 (Sustainable personal transport)

66. The objective of this clause is:
- (a) To promote the use of sustainable personal transport.*

Local Planning Policy Framework (LPPF)

67. The following LPPF provisions of the Scheme are relevant:

Clause 21.04 (Land use)

Clause 21.04-1 (Accommodation and Housing)

68. The relevant objectives and strategies of this Clause are:
- (a) Objective 1 - To accommodate forecast increases in population.*
 - (b) Objective 2 - To retain a diverse population and household structure; and*
 - (c) Objective 3 - To reduce potential amenity conflicts between residential and other uses.*

Clause 21.04-2 (Activity Centres)

69. Relevant objectives and strategies include:
- (a) Objective 4 - To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.*
 - (b) Objective 5 - To maintain the long term viability of activity centres.*

Clause 21.05-2 (Urban design)

70. The relevant Objectives of this Clause are:

- (a) *Objective 16 - To reinforce the existing urban framework of Yarra;*
- (b) *Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:*
 - (i) *Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
 - *Significant upper level setbacks*
 - *Architectural design excellence*
 - *Best practice environmental sustainability objectives in design and construction*
 - *High quality restoration and adaptive re-use of heritage buildings*
 - *Positive contribution to the enhancement of the public domain*
 - *Provision of affordable housing.*
- (c) *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;*
- (d) *Objective 19 To create an inner city environment with landscaped beauty;*
- (e) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;*
- (f) *Objective 21 - To enhance the built form character of Yarra's activity centres:*
 - (i) *Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and*
 - (ii) *Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.*

Clause 21.06-1 (Walking and cycling)

71. This Clause builds upon the Objectives outlined at Clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

- (a) *Objective 30 - To provide safe and convenient bicycle environments:*
- (b) *Objective 32 - To reduce the reliance on the private motor car:*
- (c) *Objective 33 - To reduce the impact of traffic:*

Clause 21.07-1 (Environmentally sustainable development)

72. The relevant objective of this Clause is:

- (a) *Objective 34 To promote ecologically sustainable development:*

Clause 21.08-4 (Clifton Hill)

73. Clause 21.08-4 describes the neighbourhood as follows:

- (a) *This largely residential neighbourhood has good public open space including the parklands associated with the Yarra River and Merri Creek to its east and Darling Gardens and Mayors Park located within the neighbourhood.*
- (b) *The Queens Parade centre is a mixed use centre with strong convenience retailing. There is an opportunity to create stronger linkages between the community facilities to the east and the centre.*

74. Figure 11 shows the subject site is located within the Queens Parade Neighbourhood Centre (QPNC).

Local Policies

Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay)

75. *Clause 22.02 of the Scheme applies to all development where a planning permit is required under the Heritage Overlay. The objectives of the policy include:*
- (a) to conserve Yarra's natural and cultural heritage;*
 - (b) to conserve the historic fabric and maintain the integrity of places of cultural heritage significance;*
 - (c) to retain significant view lines to, and vistas of, heritage places;*
 - (d) to preserve the scale and pattern of streetscapes in heritage places;*
 - (e) to encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places;*
 - (f) to ensure that additions and new works to a heritage place respect the significance of the place;*
 - (g) to encourage the retention of 'individually significant' and 'contributory' heritage places.*
76. *Clause 22.02-5.1 (Demolition - Removal of Part of a Heritage Place or Contributory Elements)*
- (a) Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*
 - (i) That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
 - (ii) For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*
77. *Clause 22.02-5.7 (New Development, Alterations or Additions)*
- (a) Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*
 - (b) Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
 - (c) Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
 - (d) Be visually recessive and not dominate the heritage place.*
 - (e) Be distinguishable from the original historic fabric.*
 - (f) Not remove, cover, damage or change original historic fabric.*
 - (g) Not obscure views of principle façades.*
 - (h) Consider the architectural integrity and context of the heritage place or contributory element.*
78. *This policy refers to an incorporated document (City of Yarra Review of Heritage Areas 2007 Appendix 8, revised March 2017), which identifies the level of significance for all buildings/sites within the Heritage Overlay. In this instance, the building is identified as 'contributory' to the Heritage Precinct.*

Clause 22.03 – Landmarks and Tall Structures

79. The objective of this policy is to:
- (a) To maintain the prominence of Yarra's valued landmarks and landmark signs.*
80. Within Clause 22.03-4, the spire of St Johns Church, Queens Parade, Clifton Hill is identified as a landmark and is approximately 120m to the west of the subject site.

Clause 22.05 (Interface Uses Policy)

81. This policy applies to applications for use or development within Commercial Zones (amongst others).
82. The relevant objectives of this clause is;
- (a) *To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes;*
 - (b) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*
83. This policy outlines recommendations for dwelling design to incorporate measures to protect future residents from noise, fumes, vibration, light spillage and other likely disturbances. Further it encourages the location of noise-sensitive rooms and openings away from the interface; the provision of acoustic assessment reports where necessary; and appropriate siting, setbacks, articulation and screening to prevent overlooking.

Clause 22.12 (Public Open Space Contribution)

84. The subject site is in an area where cash in lieu of land is the preferred method of public open space contribution (area 3068B).

Clause 22.16 (Stormwater Management (Water Sensitive Urban Design))

85. This policy was introduced into the Scheme on 13 March 2014 and applies to new buildings.

Clause 22.17 (Environmentally Sustainable Design)

86. This policy was introduced into the Scheme on 19 November 2015 and applies to residential development with more than one dwelling. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Relevant Documents

DSE Guidelines for Higher Density Residential Development

87. Clause 15.01-2 of the Yarra Planning Scheme requires that planning must consider, as relevant, the *Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) (GHDRD)* in assessing the design and built form of residential development of four or more storeys.

Queens Parade Built Form Review – February 2017

88. As a result of a Council Meeting on 22 November 2016, Council resolved to authorise officers to undertake a three stage urban design and heritage assessment of Queens Parade with a view to preparing new planning provisions to guide the future development of the area.
89. Stage 1 and Stage 2 was to urgently pursue an urban design and heritage analysis (Queens Parade Built Form Review) of the Queens Parade precinct with a view of seeking a Design and Development Overlay (DDO) in the Yarra Planning Scheme for the precinct at the western end of Queens Parade.
90. Stage 3 was to have other key areas of the Queens Parade precinct assessed with the view to these areas of the Queens Parade corridor also being included in a Design and Development Overlay in the Yarra Planning Scheme. The subject site forms part of the third and final stage which is anticipated to be completed in August 2017.

91. Council engaged Hansen Partnership to conduct this urban design analysis with a draft document being released on 7 February 2017. This document is titled 'Queens Parade Built Form Review' and at the time of this report, had not been exhibited for public consultation.
92. The draft document has negligible weight within the planning scheme as it is not an adopted Council document, however it will be considered as a recent piece of research on the area.
93. DDO (Schedule 16) was gazetted on 28 March 2017 within the Yarra Planning Scheme. This DDO specifically relates to Queens Parade West. The Queens Parade Built Form Review is a reference document within this schedule.
94. The subject site falls outside of this area.

Advertising

95. The application was advertised in accordance with Section 52 of the Act by way of 143 letters sent to the surrounding property owners/occupiers and two signs displayed on site.
96. 35 objections were received to the application, these can be summarised as:
 - (a) The proposal is not responsive to the heritage overlay or neighbourhood character;
 - (b) Excessive height and scale, resulting in visual bulk impacts;
 - (c) Proposed dark materials may result in visual impacts;
 - (d) Poor internal amenity;
 - (e) Inadequate car parking provided;
 - (f) Potential off-site amenity impacts (overshadowing, overlooking, loss of daylight, noise);
 - (g) Waste management issues;
 - (h) Will set a precedence for higher built form in the area;
 - (i) Lack of details or incorrect details on the plans.
97. The grounds of objections raised will be considered and addressed where possible throughout the following assessment.
98. The application was re-advertised, as concerns had been raised that the original advertising description incorrectly described the proposed building to have a maximum height of 5 storeys. Given the proposed storage area on the building's roof, technically the maximum height is 6 storeys. Letters were sent to surrounding owners/occupiers, along with all objectors, to rectify this.
99. A Consultation Meeting was held on 9 May 2017, where the key issues raised in the objections were discussed with the Permit Applicant, Objectors and Planning Officers present.
100. As a result of the matters raised at the consultation meeting and within the referral advice, the Applicant submitted two sets of amended sketch plans on 7 June 2017 and 12 July 2017. The changes incorporated into these amended plans were outlined earlier within this report. The sketch plans are attached to this report.

Referrals

101. The application was referred to the following internal departments.
 - (a) Engineering Services Unit;
 - (b) Urban Design;
 - (c) Heritage;
 - (d) Strategic Planning;
 - (e) Waste Services;
 - (f) ESD Advisor;
 - (g) Strategic Transport Unit.
102. Referral comments are attached to this report.

OFFICER ASSESSMENT

103. The following key issues and policies will be used to frame the assessment of this planning permit application:

- (a) State and Local Planning Policy Framework Summary;
- (b) Use;
- (c) Built form and design;
- (d) Heritage;
- (e) Off-site Amenity Impacts;
- (f) Internal Amenity;
- (g) Car parking and bicycle provision;
- (h) Waste Management; and,
- (i) Objector concerns.

State and Local Policy Frameworks (SPPF and LPPF)

104. The proposal satisfies the various land use and development objectives within the SPPF and LPPF, providing an acceptable level of compliance with the relevant policies within the Scheme, and is considered to be a positive strategic opportunity for development within a well-resourced inner-urban environment.

105. There is clear policy support for the provision of higher density development in an activity centre location (Queens Parade Neighbourhood Centre - QPNC) within easy walking distance to a tram / bus interchange and with access to two train stations (Rushall and Clifton Hill Railway Stations). These transport nodes form part of the Principal Public Transport Network (PPTN). Policy encourages the concentration of such residential developments in established areas and supports proposals which achieve the urban growth objectives at clauses 11.01, 11.03-1 and 16.01-2 of the Scheme, through the provision of development on land close to existing transport corridors and services.

106. A recent Tribunal case supported this outcome, with *Ronge v Moreland CC [2017] VCAT 550* noting that;

The strategies set out in Plan Melbourne 2017-2050 include an intention to constrain the outward spread of the urban area and to focus employment, services and development in national employment and innovation clusters, urban renewal precincts and activity centres linked by public transport.

107. The decision further stated;

Specifically there is an intention to locate medium and higher density development near services, jobs and public transport to support objectives concerning urban consolidation and housing choice. There is support for new housing in activity centres and other places that offer good access to jobs, services and public transport. There is still an intention to create 20-minute neighbourhoods to enable residents to walk, cycle or catch public transport rather than rely on longer trips and the use of private motor vehicles with benefits in reduced travel costs, traffic congestion and carbon emissions.

108. The development would strengthen the centre's long term viability by adding additional people and uses to the area and ensuring the longevity of the surrounding businesses. This satisfies policies within Clause 21.04-2, while ensuring efficient use of infrastructure and supporting Council's preference that established areas experience residual increases in population and density.

109. To guide the process of redevelopment and urban renewal of the subject site and surrounding land, the provisions of the Scheme relevant to design, heritage and built form are contained at Clauses 15, 21.05 and 22.02. These provisions and guidelines support development that responds to the existing or preferred neighbourhood character. Particular regard must be had to the acceptability of the design in terms of height and massing, street setbacks and relationship to adjoining buildings. These elements will be discussed in detail below.

Use

110. The proposal is considered to be consistent with the purpose of the Commercial 1 zone which is to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses, whilst encouraging residential uses at densities complementary to the role and scale of the commercial centre.
111. The retention of the existing commercial uses at ground and first-floor are encouraged, with this outcome maintaining visible activity within the commercial precinct and the glazed front door to the residential entrance also maintaining visual permeability to this section of the façade. In this instance, the only reason the residential use requires a permit is because the width of the residential entrance within the façade exceeds 2m. The location of dwellings on the upper levels and the minor alterations to the building façade to provide an entrance to these dwellings will further maintain the active frontage of the current use. This is in keeping with the location of residential uses within traditional commercial areas.
112. It is not considered that the use of the land for dwellings will be detrimental to the amenity and safety of the adjoining and surrounding properties.
113. With regards to potential on-site noise impacts, it is acknowledged that a live music venue is located approximately 20m to the west of the site. Whilst the extent of live music at this venue appears to be limited (Wednesday evenings only - based on the website associated with the Clifton Hill Brewpub), the liquor licence does allow this activity at other times. Therefore the objectives at Clause 22.05 (Interface Uses Policy) are relevant. These objectives encourage the development of new residential uses within activity centres, while not impeding the growth and operation of these areas as service, economic and employment nodes. The policy also aims to ensure that residential uses located within or near commercial centres enjoy a reasonable level of amenity.
114. This policy outlines recommendations for dwelling design to incorporate measures to protect future residents from noise, fumes, vibration, light spillage and other disturbances. Such noise attenuation measures would also allow for the activities associated with existing uses nearby to continue unimpeded. Measures by which to address any live-music impacts, with reference to Clause 52.43 (Live Music and Entertainment Noise) will be discussed within the on-site amenity section of this report.
115. Notwithstanding this later discussion, the proposed addition of dwellings within the commercial centre is acceptable and consistent with policy direction within the Scheme.

Built form and design

116. Before deciding on an application, in addition to the decision guidelines in Clause 65 and the State and Local Planning Policy Frameworks, the responsible authority must consider the decision guidelines at 34.01-8 (Commercial 1 Decision Guidelines) of the Scheme. All of these decision guidelines will be captured within the urban design assessment for this proposal, which is principally guided by clauses 15.01-2 (Urban design principles) and 21.05 (Urban design); as well as the GHDRD.

Neighbourhood character, massing and height

117. The issues of neighbourhood character, massing and height are closely intertwined and will be considered together. As outlined previously, there is broad policy support for more intensive, infill development within this location. However, the immediate context of the site, being located mid-block in between two 'individually significant' heritage buildings, also guides the extent to which such development can occur.
The overwhelming scale of the surrounding streetscape in this section of Queens Parade is double-storey, and the heritage grading of the two abutting buildings will ensure that relatively low-scale built form will be maintained adjacent to the subject site. It is noted that the current application for the site to the west seeks a maximum triple-storey height.
118. Given this context, the retention of the double-storey façade is supported, as this maintains a two-storey street wall along Queens Parade that is characteristic of this section of the streetscape.
119. The overall height of the proposal complies with strategy 17.2 at Clause 21.05-2 of the Scheme, which notes that development within activity centres should be no more than 5-6 storeys. However, the limited development capability of the adjacent sites (including the residential sites to the south) moderates the height that could otherwise potentially be achieved in this location, thereby placing constraints on the scale of development that could comfortably sit in this streetscape. As highlighted previously, the site is located 120m to the east of the Spire of St Johns Church, an identified landmark in the City of Yarra, with clause 22.03 stating that new development should maintain the prominence of Yarra's valued landmarks.
120. Whilst currently having no weight in the Scheme, it is acknowledged that the Queens Parade Built Form Review recommends a 4 storey (13m) overall height for future development within this precinct. This provides a reference for anticipated heights that will occur in the immediate area.
121. Council's Urban Design Unit recognised the constraints of the site, further noting that the significant size of the Queens Parade intersection directly to the north will ensure that the building is highly visible from all angles. This will also include views from the south, with the single-storey dwellings addressing Hodgkinson Street providing no disruption to these views.
122. In addition, the proposed colour palette was considered to contrast too greatly with the original façade (as demonstrated in the image below), with the dark grey shade visually dominating the existing building and surrounding built form. Urban Design comments recommended the use of a lighter palette, which would allow the development to integrate more sympathetically within the streetscape.
123. To further assist with this integration, a decreased height of the building was recommended, with this reduction to be taken from the middle levels (preferably level 4) of the development. It was considered that the removal of this level, as opposed to the top floor, would alleviate the 'top-heavy' appearance of the additional levels and allow the original façade to maintain its prominence within the largely double-storey streetscape.



124. Urban Design recommendations also included an increase to the setbacks of Levels 2 and 3 from the façade to a minimum of 7.2m. It is noted that the existing setback proposed for level 2 is already 7.2m and 9.4m, with the setback of the façade of level 3 also 7.2m (with a balcony set back 6.4m from the street frontage). Recommendations also sought the relocation of the roof-top storage units. The retention of the roof top communal area was considered acceptable.
125. In response to these recommendations, amended plans were submitted by the Applicant. These plans removed level 4 from the development, thereby reducing the overall height of the building to five storeys, whilst amending the colour palette to a lighter shade. These changes are clearly demonstrated in the image below.
126. In addition to these changes, lighter vertical elements were incorporated into the upper level façade, with these features providing a reference to the verticality of the original Queens Parade façade.
127. There were no changes to the front setbacks of levels 2 & 3, with the storage cages and the common area maintained at the upper level. There was also an apartment incorporated into this top-most floor, with a balcony for this apartment set back the same distance as the common area (6.4m from the street frontage) and the façade of this apartment set back over 14m from this interface.
128. Given the altered appearance of the proposal (based on the reduction in height and the amended colour scheme), the additional changes recommended within the Urban Design comments are not considered necessary. This was confirmed by subsequent urban design comments based on the amended sketch plans, with supplementary advice considering the 5 storey height of the building to be acceptable given the significant setback to the top storey.



129. The alteration to the previous design reduces the visual bulk of the new addition relative to the historic fabric within the streetscape. The alteration in colours of the proposed materials is also considered to assist in reducing the dominance of the new additions both from Queens Parade and Hodgkinson Street.
130. Whilst the setbacks above the street wall were considered acceptable, concerns were raised about the size of the new windows within the upper levels and the mass of the frames around the balconies. A design that reduces the size of the openings and the massing of the frames was preferred. Council Planning Officers do not agree that such a change is necessary, with individual window panes providing a degree of separation within each opening and maintaining the vertical orientation of the windows below. Further, the vertical massing around the balconies provides an appropriate relationship to the vertical elements within the original façade.
131. If a planning permit is to issue, conditions can be added to ensure that level 4 of the building is removed, and the colour scheme is altered, as demonstrated in both sets of sketch plans. The alterations to the layout of the top-most level as shown in the second set of sketch plans (12 July 2017) are considered acceptable, with these changes reducing the number of storage cages at this level and increasing the setback from the southern boundary. Conditions could also allow these changes to occur if a planning permit was to issue.
132. There will be limited changes to the character of the laneway at the rear of the site, with the double-storey wall abutting this interface remaining. The only alteration will be the removal of the timber window frames within this wall, with the frames to be replaced with aluminium material.
133. There is currently one pedestrian door within this rear wall; this door will remain. The lack of on-site car parking will ensure that the safety of the laneway will be maintained, with no vehicle access proposed. This outcome is consistent with policy at Clause 22.07 (Development Abutting Laneways) of the Scheme.

Public realm, light and shade and pedestrian spaces

134. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In this respect, the proposal maintains its integration with the streetscape, with the commercial uses within the original building maintained.
135. In terms of overshadowing to the public realm, due to the orientation of the site, there will be no additional overshadowing of Queens Parade or any adjacent footpaths.

Landscape architecture

136. The sketch plans indicate that a degree of landscaping is proposed for the communal terrace, with a 'landscape buffer' provided in front of the lift overrun and stairwell. Significant landscaping does not form part of the neighbourhood character along Queens Parade, however the proposal provides this as an improvement to the amenity of future occupants. A condition has already specified that if a planning permit is to issue, the amended layout shown in the sketch plans (12 July 2017) could be incorporated into the design.

Architectural Quality

137. The contemporary design is appropriate and responds well to the design of the original building, with the upper level façade referencing vertical elements within the existing built form. The design response is such that it provides articulation to the additional levels. This is achieved through the inclusion of balconies, windows, varied setbacks and various materials. The lighter colour palette required via earlier permit conditions also allows the new built form to integrate well with existing heritage buildings along the Queens Parade streetscape.

Environmentally Sustainable Design

138. Redevelopment of a site located in a built up area makes efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces the reliance on private vehicles. Policy at clauses 15.02-1, 21.07, 22.16 and 22.17 of the Scheme encourage ecologically sustainable development, with regards to water and energy efficiency, building construction and ongoing management.
139. Council's ESD Advisor was largely satisfied with the proposal; particularly the 100% Storm rating that demonstrates best practice by connecting a 12,000L rainwater tank to 20 bedroom toilets in the development. It is noted however that the reduction in the scale of the development as outlined in the sketch plans subsequently reduces the number of bedroom toilets to less than 20. This may affect the capacity of the rainwater tank. If a planning permit is to issue, the size and connections of the tank as outlined in the SMP may be altered, on the basis that the development still achieves a minimum 100% STORM rating. The location and capacity of this tank, along with connection notations, must be shown on the plans as part of this condition.
140. The development will provide 18 bicycle spaces for 14 dwellings. Further, energy efficient lighting, heating and cooling will contribute to a minimum 6.4 Star average NatHERS Star rating for all dwellings. A Green Travel Plan was submitted in support of the application; this will be discussed later within the car parking/bicycle provision section of this report.
141. The main area of concern raised within the ESD referral comments related to the restricted size of the lightwell adjacent to the western boundary, with this lightwell providing a depth of 1.5m and length of 2.4m (overall size of 3.6sqm). This lightwell provides daylight to a total of four bedrooms and one kitchen within the development. The overall size of this lightwell was considered to be too small to provide adequate daylight to these rooms.

142. Both sets of sketch plans increase the size of this lightwell to 1.7m x 3.8m, thereby providing an overall scale of 6.46sqm. These plans also alter the reliance of rooms on this space to four bedrooms and two bathrooms. Council's ESD Officer noted that these dimensions were acceptable, on the basis that only bedrooms and bathrooms relied on this area for daylight and full height glazing was provided, with any screening required to be frosted/textured or patterned glass. It was noted that BESS recommends a minimum light well area of 9sqm to 4 storeys of depth, with a minimum 3m dimension. In this instance, the lightwell is located at level 2, and services only 2 levels above this floor. On this basis, the 6.46sqm lightwell with a dimension of 3.8m is considered acceptable. If a planning permit is to issue, a condition can be added to ensure that the development is amended to incorporate the larger lightwell in this location.
143. A permit condition could also ensure that full height glazing is provided for the west-facing bedroom windows addressing this lightwell, with the south-facing bedroom windows also increased in width. To limit overlooking impacts, screening composed of frosted/textured/pattern glass or similar will be required.
144. A second lightwell was located towards the rear of the building, with this lightwell providing daylight to four bedrooms and two bathrooms. The changes incorporated into the rear setback of the development as shown in the 12 July sketch plans remove this lightwell. This outcome is preferred, as it reduces the overall number of rooms within the development that rely on lightcourts. If a planning permit was to issue, a condition can ensure that the amended design and setbacks at the rear of the development are maintained.
145. Additional matters have been raised which require addressing and these are as follows:
 - (a) The STEPS report submitted with the proposal should be substituted for a BESS report, indicating that best practice is achieved;
 - (b) The proposed 3 Star WELS taps and toilets should be upgraded to minimum 4 Star toilets and 5 Star taps;
 - (c) A minimum of 2 on-ground bicycle hoops should be provided near the storage area to accommodate electric bikes or heavier bikes.
 - (d) Ensure that all dwellings have access to operable windows, with these clearly notated on the elevations.
146. All of these requirements can be facilitated via permit conditions, if one is to issue. The provision of bicycle parking will be discussed later within this report.
147. Whilst not specific requirements, Council's ESD Officer also suggested that consideration should be given to providing a solar PV array, outdoor clothes lines, the development of an Environmental Management Plan to monitor construction activities and a Building Users Guide to explain optimal usage of sustainability features to all future occupants.
148. Given the limited roof space available on the amended design, the provision of solar panels is not considered feasible. Similarly, the size of some balconies may restrict the installation of permanent external clothes lines. Occupants may use temporary clothes lines as a substitute. The SMP, a Green Travel Plan and a Construction Management Plan would be endorsed as part of the planning permit; these reports are considered sufficient to address the remaining recommendations.
149. Subject to the improvements proposed, the proposal provides a high standard of environmentally sustainable design.

Heritage

150. The relevant purpose of the Heritage Overlay is to ensure that development does not adversely affect the significance of heritage places. The subject site is included in HO330, which applies to the Queens Parade Heritage Precinct.

The building is identified as 'contributory' within this precinct. Clause 22.02 articulates Council's local planning policy in relation to development guidelines for sites subject to the heritage overlay.

Demolition

151. Council's Heritage advice notes that the site previously contained a large dwelling, which was removed in 1920 to allow for the construction of a commercial garage. Large display windows were located at ground level, with offices above. Records indicate that a fire damaged part of the building in 1997, with the existing roof structure and the double-storey commercial space behind the façade appearing to date from 1998. Council's Heritage Advisor indicates that the only remaining original heritage fabric associated with the building is the façade (except for the windows) and part of the east-facing return wall. Photographs submitted by Peter Barrett, in a heritage report on behalf of the applicant, also indicate that the rear sections of wall and roof have been rebuilt.
152. Clause 22.02-5.1 of the Yarra Planning Scheme encourages the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place, and notes that partial demolition of a contributory building may be acceptable if:
 - (a) *that part of the heritage place has been changed beyond recognition of its original or subsequent contributory character;*
 - (b) *that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained;*
 - (c) *the removal of the part would not adversely affect the contribution of the building to the heritage place.*
153. Given the non-original status of the existing roof structure, it is considered that its removal will have no impact on the remaining original heritage character of the property, particularly as it is not visible from the street frontage. A high parapet obscures all views to this roof. The removal of the roof is acceptable provided that a perception that the original roof is maintained, by ensuring that all higher development is well setback from the existing façade. Upper level setbacks will be discussed below.
154. Minor alterations are proposed to the eastern pedestrian entrance within the façade, with the existing glass door to be removed and a sliding door installed. A booster cupboard is also proposed. Given the non-original status of the existing glass door, these minor works are acceptable.

Buildings and works

155. The key consideration for assessing the proposed works is whether the development will adversely affect the significance, character or appearance of the heritage building or the broader heritage precinct. The Statement of Significance for the Queens Parade Precinct indicates that this neighbourhood is considered significant for the following reasons (where relevant);
 - (a) *For the late 19th and early 20th century shops, hotels, banks, and public buildings, often with intact street verandahs, lining both sides of a wide boulevard that provides for exceptional vistas to fine commercial rows, and demonstrates the major role of Queens Parade as a commercial, banking, accommodation and public transport nucleus for the district;*
 - (b) *As a good representation of building styles from the mid-19th century to the late 1930s, enhanced by prominent landmarks such as the former banks, St. John's Catholic Church complex, and the United Kingdom Hotel, the latter two being primary foci in the precinct;*

(c) *For the picturesque shop-row skyline, visible from across Queens Parade, with its gabled or hipped roof forms and many original chimneys.*

156. It is therefore important to maintain the existing shop-row skyline in which the subject building is located, and ensure that any new works are sympathetic to the double-storey scale of the fine-grained Victorian streetscape.
157. Clause 22.02-5.7.1 of the Scheme encourages *similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.*
158. The existing building has a façade height of approximately 9m, with the proposed additional built form extending to a maximum of 21m. The additional levels will effectively more than double the height of the existing building, with heritage advice concluding that this response would potentially dominate the original façade of the existing building.
159. The specific requirements at Clause 22.02-5.7.2 state that new upper level additions and works to commercial properties should *respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements, whilst incorporating treatments which make them less apparent.*
160. As discussed within the 'Built form and design' section of this assessment, the location of the building directly adjacent to a wide intersection increases views to any new built form proposed above the existing façade. Whilst the setback provided for level 2 may allow this level to be concealed from some perspectives, all levels above will be clearly visible, irrespective of the setbacks provided. This visibility increases the dominance of the new built form within the streetscape.
161. Council's Heritage Advisor agreed with the Urban Design advice, by recommending that level 4 of the proposal be deleted, and the top-most floor be set back further from the street frontage. As required via a condition, this reduction in height has been undertaken, with the amended design providing a more sympathetic response to the scale of the adjacent heritage buildings. The reduction in height will reduce the presence of the additional levels, and when combined with the alteration in colour scheme also required via permit condition, the new additions will have a less overwhelming impact upon the adjacent streetscape.
162. With regards to setbacks, and based on the amended 5 storey height of the development, the majority of level 2 will be set back approximately 8m from the façade, with the balconies on level 3 setback 6.4m from this interface. Roof terrace balustrades will be set back 6m from the façade, with higher built form at roof level set back 13m and 14.2m from the street wall.
163. When combined with the removal of level 4, and subsequent reduction in height of the additional built form, the setbacks provided will create the appearance of a separate development from the remaining original building. The contemporary design of the additional built form will also achieve this outcome. Heritage advice recommended that the proposed additional floor levels should be setback from the alignment of the original façade no less than 8m (excepting for balconies). With only a small section of the façade at levels 2 & 3 (for a length of 4m) marginally encroaching into this setback (with setbacks of 7.2m), the majority of the remaining facades meet this recommendation. The adjacent façade of both levels, excluding balconies, will be set back 8.2m from the street frontage.
164. The proposal to construct fully to the side boundaries at levels 2 and 3 is acceptable, with the property a commercial building in a commercial context. The side setbacks of the upper-most level assists in reducing the visible bulk of the addition.

165. The proposed roof form for the new development will be flat. This design is acceptable given the contemporary nature of the proposal. Council's Heritage Advisor recommended using the opportunity of the proposed demolition of the existing roof to replace this structure with a skillion design, to reflect the original roof design of the heritage building. It was considered that this alteration had the added benefit of restricting the use of the existing section of roof, and thereby limiting views to any activity that may otherwise occur in this space. The proposal on how to reconstruct the roof is demonstrated in the diagram below.



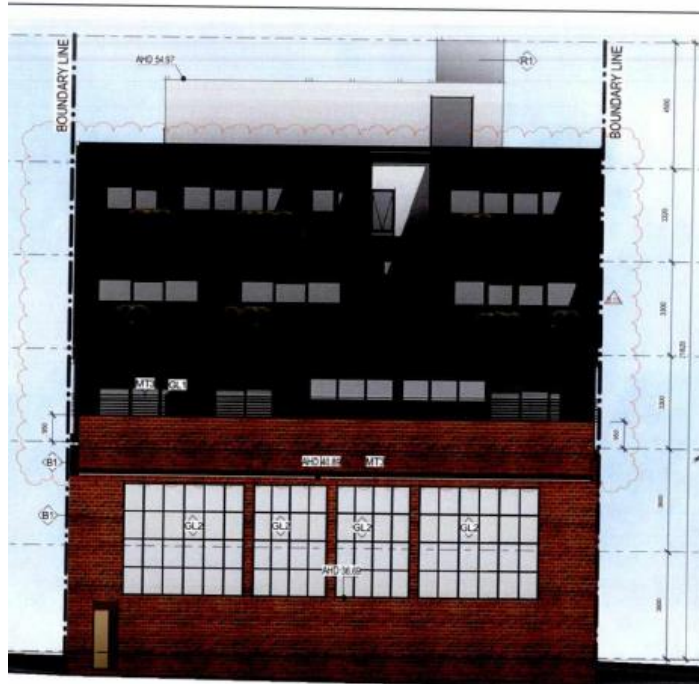
166. The lack of visibility to the existing roof has been discussed previously, with the high parapet across the original façade restricting views to the roof, even from a distance. It is therefore not considered of benefit to the heritage streetscape to reconstruct this structure. As an alternative, subsequent heritage advice recommended that an area of the proposed roof terraces on level 2 be designated as 'non-trafficable', so to restrict visibility of activity immediately adjacent to the heritage façade. The sketch plans incorporated this alteration into the amended design, with a balustrade extending along the front of these terraces, set back 2m from the original parapet. This outcome is acceptable and will achieve the original aim of the heritage advice, and can be conditioned as part of a permit if one is to issue.
167. A contemporary design approach has been adopted for the proposed new building. This approach is acceptable provided that adequate respect is given to the heritage character of the surrounding area through details such as external materials, proportions and fenestration. Council heritage advice raised no issue with the size and dimensions of the window proportions at the upper levels, however did note that the dark colour proposed for the facades of levels 2 and 3 will contrast strongly with the proposed light colouring of the heritage façade. In this regard, it is suggested that a light to mid grey colouring without highlight colours should be adopted. A condition has already addressed this concern.
168. Internal comments provided to the Strategic Planning Unit by GJM Heritage recommended the reconstruction of an appropriate street verandah, with the design to be based on documentary or physical evidence. Council's Heritage Advisor has confirmed that the original building did not have a street verandah. The removal of this verandah is not proposed as part of this development and therefore exceeds the buildings and works proposed as part of this application. Given this, it is not considered reasonable to require this alteration as a permit condition.
169. Council's Heritage Advisor recommended that if the proposed shopfront windows are to be replaced, consideration should be given to recreating windows of appropriate Inter-war style proportions and frame colouring. However it appears that no works will be undertaken to the existing façade at this stage.
170. Overall, based on the conditions discussed, the proposal appropriately responds to the particular requirements contained within Clause 22.02 of the Scheme, and is an acceptable response to new built form within the Queens Parade Heritage Precinct.

Amenity Impacts on Neighbouring Properties

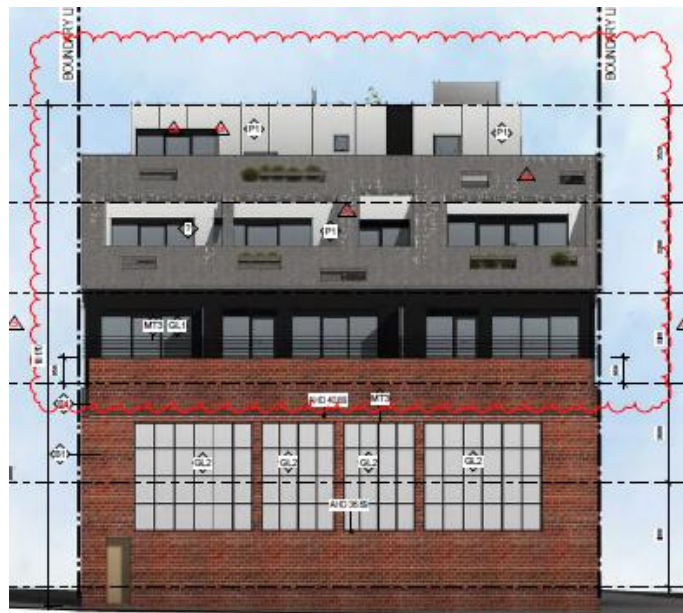
171. The policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy) and the Guidelines. Clause 55 of the Scheme provides some guidance on these matters (although not strictly applicable).

