

YARRA CITY COUNCIL
Internal Development Approvals Committee
Agenda

**to be held on Wednesday 15 August 2018 at 6.30pm
in Meeting Rooms 1 & 2 at the Richmond Town Hall**

Rostered Councillor membership

Councillor Misha Coleman
Councillor Daniel Nguyen
Councillor Danae Bosler

I. ATTENDANCE

Lara Fiscalini (Senior Statutory Planner)
Danielle Connell (Senior Co-Ordinator Statutory Planning)
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 | PLN17/0693 - 210 Alexandra Parade East, Clifton Hill - Development of the land with a six-storey building (plus basement) for dwellings, and alterations to a road access in a road zone. | 5 | 36 |
| 1.2 | PLN17/0766 - 23-29 Bridge Road and 22 Moorhouse Street, Richmond - Part demolition, the construction of a six storey building plus basement level containing dwellings and shops, the use of the land for dwellings and a reduction in the car parking requirement [CONFIDENTIAL ITEM]. | | |

1.1 PLN17/0693 - 210 Alexandra Parade East, Clifton Hill - Development of the land with a six-storey building (plus basement) for dwellings, and alterations to a road access in a road zone.

Executive Summary

Purpose

1. This report provides Council with an assessment of Planning Permit Application PLN17/0693 which affects land at 210 Alexandra Parade East, Clifton Hill and recommends approval, subject to conditions.

Key Planning Considerations

2. Planning Scheme Amendment VC148 made changes to the Victorian Planning Provisions (VPP) and all Planning Schemes arising from the Victorian Government's Smart Planning program. Amendment VC148 was gazetted on 31 July 2018 and now forms part of the Yarra Planning Scheme. The assessment of this application is therefore against the provisions of the Scheme after the introduction of VC148 on 31 July 2018 which, it must be acknowledged, now removes the requirement under the Scheme for the proposed development to provide any on-site visitor car parking spaces.
3. Key planning considerations include:
 - (a) Clause 15.01 – Urban Environment;
 - (b) Clause 21.05-2 – Urban Design;
 - (c) Clause 22.05 – Interface uses policy;
 - (d) Clause 32.04 – Mixed Use Zone;
 - (e) Clause 52.06 – Car Parking; and
 - (f) Clause 58 – Apartment Developments.

Key Issues

4. The key issues for Council in considering the proposal relate to the following:
 - (a) Policy and physical context;
 - (b) Built form and design;
 - (c) On-site amenity - Clause 58;
 - (d) Off-site amenity;
 - (e) Car parking/traffic/ bicycle parking; and
 - (f) Objector concerns.

Objector Concerns

5. Following advertising, a total of 21 objections were received to the application. Issues raised can be summarised as follows:
 - (a) Neighbourhood character.
 - (b) Design including height, massing, scale, bulk and setbacks.
 - (c) Overdevelopment.
 - (d) On-site amenity including lack of energy efficiency.
 - (e) Off-site amenity including overshadowing / loss of daylight, overlooking, loss of views of the sky from across surrounding sites, residential noise (cars, foot traffic and pets).
 - (f) Car parking/traffic/parking implications including operability of the car stacker system.
 - (g) Other issues including setting a precedence for further tall buildings, the influx of dwellings will increase the crime rate in the area, use of apartments (i.e. what would the tenant turnover be?).

- (h) Construction issues (disruption, early starts, traffic and noise).

Conclusion

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

1.1 PLN17/0693 - 210 Alexandra Parade East, Clifton Hill - Development of the land with a six-storey building (plus basement) for dwellings, and alterations to a road access in a road zone.

Trim Record Number: D18/113608

Responsible Officer: Senior Co-ordinator Statutory Planning

| | |
|-----------------------------|--|
| Proposal: | Development of the land with a six-storey building (plus basement) for dwellings, and alterations to a road access in a road zone. |
| Existing use: | Two-storey building |
| Applicant: | Tract Consultants Pty. Ltd. |
| Zoning / Overlays: | Mixed Use Zone / Environmental Audit Overlay |
| Date of Application: | 25 August 2017 |
| Application Number: | PLN17/0693 |

Planning History

1. Planning Permit PL02/0525 was issued on 16 March 2004 for *the development of the land with a multi-unit residential development*. This permit was not acted on and has since expired.

Background

2. This application for Planning Permit (PLN17/0693) was received by Council on 25 August 2017 and following the submission of further information on 14 November 2017 the application was advertised on 27 November 2017. A total of nineteen (19) objections were received.
3. A planning consultation meeting was held on 30 January 2018 and was attended by eight objectors, the Applicant, and Council Officers to discuss all issues and concerns raised in the letters of objection received.
4. To address some of the concerns raised by Officers and objectors, the application was amended under Section 57(a) of the *Planning and Environment Act 1987* (the 'Act') on 4 April 2018. Amongst other changes, the proposal introduced a visitor car space (where previously there was none) in the basement, increased the setbacks of the development from the northern (rear) boundary (from between 4m to 13.2m to between 7m to 14.24m as these graduate from the second level to the sixth level), reduced the overall building height by 900mm from 19.77m to 18.87m above the natural ground level and reduced the number of windows across the western elevation of the building at all levels. The plans lodged under section 57(a) of the Act aimed to resolve some of the issues raised by the objectors in relation to overshadowing, visual bulk, perception of overlooking and building height.
5. The 57(a) amended plans were re-advertised to adjoining owners and occupiers and all objectors. Whilst some objectors re-iterated the concerns had for the originally submitted proposal, some further objections were received, and one objection was withdrawn. To date, there are a total of twenty one (21) objections to the application.
6. During the processing of the application, both the originally submitted proposal and the 57(a) plans were referred internally to Council's Engineering Services Unit, Contract Services Unit and ESD advisor. The originally submitted proposal and the 57(a) plans were also referred to an external acoustic consultant. All referral comments received have been included as attachments to this report (attachments 3 to 8).

7. The Section 57(a) plans are the decision plans.

Planning Scheme Amendments

Amendment VC139

8. On 29 August 2017, the amendment was gazetted to include the following policy references replacing the *Guidelines for Higher Density Residential Development*:

Apartment Design Guidelines for Victoria

- (a) This reference document applies to all apartment buildings that are subject to the provisions of Clause 58 of the Scheme and provides three primary sections covering siting and building arrangement, building performance and dwelling amenity.

Urban Design Guidelines for Victoria

- (b) This is a complementary reference document to the *Apartment Design Guidelines for Victoria* which provide best practice knowledge and advice to inform the design of buildings in relation to the function and amenity of the public realm.
- (c) The above policy reference documents have been introduced into the Scheme to complement Clause 58 – Apartment Developments that was gazetted into the Scheme on 13 April 2017. The provisions of this clause apply to the application as it was lodged following this date.

Amendment VC142

9. On 16 January 2018, Planning Scheme Amendment VC142 was gazetted by the Minister for Planning. Among other changes, this amendment removed the permit requirement at clause 52.07 of the Scheme to provide a loading bay on site.

Amendment VC148

10. On 31 July 2018, Planning Scheme Amendment VC148 was gazetted by the Minister for Planning. Amongst other changes the amendment has deleted the State Planning Policy Framework (SPPF) and has replaced it with a new integrated Planning Policy Framework (PPF) in Clauses 10 to 19 of the Scheme.

Existing Conditions

Subject Site

11. The subject site is located on the northern side of Alexandra Parade East, between Rutland Street to the west and Groom Street to the east, in Clifton Hill. The land gradient falls from the west to the east by approximately 195mm and the site is rectangular in shape, with a frontage to Alexandra Parade East of 22.12m and a depth of 40.23m, yielding an overall site area of approximately 889.8sq.m. The site comprises two lots, namely allotments 21 and 22 on plan of subdivision TP784884S associated with Certificate of Title Volume No. 05942 and Folio No. 326.
12. The subject site is developed with a large double-storey, former commercial building constructed hard-edge to the street. The building is setback from the northern site boundary where a tall roller-door provides vehicle access from the existing crossover at the south-east corner of the site. The building is setback from the southern and rear site boundaries and two large shed are located within the rear setback.

13. There are no restrictive covenants, encumbrances or party wall easements detailed on the certificate of Title submitted with the application.