Visual bulk

172. The modifications made to the development within the sketch plans and subsequently via permit conditions, if one is to issue, provide a similarly positive outcome to the rear of the building as they do to the front. The images on the following page demonstrate the contrast between the originally proposed design and the amended response. As can be seen, the upper levels of the original design appear dark and imposing when viewed from the single-storey dwellings to the south. Although the upper levels of the additions were increasingly raked away from the adjacent laneway, the overall development was still considered visually bulky and overwhelming from the residential zone.
173. The reduction in height of the development and the amendment to a lighter colour scheme has alleviated these impacts to a reasonable degree, with the raked design of the upper levels away from the southern boundary increased in the second set of amended sketch plans (dated 12 July 2017).
174. These changes, along with the retention of the double-storey boundary wall and the separation provided by the laneway, will ensure that the development provides an appropriate visual response to the southern sites and within the Hodgkinson Street streetscape.
175. An assessment against Standard B17 (Side and rear setbacks) at clause 55.04-1 (whilst not technically applicable) provides guidance as to whether the height and setback of the building from the southern boundary will limit impacts on the amenity of these dwellings. In this instance, the separation of the southern laneway provides an additional buffer between these interfaces.
176. Based on the sketch plans dated 12 July 2017, the rear wall of Level 2 will be set back 8.3m from the southern boundary of the laneway, with the rear wall of Level 3 setback 10m from this location. These walls extend to respective heights of approximately 10m and 13m. To comply with this Standard, setbacks of 5.09m and 8.09m would be required. The setbacks provided comfortably meet these requirements, and if a planning permit is to issue, the changes to the rear setbacks can be required via conditions.



Original southern elevation



Proposed southern elevation

Daylight to windows

177. The closest habitable room windows within proximity to the development are located within the dwellings to the south, with a number of these windows appearing to be located beneath verandahs or similar structures. Based on the shadow diagrams provided with the application, these windows are located approximately the following distances from the existing double-storey wall extending along the subject site's southern boundary;
- (a) 68 Hodgkinson Street – a setback of 4.8m;
 - (b) 70 Hodgkinson Street – a setback of 4.2m; and
 - (c) 72 Hodgkinson Street – a setback of 4.6m.

178. Whilst an assessment against Standard B20 (North-facing windows) at Clause 55 of the Scheme is not strictly applicable in this instance, it provides guidance as to whether these windows will be unduly impacted by the proposed development. The assessment below will be based on the revised sketch plans dated 12 July 2017, given the earlier condition that required the amended setbacks to be incorporated into the design.
179. The highest point of the development at the southern interface will be 18.4m and associated with the storage units on the roof of the building. To comply with the Rescode Standard, a setback of 14.4m should be provided from this point and the subject site's southern boundary. This wall will be set back 11.3m within the subject site, and therefore will be separated a minimum distance of 15.5m and maximum distance of 16.1m from these windows. This outcome is considered acceptable.
180. Whilst this wall is associated with the highest point of the development, the closest new wall to be constructed adjacent to these windows will be approximately 11m in height and associated with level 3. An 11m high wall would require a setback of 7.08m from the southern boundary to comply with the Standard. The 8.46m setback would comply. The respective distances between this wall and the adjacent windows would be 12.6m and 13m.
181. Given that Standard B20 (North-facing windows) is a more stringent test than Standard B19 (Daylight to existing windows), it is clear that the setbacks will comfortably comply with the latter. It is therefore considered that neither daylight nor direct solar access to habitable room windows within proximity to the development will be unreasonably compromised as a result of this proposal.

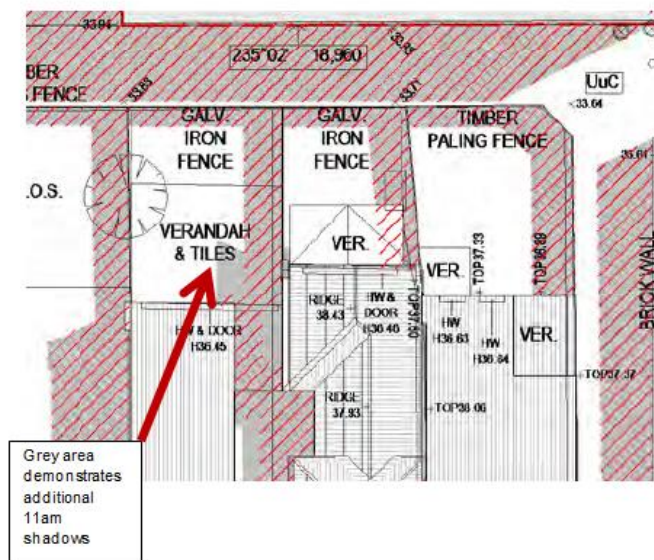
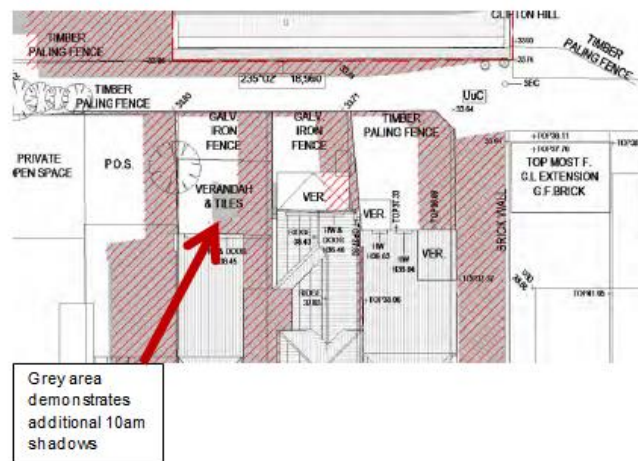
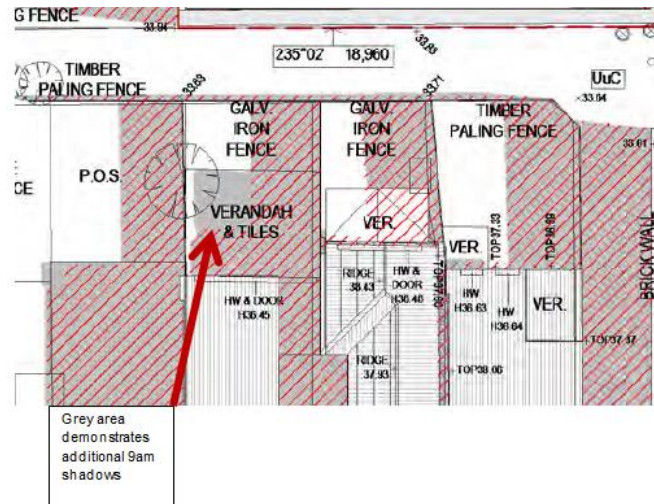
Overlooking

182. The only potential overlooking opportunities to adjacent residential areas of SPOS would be from the development's south-facing windows and balconies, and based on the separation provided by the southern laneway, a number of these opportunities would be further limited, with setbacks exceeding 9m.
183. The sections indicate that the south-facing balconies at levels 2 & 3 will all be screened through a combination of methods including masonry walls and horizontal metal screens. It appears that there are irregularly sized openings within parts of the masonry walls, with a number of drawings indicating that vegetation will obscure views from these gaps. The sectional diagrams also indicate that an internal structure will physically prevent future occupants from standing directly at the edge of the balconies, thereby further reducing the possibility of downward views into SPOS within 9m of the site. However, to ensure that there is no unreasonable overlooking generated from either of these levels, a detailed overlooking diagram providing additional information on how this will be achieved can be required via a condition of a permit, if one is to issue.
184. At level 4, an angled balustrade to a height of 1.7m will appropriately limit views from the south-facing terrace of Unit 401. This overlooking measure is not considered necessary, with the terrace more than 9m from any area of SPOS or habitable room window, however as the design of the balustrade does not unduly impinge upon the amenity or useability of the terrace, this feature is acceptable.

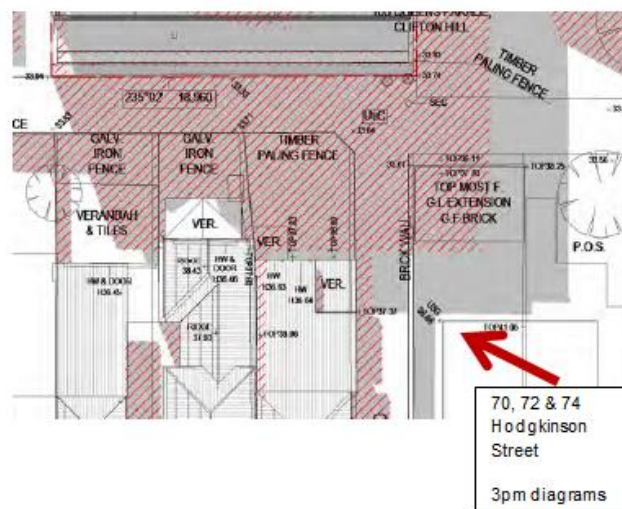
Overshadowing

185. Amended overshadowing diagrams were submitted with the modified sketch plans dated 12 July 2017. These sketch plans reduced the overall height of the development from the original design, and increased the rear setbacks of the upper levels from the southern boundary. As conditions have required these changes to be incorporated into a revised design, it is appropriate to assess the potential overshadowing impacts that will be generated by these amendments.

186. The only additional overshadowing that will occur in any of the adjacent areas of SPOS between 9am and 1pm will be limited to one site; 68 Hodgkinson Street. These additional shadows will be restricted to a small area at all times, with the most significant time being 9am. By 10am, only a marginal area of additional shadows will be cast, with no additional overshadowing within this space by midday. Given the limited degree of additional shadows occurring within this SPOS at 9am, 10am and 11am, this outcome is acceptable and is demonstrated in the shadow plans outlined below.



187. The plans indicate that there will be no additional overshadowing within any other sites until 3pm, with a small extent of further shadows affecting 70 and 72 Hodgkinson Street at this time. At 3pm, the shadow diagrams show that the entire area of SPOS within 74 Hodgkinson Street will be in shadow. It is noted that there is an existing outbuilding adjacent to the rear (northern) boundary of this property, which is approximately 4m high. Shadows cast by this outbuilding have not been portrayed; however it is expected that this would have shown that this area is already overshadowed at 3pm by the existing outbuilding. Irrespective of this, there will be no additional overshadowing affecting this space until 3pm. This outcome is acceptable.
188. The proposed 2pm shadows are shown below, which indicate that there will be negligible overshadowing within any southern sites at this time.



Equitable Development

189. In terms of equitable development, there is a current planning application with Council for the development of the site to the east (97-99 Queens Parade). A number of referral comments have highlighted that the original size of the lightwell adjacent to the western boundary could place constraints on future development potential within this adjacent site. As discussed, the size of this lightwell has been increased in the amended sketch plans, and subsequently via a permit condition, if one is to issue.
190. A condition has also been recommended that requires full height screening to the windows adjacent to this lightwell, along with overlooking measures, to limit overlooking impacts to this adjacent site should it be developed in the future.

191. The current development under consideration on the neighbouring site is restricted to a triple-storey scale. It is proposed to construct directly to this shared boundary at ground level and provide limited setbacks at first-floor. The proposed second-floor would be set back 1.65m from the boundary. If both developments were approved, a lightcourt with a width of 3.44m would be provided to some windows, with other west-facing windows limited to a lightwell of 1.65m, given the on-boundary construction being sought by this application.
192. At ground level, skylights have been incorporated into the design of the adjacent dwellings. Whilst not an ideal outcome, these levels benefit from additional windows within their western interfaces. At first-floor, the adjacent windows are set back 1m from the shared boundary. These windows are associated with bedrooms. The proposed setback is considered appropriate for rooms of this nature. The second floor windows are largely associated with bathrooms and staircases. Again, this outcome is acceptable.
193. Whilst daylight to the lower level of the adjoining development may be restricted, the design of the proposed units has relied heavily on skylights to this level, which is more of a design and internal amenity issue associated with the adjacent development. It is therefore considered that the proposed layout of the development on the subject site is a reasonable response within a commercial context.

Internal Amenity

194. Element 4, Circulation and Services, Element 5 – Building Layout and Design and Element 6 – Private and Communal Open Space of the GHDRD provide useful guidance with regard to on-site amenity including circulation spaces, site services, dwelling diversity, layout and open space.

Layout, natural ventilation and daylight

195. It is considered that the apartments will have a good level of internal amenity due to the size, orientation and location of windows, thereby achieving Objectives 5.3 and 5.4 of the GHDRD. Each unit includes windows and a balcony to allow for solar access into the dwelling, with Council's ESD Officer confirming that the majority of apartments have been provided with reasonable daylight access to habitable rooms. The main concern raised in the ESD advice related to the limited size of the lightwell adjacent to the site's western boundary. As discussed, the dimensions of this lightwell were also cause for concern from an urban design and equitable development perspective. The subsequent sketch plans and recommended conditions have increased the dimensions of this lightwell to an acceptable size.
196. The general layout of the dwellings has not been altered by the sketch plans; however the removal of one level from the overall height of the building will further increase the degree of daylight able to access the lightwell below. Based on the design of balconies and associated screens, along with the set back of balconies and windows largely beyond 9m from external areas of SPOS, there is no high screening that would otherwise restrict daylight to internal or external spaces.
197. Due to the orientation of the land there are apartments facing north and south. The removal of a level has reduced the overall number of south-facing apartments, which constitutes an improvement on the previous plans. All apartments are reasonably sized, with the smallest one-bedroom apartments being 50sqm in floor area.
198. All dwellings will have good access to natural ventilation, with large sliding doors providing direct access to adjacent balconies.

Open Spaces (Private and Communal)

199. Within Standard B28 of Clause 55 (Rescode) of the Yarra Planning Scheme, a dwelling should have an area of private open space of a minimum area of 8sqm and a minimum width of 1.6m with convenient access from a living room.

- 200. All private open spaces meet the minimum area of 8sqm, with at least a portion of the area having a minimum width of 1.6m and directly accessed from living areas.
- 201. In addition to the private balconies, the proposal includes a communal area of open space at roof level. This area would be a substantial positive for future residents and would supplement their own individual areas of private open space.

Storage

- 202. Each dwelling has been provided with an individual storage cage on the roof top; however the dimensions of these spaces have not been specified on the plans. Objective 5.5 of the GHDRD notes that each dwelling is to have adequate storage with easy access. Given the limited scale of the apartments (1 to 2 bedrooms), individual storage spaces with minimum sizes of 3 cubic metres would be acceptable.
- 203. This minimum was confirmed within the Tribunal decision *U1 Stanley Street Pty Ltd v Yarra CC* [2012] VCAT 1455 where the minimum acceptable amount of storage was defined as being 3 cubic meters for apartment typologies, with such dwellings having lower storage demands for bulky good (i.e. lawn mowers and similar items). If a planning permit was to issue, a condition could be added which required a minimum of 3 cubic metres of storage to be provided to each dwelling.

Safety

- 204. The entrances to each apartment are grouped within small radial corridors which increase the perceived safety, and are compliant with design guidelines within clause 21.05-2. The additional balconies/windows facing the street and the laneway will add to the level of perceived safety which is an improvement on existing conditions.
- 205. The glazed entrance to the residential component allows clear view lines between the public and private realms, with the commercial façade also providing this outcome.

Internal Views

- 206. Due to the layout of the proposal, there are minimal opportunities for internal views, with the design of the south-facing balconies protecting any downward views within the development. If a planning permit was to issue, a condition could be added to indicate that the individual balconies at the same levels are adequately screened along the side perimeters, to restrict sideways views from each space.
- 207. A condition has already addressed potential overlooking impacts within the windows addressing the lightwell (adjacent to the western boundary). These measures will capture any unreasonable internal overlooking impacts from these windows.
- 208. Some downward views will be possible from the Level 3 balconies to the Level 2 terraces below. However the elevated location of these balconies, along with the degree of overhang provided, will assist in partially reducing these views to a level which is reasonable for an apartment building such as this.
- 209. An increase in the height of balustrades to the Level 3 balconies would restrict the amenity of these relatively small spaces, and would impact the presentation of the façade to Queens Parade. On balance, no alterations to these balconies are considered necessary.

Noise

210. Clauses 13.04 and 22.05 provide specific direction on noise issues and generally require noise generated from the development to comply with relevant policy, with noise sensitive uses (such as dwellings) to be protected from surrounding noise generators. Clause 52.43 also notes that noise sensitive uses should be designed and constructed to include acoustic attenuation measures that would reduce noise levels from nearby (within 50m) live music entertainment venues.
211. In this instance, the majority of surrounding sites are residential and commercial in nature, thereby resulting in minimal noise impacts. The ground floor uses will continue to operate as offices and a bank; it is considered unlikely that these businesses will cause detriment to the amenity of the proposed dwellings, with no industrial uses within proximity to the site.
212. The site is located directly in front of Queens Parade, which will provide a direct interface with trams and traffic. A number of habitable rooms address Queens Parade at levels 2 & 3. There was no acoustic report submitted with the application, and no acoustic measures within the proposed apartments have been highlighted. The setbacks of the residential levels will somewhat alleviate potential noise impacts within the dwellings, with the traditional location of dwellings within commercial centres having direct abuttal to the street. However, to ensure that noise levels within the dwellings are acceptable, an acoustic report outlining whether internal attenuation is necessary can be required via a permit condition, if a permit is to issue.
213. As noted previously, the Clifton Hill Brewpub is located approximately 20m to the east of the site, with the website to this venue indicating that acoustic music is played on a Wednesday night. Clause 52.43 specifies that the primary responsibility for noise attenuation rests with the agent of change (in this case, the proposed development). If a planning permit was to be issued, the aforementioned acoustic report should address appropriate measures to protect the internal amenity of the apartments from the live music venue, on the basis that the on-going nature of this venue can continue unimpeded.
214. It should also be noted that any future residents would be well aware that they were moving into an apartment adjacent to a major arterial road and in a neighbourhood centre where there are other commercial uses and heavy vehicular traffic in the surrounding area. Any future residents should temper their expectations in terms of noise levels.

Circulation spaces

215. Dwelling access is via the residential lobby from Queens Parade. This lobby will range in width from 1.3m (when doors to the waste refuse area are open) to 3m, with access to the commercial and residential levels above provided via a central lift and stairwell. The residential corridors will be limited in length, with the dwelling doorways generally grouped together.
216. The area adjacent to the lift and stairwell entrance is 2.8m x 3m in width, with this space considered sufficient and consistent with Objective 4.3 of the GHDRD. Bicycle hanging spaces (6 at each level) will be located centrally within each corridor, with the width of this space reducing to 1.4m in parts as a result. This width is considered acceptable to maintain adequate circulation space.

Site services

217. The ground floor plan does not specify where mail services will be located. A condition can require this detail to be shown, should a permit be issued.
218. Individual air-conditioning units will be provided within each balcony. These units are visually recessive and will not be readily visible from Queens Parade.

Car parking and bicycle provision

219. Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of 16 spaces, as outlined within the table included in the *Particular Provisions* section earlier in the report. There is no on-site car parking provided as part of this proposal. The subsequent reduction in apartment numbers from 14 to 10, based on amended sketch plans and related conditions, reduce the statutory car parking rate to 12.

Parking Availability

220. To assess the availability of car parking close to the site, TTM Consultants undertook car parking surveys within a radius of 100m from the land, including sections of Queens Parade, Wellington Street, Gold Street and Hodgkinson Street. These surveys were carried out on a Saturday in November 2014, a Thursday in February 2015, a Friday in May 2015 and a Sunday in September 2015. The surveys were taken at different times throughout the day. The duration and extent of the surveys are considered appropriate by Council Engineers.
221. The peak time in which these car parking spaces were utilised was on the Sunday in September, with 131 spaces filled and 30 spaces available. This indicates that even at the peak time, adequate car parking spaces to accommodate additional cars were available. The surrounding area has a supply of vacant on-street car parking and should be able to accommodate any short-stay parking demand from the site.

Parking Demand

Commercial Uses

222. The floor area for the existing retail and office uses will decrease marginally, based on the inclusion of the residential foyer, services and waste refuse areas. The current uses have no on-site car parking provision. The reduction in floor space will not generate the requirement for any on-site car parking to be provided.

Dwellings – Residential

223. TTM Consulting provided the 2011 Census data from the Australian Bureau of Statistics (ABS) for car ownerships rates for flats, units and apartments in the suburb of Clifton Hill. For one-bedroom dwellings, some 44% do not own a motor vehicle, with the average number of cars per one-bedroom dwellings being 0.6. The same statistics indicate that 78% of two-bedroom apartments own one or less vehicles. Based on this, the original number of apartments (14) is considered likely to generate a car parking demand of 10 spaces, with this number reducing as the number of apartments reduces.
224. The ABS data shows there is a strong market for dwellings that do not contain any on-site parking. Such dwellings would appeal to any future residents who do not own a motor vehicle and rely on more sustainable forms of the transport. Future owners or occupiers would be well aware of the lack of access to on-site parking.
225. A recent Tribunal decision supports this outcome, with *Ronge v Moreland CC [2017] VCAT 550* clearly advocating for a reduction in the statutory car parking provision on inner-city sites such as this. Whilst this decision pertains to a site in Brunswick, the context is similar, being located within direct proximity to train stations and tram routes. In this instance, the subject site is closer to public transport opportunities and the Melbourne CBD than the review site.
226. Relevant statements within the summary of this decision are applicable to this application, as follows;
- (a) *State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling.*

- (b) *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*
- (c) *Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.*
- (d) *One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.*

227. Given the location of the site within the Queens Parade Neighbourhood Centre, along with direct access to public transport opportunities to access additional services and facilities, the site is considered to be an excellent candidate for no on-site parking provision as proposed.

Residential Visitors.

228. Council Engineers note that peak parking for residential visitors generally occurs on weekday evenings and at weekends. An empirical peak residential visitor parking rate of 0.12 spaces per dwelling could be adopted and has been often quoted in other traffic impact reports reviewed by Council's Engineering Unit in the past. Applying this rate to the 14 dwellings (or 10 dwellings) would result in a peak residential visitor parking demand of one space.

229. During normal business hours, the visitor parking rate would be much less than the 0.12 spaces per dwelling. Off-peak daytime visitor parking would be around 30% of the peak residential visitor parking rate. In this instance, there would be no visitor parking demand for this development.

230. The reduction in car parking being sought by the proposal is supported by the following:

- (a) Objective 32 of Council's MSS facilitates parking reductions by advocating reduced reliance on private motor vehicles;
- (b) The subject site has good access to public transport facilities with established tram and bus routes and railway stations, and is in easy walking distance of many retail outlets, restaurants and cafes and various other facilities and resources. Providing residential development close to public transport links is consistent with urban consolidation objectives which require planning to assist in the implementation of feasible non-car based transport options;
- (c) Resident or visitor parking permits will not be issued for the development, which will discourage prospective residents that own cars and encourage visitors to engage in alternative modes of transport, which is a welcomed sustainable option in lieu of on-site car parking and consistent with Clauses 18.02-1 and 21.06-1 of the Scheme;
- (d) A further benefit of providing no on-site car spaces is that pressure on traffic and congestion is not exacerbated through the provision of more car spaces for the development;
- (e) The location of the proposal encourages multi-purpose trips to the area;
- (f) The proposal includes a minimum of 1 secure bicycle parking space per dwelling;
- (g) The site has good pedestrian connectivity to the Queens Parade neighbourhood centre. The site also has very good connectivity to the on-road bicycle network;
- (h) Carshare pods are located within walking distance of the site and provide an alternative mode of transport for residents and visitors;

231. In 2013, Council adopted a parking management strategy which aims to reduce the numbers of cars parking in Yarra, and also promote sustainable transport alternatives. This means that long term parking will be progressively replaced over time by more short-term parking restrictions.

The prevalence of short-term parking surrounding the development (combined with Council policy to not provide parking permits for new dwellings in the municipality) will dissuade future owners within the development from owning cars, based on the difficulty in finding long-term car parking options in the area.

232. Therefore these dwellings would be appropriate for persons who are prepared to rely on public transport, bicycles or other forms of sustainable transport for their transportation needs, and it is highly likely that the new dwellings would be specifically marketed towards this group.
233. To further support the lack of car parking spaces provided on site, a Green Travel Plan (GTP) was submitted by the Applicant. The objectives of the GTP are as follows;
 - (a) Encourage the use of public transport, walking and cycling at the site, given the absence of car parking.
 - (b) Provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and the community.
234. To achieve these objectives, relevant information on the following would be provided to all owners/occupiers within the development;
 - (a) Public transport within the vicinity, including locations where Myki cards can be purchased and topped up, timetables for nearby routes, on-line apps providing additional information and the location of all stops relevant to the site;
 - (b) The location of bicycle storage within the development, along with contact details of nearby bike shops and user groups and the provision of a workplace toolkit for use by all residents;
 - (c) Walking routes and key destinations within walking distance to the site;
 - (d) Car sharing services within proximity to the site, along with contact details for taxis and private car companies.
235. If a planning permit is to issue, this GTP would be endorsed and would form part of the permit conditions.
236. The proposal was internally referred to Council's Strategic Transport Unit. Whilst the number of on-site residential bicycle parking spaces was considered satisfactory, the style of spaces was not. It was recommended that a mixture of on-ground and hanging style bike racks should be provided, with the majority to be provided as on-floor spaces. This advice noted that the number of residential bicycle spaces could be sacrificed in order to provide on-ground spaces.
237. Restrictions on internal floor space are an issue within this development, with the sketch plans reducing the building envelope. The provision of 6 hanging bicycle spaces per level is considered an acceptable outcome given this constraint, with the location easily accessible to occupants. However to provide an option for heavier bikes, it is considered reasonable to require a number of on-floor spaces at ground level. A condition, if a permit is to issue, could ensure that a minimum of 4 spaces are provided in this location.
238. It was further recommended that 3 visitor bicycle spaces should be provided. There is an existing bicycle loop directly in front of the building. To provide additional visitor spaces, the installation of one more bicycle loop could be required on the footpath outside of the subject site's Queens Parade frontage. The GTP could be amended to reflect the recommendations outlined above, and endorsed as part of the permit, if one is to issue.

Waste Management

239. Council's City Works Branch assessed the Waste Management Plan (WMP) submitted with the proposal, and was largely satisfied with waste management and collection procedures, with the exception of the following;
 - (a) Council will not provide a Commercial collection service; this will need to be done by a private contractor;

- (b) The WMP will need to have a plan showing the bin room and the location where the residential bins will be located for collection.

240. These requirements can be added as a condition on any permit to be issued.

Objector concerns.

241. The majority of the issues which have been raised by the objectors have been addressed within this report.

- (a) *The proposal is not responsive to the heritage overlay or neighbourhood character; (117-133 & 150-170)*
- (b) *Excessive height and scale, resulting in visual bulk impacts; (172-176)*
- (c) *Proposed dark materials may result in visual impacts; This concern has been addressed via permit conditions.*
- (d) *Poor internal amenity (192-216)*
- (e) *Inadequate car parking provided; (218-237)*
- (j) *Potential off-site amenity impacts (overshadowing, overlooking, loss of daylight, noise); (171-192)*
- (k) *Waste management issues.(238)*

242. Outstanding concerns will be discussed below:

- (a) *Will set a precedence for higher built form in the area;*

Precedence is not a relevant planning consideration, with all future applications assessed against the planning merits pertaining to that application and its particular context.

- (b) *Lack of details or incorrect details on the plans.*

The revised sketch plans have included all necessary details of the surrounding context.

Conclusion

243. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the State and Local Planning Policy Framework. The proposal, subject to conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN16/0751 for use and development of the land for the construction of additional levels to the existing building, including partial demolition and a reduction in the car parking requirement at 101-103 Queens Parade Clifton Hill, subject to the following conditions:

1. Before the use and development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans by MAP Architecture dated 25 January 2017 but modified to show:
 - (a) The following changes in accordance with details demonstrated in the sketch plans dated 12 July 2017;

- (i) The deletion of level 4;
 - (ii) The amended layout of the new level 4 to include; Unit 401, a common area, landscaping and 8 storage units;
 - (iii) A lighter colour scheme at levels 2 & 3 (incorporating light grey finishes);
 - (iv) The front 2m depth of roof terraces associated with Units 201 & 205 to be designated as 'non-trafficable';
 - (v) The increased size of the lightwell adjacent to the western boundary, with dimensions increased to a minimum of 1.7m x 3.8m;
 - (vi) The removal of the second lightwell towards the rear of the development;
 - (vii) Increased minimum setbacks from the southern boundary as follows;
 - Level 2 – 5.5m for southern walls of Units 202, 203 & 204;
 - Level 3 – 8.46m for southern wall of Units 302 & 303;
 - Level 4 – 11.3m for southern wall of Unit 4 and the storage units.
 - (b) The location and capacity of the rainwater tank, with a notation to confirm that the tank will be connected to toilets in the development. A minimum 100% STORM rating must be achieved and submitted with the amended plans;
 - (c) Full height glazing to the west and south-facing bedroom windows of Units 204, 205, 303 & 304, with overlooking measures to be composed of frosted/textured/pattern glass or similar;
 - (d) all habitable rooms to contain operable windows;
 - (e) detailed overlooking diagrams demonstrating how overlooking will be restricted from the south-facing balconies to any secluded private open space within 9m;
 - (f) details confirming that internal overlooking between balconies will be suitably restricted;
 - (g) notations confirming a minimum of 3 cubic metres of storage to be provided for each dwelling;
 - (h) the location of mail services;
 - (i) a minimum of 4 on-ground bicycle parking spaces to be provided internally at ground level;
 - (j) any alterations required at ground level to incorporate additional bicycle parking if necessary;
 - (k) Any changes to the design required by the amended Sustainable Management Plan at Condition 3
 - (l) Any changes to the design required by the Acoustic Report at Condition 7.
2. The use and development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

Sustainable Management Plan

3. Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Sustainable Built Environments and dated 21 February 2017, but modified to include or show:
- (a) The STEPS report substituted for a BESS report, to achieve best practice standard;
 - (b) The proposed 3 Star WELS taps and toilets upgraded to minimum 4 Star toilets and 5 Star taps;
 - (c) An amended STORM report, based on the reduced number of apartments (10) with the modified capacity of the rainwater tank (if required) to still achieve a minimum STORM rating of 100%.
4. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Waste Management Plan

5. Before the development commences an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by RB Waste Consulting Service dated 21 February 2017, but modified to include:
 - (a) The amended number of dwellings;
 - (b) Private waste collection for the commercial uses;
 - (c) A plan demonstrating the location of the bin rooms and the location of where the bins will be stored for collection.
6. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Acoustic report

7. Before the use and development commences, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must assess the following:
 - (a) Noise impacts from traffic/tram sources along Queens Parade;
 - (b) Noise impacts from any music associated with the Clifton Hill BrewPub.

The acoustic report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the Responsible Authority.

8. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Road Infrastructure

9. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, bike racks must be installed to accommodate at least 2 bicycles on the footpath immediately outside the property's Queens Parade frontage:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
10. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated (including by the re-sheeting of the entire Queens Street footpath for the width of the property frontage if required by the Responsible Authority):
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
11. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.

Green Travel Plan

12. Before the development commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by TTM and dated 15 November 2016, but modified to include or show:
 - (a) The reduced number of apartments and bicycle spaces.
13. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

General

14. The amenity of the area must not be detrimentally affected by the construction and use, including through:
 - (a) the transport of materials, goods or commodities to or from land;
 - (b) the appearance of any buildings, works or materials;
 - (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or
 - (d) the presence of vermin.to the satisfaction of the Responsible Authority.
15. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.
16. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
17. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.
18. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
 - (a) Monday–Friday (excluding public holidays) before 7 am or after 6 pm;
 - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9am or after 3pm; or
 - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management

19. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
 - (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
 - (b) works necessary to protect road and other infrastructure;
 - (c) remediation of any damage to road and other infrastructure;
 - (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
 - (e) facilities for vehicle washing, which must be located on the land;
 - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
 - (g) site security;
 - (h) management of any environmental hazards including, but not limited to,:
 - (i) contaminated soil;

- (ii) materials and waste;
- (iii) dust;
- (iv) stormwater contamination from run-off and wash-waters;
- (v) sediment from the land on roads;
- (vi) washing of concrete trucks and other vehicles and machinery; and
- (vii) spillage from refuelling cranes and other vehicles and machinery;
- (i) the construction program;
- (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
- (k) parking facilities for construction workers;
- (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
- (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
- (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
- (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
- (p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.
- (q) In preparing the Noise and Vibration Management Plan, consideration must be given to:
 - (i) using lower noise work practice and equipment;
 - (ii) the suitability of the land for the use of an electric crane;
 - (iii) silencing all mechanical plant by the best practical means using current technology;
 - (iv) fitting pneumatic tools with an effective silencer;
 - (v) other relevant considerations; and
 - (vi) any site-specific requirements.

During the construction:

- (r) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
- (s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
- (t) vehicle borne material must not accumulate on the roads abutting the land;
- (u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
- (v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

20. This permit will expire if:

- (a) the development is not commenced within two years of the date of this permit;
- (b) the development is not completed within four years of the date of this permit;
- (c) the use is not commenced within five years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

This site is subject to a Heritage Overlay. A planning permit may be required for any external works.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

A building permit maybe required before development is commenced. Please contact Council's Building Services on 9205 5095 to confirm.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

All future employees, residents, owners, occupiers and visitors within the development approved under this permit will not be permitted to obtain resident, employee or visitor parking permits.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the Permit Holder's expense after seeking approval from the relevant authority.

In accordance with the Yarra Planning Scheme, a 4.5 per cent public open space contribution will apply in the event of the subdivision of the land.

No parking restriction signs are to be removed, adjusted, changed or relocated without approval or authorisation from Council Parking Management unit and Construction Management branch

CONTACT OFFICER: Lara Fiscalini
TITLE: Senior Statutory Planner
TEL: 9205 5372

Attachments

- 1 PLN16/0751 - 101 Queens Parade Clifton Hill - Engineering comments
- 2 PLN16/0751 - 101 - 103 Queens Parade Clifton Hill - Heritage advice
- 3 PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Internal Urban Design comments
- 4 PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017
- 5 PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017
- 6 PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sustainable Transport Referral Comments
- 7 PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sustainable Planning Referral comments
- 8 PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments
- 9 PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Re-referral comments on sketch plans
- 10 PLN16/0751 - 101-103 Queens Parade, Clifton Hill - WMP comments
- 11 PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

Attachment 1 - PLN16/0751 - 101 Queens Parade Clifton Hill - Engineering comments



MEMO

To: Lara Fiscalini
From: Artemis Bacani
Date: 20 March 2017
Subject: **Application No:** PLN16/0751
Description: Construction of a Triple-Storey Residential Addition –
Reduction in the Car Parking Requirement
Site Address: Ground Floor 101-103 Queens Parade, Clifton Hill

I refer to the above Planning Application received on 27 February 2017 and the accompanying Traffic Impact Assessment report prepared by TTM Consulting in relation to the proposed development at the ground floor of 101-103 Queens Parade, Clifton Hill. Council's Engineering Services unit provides the following information:

CAR PARKING PROVISION**Proposed Development**

According to the information provided by the applicant, the revised proposal's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	8	1 space per dwelling	8	0
Two-bedroom dwelling	6	1 space per dwelling	6	0
Residential visitors	14 Dwellings	1 space per 5 dwellings	2	0
Total			16 Spaces	0 Spaces

Since no additional spaces will be provided on-site, a full waiver in the car parking requirement is sought by the applicant.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

Attachment 1 - PLN16/0751 - 101 Queens Parade Clifton Hill - Engineering comments

- *Parking Demand for the Dwellings.*
TTM Consulting had sourced the 2011 Census data from the Australian Bureau of Statistics for car ownership rates for *flats units and apartments* in the suburb of Clifton Hill. For one-bedroom dwellings in Clifton Hill, some 44% of one-bedroom households do not own a motor vehicle. The average number of car per one-bedroom dwelling is 0.6 cars. For the two-bedroom dwellings, the ABS data recorded that three-bedroom dwellings in Clifton Hill have an average car ownership of 1.0 car per dwelling. Some 78% of two-bedroom dwellings own one or less vehicles. The ABS statistics suggest that there is a strong market for dwellings that do not contain any on-site parking. Although the proposed on-site parking provision falls below the statistical average for one-bedroom and two-bedroom dwellings in Clifton Hill, the dwellings with no car space would appeal to persons who do not own a motor vehicle and rely on more sustainable forms of transport. Persons intending to reside in the new dwellings would be aware of whether there is access to on-site parking.
- *Parking Demand for Residential Visitors.*
Peak parking for residential visitors generally occurs on weekday evenings and at weekends. An empirical peak residential visitor parking rate of 0.12 spaces per dwelling could be adopted and has been often quoted in other traffic impact reports we have reviewed in the past. Applying this rate to the 14 dwellings would result in a peak residential visitor parking demand of one space. It is agreed that during normal business hours, the visitor parking rate would be much less than the 0.12 spaces per dwelling. Off-peak daytime visitor parking would be around 30% of the peak residential visitor parking rate. In this instance, there would be no visitor parking demand for this development.
- *Availability of Public Transport in the Locality of the Land.*
The site is within walking distance of tram services along Queens Parade and bus services operating along Queens Parade and Michael Street. Train services can be obtained from Clifton Hill and Rushall railway stations.
- *Convenience of Pedestrian and Cyclist Access.* The site has good pedestrian connectivity to the Queens Parade activity centre. The site also has very good connectivity to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Car Parking Deficiency associated with Existing Land Use.*
TTM Consulting had undertaken on-street parking occupancy surveys approximately within 100 metres of the site on Saturday 29 November 2014 at 1.02pm, Thursday 5 February 2015 at 2.14pm, Friday 1 May 2015 at 10.43am, and Sunday 3 September 2015 at 12.00pm. The duration and extent of the surveys are considered appropriate. An inventory of up to 161 publicly available parking spaces was identified. The results of the survey indicate that a minimum of 30 on-street car parking spaces was recorded on the Sunday. The surrounding area has a supply of vacant on-street car parking and should be able to accommodate any short-stay parking demand from the site.
- *Access to or Provision of Alternative Transport Modes.*
The site has very good access to public transport and connectivity to the on-road bicycle network. Carshare pods are located within walking distance of the site and provide an alternative mode of transport for residents and visitors. A Flexicar car share pod is located outside of the site in the Queens Parade service road.
- *Other Relevant Considerations.*
All residents of the new dwellings will not be eligible to apply for on-street residential and visitor car parking permits.

Attachment 1 - PLN16/0751 - 101 Queens Parade Clifton Hill - Engineering comments

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of parking is considered appropriate in the context of the development and the surrounding area. The short stay car parking demands could be accommodated on-street as demonstrated from the on-street parking occupancy surveys.

Engineering Services has no objection to the reduction in car parking for this site.

Regards

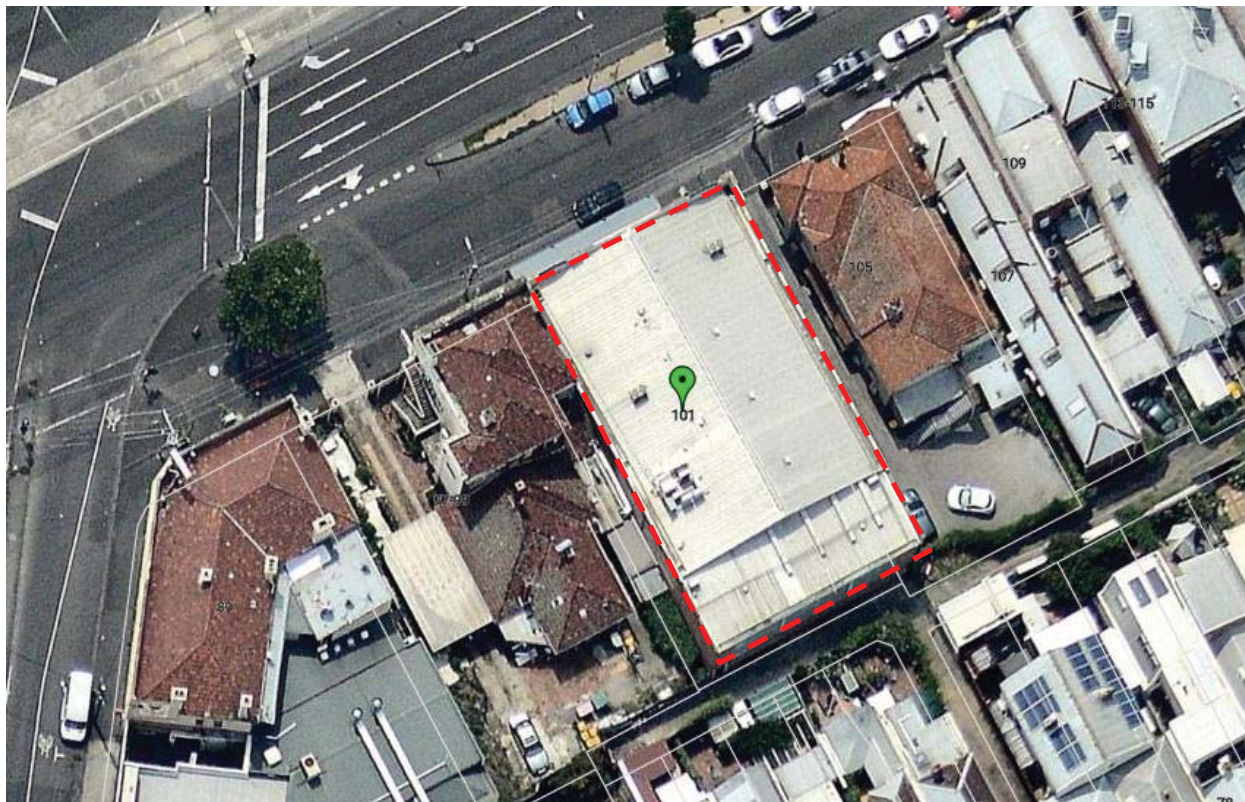
Artemis Bacani
Roads Engineer
Engineering Services Unit

Attachment 2 - PLN16/0751 - 101 - 103 Queens Parade Clifton Hill - Heritage advice

**City of Yarra
Heritage Advice**

Application No.:	PLN16/0751
Address of Property:	101-103 Queens Parade, Clifton Hill
Planner:	Lara Fiscalini
Yarra Planning Scheme References:	STATE POLICY: <ul style="list-style-type: none">• Clause 15.03 Heritage LOCAL POLICY: <ul style="list-style-type: none">• Clause 21.05-1 Built Form (Heritage)• Clause 43.01 Heritage Overlay• Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay
Heritage Overlay No. & Precinct:	HO330-Queens Parade Precinct, North Fitzroy/Clifton Hill External paint controls apply
Level of significance:	Contributory, constructed 1915-1925 (Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007)
General description:	Demolition for construction of 5 storey apartment building, including roof terraces immediately behind the parapet and above fourth floor level.
Drawing Nos.:	Set of 27 x A3 drawings prepared by MAP Architecture, received by Council and date stamped 25 January 2017. Heritage Impact Statement prepared by Peter Andrew Barrett, January 2017.

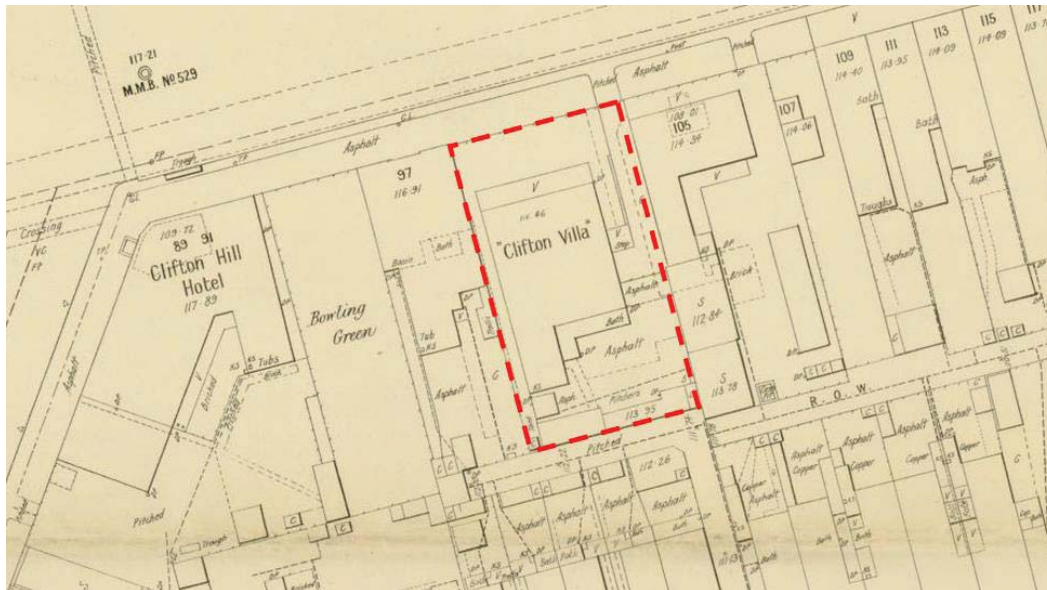
CONTEXT DESCRIPTION:



Above: Current aerial of the subject site

Attachment 2 - PLN16/0751 - 101 - 103 Queens Parade Clifton Hill - Heritage advice

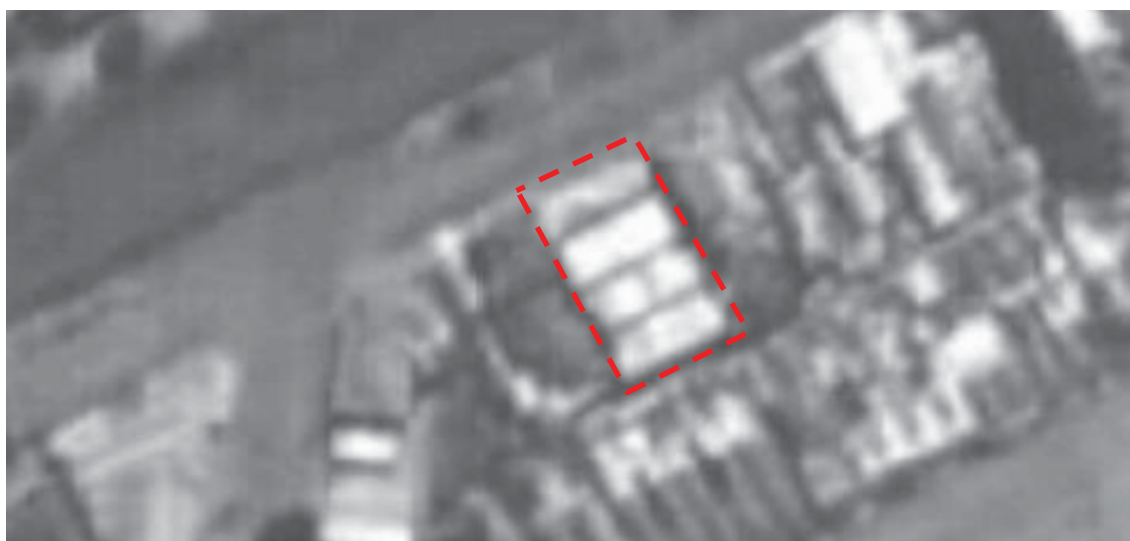
Historically, the site was originally developed as a large 10 room brick and stone dwelling known as Clifton Villa. The house was used as a funeral business between 1900 and about 1914. The building was advertised for removal in February 1920. At that time it was advertised that Preston Motors was intending to erect a new garage on the site.



Above: Extract from Melbourne and Metropolitan Board of Works detail plan, 1217, City of Collingwood (dated 1901) Subject site outlined in red.



Above: Classified Advertising (1920, February 10). The Argus (Melbourne, Vic. : 1848 - 1957), p. 2. Retrieved April 3, 2017, from <http://nla.gov.au/nla.news-article1676685>



Above: Extract from 1945 aerial showing that the original roof form of the building was sawtooth. [from <http://1945.melbourne/>]

Attachment 2 - PLN16/0751 - 101 - 103 Queens Parade Clifton Hill - Heritage advice



*Above: Photograph of the subject building with no street verandahca. 1960-ca. 1969]
[<http://handle.slv.vic.gov.au/10381/108175>]*

The subject site is a rectangular allotment with a principal frontage to Queens Parade and a laneway to the rear.

The site contains a two-storey brick building constructed as a purpose built commercial garage with large display windows at ground level, a former vehicular entrance to the eastern end of the building's facade and offices above. The original window frames at the upper level have all been replaced with single pane glass.

The original saw tooth roof, visible in the 1945 aerial, has been replaced with a low-pitched gable roof across the full width of the building. Based on this image it is assumed that the entire rear portion of this property was most likely a single storey workshop.

A fire is reputed to have occurred at the property in 1997 and it is understood that the building was rebuilt in 1998. The existing roof structure and the two-storey commercial space behind the façade appear to date from these reconstruction works. Based entirely on external inspections, ***it appears that the only remaining original heritage fabric associated with this building is the façade (except for the windows) and part of the east facing return wall.***

Attachment 2 - PLN16/0751 - 101 - 103 Queens Parade Clifton Hill - Heritage advice



Above: Subject site at 101-103 Queens Parade

The adjoining properties to the east are a mix of contributory commercial building of late Victorian and Edwardian architectural style, with an immediately adjoining former doctor's residence that is individually significant.

The adjoining properties to the west are individually significant two-storey buildings of late Victorian architectural style.



Above: View eastwards along Queens Parade beyond the subject site



Above: View westwards along Queens Parade beyond the subject site

The immediate area is characterised by mainly two-storey commercial properties of Victorian and Edwardian architectural styles.

Attachment 2 - PLN16/0751 - 101 - 103 Queens Parade Clifton Hill - Heritage advice

ASSESSMENT OF PROPOSED WORKS:

Comments regarding proposed demolition:

The extent of demolition proposed by this application includes the demolition/removal of the entire roof structure.

The key consideration for assessing this aspect of the works is whether the proposed demolition will adversely affect the significance of the heritage building or the broader heritage precinct.

Clause 22.02-5.1 of the Yarra Planning Scheme encourages the removal of:

inappropriate alterations, additions and works that detract from the cultural significance of the place.

Partial demolition of a contributory building may be acceptable if:

- that part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).
- that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained;
- the removal of the part would not adversely affect the contribution of the building to the heritage place.

The existing roof structure of the subject building is not original (as evident by the 1945 aerial). Its current form does not reflect the original saw tooth configuration which would have provided visual links to the original industrial use of the rear portion of this property.

The proposed removal of the non-original roof structure will have no impact on the remaining original heritage character of the property, particularly as it is not visible from the street frontage.

The proposed removal of the existing roof structure is therefore considered acceptable, provided that a perception that the original roof is maintained by ensuring that all higher development is well setback.

Comments regarding new development, alterations and additions:

The extent of new works proposed by this application includes development of a three-storey addition with a roof terrace above the existing two-storey building.

The key consideration for assessing this aspect of the works is whether the proposed new development will adversely affect the significance, character or appearance of the heritage building or the broader heritage precinct.

Setbacks:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

The proposed front setback for the new floor levels above the existing building will be:

Level 2 – min 7.3 metres;

Level 3 – about 6.5 metres;

Level 4 – about 8 metres;

Roof top terrace – about 9.2 metres to the front balustrading

None of the nearby properties have upper floor additions for comparative purposes.

With a minimum front setback of 6.5 metres, the proposed additional floor levels will clearly appear to be a separate development from the remaining original building. Unfortunately, too much of the original building has been lost to know with any certainty what the depth of the original upper-storey offices was. Based on the roof visible in the c.1945 aerial, it is considered that the upper floor level of the original building was probably about one-quarter of the total depth of the site which equates to about 8.5 metres. The proposed front setback of the upper floor levels is therefore considered appropriate, however the appearance of inset front balconies should be modified so that they appear to be lightweight projections rather than a secondary veneer in front of the front walls of the upper floor apartments.

The proposal to construct fully to the side boundaries at levels 2 and 3 is acceptable as the property is a commercial building in a commercial context. The increased side setbacks of the upper floor levels help to reduce the visible bulk of the addition.

Attachment 2 - PLN16/0751 - 101 - 103 Queens Parade Clifton Hill - Heritage advice

Scale/height:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height

The existing building has a façade height of about 9 metres. The facade height of the proposed development to the street frontage will be unchanged, however the overall height of the finished building will increase to about 17.3 metres (not including the roof terrace).

The proposed additions will effectively more than double the height of the existing building. As a consequence it is considered that the proposed additions will potentially dominate the remaining façade of the existing building. The overall height will also dominate the streetscape which is predominantly two-storey in scale.

It is noted that sightline diagrams of the proposed development have not been provided. It is, however obvious that levels 3 and above of the proposed additions will be visible from Queens Parade.

The specific requirements at Clause 22.02-5.7.2 state that new upper level additions and works to commercial properties should:

- Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.
- Incorporate treatments which make them less apparent

It is anticipated that level 2 will be fully concealed from the street with level 3 being the first level visible above the façade of the original building. Although level 4 and the roof terrace are setback increasingly about 1.5 metres above each floor level, these setbacks are considered insufficient to have any visible impact on the street. Given the width of Queens Parade, it seems unlikely that level 4 and the roof terrace could be setback far enough to have any substantial impact on the views from the opposite side of road. It is therefore strongly suggested that level 4 of the proposed development should be deleted and the proposed roof terrace setback further (or its design modified) to ensure that it is fully concealed.

Roof form:

The proposed roof form for the new development will be flat.

As part of the proposed works the roof structure to the existing building will be demolished. These works provide an opportunity to reconstruct the original skillion roof form to the original upper storey front rooms. Currently the roof area to the front portion of the original building is proposed to be a roof terrace. As there are concerns that both movable and non-movable items may be visible 'floating' above the parapet of the original building, it is strongly considered that at least a good proportion of the original skillion roof form should be reconstructed above the area of the original 1st floor offices. Such works would also contribute to the objective for encouraging reconstruction of missing elements (Clause 22.02-5.3).

Attachment 2 - PLN16/0751 - 101 - 103 Queens Parade Clifton Hill - Heritage advice



Appearance:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages the design of new development to:

- Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
- Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
- Be visually recessive and not dominate the heritage place.
- Be distinguishable from the original historic fabric.
- Not remove, cover, damage or change original historic fabric.
- Not obscure views of principle façades.
- Consider the architectural integrity and context of the heritage place or contributory element

A contemporary design approach has been adopted for the proposed new building. This approach is not unacceptable provided that adequate respect is given to the heritage character of the surrounding area through details such as external materials, proportions and fenestration.

The proposal to reflect the bayed articulation of the original building is considered acceptable however, the selection of material and colour should be modified to make it less apparent. The very dark colour proposed for the facades of levels 2 and 3 will contrast strongly with the proposed light colouring of the heritage façade. In this regard, it is suggested that a light to mid grey colouring without highlight colours should be adopted.

Street verandah:

Preliminary investigations appear to suggest the original building did not have a street verandah. Removal of this element should be contemplated to restore the appearance of the facade.

Shopfronts:

The submitted drawings provide limited information in regard to works to the remaining façade. If the proposed shopfronts are to be replaced, strong consideration should be given to recreating windows of appropriate Inter-war style proportions and frame colouring. Standard powdercoated shopfront windows will not enhance the heritage character of either the façade or the streetscape and therefore should be avoided.

RECOMMENDATIONS:

On heritage grounds, the works proposed in this application should be modified prior to further consideration. Suggested changes are:

Attachment 2 - PLN16/0751 - 101 - 103 Queens Parade Clifton Hill - Heritage advice

1. The proposed additional floor levels should be setback from the alignment of the original façade no less than 8 metres (excepting for balconies);
2. Level 4 of the proposal should be deleted;
3. The proposed roof terrace should be either setback or modified in appearance to make it less apparent from the public realm;
4. The original skillion roof form over the original upper floor rooms of the heritage building should be reconstructed as part of the conservation of the building and to minimise visibility of movable and non-movable items on the rooftop;
5. The façade of levels 2 and 3 should be finished in a light to mid grey material/colour that avoids creating a strong contrast with the façade of the original building;
6. Full details of the proposed restoration works to the façade of the original building must be submitted including:
 - a. The reconstruction of appropriate style timber window frames at the upper level of the façade;
 - b. Shopfront windows at ground level that are reflective of the proportions, materials and colours of Inter-war style shopfronts;
 - c. A colour scheme based either on the results of paint investigation or colours that characterise Inter-war style non-residential buildings
 - d. Removal of the existing non-original street verandah to restore the appearance of the façade;

SIGNED:



Diahnn McIntosh

DATED: 12 April 2017

Attachment 3 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Internal Urban Design comments



MeMO

TO: Lara Fiscalini (Statutory Planning)
FROM: Andrew Shaw (Urban Design)
DATE: 20 March 2017
SUBJECT: 101 Queens Parade Clifton Hill
APPLICATION NO: PLN16/0751
DESCRIPTION: Use and development of the land for the construction of a triple-storey residential addition to the existing building (maximum five stories with 14 dwellings), including partial demolition and a reduction in the car parking requirement.

The Urban Design team provides advice in regards to the above application on the following matters:

- Proposed design of the additional built form and integration of the triple-storey addition with the existing building and the adjacent streetscape.

Confirmation is also sought on whether there are any relevant capital works planned in the surrounding area. It is understood that there are no capital works proposed at this time around the site.

DETAILED COMMENTS

Site and Context

The site of the proposed development is situated on the south/east side of Queens Parade between Wellington Street and Gold Street. The site is covered by an existing two storey commercial premises containing a number of occupiers. The following planning scheme zones and overlays apply to the site:

- Commercial Zone CZ1
- Heritage Overlay HO330
- Environmental Audit Overlay

This precinct between Delbridge/Wellington Streets and Rushall Crescent/Turnbull Street was identified in the draft Built Form Review as Precinct 4: Activity Centre Precinct comprising a

Attachment 3 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Internal Urban Design comments

“consistent fine grain streetscape of Victorian and Edwardian shopfronts of 1-3 storey scale...primarily of exposed masonry and rendered masonry where the streetscape is relatively intact with minimal recent alterations.” The built form framework concept anticipates that *“the diverse arrangement of heritage buildings ...will be retained as the predominant feature, with the potential for recessive upper level redevelopment. Sympathetic upper level infill will reinforce the subdivision grain of the streetscape and transition down to residential abutments to the rear.”*

The existing building on the site, a two storey Edwardian building comprising four bays of shopfront demarcated by pilasters, has been given a heritage grading of **contributory**. The buildings to either side are graded **individually significant**.

Proposal

It is proposed to partially demolish the existing two storey commercial building on the site to enable the construction of three new storeys accommodating 14 dwellings. A further storey is proposed to house storage and rooftop recreational space. The proposal seeks a full waiver of parking provisions for both the residential and commercial uses.

The residential accommodation is accessed from a common pedestrian entry on Queens Parade.



View of the front of the proposed development from Queens Parade

Urban Design feedback

- *Built form and massing*

Queens Parade has been identified as a study area for a Built Form review. Draft proposals for this review identify the precinct between Wellington Street and Turnbull Street as a neighbourhood activity centre precinct comprising: a concentration of heritage buildings

Attachment 3 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Internal Urban Design comments

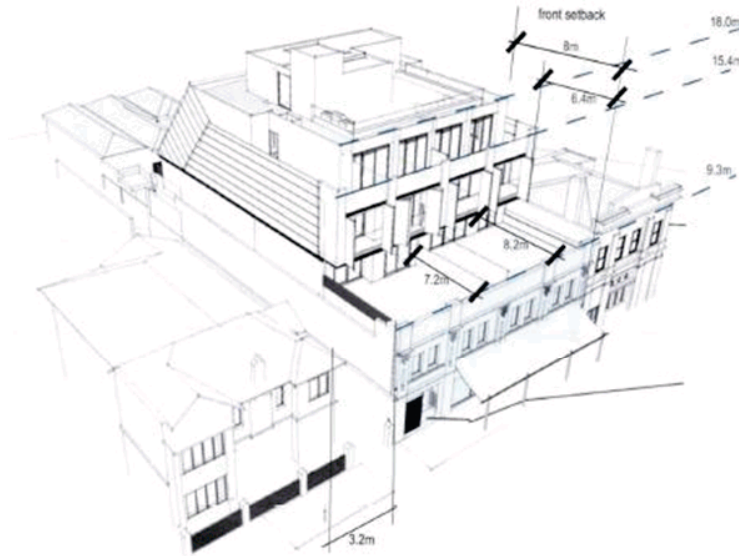
contributing to built form character; a generally fine grain site pattern with limited rear laneway access and narrow frontage widths; a predominantly two-storey street wall interspersed with one and three storey buildings.

The draft review proposes a 4 storey / 13m height limit for this precinct

The proposed development is in fact a 6 storey building. Three additional levels of residential accommodation form levels 3-5. A rooftop "common area" on level 6 includes enclosed storage, and vertical circulation.

The development includes a lift overrun that extends beyond the 6th storey roof line giving an overall building height of 21.82m above the Queens Parade footpath level.

The bulk and massing is generally imposing when viewed from Queens Parade. The proposed new residential component is set back from the Queens Parade frontage in a stepped configuration in an attempt to maintain the "integrity of the existing heritage building and ensure(s) its principal identity is not disrupted". This strategy is only partially successful due the wide, uninterrupted vistas available in this section of Queens Parade. As such it does not satisfy clause 15.01-1, 15.01-05 and 22.10 3.3 of the Yarra Planning Scheme. A more appropriate massing of 4 storeys would better achieve this intention.

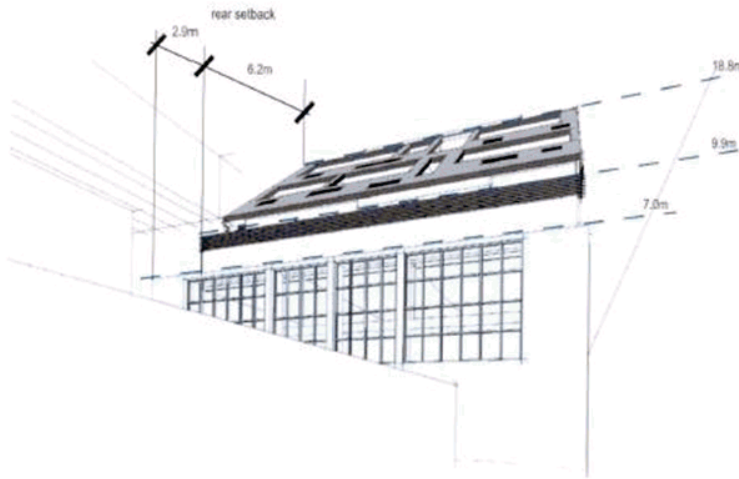


Front (Queens Parade) setback

The rear façade of the proposal features a raking roof/wall treatment with inset balconies and recessed windows. This is a successful strategy in providing a transition in scale and reducing overshadowing to the single storey dwellings abutting to the rear on Hodgkinson Street. However, the view provided of the rear of the proposal from the Hodgkinson Street indicates that the massing strategy does reduce the impact of the development on the

Attachment 3 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Internal Urban Design comments

residential streetscapes it will result in a significant increase in visual bulk behind the Hodgkinson Street residences when viewed from the street.



Rear setback



- *Building layout and interface*

Attachment 3 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Internal Urban Design comments

The existing two storey building accommodates commercial uses. The proposal leaves these uses relatively undisturbed, utilising a shared entry from the Queens Parade frontage for access to the first floor commercial occupancies and the proposed residential accommodation above. The existing building occupies the extent of the site and while a public right of way borders the rear of the site, only a fire escape door opens to this boundary. The new residential accommodation is provided with windows and balconies to the front and rear elevations only. Minimal setbacks are provided to the side boundaries only at the upper (5th and 6th) storeys with a light well in the west elevation providing some articulation to that façade. The lack of setbacks to the east and west elevations results in no opportunity for articulation or activation of these facades at the upper level. This is in anticipation that adjacent lots are developed in future to mask the facades. It is not clear, given the rating of the adjacent buildings as “individually significant” that that would be the case.

The lack of activation of the rear laneway façade at ground level is acceptable and probably desirable considering the amenity impact on the neighbouring residential properties to the rear.

- *Façade design and streetscape fit*

The Queens Parade façade treatment comprises a two-storey articulation of the level 3 and 4 storeys set back 7.2m from the street frontage with a 5th storey set back 8.4m from the street frontage. The 6th storey “roof” level is set back further again. The breakup of this façade at levels 3 and 4 mirrors the original shopfront which is articulated with pilasters. The new façade includes vertical pilaster elements that align with the existing façade with folding perforated screens to provide sun control to the north/west. This façade treatment continues to balustrade height at level 5. We have concerns that this treatment further exaggerates the dominant massing above street wall level, through the height and colour of the façade treatment. The overall articulation has the effect of diminishing the scale of the existing façade as seen in the supplied street views. Some attempt should be made to pick up the vertical rhythm of the first floor windows to provide a scale of articulation more sympathetic to the existing façade.

Attachment 3 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Internal Urban Design comments

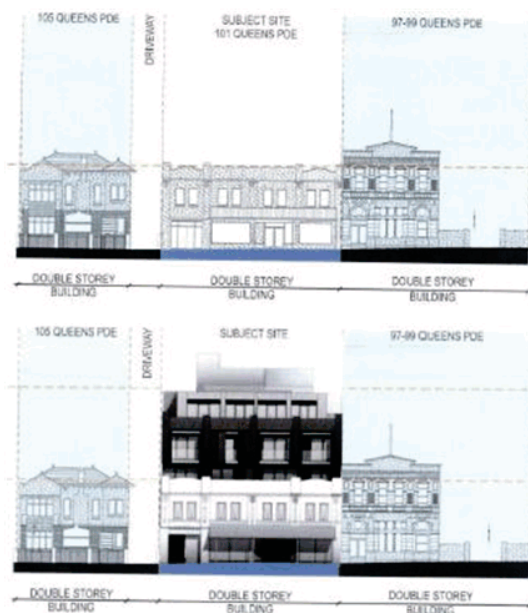


- *Material and colour*

The existing streetscape façade is light coloured stucco render with cornices, pediments and pilasters rendered in the same colour and material. There is some signage for the commercial occupancies affixed to the building façade. The facades to the sides and rear are red brick with no ornamentation.

The proposed addition is clad in dark grey (gunmetal) perforated metallic cladding and screens with a lighter grey/silver metallic cladding to the 5th storey. The proposed 6th storey is rendered in a white material. The contrast in colour and tone is too great and the choice of such a dark colour for the upper storey addition increases the visual dominance of the addition in relation to the existing street façade. A more appropriate palette of materials/colours for the upper storey addition would include mid-greys, natural metals and brick or terracotta colours.

Attachment 3 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Internal Urban Design comments



- *Internal/external amenity*

Provision of light wells to habitable rooms seems inadequate and would impact the day light access to these dwellings. Comments from the ESD officer would be required to address this aspect of the design. While the recommendations in the draft Better Apartments Design Standard have not been included in the Standard, and therefore carry no weight, they call for significantly larger light wells for a building of this height.

Further, the impact on any potential development at No. 97-99 Queens Parade would be inequitable given that the proposed light-well does not adequately provide for the dwellings to receive sufficient daylight if a similar scale development were to be built at No.97-99. We therefore recommend that the size of the light-well be increased so that the future provision of daylight to the effected windows is provided within the subject site area.

Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017



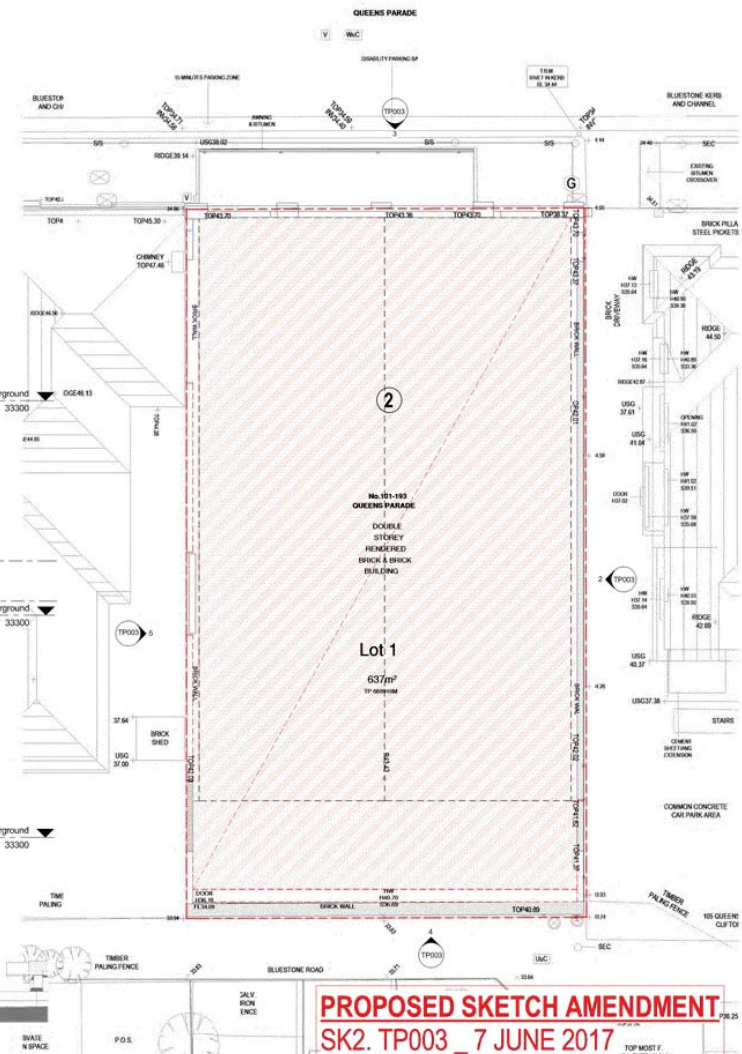
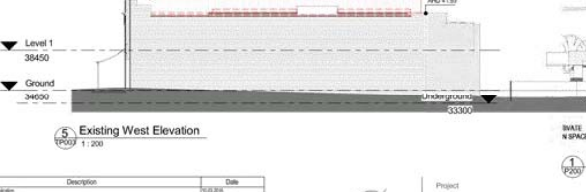
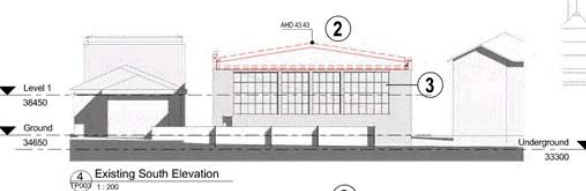
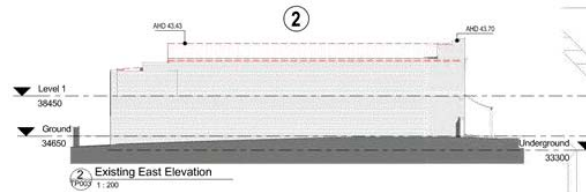
LEGEND

— EXISTING TO BE RETAINED

- - - DEMOLISHED

SCHEDULE OF WORKS

- 1 REMOVE EXISTING GLASS DOOR /
INSTALL NEW SLIDING DOOR /
INSTALL NEW RECESSED BOOSTER CUPBOARD
- 2 REMOVE EXISTING ROOF AND BOX GUTTER
- 3 REPLACE EXISTING TIMBER FRAMED WINDOWS
WITH NEW ALUMINIUM FRAMED WINDOWS



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No.	Description	Date
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2	101-103 Queens Parade	10/06/2017
3	101-103 Queens Parade	10/06/2017
4	101-103 Queens Parade	10/06/2017
5	101-103 Queens Parade	10/06/2017



Project

Drawing Title

Demolition Plan - Roof
101 QUEENS PARADE
CLIFTON HILL
Demolition Plan

Drawing Issue

Scale

Date

TOWN PLANNING

As indicated

JUNE 2017

Project number

Drawing Number

Rev

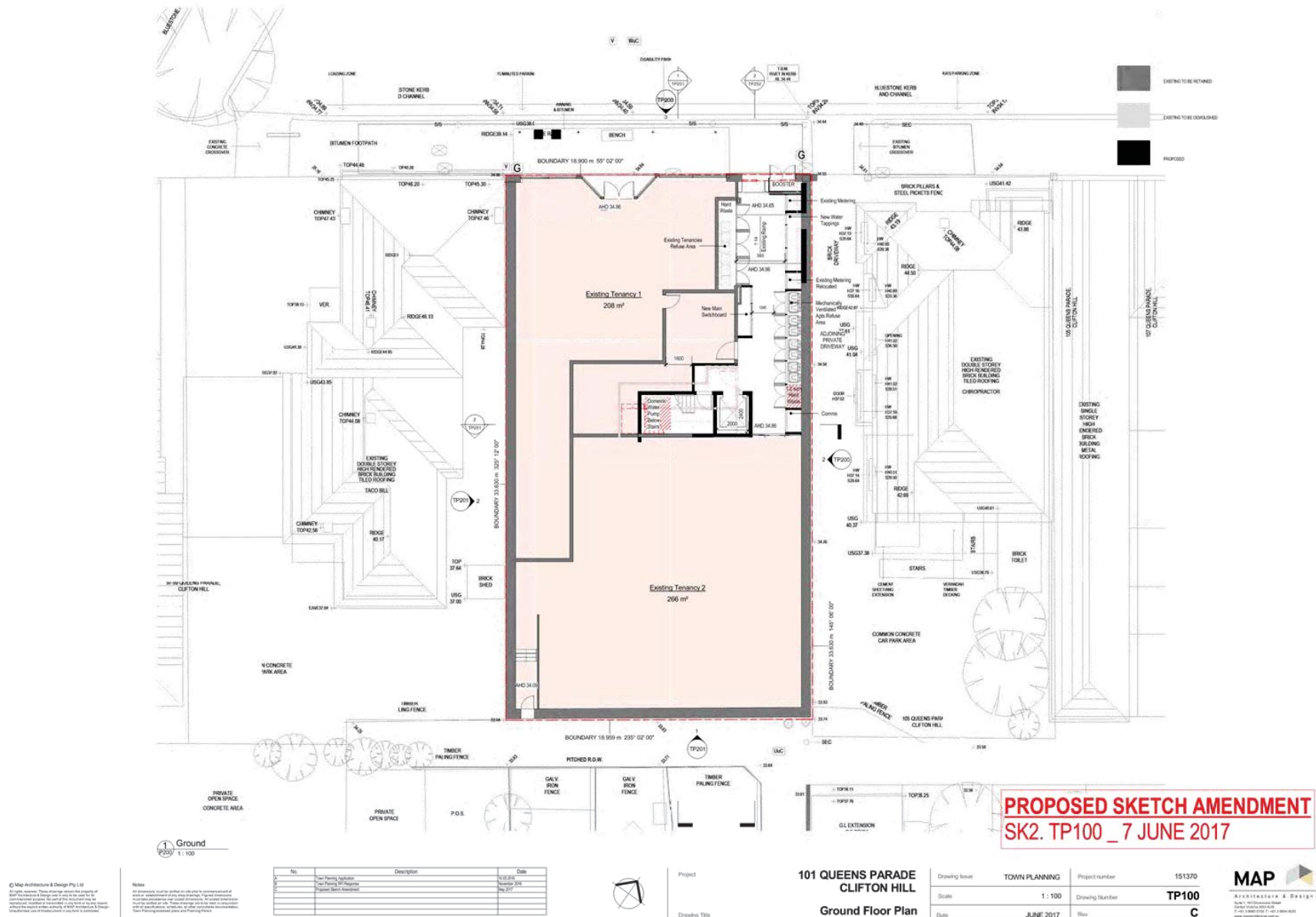
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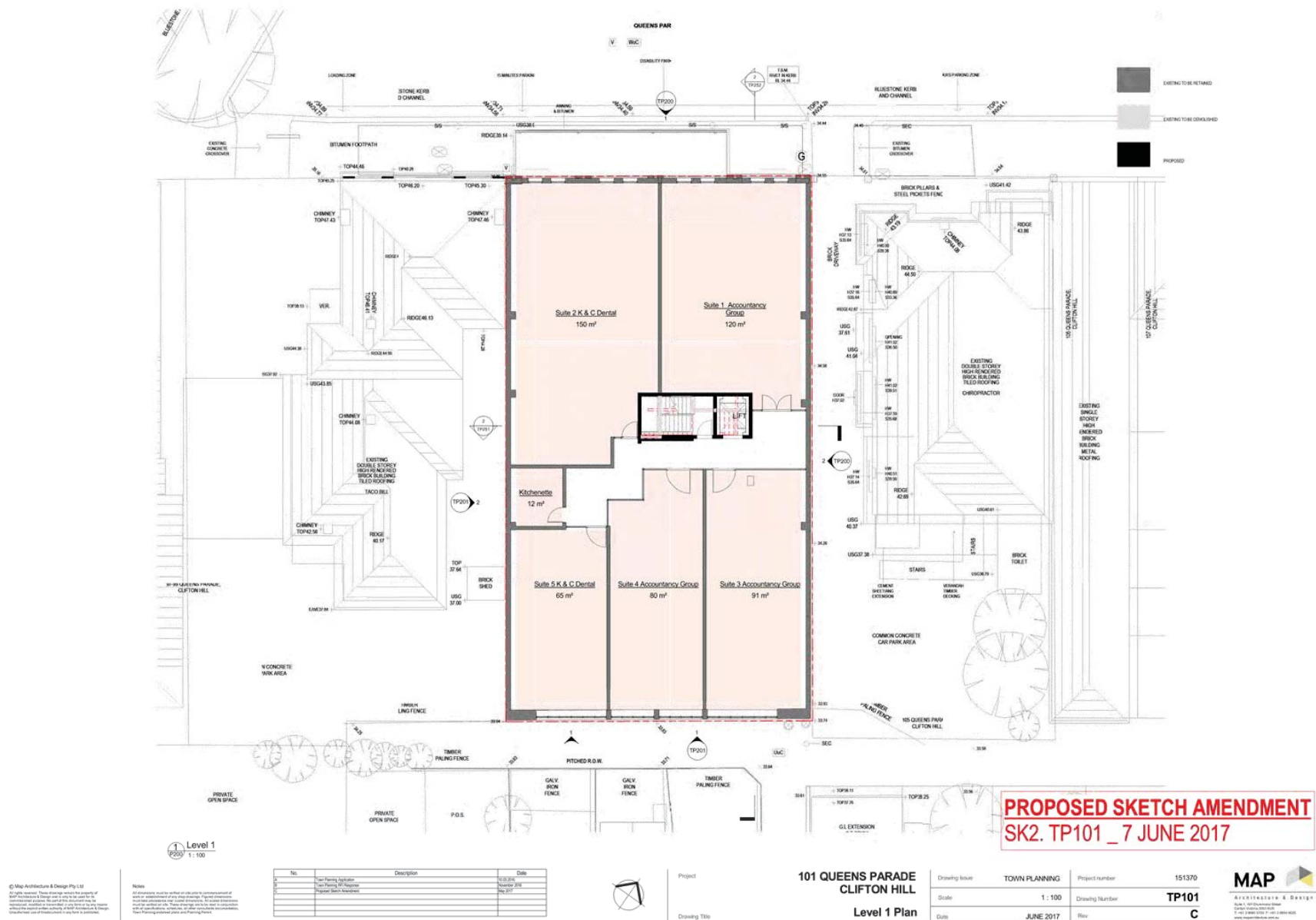
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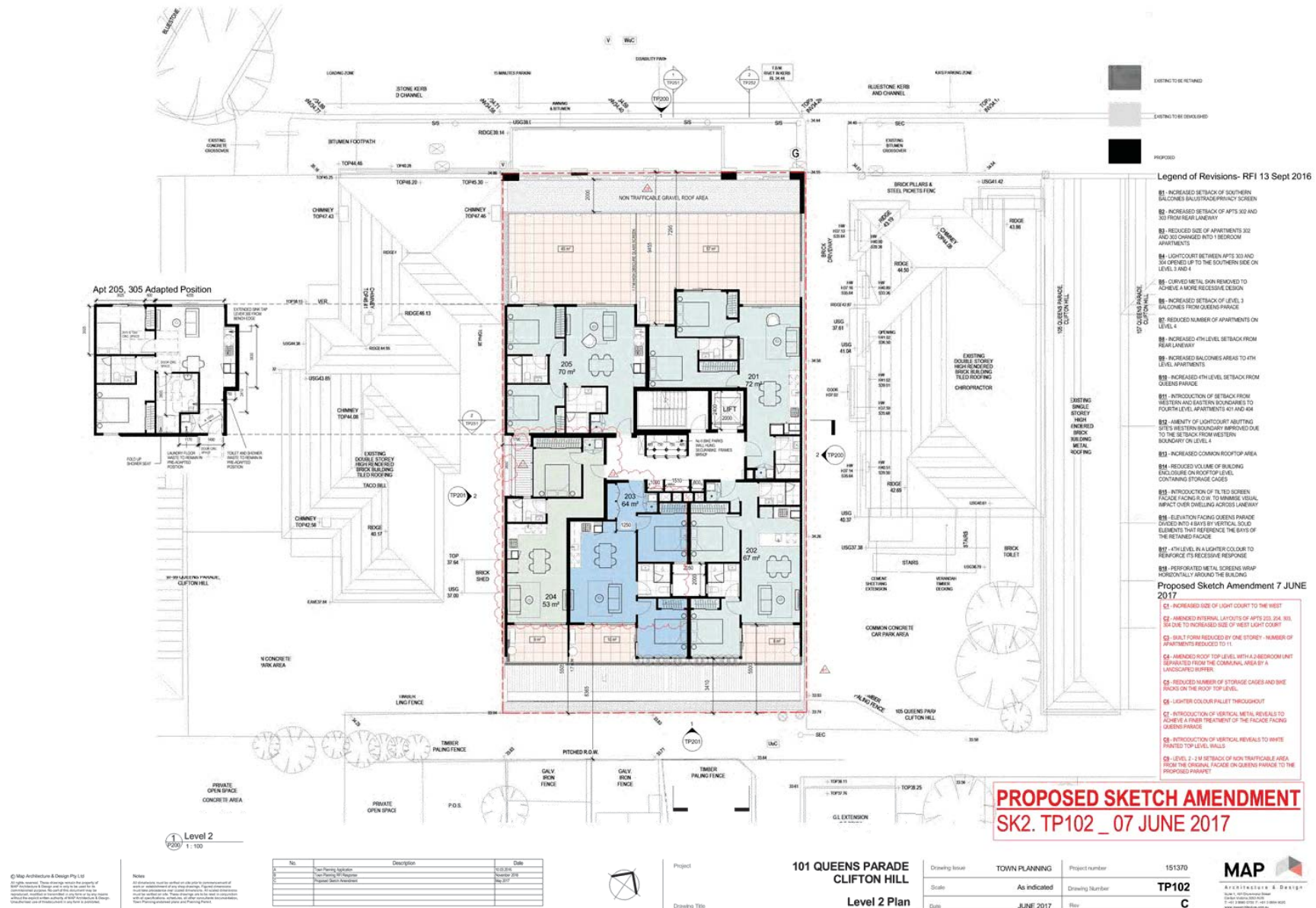
Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017



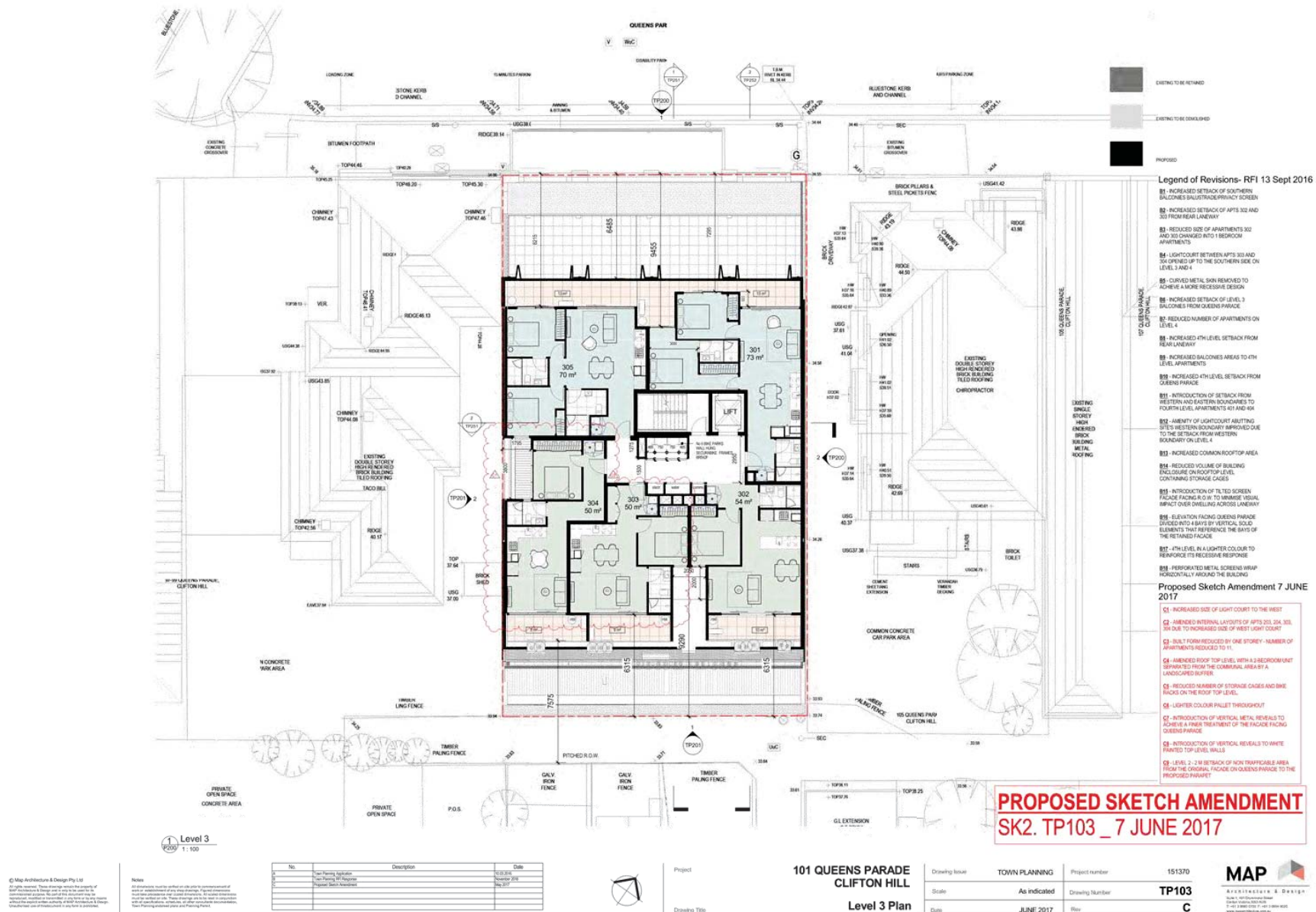
Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017



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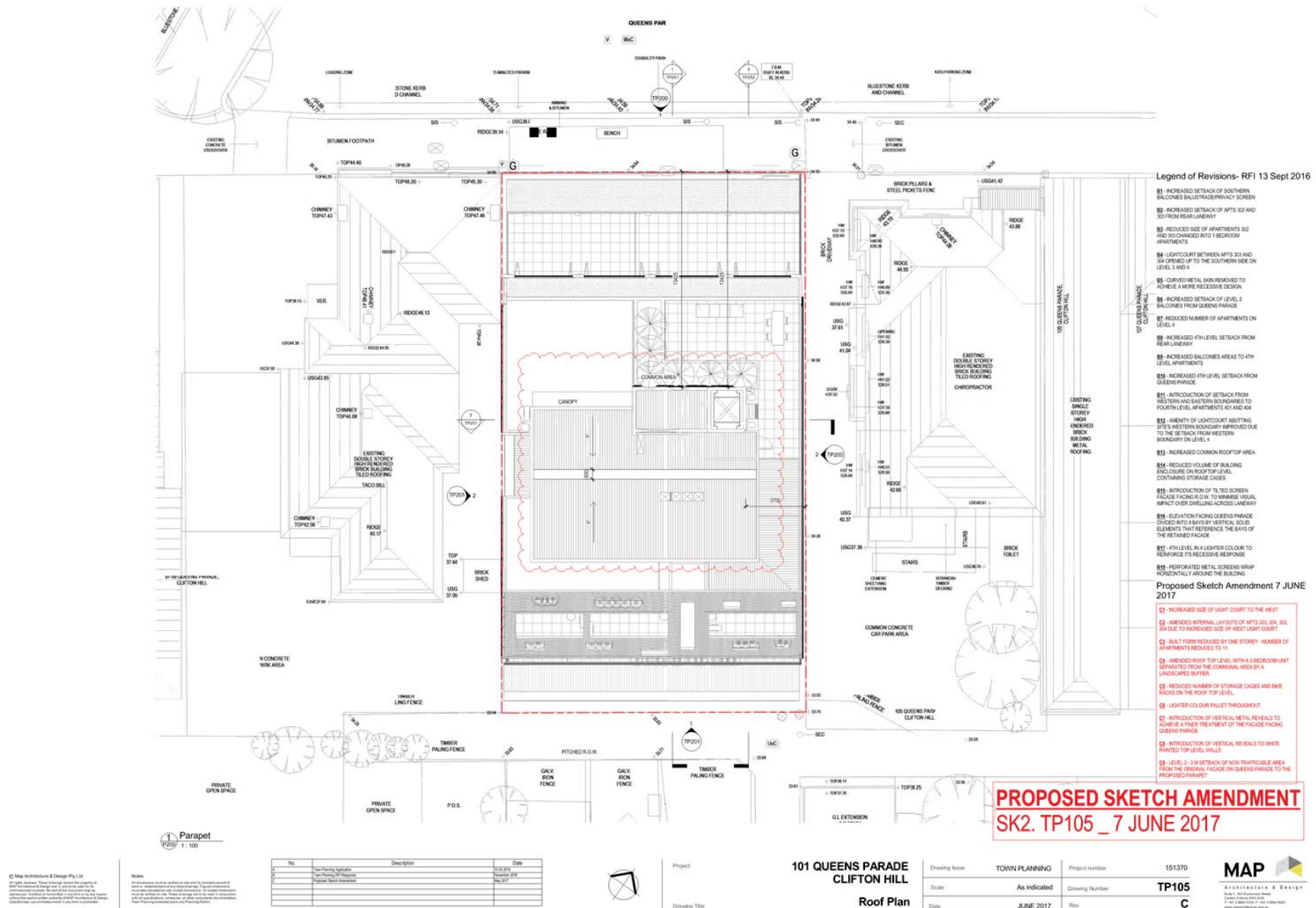


Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017





Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017



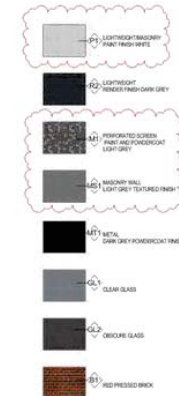
Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017



1 Colour North Elevation
P309 1:100



2 Colour East Elevation
P309 1:100



Legend of Revisions- RFI 13 Sept 2016

- R1 - INCREASED SETBACK OF SOUTHERN BALCONIES BALUSTRADE/PRIVACY SCREEN
- R2 - INCREASED SETBACK OF APTS 302 AND 303 FROM REAR LANEWAY
- R3 - REDUCED SIZE OF APARTMENTS 302 AND 303 CHANGED INTO 1 BEDROOM APARTMENTS
- R4 - LIGHTCOURT BETWEEN APTS 302 AND 304 OPENED UP TO THE SOUTHERN SIDE ON LEVEL 3 AND 4
- R5 - CURVED METAL SKIN REMOVED TO ACHIEVE A MORE RECESSIVE DESIGN
- R6 - INCREASED SETBACK OF LEVEL 3 BALCONIES FROM QUEENS PARADE
- R7 - REDUCED NUMBER OF APARTMENTS ON LEVEL 4
- R8 - INCREASED 4TH LEVEL SETBACK FROM REAR LANEWAY
- R9 - INCREASED BALCONIES AREAS TO 4TH LEVEL APARTMENTS
- R10 - INCREASED 4TH LEVEL SETBACK FROM QUEENS PARADE
- R11 - INTRODUCTION OF SETBACK FROM WESTERN AND EASTERN BOUNDARIES TO FOURTH LEVEL APARTMENTS 401 AND 404
- R12 - AMENITY OF LIGHTCOURT ABUTTING SITE'S WESTERN BOUNDARY IMPROVED DUE TO THE SETBACK FROM WESTERN BOUNDARY ON LEVEL 4
- R13 - INCREASED COMMON ROOFTOP AREA
- R14 - REDUCED VOLUME OF BUILDING ENCLOSURE ON ROOFTOP LEVEL CONTAINING STORAGE CAGES
- R15 - INTRODUCTION OF TILTED SCREEN FACADE FACING R.O.W. TO MINIMISE VISUAL IMPACT OVER OVERLOOKING ACROSS LANEWAY
- R16 - ELEVATION FACING QUEENS PARADE DIVIDED INTO 4 BAYS BY VERTICAL SOLID ELEMENTS THAT REINFORCE THE BAYS OF THE RETAINED FACADE
- R17 - 4TH LEVEL IN A LIGHTER COLOUR TO REINFORCE ITS RECESSIVE RESPONSE
- R18 - PERFORATED METAL SCREENS WRAP HORIZONTALLY AROUND THE BUILDING

Proposed Sketch Amendment 7 JUNE 2017

- S1 - INCREASED SIZE OF LIGHT COURT TO THE WEST
- S2 - AMENDED INTERNAL LAYOUTS OF APTS 302, 304, 305, 306 DUE TO INCREASED SIZE OF WEST LIGHT COURT
- S3 - BUILT FORM REDUCED BY ONE STOREY - NUMBER OF APARTMENTS REDUCED TO 11
- S4 - AMENDED ROOF TOP LEVEL WITH A 3 BEDROOM UNIT SEPARATED FROM THE COMMON AREA BY A LANDSCAPED BUFFER
- S5 - REDUCED NUMBER OF STORAGE CAGES AND BIKE RACKS ON THE ROOF TOP LEVEL
- S6 - LIGHTER COLOUR PALETTE THROUGHOUT
- S7 - INTRODUCTION OF VERTICAL METAL REVEALS TO ACHIEVE A FINER TREATMENT OF THE FACADE FACING QUEENS PARADE
- S8 - INTRODUCTION OF VERTICAL REVEALS TO WHITE PAINTED TOP LEVEL WALLS
- S9 - LEVEL 2 - 3M SETBACK OF NON TRAFFICABLE AREA FROM THE ORIGINAL FACADE ON QUEENS PARADE TO THE PROPOSED PARAPET

PROPOSED SKETCH AMENDMENT SK2. P200 _ 7 JUNE 2017

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No.	Description	Date
1	101-103 Queens Parade Proposed Sketch Amendment	7 June 2017

Project

101 QUEENS PARADE
CLIFTON HILL

Drawing Title

Colour North & East Elevation

Drawing Issue

TOWN PLANNING

Project number

151370

Scale

As indicated

Drawing Number

P200

Date

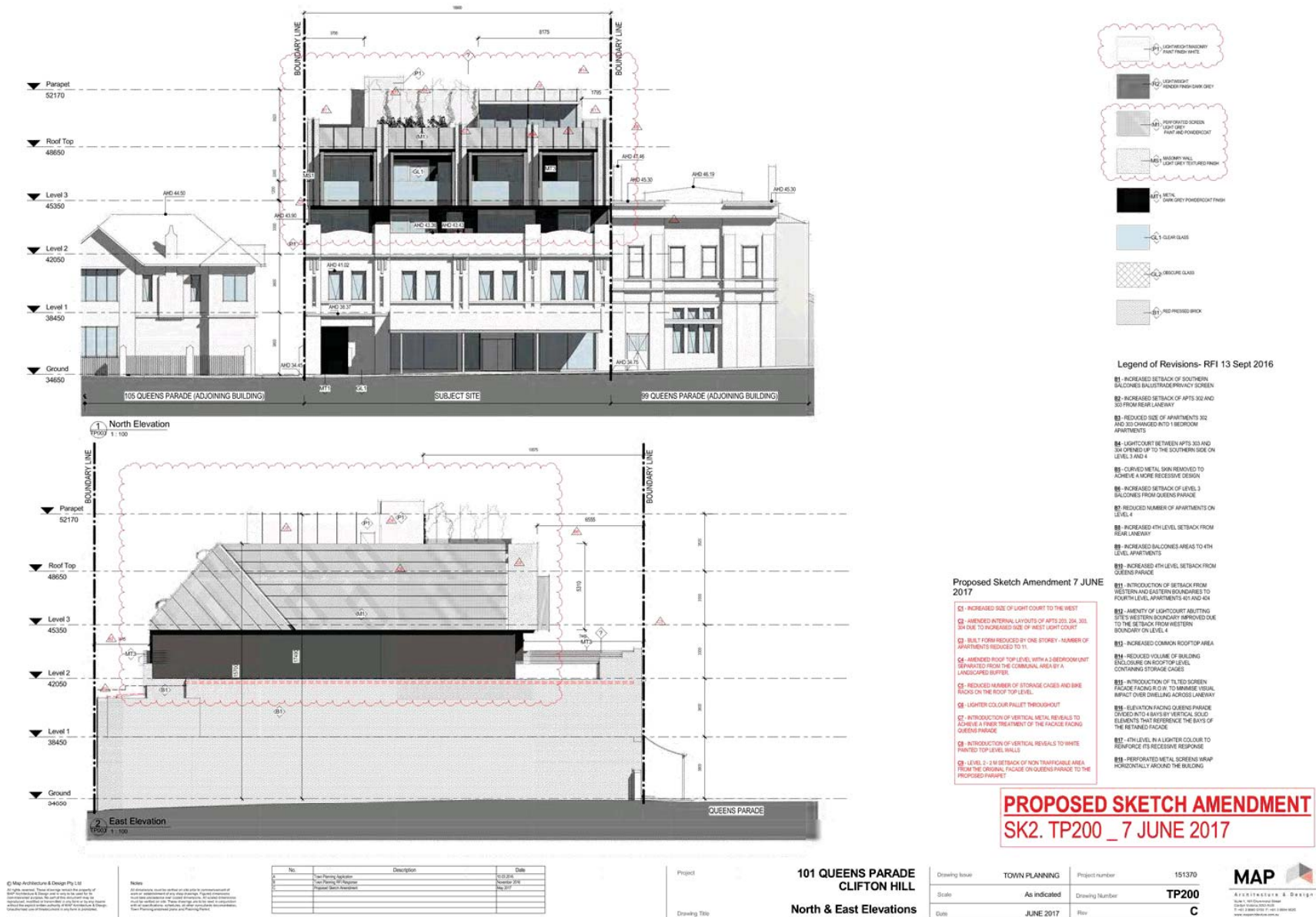
JUNE 2017

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Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017



Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017



1 Colour South Elevation
RPT10 1:100



2 Colour West Elevation
RPT10 1:100

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No.	Description	Date
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2	101 Queens Parade Skid Response	10/06/2017
3	101 Queens Parade Skid Response	10/06/2017
4	101 Queens Parade Skid Response	10/06/2017
5	101 Queens Parade Skid Response	10/06/2017

Project

101 QUEENS PARADE
CLIFTON HILL

Drawing Title

Colour South & West Elevations

Drawing Issue

TOWN PLANNING

Project Number

151370

Scale

As Indicated

Drawing Number

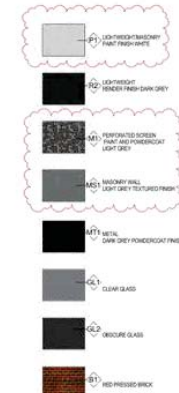
P201

Date

JUNE 2017

Rev

C



Legend of Revisions- RFI 13 Sept 2016

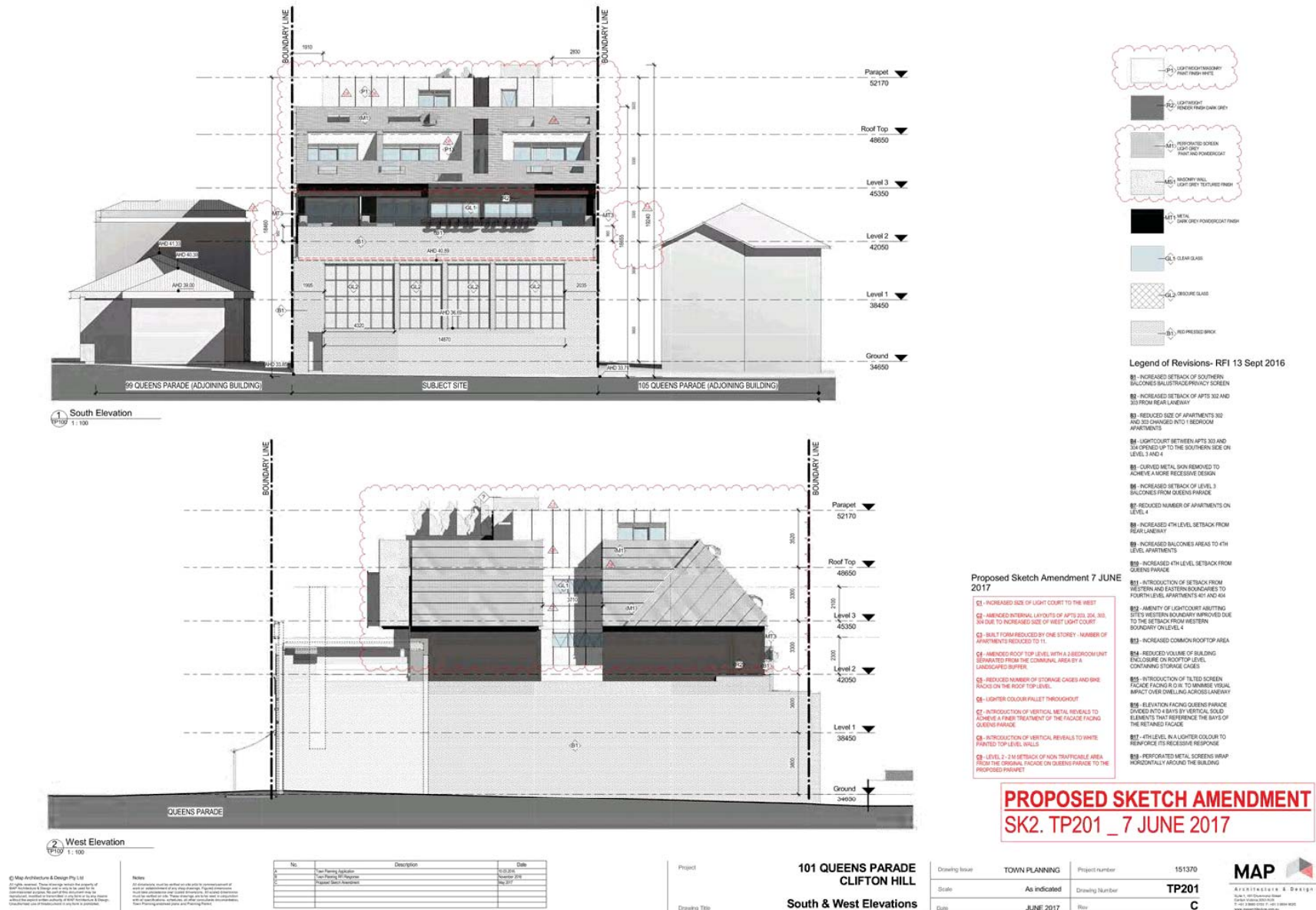
- R1 - INCREASED SETBACK OF SOUTHERN BALCONIES BALUSTRADE/PRIVACY SCREEN
- R2 - INCREASED SETBACK OF APPTS X20 AND X30 FROM REAR LANEWAY
- R3 - REDUCED SIZE OF APARTMENTS X30 AND X30 CHANGED INTO 1 BEDROOM APARTMENTS
- R4 - LIGHTCOURT BETWEEN APPTS X30 AND X40 OPENED UP TO THE SOUTHERN SIDE ON LEVEL 3 AND 4
- R5 - CURVED METAL SKIN REMOVED TO ACHIEVE A MORE RECESSIVE DESIGN
- R6 - INCREASED SETBACK OF LEVEL 3 BALCONIES FROM QUEENS PARADE
- R7 - REDUCED NUMBER OF APARTMENTS ON LEVEL 4
- R8 - INCREASED 4TH LEVEL SETBACK FROM REAR LANEWAY
- R9 - INCREASED BALCONIES AREAS TO 4TH LEVEL APARTMENTS
- R10 - INCREASED 4TH LEVEL SETBACK FROM QUEENS PARADE
- R11 - INTRODUCTION OF SETBACK FROM WESTERN AND EASTERN BOUNDARIES TO FOURTH LEVEL APARTMENTS X40 AND X40
- R12 - ABSENCE OF LIGHTCOURT ABUTTING 37/38 WESTERN BOUNDARY IMPROVED DUE TO THE SETBACK FROM WESTERN BOUNDARY ON LEVEL 4
- R13 - INCREASED COMMON ROOFTOP AREA
- R14 - REDUCED VOLUME OF BUILDING ENCLOSURE ON ROOFTOP LEVEL CONTAINING STORAGE CAGES
- R15 - INTRODUCTION OF TILTED SCREEN FACADE FACING R.O.W. TO MINIMIZE VISUAL IMPACT OVER OVERLOOKING LANEWAY
- R16 - ELEVATION FACING QUEENS PARADE DIVIDED INTO 4 BAYS BY VERTICAL SOLID ELEMENTS THAT REFERENCE THE BAYS OF THE RETAINED FACADE
- R17 - 4TH LEVEL IN A LIGHTER COLOUR TO RESPOND TO ITS RECESSIVE RESPONSE
- R18 - PERFORATED METAL SCREENS WRAP HORIZONTALLY AROUND THE BUILDING