Surrounding Land

14. The surrounding area comprises a mix of built form and includes residences as well as light industrial, offices and warehouses. Some built form types in the area are industrial in appearance, reflective of the areas historic uses. However, within that former industrial typology particularly to the north of the site, the area contains older style dwellings of the Victoria-era and modern residential developments and warehouse residential conversions. This area has experienced substantial growth and has a more residential focus, encouraged by the residential zoning of the land, but also of the Mixed Use Zone.
15. To the north of the subject site are the secluded areas of private open space associated with dwellings fronting Noone Street. These properties are within a Neighbourhood Residential Zone (Schedule 1) and generally have small gardens within their front setbacks. Beyond that, along Noone Street, provides for west and east bound lanes. Parallel parking is provided on the southern side of the street, with angled parking provided to the north.
16. The immediate west adjoining property is developed with six, two-storey townhouses, located within a Neighbourhood Residential Zone. Two of the townhouses front Alexandra Parade East and are detached whilst the townhouses behind them are all attached. Two of the six townhouses extend across the western boundary of the subject site for their full length with their associated areas or private open space also located immediately adjacent. The townhouses are contemporary in style and angular appearance with simple articulation and rendered walls.
17. To the south, the subject site fronts Alexandra Parade East (west and east bound lanes of traffic) which is a Road Zone, Category 1 due to its proximity to the Eastern Freeway and the Hoddle-Eastern off-ramp. Alexandra Parade East in this location is approximately 10m wide with parallel parking provided on the northern side (i.e. at the front of the subject site). Beyond this is dense scrubland and acoustic fencing to mitigate potential noises from the Eastern Freeway beyond.
18. To the east is land zoned Mixed Use and comprises a large, two-storey commercial building with on-site car parking within its front setback. The building is part masonry and part rendered concrete construction and extends across the full length of the shared boundary with the subject site. The building is currently used for offices. Further east, is a former industrial / warehouse building that has been converted into dwellings with under-croft car parking provided.
19. The subject site is well serviced in terms of services, park land and public transport given that it is located:
 - (a) approximately 542m to the south-west of the Ramsden Street Reserve, containing a sports oval and pavilion;
 - (b) approximately 940m to the south-west of Quarries Park, and extensive area of open parkland containing footpaths, cycling tracks, sports field, open grassland, Merri Creek and its associated riparian environment, a skate park and various buildings;
 - (c) approximately 440m to the south-east of Darling Gardens, a landscaped parkland with treed avenues and pergolas, and open grassland;
 - (d) approximately 700m to the south of the Clifton Hill Train Station, with services to the CBD and the northern suburbs via the Epping and South Morang lines;
 - (e) approximately 680m to the south of the Collingwood Leisure Centre, with gym, squash courts, sports hall, and 25m swimming pool, and the adjacent Collingwood Tennis Centre;

- (f) approximately 870m to the south-east of the Queens Parade Neighbourhood Activity Centre (NAC), with local speciality and convenience shops, cafes, restaurants and community services. The Queens Parade NAC is serviced by tram route 86 from Waterfront City Dockland to the northern suburbs and various bus routes linking to Elsternwick, Elwood, Monee Ponds and St Kilda;
- (g) approximately 40m from the on-ramp onto the Eastlink Freeway serving the eastern suburbs of Melbourne (linking to Doncaster shopping centre, Ringwood, and Dandenong amongst others);
- (h) approximately 30m to Hoddle Street, a major arterial road linking Eastlink and the Monash (Southern Arterial) Freeway; and
- (i) approximately 450m to the north-west of the Yarra Bend and Studley Parks.

The Proposal

- 20. The application is for the development of the land with a six-storey building (plus basement) for dwellings, a reduction in the associated car parking requirement and alterations to a road access in a Road Zone category 1.

- 21. The facets of the proposed development can be summarised as follows:

Development

- 22. *Demolition and excavation (no permit required)*

- (a) Demolition of the existing building and associated outbuildings in their entirety
- (b) Excavation (required to construct the basement)

- 23. *Layout*

- (a) Construction of a six level building with a total of 26 apartments (2 x 1 bedroom, 13 x 2 bedroom, 11 x 3 (min) bedroom with 3 that would be split level i.e. over two levels) ranging in size between 50sqm and 167sqm
- (b) Pedestrian entry to the building via Alexandra Parade East
- (c) All apartments have terrace / balcony areas / winter gardens that would range between 8sqm and 61sqm
- (d) A communal / co-working space facing onto Alexandra Parade East at the ground floor of 67sqm
- (e) Forty car spaces accommodated within a car stacker arrangement and accessed from the driveway to the south-east provided at the ground floor, together with 24 bicycle spaces and a bin store
- (f) The provision of 26 stores (storage cages measuring 6 cubic metres) in the basement;
- (g) Lobby and common stairwells with extending through the height building allowing and light-court to allow daylight into the common passage
- (h) Lift providing access between the ground floor and Level 5

- 24. *Heights and setbacks*

- (a) Maximum building height of 18.87m above the natural ground level
- (b) The building would have a four-storey podium to Alexandra Parade of 13.27m, stepping up to a building height of 18.87m (with a height of 19.27m above the natural ground level to the plant screen)
- (c) The building is setback between zero and 2.3m from the southern (front) boundary from the ground through to Level 5 and between 3m and 14.24m from the northern (rear) boundary from the ground through to Level 5
- (d) The building is setback between zero and 9.78m from the western (side) boundary from the ground through to Level 5 and between zero and 4.5m from the eastern (side) boundary from the ground through to Level 5