Proposed Sketch Amendment 7 JUNE 2017

- S1 - INCREASED SIZE OF LIGHT COURT TO THE WEST
- S2 - AMENDED INTERNAL LAYOUTS OF APPTS X20, X30, X40 DUE TO INCREASED SIZE OF WEST LIGHT COURT
- S3 - BUILT FORM REDUCED BY ONE STOREY - NUMBER OF APARTMENTS REDUCED TO 11
- S4 - AMENDED ROOF TOP LEVEL WITH A 2 BEDROOM UNIT SEPARATED FROM THE COMMON AREA BY A LANDSCAPED BUFFER
- S5 - REDUCED NUMBER OF STORAGE CAGES AND BAY RACKS ON THE ROOF TOP LEVEL
- S6 - LIGHTER COLOUR PALETTE THROUGHOUT
- S7 - INTRODUCTION OF VERTICAL METAL REVEALS TO GIVE A FINER TREATMENT OF THE FACADE FACING QUEENS PARADE
- S8 - INTRODUCTION OF VERTICAL REVEALS TO WHITE PAINTED TOP LEVEL WALLS
- S9 - LEVEL 2 - 2M SETBACK OF NON TRAFFICABLE AREA FROM THE ORIGINAL FACADE ON QUEENS PARADE TO THE PROPOSED PARAPET

PROPOSED SKETCH AMENDMENT SK2. P201_ 7 JUNE 2017


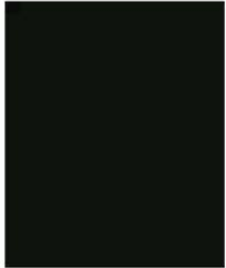
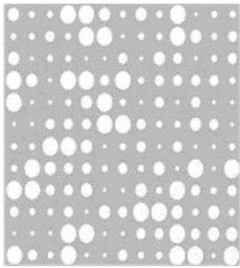


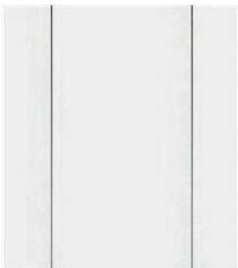




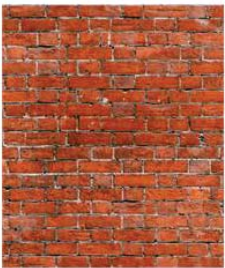
Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017



[illegible]

[illegible]

Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017

<p>Render Finish White</p> 	<p>Render Finish Dark Grey</p> 	<p>Perforated Screens Powdercoated Light Grey</p> 	<p>Masonry Cladding Light Grey Textured Finish</p> 	<p>Metal Profile Dark Grey Powdercoat Finish</p> 	<p>White Paint Finish with Vertical Reveals</p> 
<p>Louvers Dark Grey Powdercoat Finish</p> 	<p>Window Frames Dark Grey Powdercoat Finish</p> 	<p>Clear Glass Balustrade</p> 	<p>Obscure Glass Balustrade</p> 	<p>Existing Red Brick</p> 	

PROPOSED SKETCH AMENDMENT
SK2. TP300 _ 7 JUNE 2017

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Revision No.	Description	Date	Drawn By	Checked By
1	Initial Design	15/06/2017	JF	JF
2	Revised Design	15/06/2017	JF	JF
3	Revised Design	15/06/2017	JF	JF

North Point

Drawing Issue: TOWN PLANNING

Scale:

Date: JUNE 2017

Project: 101 QUEENS PARADE CLIFTON HILL

Drawing Title: External Finishes

Project No: 151370

Dwg No: TP300

Rev: C

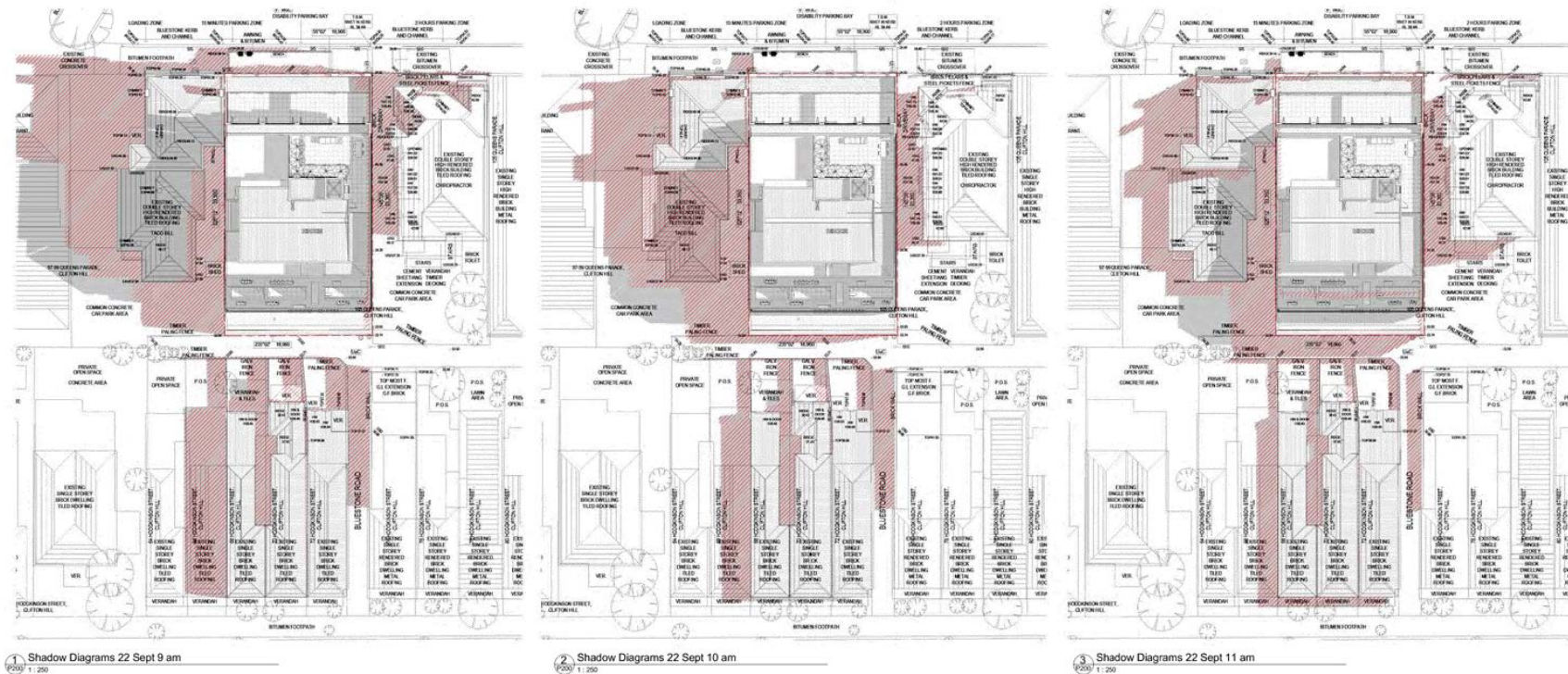
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101 QUEENS PARADE CLIFTON HILL

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Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017



LEGEND

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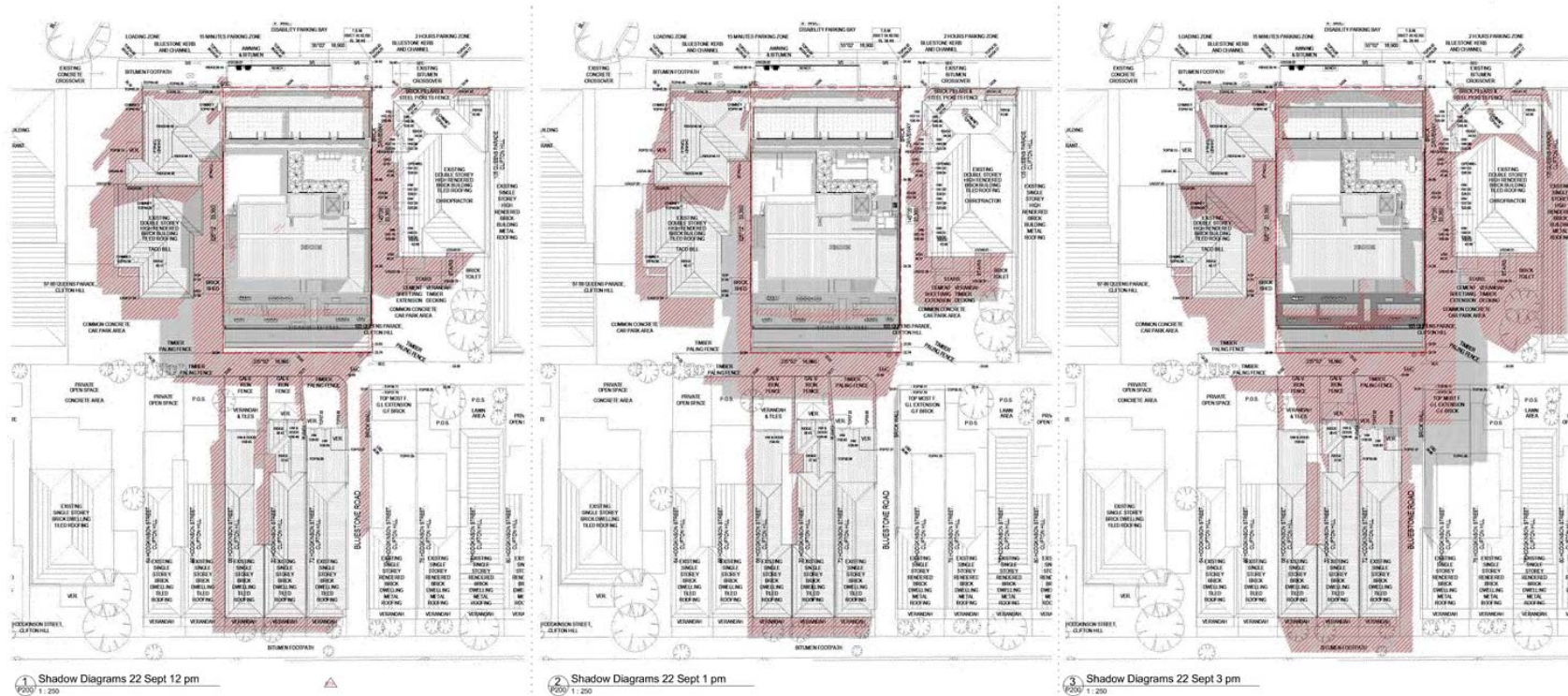
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PROPOSED SKETCH AMENDMENT
SK2. TP400_7 JUNE 2017

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Attachment 4 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Amended sketch plans 7 June 2017

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PROPOSED SKETCH AMENDMENT
 SK2. TP401_7 JUNE 2017

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2	Map Architecture & Design Pty Ltd	10/06/2017
3	Map Architecture & Design Pty Ltd	10/06/2017



Project

101 QUEENS PARADE
 CLIFTON HILL
 Shadow Diagrams

Drawing Title

Drawing Issue

TOWN PLANNING

Scale

As Indicated

Date

JUNE 2017

Project number

151370

Drawing Number

TP401

Rev

C

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Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017



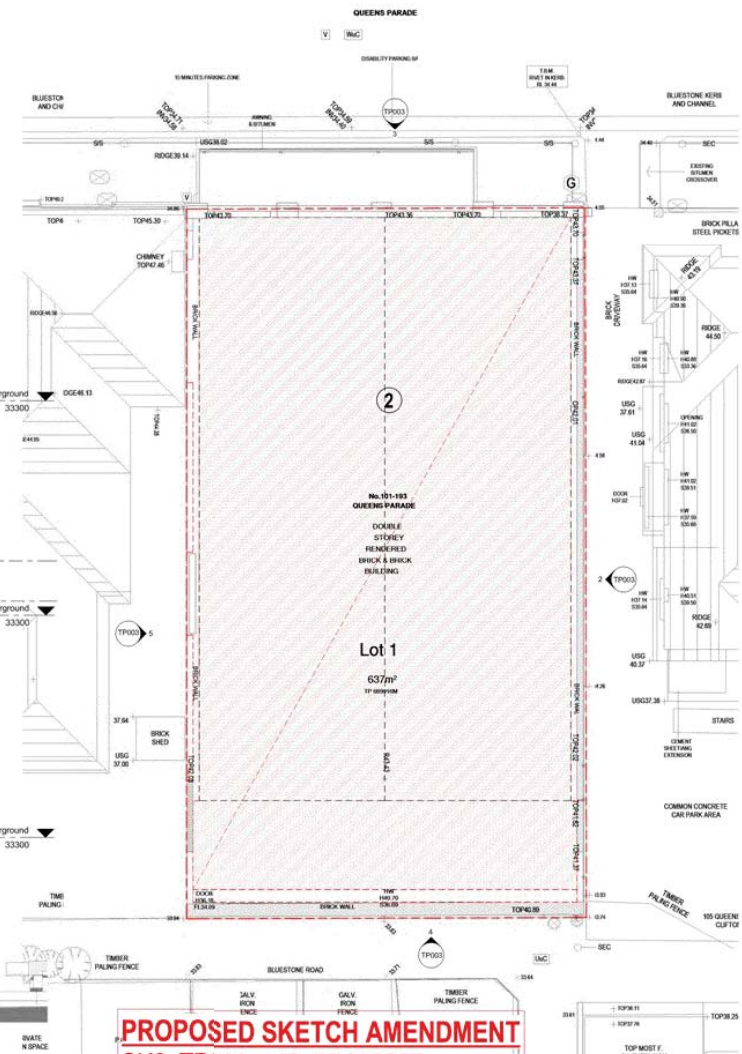
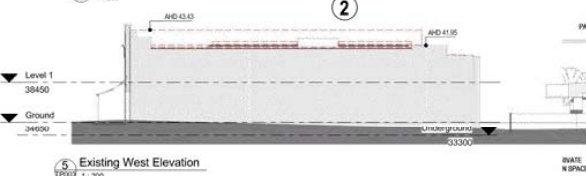
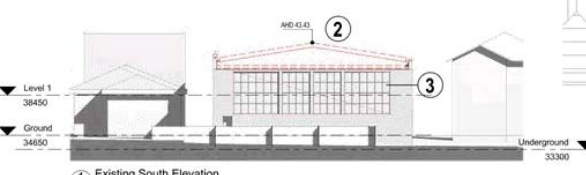
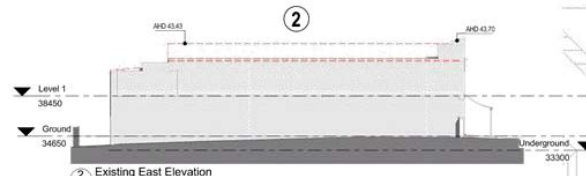
LEGEND

— EXISTING TO BE RETAINED

- - - DEMOLISHED

SCHEDULE OF WORKS

- 1 REMOVE EXISTING GLASS DOOR /
INSTALL NEW SLIDING DOOR /
INSTALL NEW RECESSED BOOSTER CUPBOARD
- 2 REMOVE EXISTING ROOF AND BOX GUTTER
- 3 REPLACE EXISTING TIMBER FRAMED WINDOWS
WITH NEW ALUMINIUM FRAMED WINDOWS



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Notes:
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No.	Description	Date
1	First Planning Application	12 July 2017
2	First Planning Application	12 July 2017



Project

101 QUEENS PARADE
CLIFTON HILL

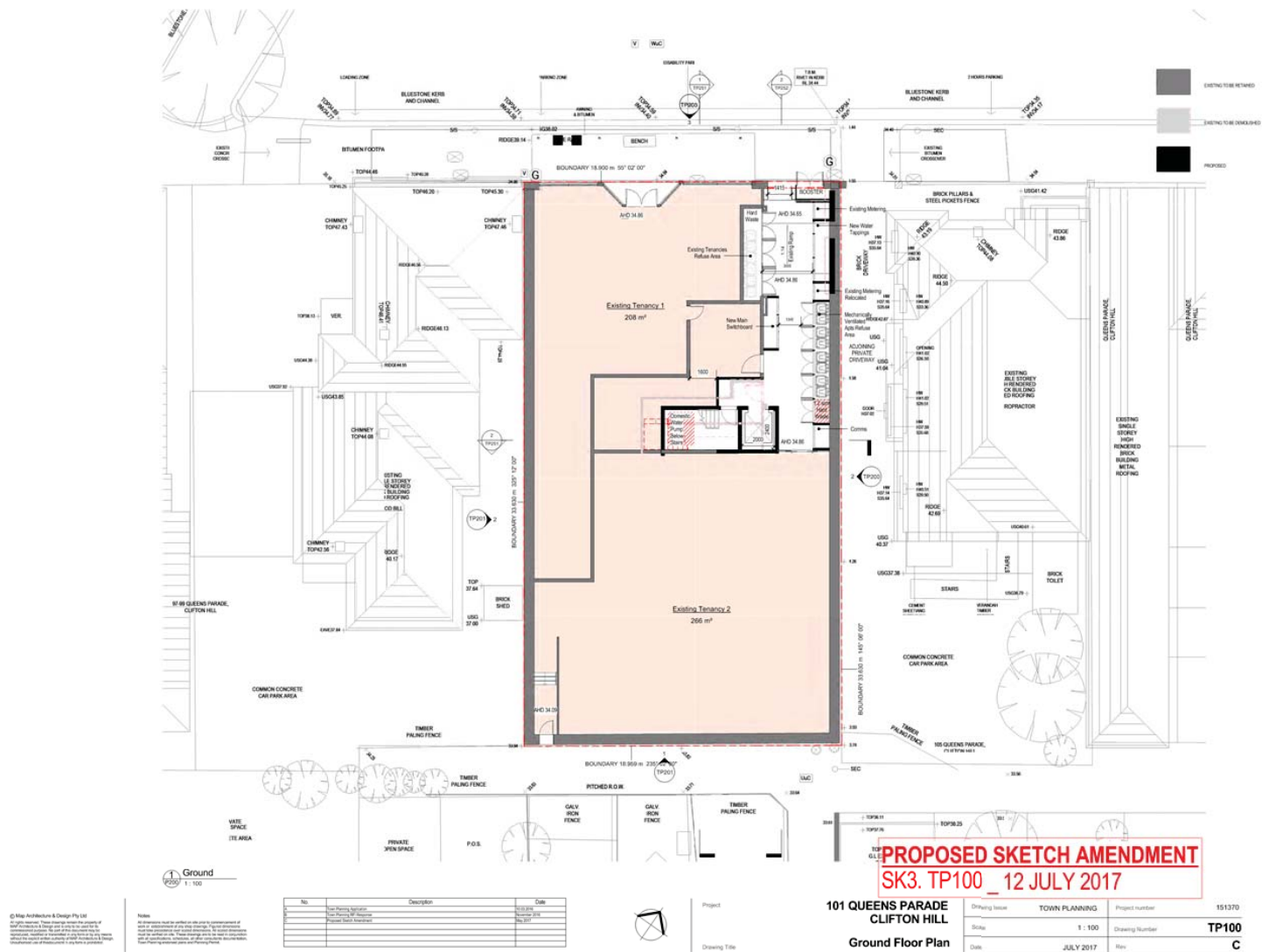
Demolition Plan

Drawing Title

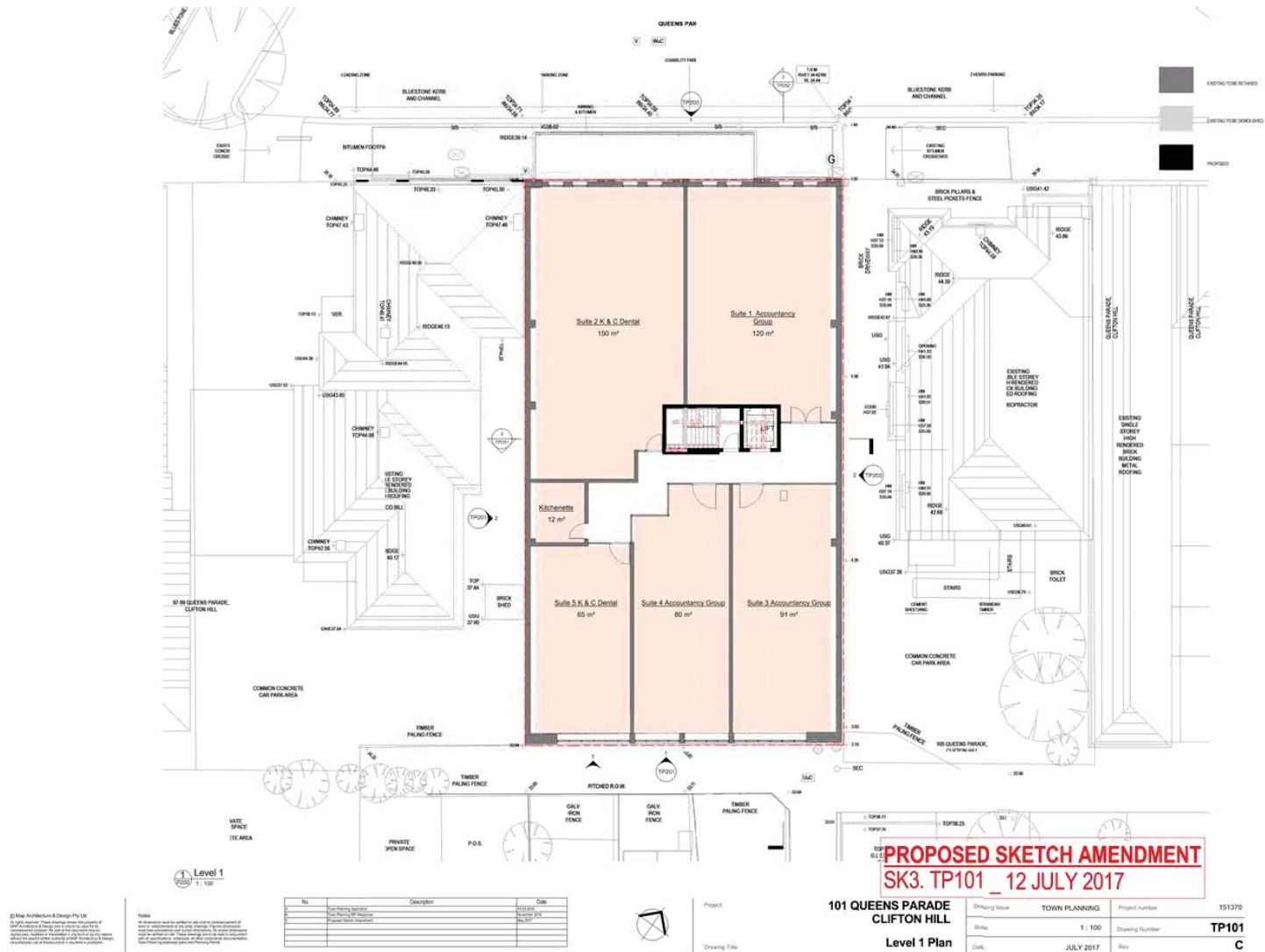
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Scale	As Indicated	Drawing Number	TP003
Date	JULY 2017	Rev	B



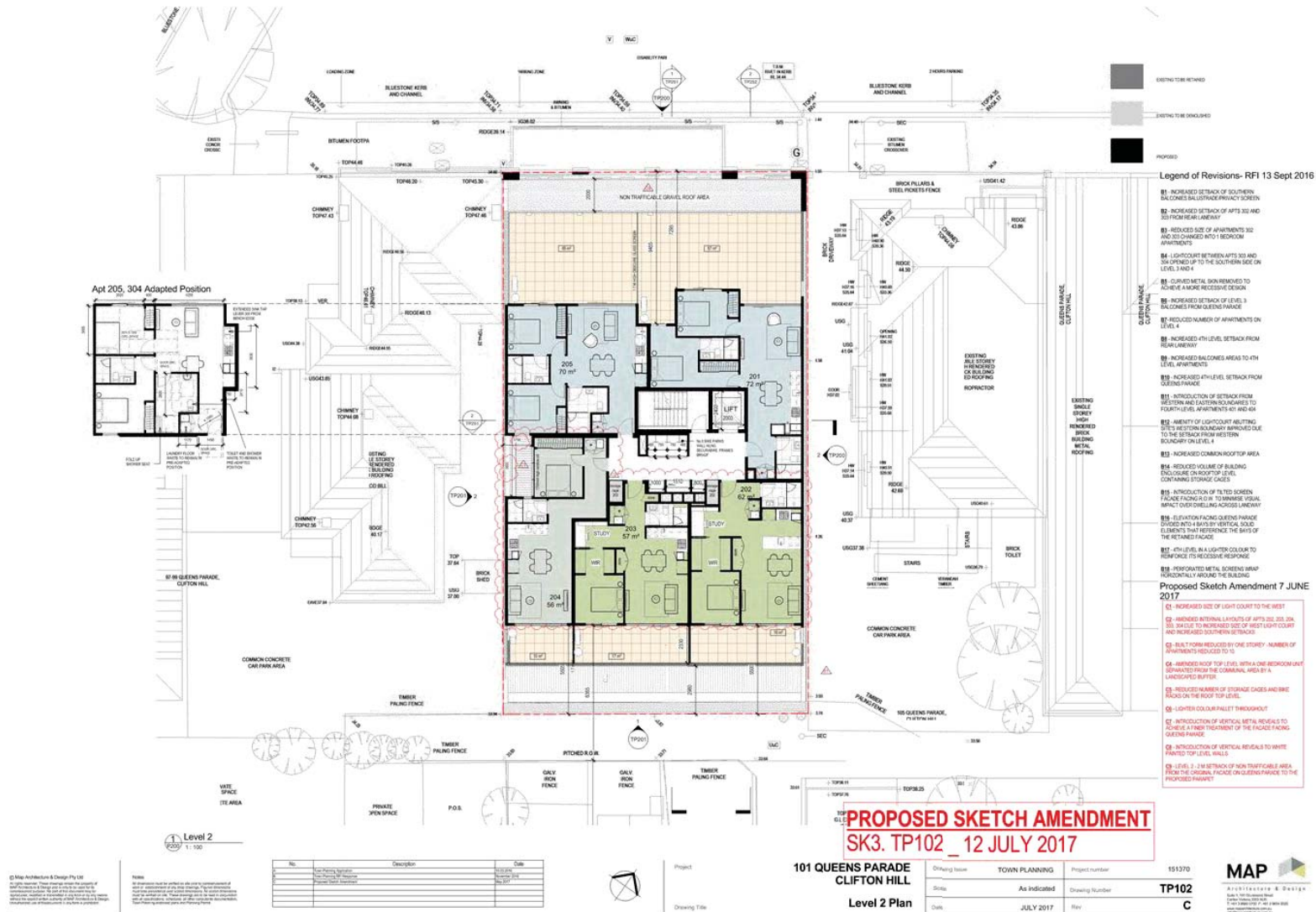
Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017



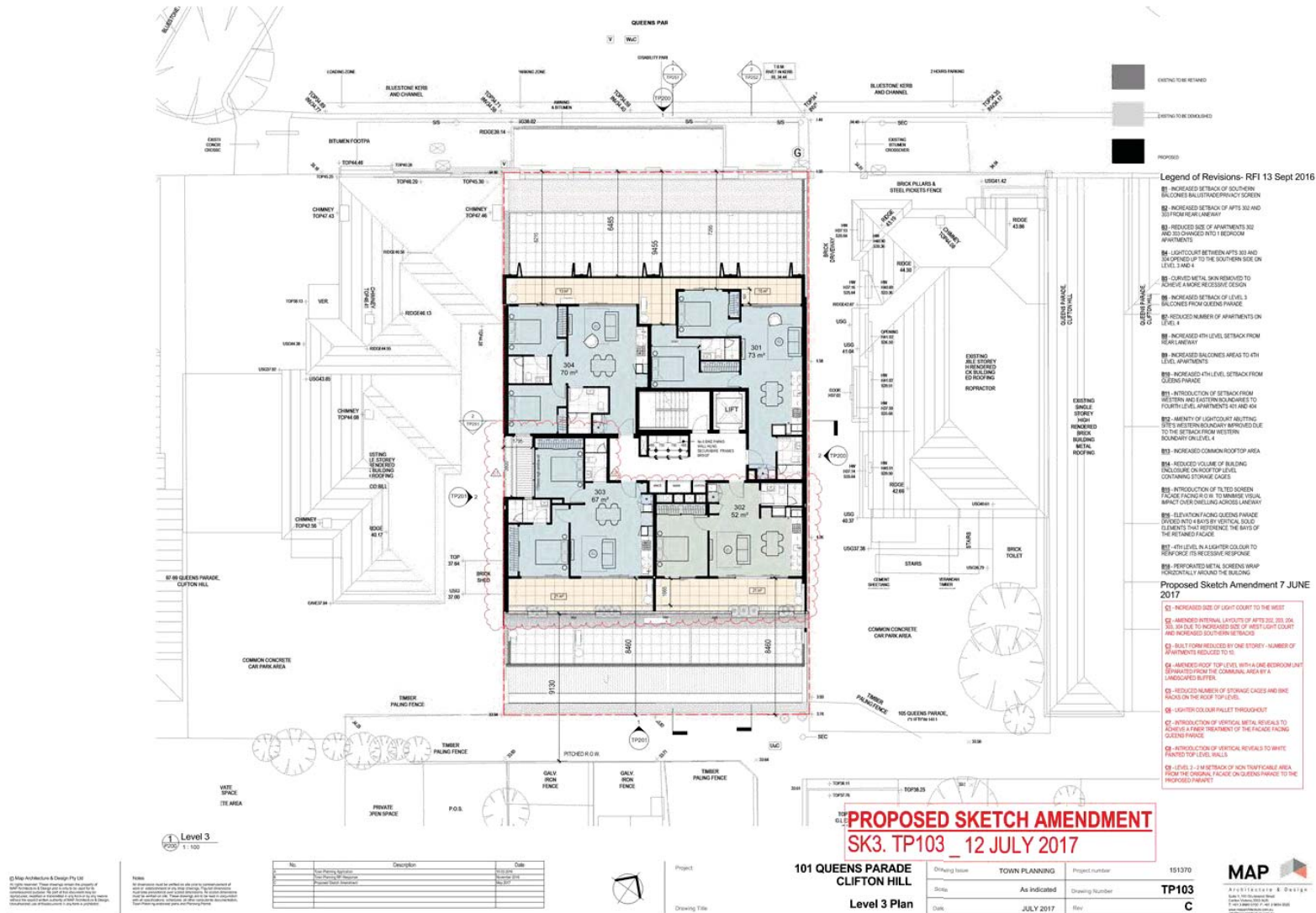
Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017



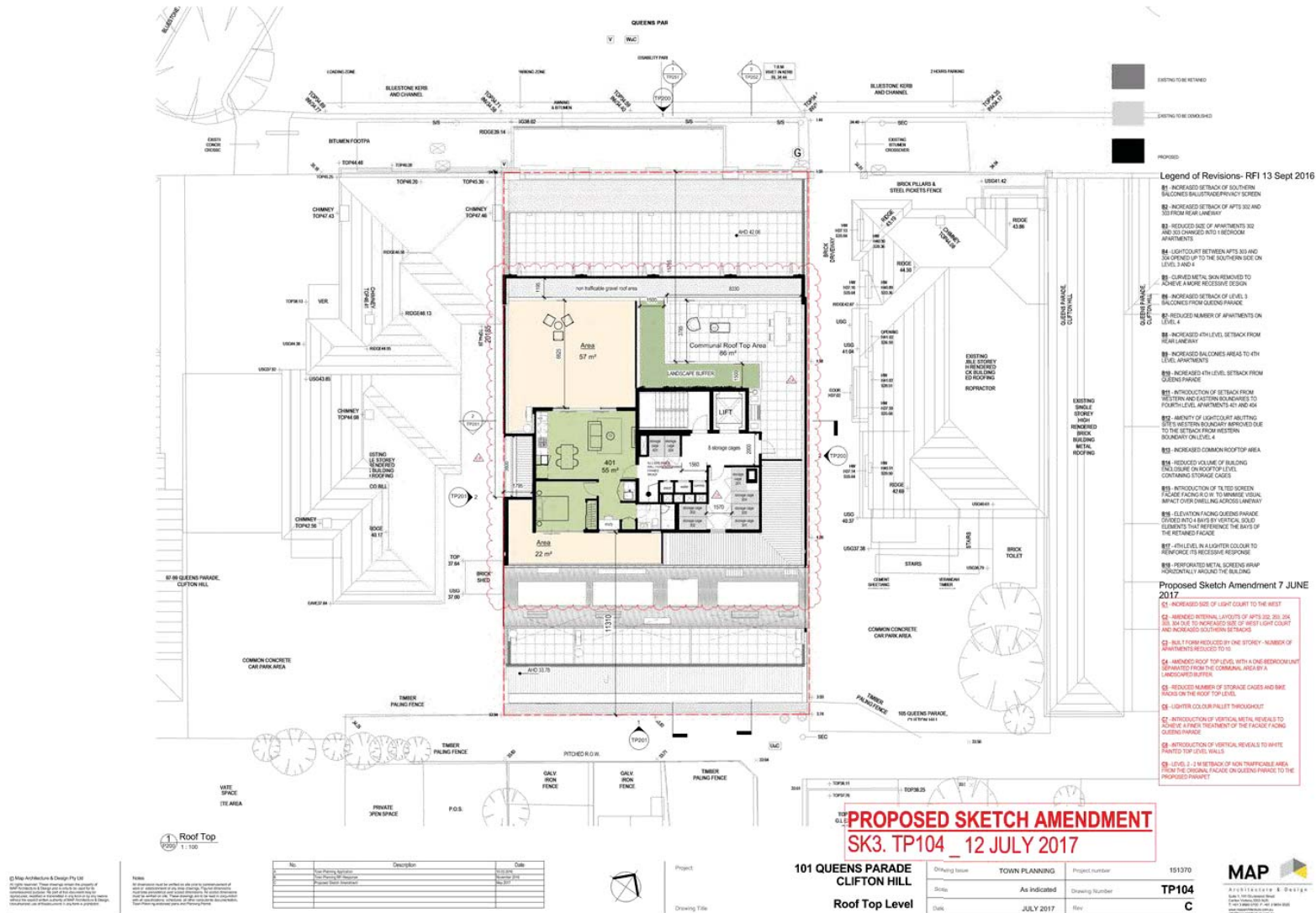
Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017



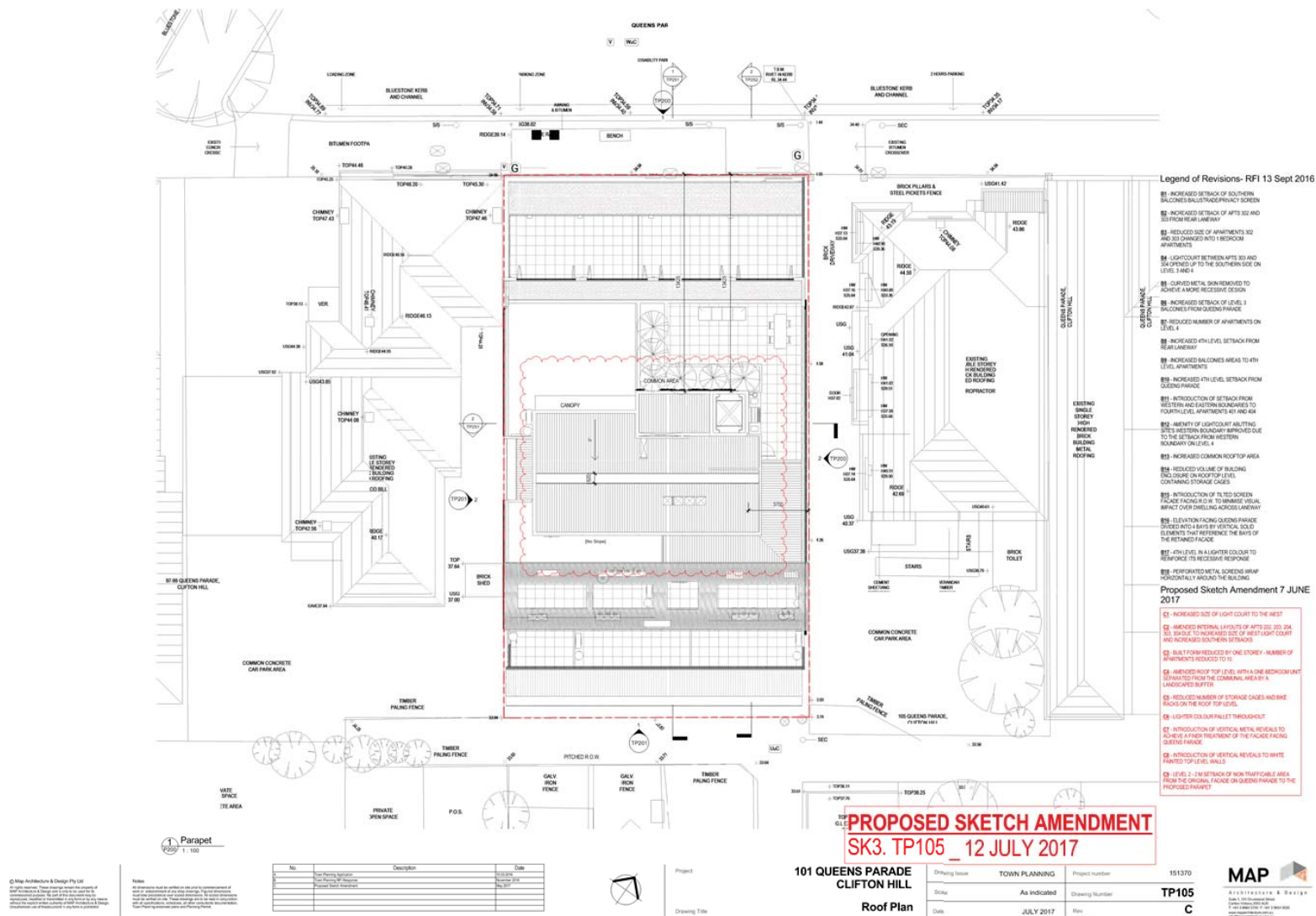
Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017



Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017

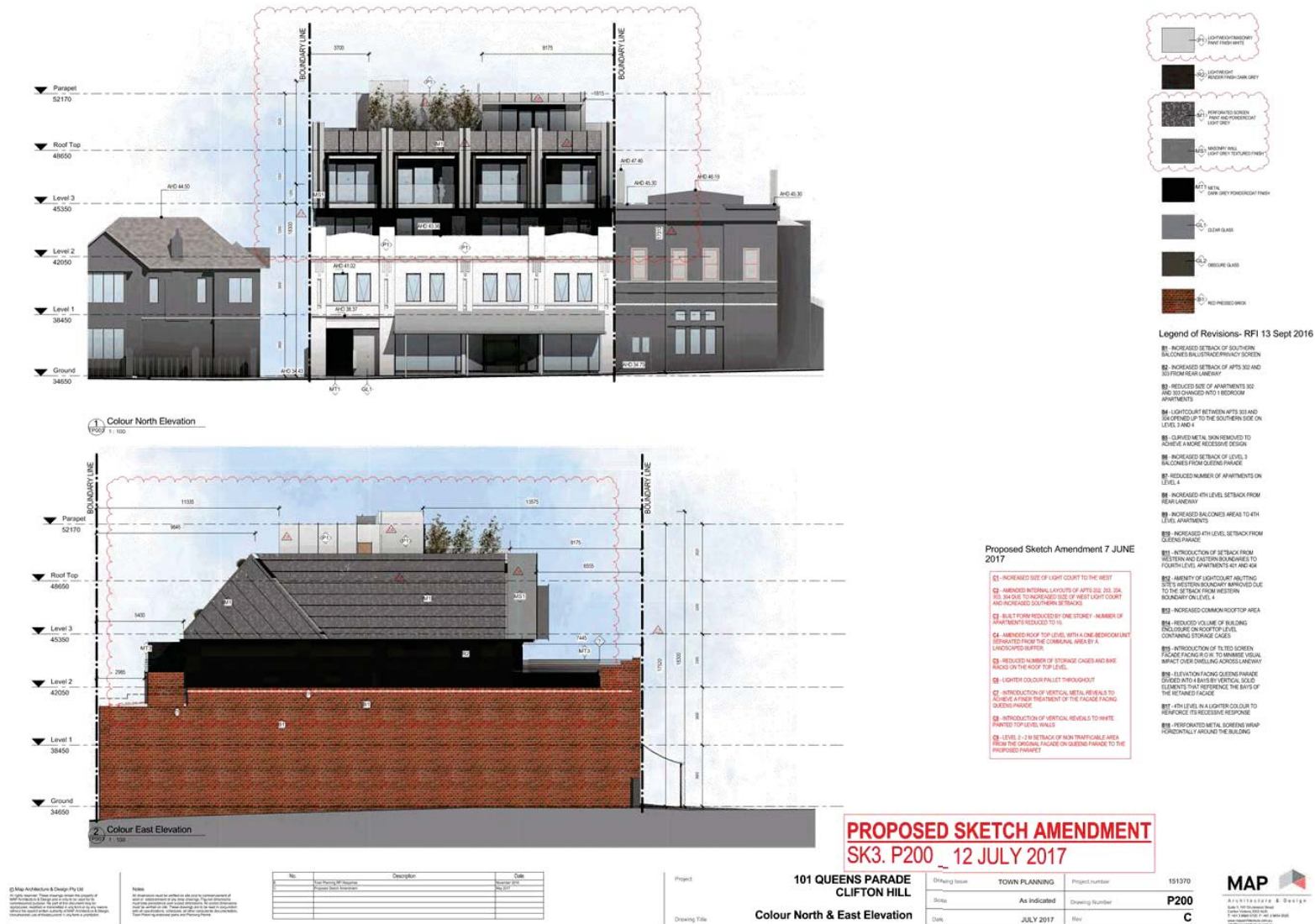


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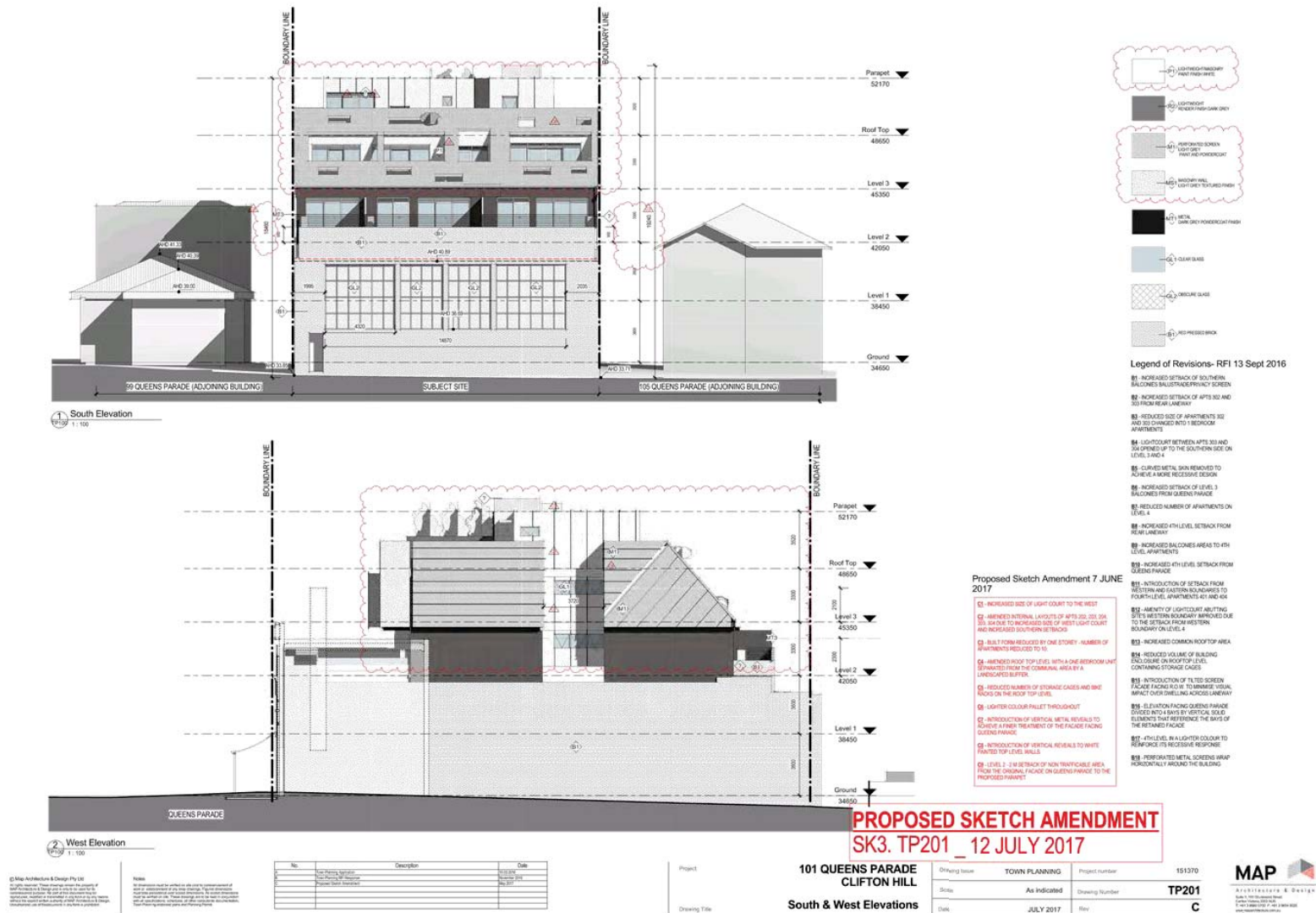




Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017



Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017

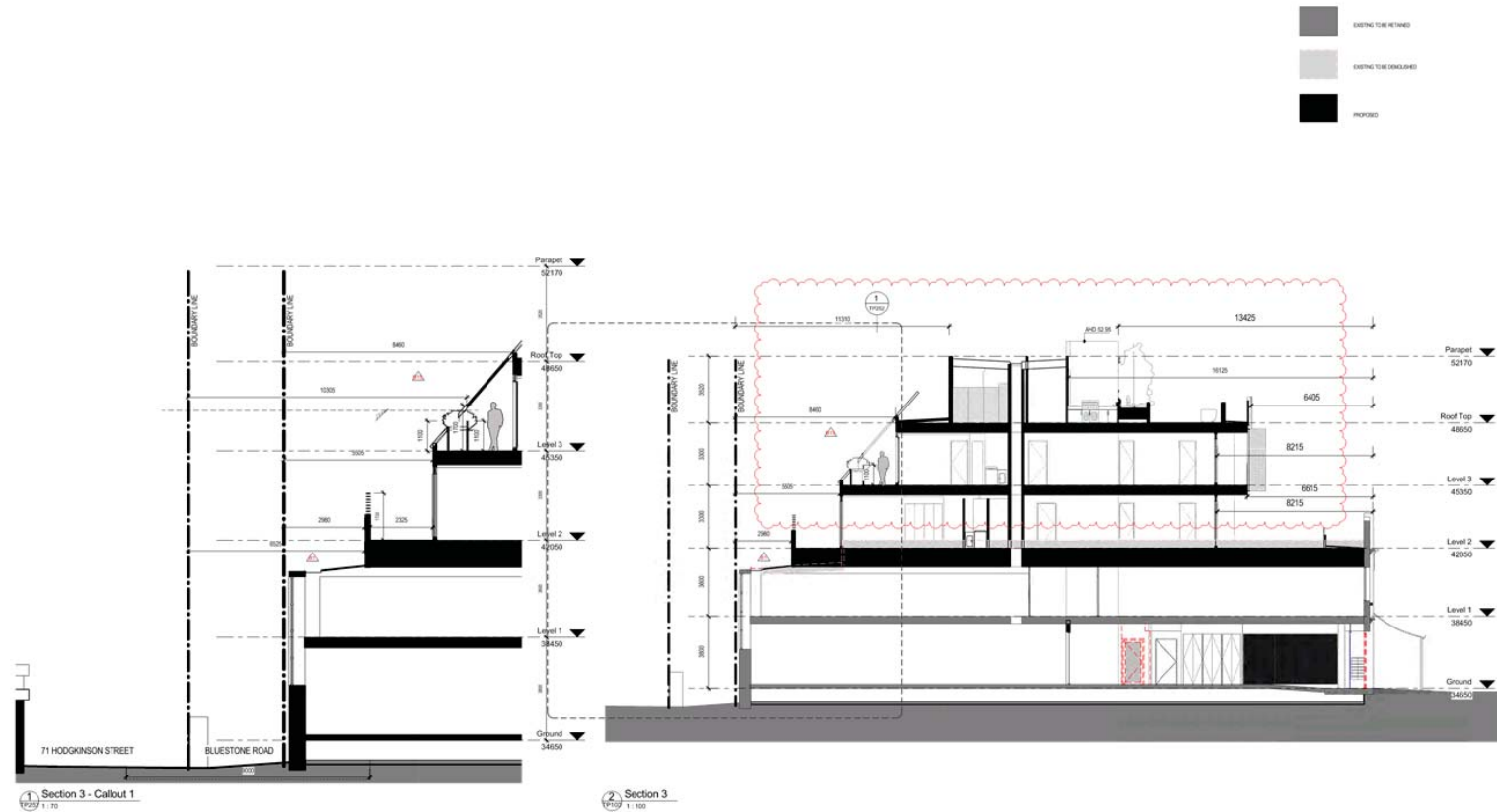




Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017



Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017



PROPOSED SKETCH AMENDMENT
SK3. TP252 _ 12 JULY 2017

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No.	Description	Date
1	Issue for Planning Application	12/07/2017
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3	Issue for Planning Application	12/07/2017
4	Issue for Planning Application	12/07/2017
5	Issue for Planning Application	12/07/2017

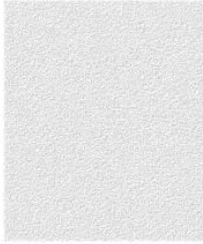

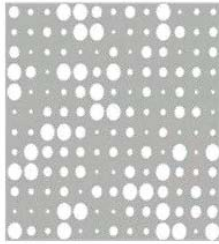








Project
Drawing Title

101 QUEENS PARADE
CLIFTON HILL
Sections

Drawing Issue	TOWN PLANNING	Project number	151370
Scale	As indicated	Drawing Number	TP252
Date	JULY 2017	Rev	C

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Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017


<p>Render Finish White</p> 	<p>Render Finish Dark Grey</p> 	<p>Perforated Screens Powdercoated Light Grey</p> 	<p>Masonry Cladding Light Grey Textured Finish</p> 	<p>Metal Profile Dark Grey Powdercoat Finish</p> 	<p>White Paint Finish with Vertical Reveals</p> 
<p>Louvers Dark Grey Powdercoat Finish</p> 	<p>Window Frames Dark Grey Powdercoat Finish</p> 	<p>Clear Glass Balustrade</p> 	<p>Obscure Glass Balustrade</p> 	<p>Existing Red Brick</p> 	

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Revision No.	Description	Date	Drawn By	Checked By
1	Initial Design	12 JUL 2017	TP	TP
2	Revised Design	12 JUL 2017	TP	TP

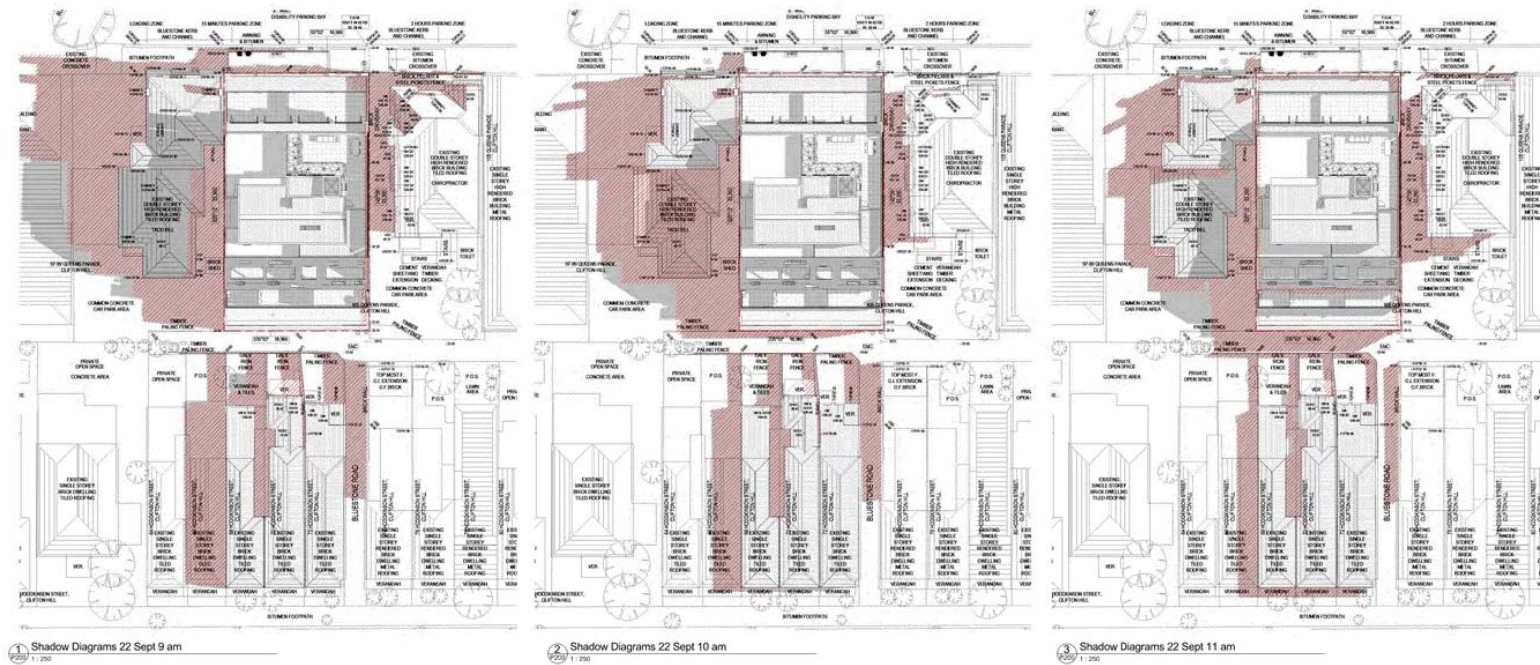
PROPOSED SKETCH AMENDMENT
SK3. TP300 _ 12 JULY 2017

North Point	Drawing Issue	TOWN PLANNING	Project	101 QUEENS PARADE CLIFTON HILL	Project No.	151370
	Scale				Drawn By	TP300
	Date	JULY 2017	Drawing Title	External Finishes	Rev	C



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5. All dimensions are to the finished ceiling level unless otherwise stated.
6. All dimensions are to the finished roof level unless otherwise stated.
7. All dimensions are to the finished floor level unless otherwise stated.

No.	Description	Date
1	101-103 Queens Parade, Clifton Hill	12 July 2017
2	101-103 Queens Parade, Clifton Hill	12 July 2017
3	101-103 Queens Parade, Clifton Hill	12 July 2017
4	101-103 Queens Parade, Clifton Hill	12 July 2017
5	101-103 Queens Parade, Clifton Hill	12 July 2017
6	101-103 Queens Parade, Clifton Hill	12 July 2017
7	101-103 Queens Parade, Clifton Hill	12 July 2017
8	101-103 Queens Parade, Clifton Hill	12 July 2017
9	101-103 Queens Parade, Clifton Hill	12 July 2017
10	101-103 Queens Parade, Clifton Hill	12 July 2017



Project
Drawing Title

PROPOSED SKETCH AMENDMENT
SK2. TP400 _ 7 JUNE 2017

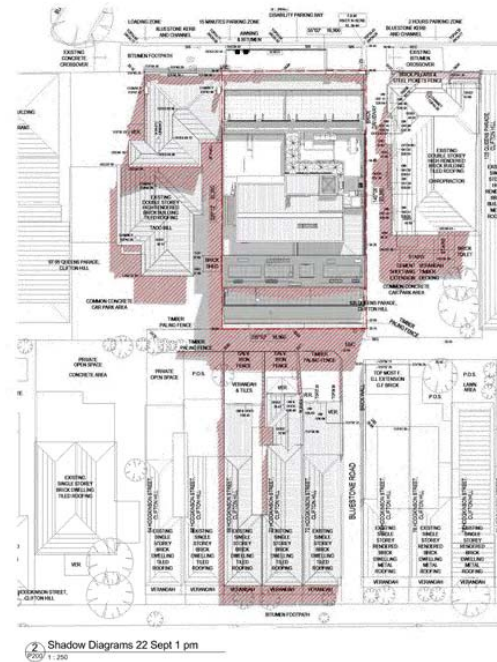
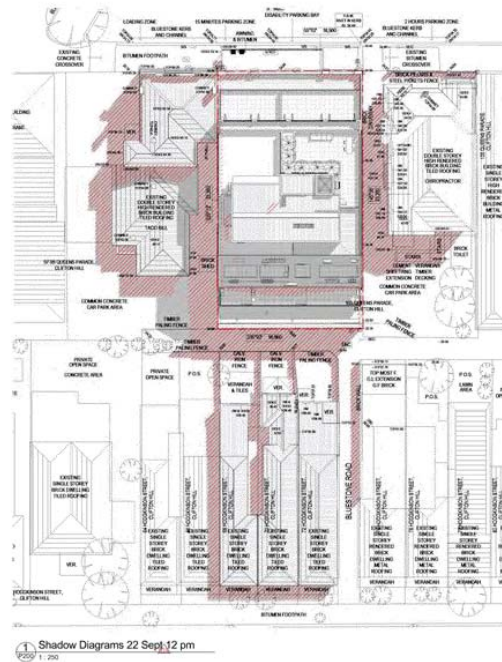
101 QUEENS PARADE
CLIFTON HILL
Shadow Diagrams

Drawing Issue	TOWN PLANNING	Project number	151370
Drawn	As indicated	Drawing Number	TP400
Date	JULY 2017	Rev	C



Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017

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PROPOSED SKETCH AMENDMENT
SK3. TP401 _ 12 JULY 2017

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No.	Description	Date
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2	101-103 Queens Parade, Clifton Hill	12 July 2017
3	101-103 Queens Parade, Clifton Hill	12 July 2017
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10	101-103 Queens Parade, Clifton Hill	12 July 2017



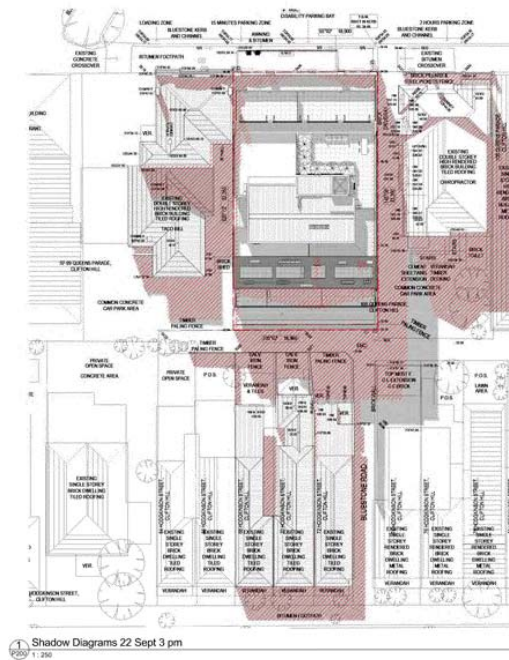
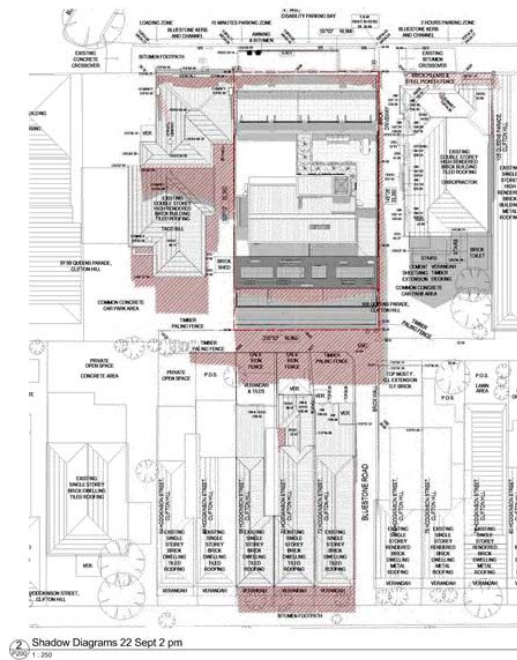
Project

101 QUEENS PARADE
 CLIFTON HILL
 Shadow Diagrams

Drawing Issue	TOWN PLANNING	Project number	151370
Scale	As indicated	Drawing Number	TP401
Date	JULY 2017	Rev	C

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Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017



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Revision No.	Description	Date	Drawn By	Checked By
1	Initial Design	12/07/2017	MAP	MAP
2	Final Design	12/07/2017	MAP	MAP

PROPOSED SKETCH AMENDMENT SK3. TP402_ 12 JULY 2017

North Point	Drawing Issue	TOWN PLANNING	Project	101 QUEENS PARADE CLIFTON HILL
	Scale	1:250		
	Date	JULY 2017	Drawing Title	Shadow Diagrams

Project No. 151370
Drawing No. TP402
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Attachment 5 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sketch plans 12 July 2017

Project Summary

Site Area	636 m ²
No. of Apartments	10
No. of 1 Bedroom Apartments	5
No. of 2 Bedroom Apartments	5
Bike Parking Securabike BR542F	14

Area Schedule

Name	Unit Type	Area	Balcony
201	2 Bedroom	72 m ²	57 m ²
202	1 Bedroom + Study	62 m ²	14 m ²
203	1 Bedroom + Study	57 m ²	14 m ²
204	1 Bedroom	56 m ²	10 m ²
205	2 Bedroom	70 m ²	45 m ²
301	2 Bedroom	73 m ²	15 m ²
302	1 Bedroom	52 m ²	14 m ²
303	2 Bedroom	67 m ²	23 m ²
304	2 Bedroom	70 m ²	13 m ²
401	1 Bedroom + Study	55 m ²	83 m ²
Communal Roof Top Area		86 m ²	
Existing Tenancy 1	Existing Tenancy	208 m ²	
Existing Tenancy 2	Existing Tenancy	266 m ²	
Kitchenette	Existing Tenancy	12 m ²	

Area Schedule

Name	Unit Type	Area	Balcony
Suite 1 Accountancy Group	Existing Tenancy	120 m ²	
Suite 2 K & C Dental	Existing Tenancy	150 m ²	
Suite 3 Accountancy Group	Existing Tenancy	91 m ²	
Suite 4 Accountancy Group	Existing Tenancy	80 m ²	
Suite 5 K & C Dental	Existing Tenancy	65 m ²	
		1713 m ²	

PROPOSED SKETCH AMENDMENT
SK3. TP500 _ 12 JULY 2017

No.	Description	Date
1	101-103 Queens Parade, Clifton Hill	12 JULY 2017
2	101-103 Queens Parade, Clifton Hill	12 JULY 2017
3	101-103 Queens Parade, Clifton Hill	12 JULY 2017
4	101-103 Queens Parade, Clifton Hill	12 JULY 2017
5	101-103 Queens Parade, Clifton Hill	12 JULY 2017
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8	101-103 Queens Parade, Clifton Hill	12 JULY 2017
9	101-103 Queens Parade, Clifton Hill	12 JULY 2017
10	101-103 Queens Parade, Clifton Hill	12 JULY 2017

Project	101 QUEENS PARADE CLIFTON HILL	Drawing Issue	TOWN PLANNING	Project number	151370
Drawing Title	Areas Schedule	Scale		Drawing Number	TP500
		Date	JULY 2017	Rev	C



Attachment 6 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sustainable Transport Referral Comments

Memo

To: Lara Fiscalini

Cc: Simon Exon; Jane Waldock;

From: Kate Simnett

Date: 07/07/2017

Subject: 101-103 Queens Parade, North Fitzroy (PLN16-0751)

We have received the plans for the development in North Fitzroy (PLN16-0751) and provide the following feedback:

Bicycle parking on-site:

In relation to the proposed bicycle parking as per the Plans (Part 6) pp. SK2. TP102 – TP104.

1. The number of residential bicycle parking is satisfactory, the style of bicycle parking is unsatisfactory - on-floor style bicycle parking needs to be included - even via sacrificing the number of spaces.
2. 3 visitor bicycle spaces need to be provided. Please include plans for 2x bicycle hoops to be installed on the footpath adjacent to the development.
3. Strategic Transport advises the following elements be considered in location and style of bicycle parking to be provided:
 - a. Easily accessible
 - b. Secure
 - c. Well-lit
 - d. Undercover
 - e. A mixture of on-ground and hanging style bike racks with the majority (more than 75%) to be provided as on-ground.

See Council's Transport Factsheet for more information on bicycle parking.

If you require any further input, or would like to discuss these comments in more detail, please don't hesitate to contact me on 9205 5734.

Regards

Kate Simnett
Sustainable Transport Officer
Strategic Transport

Attachment 7 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sustainable Planning Referral comments

Memo



To: Lara Fiscalini, Senior Statutory Planner

CC: Richa Swarup, Coordinator Urban Design

From: Andy Johnson, Coordinator Strategic Planning

Date: 24 January 2017

Trim No: D17/43734

Subject: PLN16/0751 101-103 Queens Parade Clifton Hill

Dear Lara,

Strategic Planning has sought advice on planning permit - PLN16/0751 101-103 Queens Parade Clifton Hill – from consultants Hansen Partnership (urban design) and GJM (heritage) who prepared the Queens Parade Built Form Review that is informing the preparation of a future Design and Development Overlay for Queens Parade. Both consultants have considered the permit in the context of the Built Form Review, current policy and good design.

The review has identified the following elements to be acceptable or supported:

- the level of proposed demolition
- the replacement of the timber windows to the laneway with aluminium
- the repainting of previously painted rendered surfaces of the heritage façade
- the alterations to the ground floor shop front to Queens Parade and the windows to the laneway
- the proposed retention of commercial uses at the ground level and level 1, within the heritage envelope
- the function and amenity provided to the apartments, especially the roof top terrace

The review has identified the following concerns with the planning permit:

1. The strategic justification, and the heritage and streetscape impact of the proposed height of 5 storeys
 - The urban design memo identifies:
 - a lack of strategic justification for a 5 storey building given the sites mid block location within a heritage overlay area of a Neighbourhood Activity Centre with a highly valued fine grained streetscape where 4 storeys is the benchmark and where large sites does not necessarily invite larger development outcomes
 - a 4 storey maximum is more appropriate response and will represent a more compatible 'fit' within its host low rise and heritage context. The deletion of the Level 4 will ensure that distant views of the proposal along Queens Parade in both directions will be of a built form that does not disrupt the predominantly low rise skyline and does not represent a competing insertion to the St John's complex (further south).
 - the deletion of Level 4 will further assist in this polite transition to the finer grain and reduce the shadow impacts on properties on Hodgkinson Street
 - the storage cages on the roof adds unnecessary height to the proposal and the lift core also adds additional height. The storage cages should be located within the 4 storey built form envelope and the potential of a lower and more sympathetic lift core rise should be considered, if possible.
 - The heritage memo identifies:
 - the height of the proposed development undermines the ability to understand the precinct as a strongly two-storey, fine grained Victorian strip-shopping centre
 - the bulk, form and appearance of the proposed addition is not consistent with the character and

Attachment 7 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sustainable Planning Referral comments

appearance of the adjacent buildings and the heritage place. Likewise, the visual bulk of the addition within the streetscape "will adversely affect the significance of the heritage place" as the new form overwhelms the height of the historic fabric when viewed from key public realm vantage points

- o the bulk of a new addition relative to the historic fabric can be reduced through either an increase in setback or a reduction in height, however in this case additional setback will not adequately reduce the visual bulk of the addition from both the north and south and the more appropriate response is to reduce the main form of the residential addition by one storey.

Recommendation:

To address this concern, both memos recommend that one floor of the residential addition should be deleted but the communal rooftop retained in order to achieve an acceptable urban design and heritage outcome. Consideration should be given to removing the storage cages and lowering the lift core to reduce their visual dominance.

2. The suitability of the setbacks

- The urban design memo identifies:
 - o the front setback of 7.2m on Level 2 is supportable if one of the storeys is removed
 - o the front setback of 6.4m for Level 3 is recommended to be increased to 7.2m
 - o the proposal presents an inequitable development potential for the neighbouring site (97 Queens Parade) through the inclusion to a 1.5m x 2.4m light court on the subject site's western boundary
 - o the proposal should provide a larger light court to ensure that if a development to the west was constructed in a similar manner, the windows in the light court would still achieve acceptable levels of daylight.
 - o on the condition that Level 4 is deleted and the western light court is increased the 0m setback to side boundaries is supported.
- The heritage memo identifies:
 - o increased front setbacks will not reduce the visual bulk of the 5 storey development – a storey needs to be removed
 - o the ridge line of buildings immediately adjacent to the subject site are set back approximately 6.5m from the Queens Parade boundary, therefore the proposed setbacks of the new addition do not appear to be inappropriate
 - o the proposed setbacks of the new addition allow the new element to be clearly understood as a separate built form from the heritage place
 - o the proposed setback avoids façadism by retaining a depth of solid built form behind the Queens Parade elevation before the new addition rises above

Recommendation:

Consideration should be given to removing the winter gardens to increase the front setback to 7.2m. The light court on the western boundary should have increased dimensions to ensure the equitable development of the neighbouring site and that proposed apartments are able to achieve acceptable levels of daylight.

3. Architectural expression

- The urban design memo identifies:
 - o support for the architectural detailing and rhythm of existing building that has been replicated across to the new elements and considers the vertical articulation within the heritage façade to be positive.
- The heritage memo identifies:
 - o the large openings, although reflecting the four bays of the existing façade, do not reflect the vertical proportions of the first floor window openings as the module of the curtain glazing did on the original scheme
 - o the heavy frame surrounding the balconies means the articulation of the north elevation of the new addition competes with the masonry form of the existing façade
 - o options to improve this (depending on how these are resolved architecturally) include:
 - the removal of the 'winter garden' balconies altogether and their replacement with less massive balconies. This will also increase the apparent depth of the set back of this level, or
 - splitting the large openings into two to bring down the scale of these and reflect the

Attachment 7 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sustainable Planning Referral comments

vertical proportion of the existing first floor openings.

Recommendation:

Consideration should be given to improving the architectural expression on the front façade to reduce the competition of the new additions with the retained heritage building.

4. The materials and colours adopted

- The urban design memo identifies:
 - if the winter gardens are retained then the material choice applied to them should better reflect the contextual palette of materials and colours
 - the darker expression to the rear elevation is supported as the raked profile understood more as a 'roof profile' rather than as a wall
 - materials applied to the winter gardens (if retained) and the east and west elevation should better reflect the contextual palette of materials and colours
- The heritage memo identifies:
 - the design approach proposed in the original application (March 2016) that uses contrasting materials, façade articulation and architectural form creates a more recessive addition than the amended proposal (January 2017), which more overtly references the module of the existing façade with a strongly articulated frame
 - the proposed dark grey powder coated finishes of the third level balcony 'frame' and shutters are likely to contrast too strongly with the white or light coloured render of the heritage building and the wider streetscape, and a more subtle contrast – such as a mid- or zinc-grey colour - should be considered
 - the impact of the dark grey powder coated finishes on the rear (laneway) elevation contrast strongly against the brick of the existing building and the colours and materials of the terraced houses on Hodgkinson Street
 - the use of sheet and perforated metal cladding is appropriate as long as the colour palette is kept limited and their finish is not highly reflective
 - the use of perforated metal cladding with what appears (on drawing P009) to have horizontal joints is appropriate and should be recessive (especially if finished in a flat mid-grey) and will also articulated enough to not present a blank facade to the east

Recommendation:

- Both memos recommend changes to the colours to front façade be more contextual and assist in making the upper levels more visually recessive and less contrasting. The colour of the material selection should be reduced and revised to create a less dramatic contrast of colour and texture with the existing façade through a permit condition.

Other recommendations:

- The heritage memo recommends:
 - sight lines be sought from the applicant which show the proposed development from the north side of Queens Parade opposite the subject site and from the south side of Hodgkinson Street opposite the subject site to further understand the impact of the development on both HO330 and HO317
 - reconstruction of an appropriate verandah based on documentary or physical evidence could be appropriate.
- The urban design memo recommends consideration be given to providing residents with a better sense of address, possibly by providing them with a separate lift access.

The urban design memo and the heritage memo are attached.

If you have any questions please let me know.

Yours Sincerely

**Attachment 7 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Sustainable Planning
Referral comments**

Andy Johnson
Coordinator Integrated Planning

Attachments: - GJM Memorandum of Advice – 101 to 103 Queens Parade
 - Hansen Urban Design Memo - 101 to 103 Queens Parade

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development*.

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category *Residential 1. Ten or more dwellings*.

What is a Sustainable Management Plan (SMP)?

An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice. The following comments are based on the review of the architectural drawings, prepared by MAP Architects (*prepared 25.01.2017*) and the accompanying SMP, prepared by SBE (*prepared 21.02.2017*).

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments

Sustainable Management Plan (SMP) Referral Response by Yarra City Council



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Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



Assessment Summary:

Responsible Planner:	Lara Fiscalini
ESD Advisor:	Euan Williamson
Date:	07.04.2017
Planning Application No:	PLN16/0751
Subject Site:	101-103 Queens Parade, Clifton Hill, VIC 3068
Site Area:	Approx. 630m ²
Site Coverage:	100%

Project Description: Three storey extension to existing building.

Pre-application meeting(s): None.

The standard of the ESD nearly meets Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:

- Minimum 6.4 Star average NatHERS Star rating for dwellings.
- A STORM report with a 100% STORM score has been submitted that demonstrates best practice and relies on 388m² of roof connected to 12,000litre rainwater tank for flushing to all toilets (min 20 bedrooms).
- Energy efficient heating/cooling and hot water systems.
- Energy efficient lighting.
- 6 bicycle spaces for residents on each level (18 in total for 14 dwelling).

(2) Application ESD Deficiencies:

- STEPS has not accepted for new applications since 2016. Please update the SMP with BESS report or another relevant ESD benchmark for this project.
- Reasonable access to most habitable rooms, except bedrooms relying on daylight access via small light courts. The height of the glazing to the back bedrooms of apartment 202 and 203 is not clear on the plans. Recommend floor to ceiling glazing in these two bedrooms to maximise daylight access. The light court on the SE façade is too small for daylight access to bedrooms; it is also unclear whether a partial roof is proposed for all or some levels. Strongly recommend that this light court is enlarged to a minimum dimension of 3m x 3m completely open to the sky (unencumbered by any roofs or partial overhangs).
- 3 Star WELS taps and toilets are not considered best practice. Recommend a minimum 4 Star toilets and 5 Star taps.
- Use of recycled materials and sustainable timber "where possible" and "guided by principles". Please remove the terms "wherever possible" and "guided by principles" from the SMP. Please avoid the use of vague or open language that can lead to different interpretations and potential misunderstanding.
- Recommend the applicant provide a minimum of 2 on-ground bike hoops near the storage areas on the roof to accommodate electric bikes/heavy bikes in-line with new AS2890.3.

(3) Outstanding Information:

- Good access to natural ventilation to all dwellings via cross ventilation or single sided ventilation – providing that all habitable rooms have an operable window. Please ensure that all habitable

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



rooms have an operable window that that this is clearly marked in an updated set of architectural drawings.

(4) ESD Improvement Opportunities

- Consider a solar PV array to contribute to common area electricity consumption.
- Consider electric vehicle charging infrastructure.
- Consider providing outdoor clothes lines /retractable racks for each dwelling.
- Recommend that an Environmental Management Plan will be developed by the building contractor to monitor and control activities undertaken during construction.
- Recommend a Building Users Guide explaining optimal usage of sustainability features within the development including rainwater tanks, energy systems, etc.
- Recommend comprehensive commissioning and tuning to all building services.

Further Recommendations:

The applicant is encouraged to consider the inclusion of ESD recommendations, detailed in this referral report. Further guidance on how to meet individual planning conditions has been provided in reference to the individual categories. The applicant is also encouraged to seek further advice or clarification from Council on the individual project recommendations.

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments

1. Indoor Environment Quality (IEQ)

Objectives:

- to achieve a healthy indoor environment quality for the wellbeing of building occupants.
- to provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Good access to natural ventilation to all dwellings via cross ventilation or single sided ventilation – providing that all habitable rooms have an operable window.	Please ensure that all habitable rooms have an operable window that that this is clearly marked in an updated set of architectural drawings.	1
Daylight & Solar Access	Reasonable access to most habitable rooms, except bedrooms relying on daylight access via small light courts.	The height of the glazing to the back bedrooms of apartment 202 and 203 is not clear on the plans. Recommend floor to ceiling glazing in these two bedrooms to maximise daylight access. The light court on the SE façade is too small for daylight access to bedrooms; it is also unclear whether a partial roof is proposed for all or some levels. Strongly recommend that this light court is enlarged to a minimum dimension of 3m x 3m completely open to the sky (unencumbered by any roofs or partial overhangs).	1
External Views	External views from all dwellings.	-	1
Hazardous Materials and VOC	All paints, adhesives and sealants, floor/wall/ceiling coverings as low VOC type, and all engineered timber to have no formaldehyde.	-	1
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes for the office areas: - Good access to natural ventilation - Reasonable shading to manage heat gains - Reasonable thermal efficiency standards.	Please refer to section on, <i>NCC Energy Efficiency Requirements Exceeded and Effective Shading</i>	1

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [1. Indoor Environment Quality](#)
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments

2. Energy Efficiency

Objectives:

- to ensure the efficient use of energy
- to reduce total operating greenhouse emissions
- to reduce energy peak demand
- to minimize associated energy costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	Minimum 6.4 Star average NatHERS Star rating for dwellings.	-	1
Hot Water System	Efficient heat pump hot water to all dwellings.	-	1
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	Glazing to north facing glazing is protected by balcony overhangs/wingwalls.	-	1
Efficient HVAC system	Energy efficient 4 Star rated heating/cooling systems.	-	1
Efficient Lighting	Energy efficient lighting, T5 and LED used throughout.	-	1
Electricity Generation	No information has been submitted.	Consider a solar PV array to contribute to common area electricity consumption.	4
Other	-	-	-

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [2. Energy Efficiency](#)

House Energy Rating www.makeyourhomegreen.vic.gov.au

Building Code Australia www.abcb.gov.au

Window Efficiency Rating Scheme (WERS) www.wers.net

Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au

Energy Efficiency www.resourcesmart.vic.gov.au

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Water efficient taps and fittings throughout, including: <ul style="list-style-type: none"> - 3 Star toilets - 3 Star kitchen taps - 3 Star showers <9 litres/min 	3 Star WELS taps and toilets are not considered best practice. Recommend a minimum 4 Star toilets and 5 Star taps. STEPS has not accepted for new applications since 2016. Please update SMP with BESS report or another relevant ESD benchmark for this project.	4
Water for Toilet Flushing	A 12,000 litre rainwater tank connected to all toilets for flushing.	-	1
Water Meter	Water metering for individual dwellings and centralised DHW system.	-	1
Landscape Irrigation	Some of the 12,000 litre rainwater tank is for irrigation to the roof, as well as toilet flushing.	-	1
Other	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [3. Water Efficiency](#)

Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au

Water Services Association of Australia www.wsaa.asn.au

Water Tank Requirement www.makeyourhomegreen.vic.gov.au

Melbourne Water STORM calculator www.storm.melbournewater.com.au

Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments**4. Stormwater Management****Objectives:**

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles.

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 100% STORM score has been submitted that demonstrates best practice and relies on 388m ² of roof connected to 12,000litre rainwater tank for flushing to all toilets (min 20 bedrooms).	-	1
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	12,000 litres of rainwater tanks detailed above.	-	1
Stormwater Treatment	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [4. Stormwater Management](#)
 Melbourne Water STORM calculator www.storm.melbournewater.com.au
 Water Sensitive Urban Design Principles www.melbournewater.com.au
 Environmental Protection Authority Victoria www.epa.vic.gov.au
 Water Services Association of Australia www.wsaa.asn.au
 Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	Use of recycled materials "where possible" and "guided by principles".	Please remove the terms "wherever possible" and "guided by principles" from the SMP. Please avoid the use of vague or open language that can lead to different interpretations and potential misunderstanding.	2
Embodied Energy of Concrete and Steel	Use of recycled materials "where possible" and "guided by principles".	Please remove the terms "wherever possible" and "guided by principles" from the SMP. Please avoid the use of vague or open language that can lead to different interpretations and potential misunderstanding.	2
Sustainable Timber	Use of sustainable timber "where possible" and "guided by principles".	Please remove the terms "wherever possible" and "guided by principles" from the SMP. Please avoid the use of vague or open language that can lead to different interpretations and potential misunderstanding.	2
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
Other	-	-	-

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [5. Building Materials](#)

Building Materials, Technical Manuals www.yourhome.gov.au

Embodied Energy Technical Manual www.yourhome.gov.au

Good Environmental Choice Australia Standards www.geca.org.au

Forest Stewardship Council Certification Scheme www.fsc.org

Australian Green Procurement www.greenprocurement.org

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Issues	Applicant's Design Responses	Council Comments	CAR ⁺
Minimising the Provision of Car Parks	Reduction in car parking proposed.	-	1
Bike Parking Spaces	6 bicycle spaces for residents on each level (18 in total for 14 dwelling).	Recommend the applicant provide a minimum of 2 on-ground bike hoops near the storage areas on the roof to accommodate electric bikes/heavy bikes in-line with new AS2890.3.	2
End of Trip Facilities	-	-	-
Car Share Facilities	No information has been provided.	-	1
Electric vehicle charging	No information has been provided.	Consider electric vehicle charging infrastructure.	1

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [6. Transport](#)

Off-setting Car Emissions Options www.greenfleet.com.au

Sustainable Transport www.transport.vic.gov.au/doi/internet/icv.nsf

Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/

Bicycle Victoria www.bv.com.au

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	The building contractors will achieve a minimum 60% recycling/reuse target.	Consider a 80% target.	1
Operational Waste Management	Bins for general waste, recycling and hard waste.	-	1
Storage Spaces for Recycling and Green Waste	Area for separate recycling and general waste bins and hard waste can be identified on the plans.	-	1
Others	-	-	-

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [7. Waste Management](#)

Construction and Waste Management www.sustainability.vic.gov.au

Preparing a WMP www.epa.vic.gov.au

Waste and Recycling www.resourcesmart.vic.gov.au

Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002)

www.environment.nsw.gov.au

Waste reduction in office buildings (2002) www.environment.nsw.gov.au

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments**8. Urban Ecology****Objectives:**

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation.

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	NA
Maintaining / Enhancing Ecological Value	Landscaping on terraces and roof top will marginally improve the ecological value of the site.	-	1
Heat Island Effect	No specific information has been submitted.	-	1
Other	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [8. Urban Ecology](#)

Department of Sustainability and Environment www.dse.vic.gov.au

Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au

Greening Australia www.greeningaustralia.org.au

Green Roof Technical Manual www.yourhome.gov.au

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments**9. Innovation****Objective:**

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [9. Innovation](#)
 Green Building Council Australia www.gbca.org.au
 Victorian Eco Innovation lab www.ecoinnovationlab.com
 Business Victoria www.business.vic.gov.au
 Environment Design Guide www.environmentdesignguide.com.au

Attachment 8 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - ESD Referral comments

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Recommend comprehensive commissioning and tuning to all building services.	4
Building Users Guide	No information has been provided.	Recommend a Building Users Guide explaining optimal usage of sustainability features within the development including rainwater tanks, energy systems, etc.	4
Contractor has Valid ISO14001 Accreditation	No information has been provided.	-	1
Construction Management Plan	No information has been provided.	Recommend that an Environmental Management Plan will be developed by the building contractor to monitor and control activities undertaken during construction.	4
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [10. Construction and Building Management](#)

ASHRAE and CIBSE Commissioning handbooks

International Organization for standardization – ISO14001 – Environmental Management Systems

Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Sustainable Management Plan (SMP)
for planning applications being considered by Yarra Council



Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

Attachment 9 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Re-referral comments on sketch plans



Date: 12 July 2017

Property Address: 101-103 Queens Parade, Clifton Hill

Application No: PLN16/0751

Additional Strategic Planning/Urban Design Comments based on sketch plans dated 7 June 2017 – Andy Johnson

COMMENTS:

In reviewing the changes, the 5 storey height is considered to be acceptable given the significant setback to the top storey. This alteration to the previous design reduces the visual bulk of the new addition relative to the historic fabric within the streetscape. The alteration of the colour of the proposed materials is also considered to assist in reducing the dominance of the new additions both from Queens Parade and Hodgkinson Street. The increase in the size of the light well is also supported.

The setbacks above the street wall are considered acceptable though the openings and the mass of the frame around the balconies is still a sharp contrast to the heritage façade below and makes the upper levels more prominent in the Queens Parade streetscape. A design that reduces the size of the openings and the mass of the frame would be preferable to reduce this prominence.

Attachment 9 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Re-referral comments on sketch plans



Date: 10 July 2017

Property Address: 101-103 Queens Parade, Clifton Hill

Application No: PLN16/0751

ESD comments on sketch plans (dated 7 June 2017)

Euan Williamson

COMMENTS:

I've reviewed the proposed changes to the light well on the western boundary. Despite the draw backs of habitable rooms reliant on light wells of this nature the changes have improved the amenity of rooms relying on the light well.

Assuming that in a mixed use zone like this that we could reasonably expect that the adjoining lot would mirror the light well (from ~6m² to ~12m²), then the dimensions are acceptable for bedrooms or bathrooms only of course. If a blank concrete wall is built on boundary, which I assume is highly unlikely, then this would be a poor outcome for these bedrooms.

See <http://www.bess.net.au/tool-notes/> for a reference on light well dimensions that we use to support our daylight standards. BESS recommends a minimum light well area of 9m² to 4 storeys of depth with a minimum 3m dimension.

Without elevations and sections is it difficult to assess the glazing specification which will be important, should a permit be issued; recommend full height clear glazing to bedrooms and extending the width of glazing on the south facing bedrooms into the light well - to maximise the window size. Recommend that if any screening is required for privacy reasons that this be made of frosted/textured/pattern glass or similar. Solid privacy screening here would be an extremely poor outcome.

Attachment 9 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Re-referral comments on sketch plans



Date: 7 June 2017

Property Address: 101-103 Queens Parade, Clifton Hill

Application No: PLN16/0751

Heritage Comments – Diahnn McIntosh.

COMMENTS:

Comments on sketch plans;

- Recommend that the parapet for level 2 be moved away from the façade, preferably for a minimum of 2m. If the roof isn't to be reconstructed as outlined in the original recommendations, then some way of demonstrating that the roof directly adjacent to the façade isn't trafficable is required.
- On the new fourth level - either remove the planter boxes or set them back further from the façade to limit views to any vegetation.
- If wanting to retain the planter boxes, they will need to be setback further to reduce visibility, as will the adjacent open space.

Attachment 10 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - WMP comments

Fiscalini, Lara

From: Agostino, Joe <Joe.Agostino@yarracity.vic.gov.au>
Sent: Thursday, 23 March 2017 3:34 PM
To: Fiscalini, Lara
Cc: Valente, Enzo
Subject: Waste Management Plan Referral from Amy Hodgen - 101 - 103 Queens Parade Clifton Hill

Hi Lara

Waste Management Plan Referral from Amy Hodgen - 101 - 103 Queens Parade Clifton Hill

The Waste Management Plan prepared by RB Waste Consulting Service dated 21st February 2017 for 101 - 103 Queens Parade Clifton Hill is unsatisfactory from a City Works Branch's perspective.

Items that need to be addressed include but may not be limited to:

- a) Council will not provide a Commercial collection service; this will need to be done by a private contractor
- b) The WMP will need to have a plan showing the bin room, the location where the residential bins will be located for collection

Joseph Agostino
Project Officer
City Works
Yarra Operations Depot, Clifton Hill

City of Yarra PO Box 168 Richmond 3121
(03) 9205 5540 F(03) 8417 6666
E Joe.Agostino@yarracity.vic.gov.au **W** www.yarracity.vic.gov.au

 Please consider the environment before you print this email!

Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

3.0 Architectural Drawings



MAP

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Drawing Title
Demolition Plan

North Point
1

Project Number
151370

Scale
1:200@A3 Town Planning
1:400@A3

Project
101 Queens Pde Clifton Hill

Date
Jan-2017

Drawing Number
P 015

LEGEND

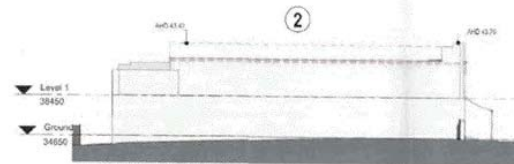
- EXISTING TO BE RETAINED
- - - DEMOLISHED

SCHEDULE OF WORKS

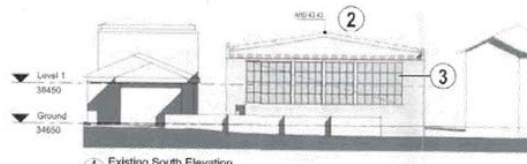
- 1 REMOVE EXISTING GLASS DOOR /
INSTALL NEW SLIDING DOOR /
INSTALL NEW RECESSED BOOSTER CUPBOARD
- 2 REMOVE EXISTING ROOF AND BOX GUTTER
- 3 REPLACE EXISTING TIMBER FRAMED WINDOWS
WITH NEW ALUMINUM FRAMED WINDOWS



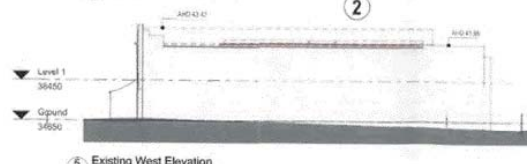
Existing North Elevation



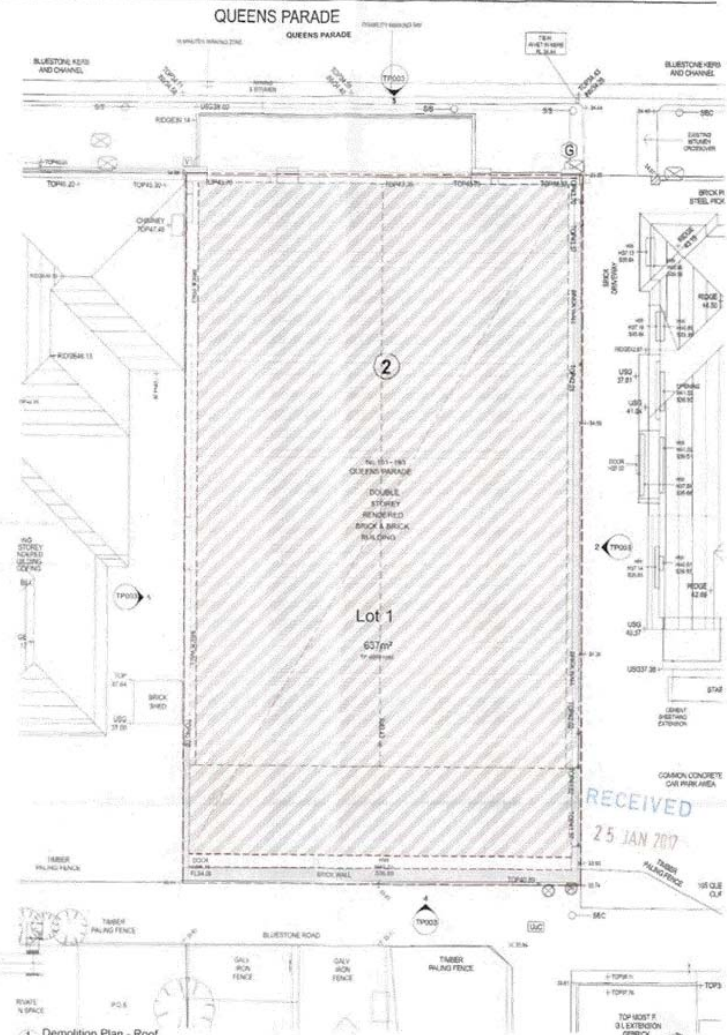
Existing East Elevation



Existing South Elevation



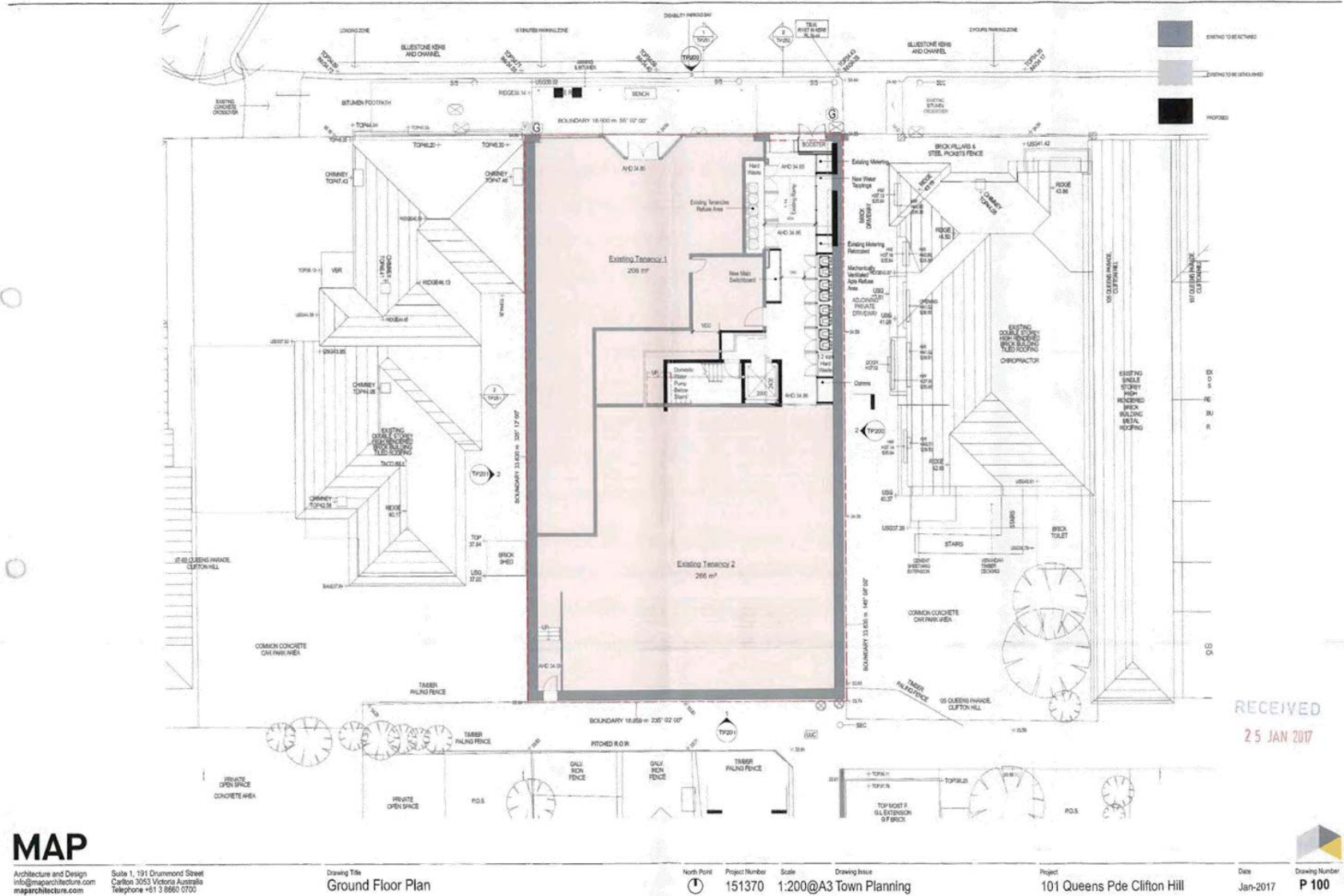
Existing West Elevation



Demolition Plan - Roof

Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

3.0 Architectural Drawings



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Drawing Title
Level 1 Plan

North
Project Number
151370

Scale
1:200@A3 Town Planning

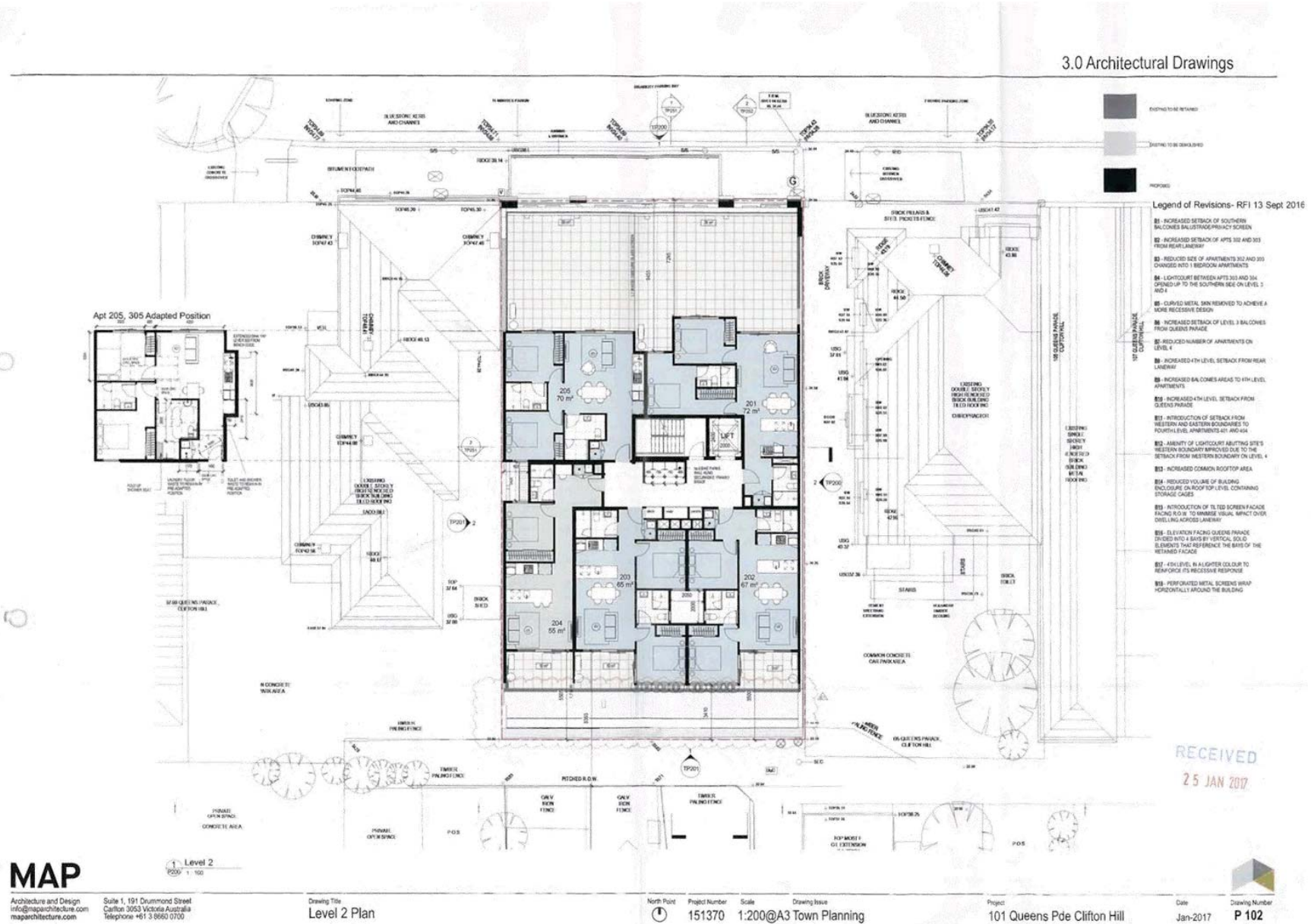
Drawing Issue

Project
101 Queens Pde Clifton Hill

Date
Jan-2017

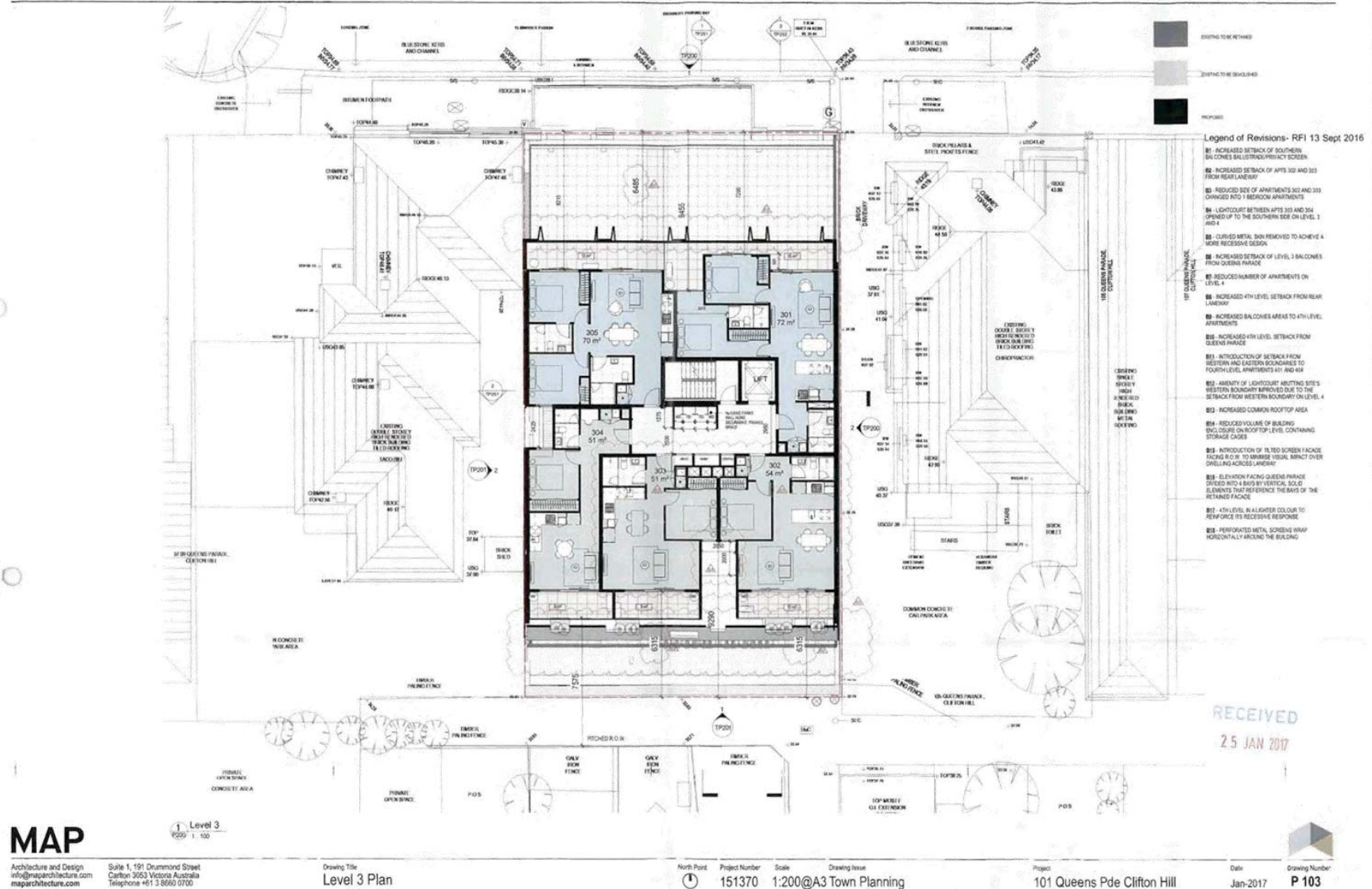
Drawing Number
P 10

Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans



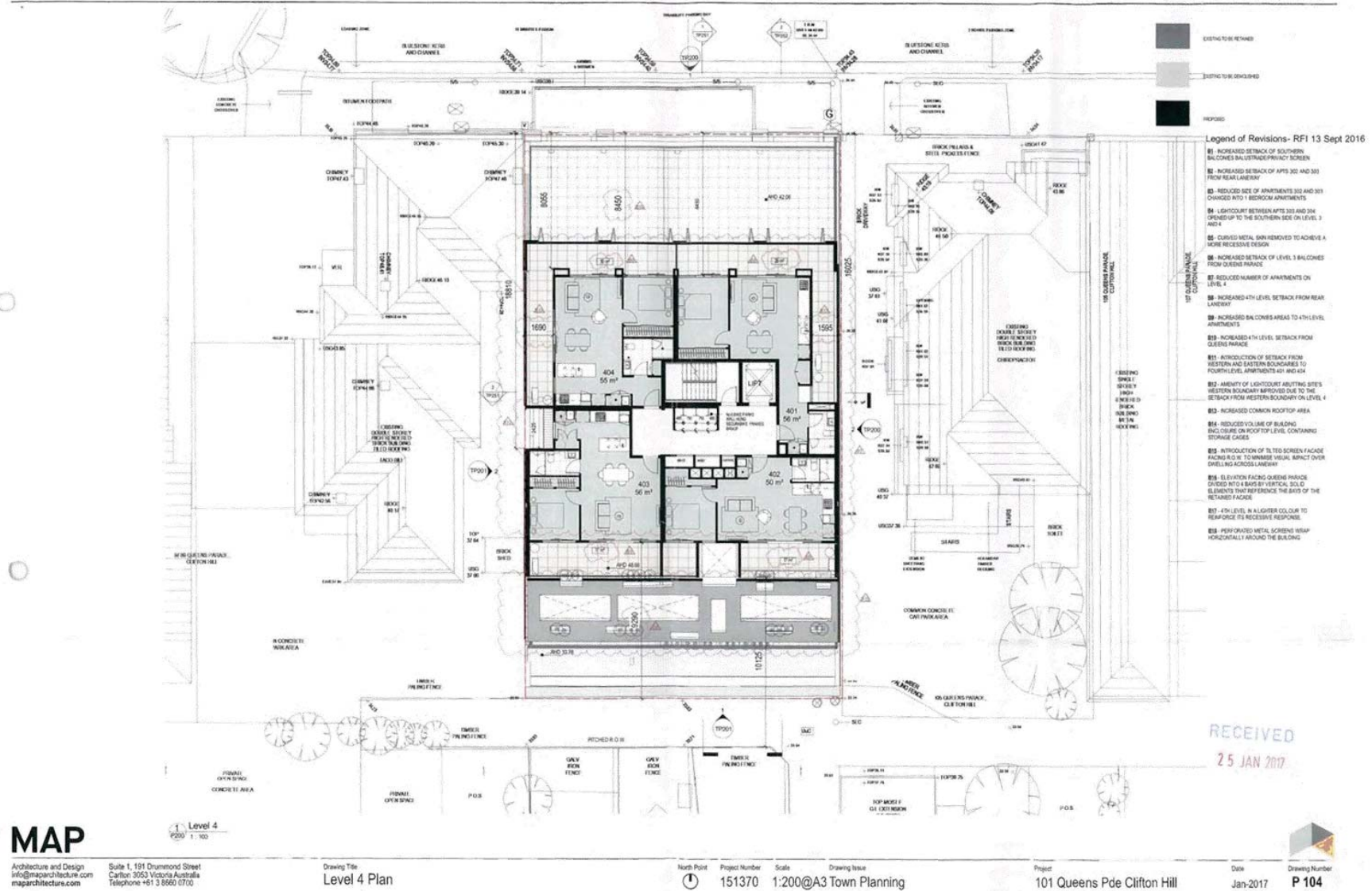
Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

3.0 Architectural Drawings



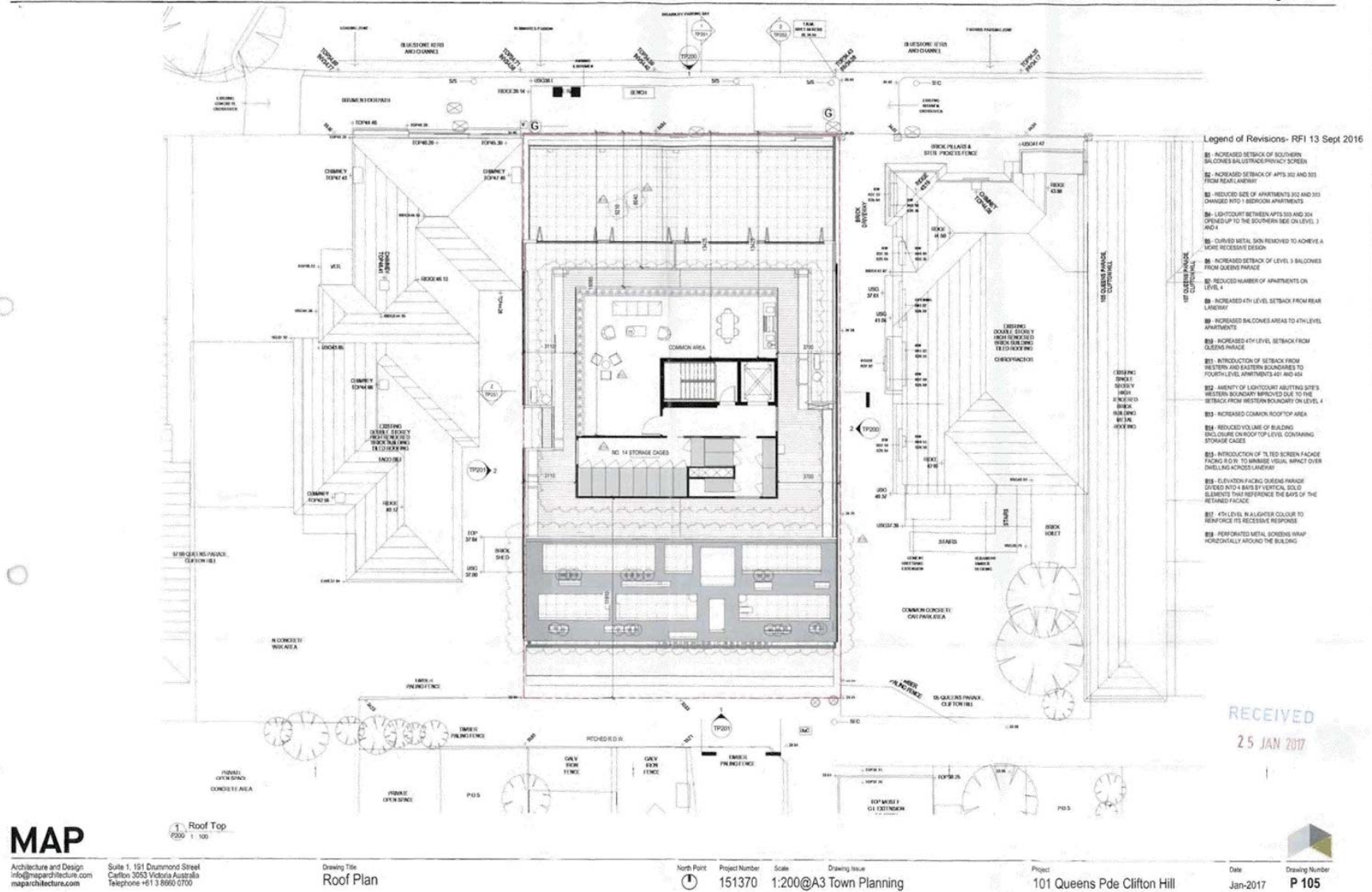
Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

3.0 Architectural Drawings



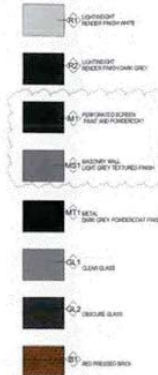
Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

3.0 Architectural Drawings



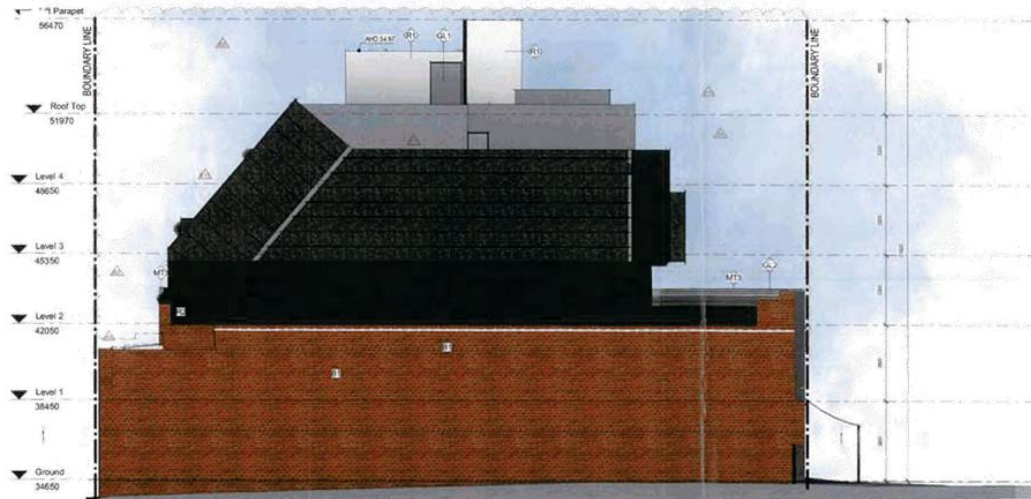
Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

3.0 Architectural Drawings



Legend of Revisions- RFI 13 Sept 2016

- R1 - INCREASED SETBACK OF SOUTHERN BALCONES BALUSTRADE/PRIVACY SCREEN
- R2 - INCREASED SETBACK OF APPTS 302 AND 303 FROM REAR LANEWAY
- R3 - REDUCED SIZE OF APARTMENTS 302 AND 303 CHANGED INTO 1 BEDROOM APARTMENTS
- R4 - LIGHTCOURT BETWEEN APPTS 303 AND 304 OPENED UP TO THE SOUTHERN SIDE ON LEVELS 3 AND 4
- R5 - CURVED METAL SIGN REMOVED TO ACHIEVE A MORE RECESSIVE DESIGN
- R6 - INCREASED SETBACK OF LEVEL 3 BALCONES FROM QUEENS PARADE
- R7 - REDUCED NUMBER OF APARTMENTS ON LEVEL 4
- R8 - INCREASED 4TH LEVEL SETBACK FROM REAR LANEWAY
- R9 - INCREASED BALCONES AREAS TO 4TH LEVEL APARTMENTS
- R10 - INCREASED 4TH LEVEL SETBACK FROM QUEENS PARADE
- R11 - INTRODUCTION OF SETBACK FROM WESTERN AND EASTERN BOUNDARIES TO FOURTH LEVEL APARTMENTS 401 AND 404
- R12 - ALIGNMENT OF LIGHTCOURT ABUTTING SITES WESTERN BOUNDARY IMPROVED DUE TO THE SETBACK FROM WESTERN BOUNDARY ON LEVEL 4
- R13 - INCREASED COMMON ROOFTOP AREA
- R14 - REDUCED VOLUME OF BUILDING ENCLOSURE ON ROOFTOP LEVEL, CONTAINING STORAGE CASES
- R15 - INTRODUCTION OF FILTERED SCREEN FACADE FACING R.O.W. TO MINIMISE VISUAL IMPACT OVER OVERLOOKING ACROSS LANEWAY
- R16 - ELEVATION FACING QUEENS PARADE DIVIDED INTO 4 BAYS BY VERTICAL SOLID ELEMENTS THAT REFERENCE THE BAYS OF THE RETAINED FACADE
- R17 - 4TH LEVEL IN LIGHTER COLOUR TO REINFORCE ITS RECESSIVE RESPONSE
- R18 - PERFORATED METAL SCREENS WERE HORIZONTALLY AROUND THE BUILDING



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Drawing Title
Elevations

North Point Project Number 151370 Scale 1:200@A3 Town Planning

Project 101 Queens Pde Clifton Hill

Date Jan-2017

Drawing Number P 200

Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

3.0 Architectural Drawings



1 Colour South Elevation



2 Colour West Elevation

Legend of Revisions- RF1 13 Sept 2016

- R1 - INCREASED SETBACK OF SOUTHERN BALCONIES BALUSTRADE/PROTECTOR SCREEN
- R2 - INCREASED SETBACK OF APPTS 302 AND 303 FROM REAR LANEWAY
- R3 - REDUCED SIZE OF APARTMENTS 302 AND 303 CHANGED INTO 1 BEDROOM APARTMENTS
- R4 - LIGHTCOURT BETWEEN APPTS 303 AND 304 OPENED UP TO THE SOUTHERN SIDE ON LEVEL 3 AND 4
- R5 - CURBED METAL SKIN REMOVED TO ACHIEVE A MORE RECESSIVE DESIGN
- R6 - INCREASED SETBACK OF LEVEL 3 BALCONIES FROM QUEENS PARADE
- R7 - REDUCED NUMBER OF APARTMENTS ON LEVEL 4
- R8 - INCREASED 4TH LEVEL SETBACK FROM REAR LANEWAY
- R9 - INCREASED BALCONIES AREAS TO 4TH LEVEL APARTMENTS
- R10 - INCREASED 4TH LEVEL SETBACK FROM QUEENS PARADE
- R11 - INTRODUCTION OF SETBACK FROM WESTERN AND EASTERN BOUNDARIES TO FOURTH LEVEL APARTMENTS AND 404-406
- R12 - AMENITY OF LIGHTCOURT ADJUTTING SITE'S WESTERN BOUNDARY IMPROVED DUE TO THE SETBACK FROM WESTERN BOUNDARY ON LEVEL 4
- R13 - INCREASED COMMON ROOFTOP AREA
- R14 - REDUCED VOLUME OF BUILDING ENCLOSURE ON ROOFTOP LEVEL CONTAINING STORAGE CAGES
- R15 - INTRODUCTION OF FILTED SCREEN FACADE FACING R.O.D. TO MINIMIZE VISUAL IMPACT OVER DRILLING ACROSS LANEWAY
- R16 - ELEVATION FACING QUEENS PARADE DIVIDED INTO 3 BAYS BY VERTICAL SOLID ELEMENTS THAT REFERENCE THE BAYS OF THE RETAINED FACADE
- R17 - 4TH LEVEL IN A LIGHTER COLOUR TO REINFORCE ITS RECESSIVE RESPONSE
- R18 - PERFORATED METAL SCREENS REMOVED HORIZONTALLY AROUND THE BUILDING

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Drawing Title
Elevations

North Point Project Number 151370 Scale 1:200@A3 Town Planning Drawing Issue

Project 101 Queens Pde Clifton Hill

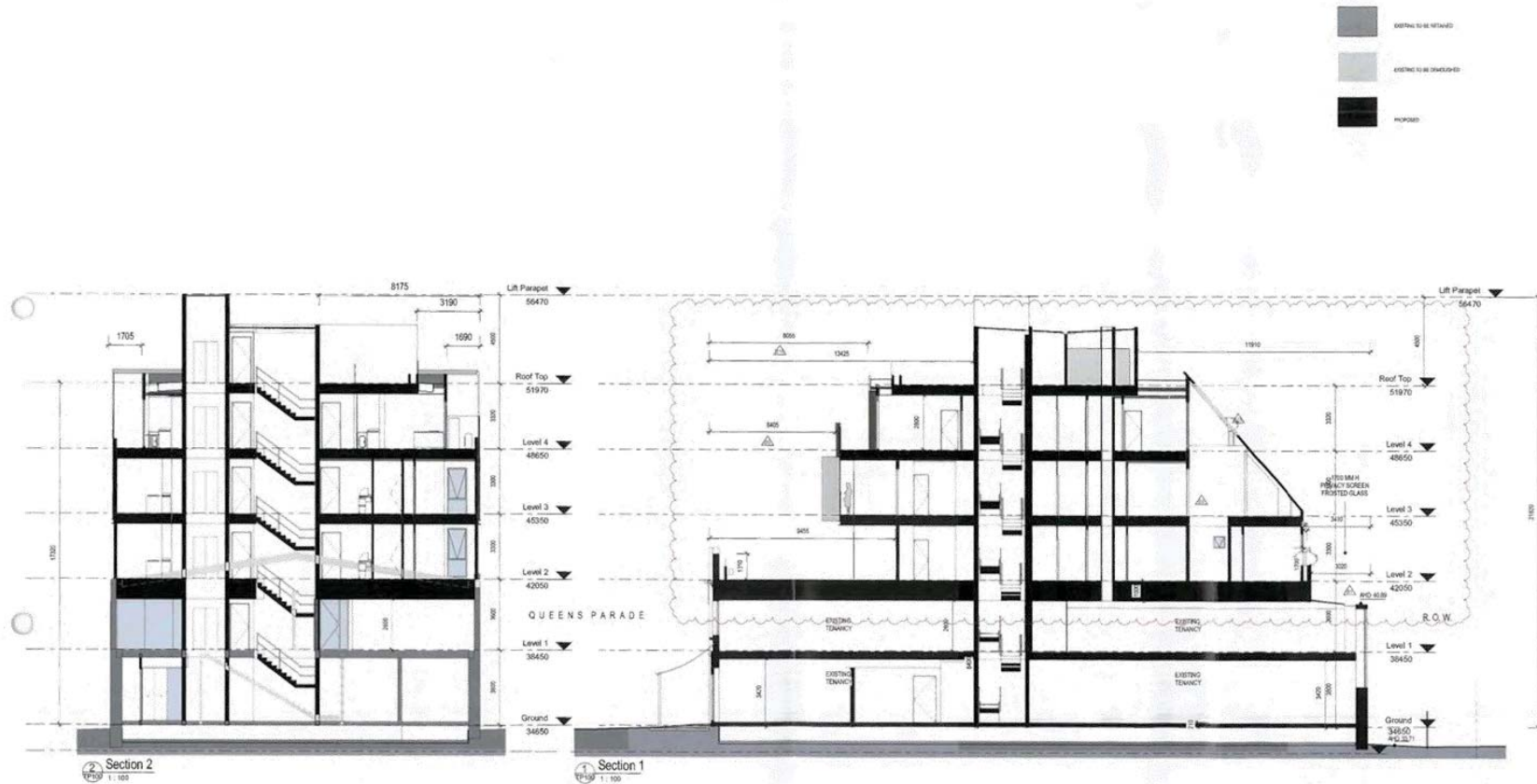
Date Jan-2017

Drawing Number P 201

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Drawing Title
Sections

North Point Project Number 151370 Scale 1:200@A3 Town Planning Drawing Issue

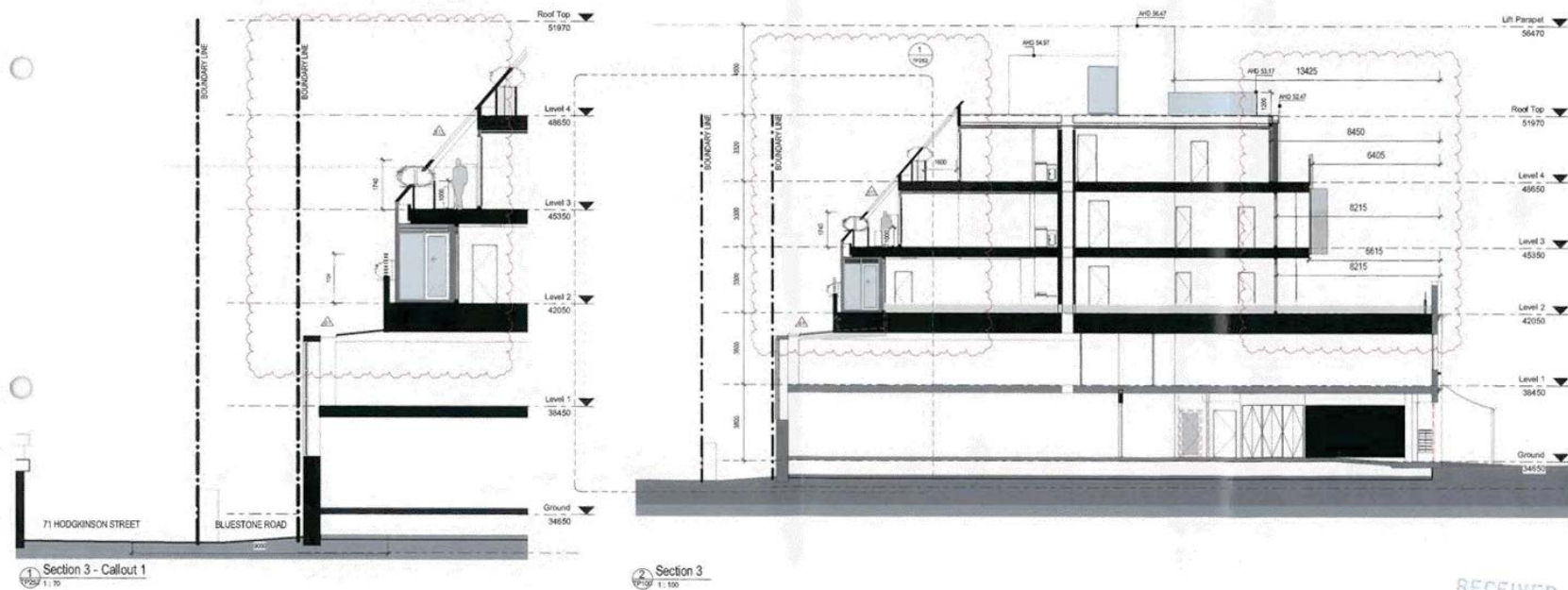
Project 101 Queens Pde Clifton Hill

Date Jan-2017

Drawing Number
P 251

Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

3.0 Architectural Drawings



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Sections

North Point	Project Number	Scale	Drawing Issue
	151370	1:200@A3	Town Planning

Project
101 Queens Pde Clifton Hill

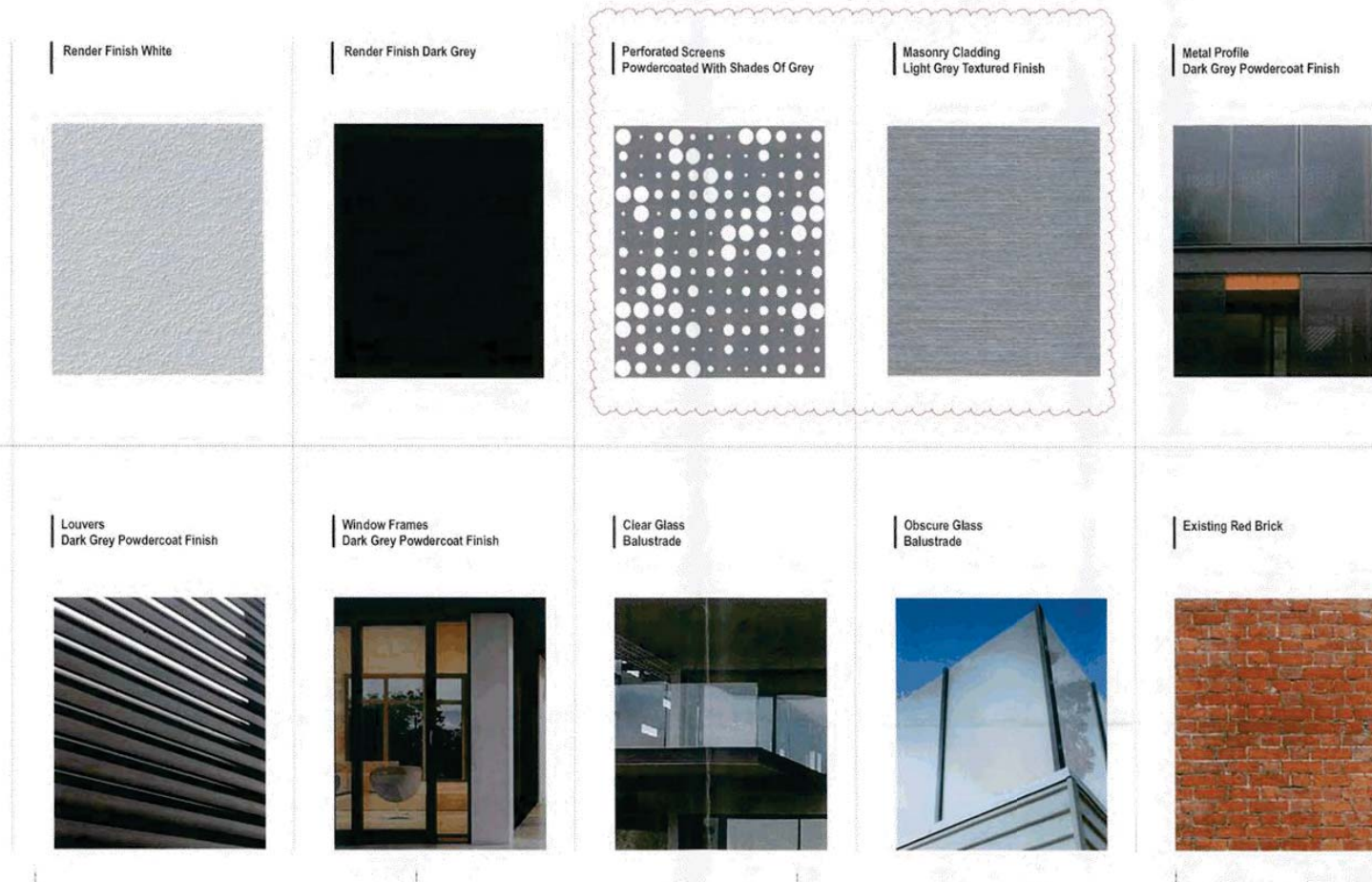
Date
Jan-2017



Drawing Number
P 252

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Drawing Title
External Finishes

North Point Project Number Scale
151370

Drawing Issue
Town Planning

Project
101 Queens Pde Clifton Hill

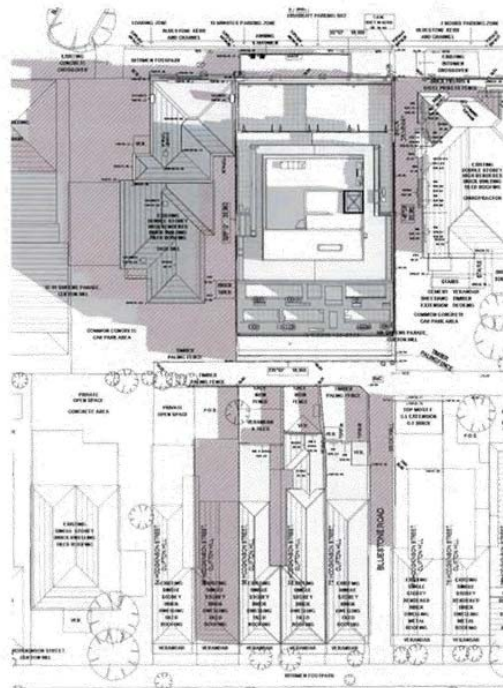
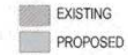
Date
Jan-2017

Drawing Number
P 300

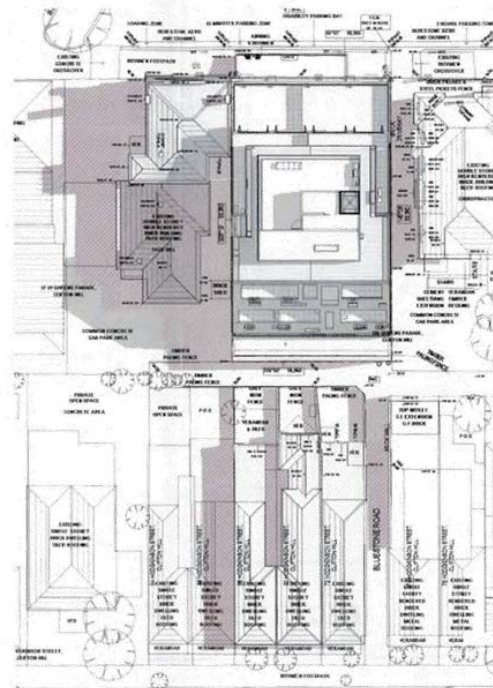
Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

3.0 Architectural Drawings

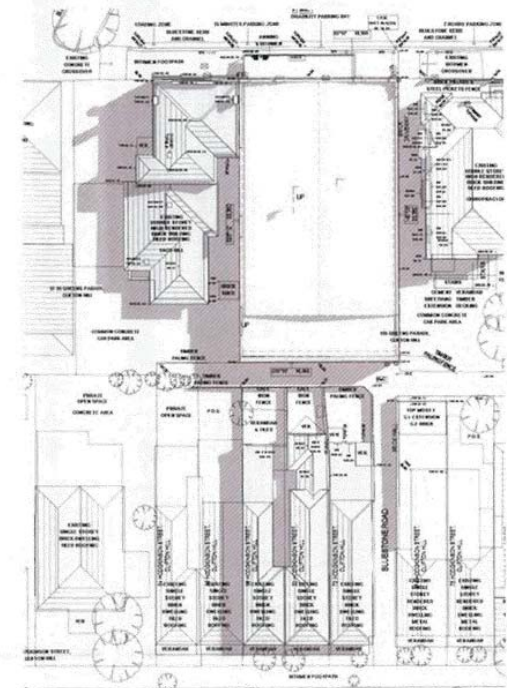
LEGEND



1 Shadow Diagrams 22 Sept 9 am
P259 1:250



2 Shadow Diagrams 22 Sept 10 am
P259 1:250



3 Shadow Diagrams 22 Sept 11 am
P259 1:250

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Drawing Title
Shadow Diagrams

North Point
Project Number 151370
Scale 1:500@A3 Town Planning
Drawing Issue

Project
101 Queens Pde Clifton Hill

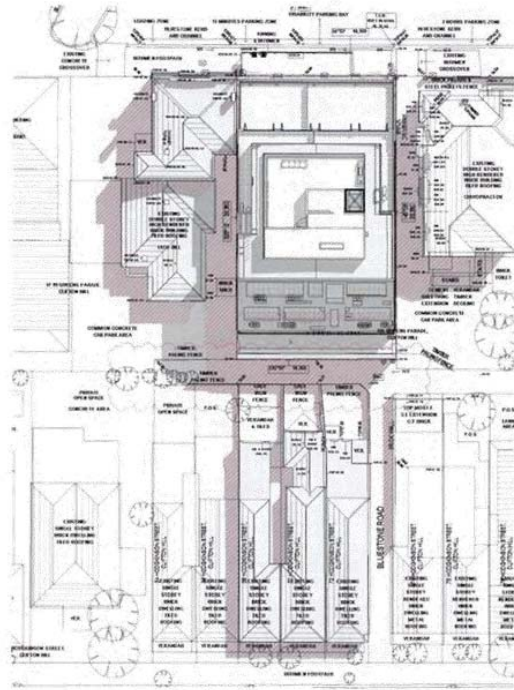
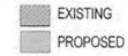
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Jan-2017

Drawing Number
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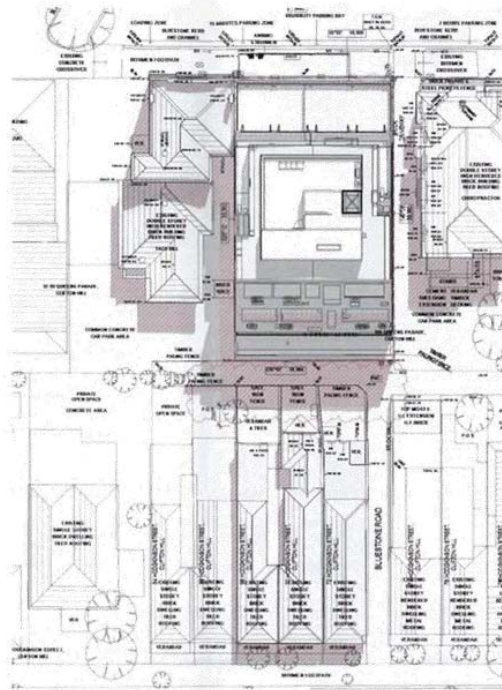
Attachment 11 - PLN16/0751 - 101-103 Queens Parade, Clifton Hill - Decision plans

3.0 Architectural Drawings

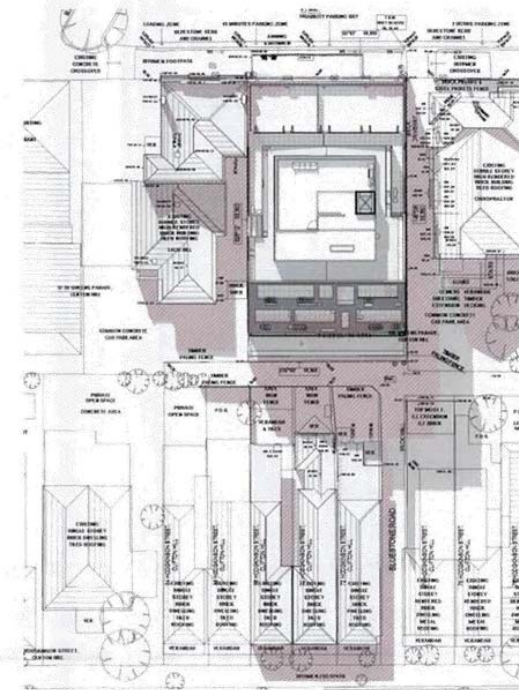
LEGEND



1 Shadow Diagrams 22 Sept 12 pm
P259 1:250



2 Shadow Diagrams 22 Sept 1 pm
P259 1:250



3 Shadow Diagrams 22 Sept 3 pm
P259 1:250

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Drawing Title
Shadow Diagrams

North Point
Project Number
151370
Scale
1:500@A3 Town Planning

Project
101 Queens Pde Clifton Hill

Date
Jan-2017

Drawing Number
P 401