- (e) The building is constructed to the western boundary for a length of 6.6m (combined length of Apartments G.01 and 1.02) at a height of approximately 6.2m; and a further length of 11.6m (i.e. combined wall length of Apartments G.03 and 1.05) at a height of 7.9m above the natural ground level
- (f) The building is constructed to the eastern boundary for a length of 6.19m (combined walls of Apartments 1.01, 2.01, 3.01, 4.01 and 5.01) at a height of approximately 18.7m; a further length of 7.19m (i.e. combined walls of Apartments 1.07, 3.05, 4.02 and 5.02) at a height of approximately 18.7m above the natural ground level; and length of 11.6m at the ground and Level 1 (i.e. combined wall length of Apartments G.04 and 1.06) decreasing to a length of 7.4m at Levels 2 and 3 (i.e. walls associated with Apartments 2.04 and 3.04) producing wall heights of 7m and 13m above the natural ground level
- (g) The proposed site coverage will be between 95% - 97%, with some site permeability evident in the rear setback

25. *Design detailing, colours and materials*

- (a) The building adopts a contemporary design with the ground, Level 1, 2 and 3 walls primarily constructed of red masonry with shorter sections of wall at these levels at the south-east corner and the two upper most levels constructed of horizontally aligned, black metal cladding forming an inverted "L" as these present to Alexandra Parade East
- (b) The building includes walls constructed of pre-cast concrete panels with a pattern in a charcoal finish
- (c) The ground level includes large bi-fold windows across the interface to the street with planter boxes for the length the communal space and landscaping between the pedestrian entry and driveway at the south-east corner
- (d) All elevations are punctuated with windows and balconies
- (e) Some windows are screened with 300mm reveal / openings and balconies with 1.7m high privacy screens
- (f) A pergola structure to the north, including a planter box to the balcony of Apartment 2.04 as a mean of screening this interface

26. *ESD Features*

- (a) The building achieves an average 6.9 star energy rating
- (b) Habitable rooms will have good access to ventilation
- (c) Operable windows and doors will be provided providing good cross-ventilation opportunities
- (d) Provision of three water tanks with a 15000lt water capacity connected and used for the purpose of flushing toilets within the building
- (e) Shading through screens, balconies and building articulation
- (f) Provision of electric vehicle charging facilities within the basement
- (g) Living areas will be provided with large areas of glazing, providing for extensive areas of natural light to the main activity areas within each dwelling
- (h) AC units and solar panels to the roof
- (i) Energy efficient fixtures within the building (i.e. sensor activated lights and water efficient taps)

27. *Car parking, bicycle parking and vehicle access*

- (a) A total of 40 car spaces provided in the form of mechanical car stacker and the electronic shuffling of cars
- (b) A tilt door constructed of metal cladding to the driveway / basement car park
- (c) Private waste collection (from within the development)
- (d) Twenty six (26) secure bicycle spaces located in the basement for the tenants / residents.

- (e) Publically accessible bicycle spaces located on the footpath at the front of the building (outside title boundaries).
- (f) Vehicle access via a crossover at the south-east corner of the site from Alexandra Parade East within a road zone

Planning Scheme Provisions

Zoning

Mixed Use Zone (MUZ)

28. The purpose of the MUZ is:
- (a) *to implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;*
 - (b) *to provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality;*
 - (c) *to provide for housing at higher densities; and*
 - (d) *to encourage development that responds to the existing or preferred neighbourhood character of the area.*
29. As per clause 32.04-2, a planning permit is not required for a dwelling use.
30. Under clause 32.04-6 of the Scheme, a planning permit is required to construct two or more dwellings on a lot.
31. Clause 32.04-6 states an apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58 of the Scheme.

Overlay

Environmental Audit Overlay (EAO)

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 a residential building, and therefore either an audit or a statement must be undertaken. A note highlighting these requirements will be included on any planning permit issued.

Particular Provisions

Clause 52.06 – Car Parking

34. Pursuant to Clause 52.06-2, the car parking spaces required under Clause 52.06-5 must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the number of car parking spaces required under this clause.
35. It is noted that the introduction of VC148 amended Clause 52.06 so that the car parking rates of Column B applies if any part of the land is identified as being within the Principal Public Transport Network Area.

36. The subject site is located within the Principal Public Transport Network Area and, therefore, the Column B car parking rates apply to this planning permit application which means that there is no requirement to provide any visitor car parking spaces as part of the proposal.
37. Under clause 52.06-5, the following parking rates are required:

| Use | Bedrooms/ Area | Rate (column B) | No. required | No. proposed | Reduction sought |
|---------------|-------------------------|---|-----------------|-----------------|---------------------|
| Dwelling | 15 x 1 and 2 bedroom | 1 space per 1 and 2 bedroom dwelling | 15 | 15 | 0 |
| | 11 x 3 bedroom | 2 spaces per 3 bedroom dwelling | 22 | 24 | Surplus of 2 |
| | | 1 space for visitors to every 5 dwellings for developments of 5 or more dwellings | 0 | 1 | Surplus of 1 |
| Totals | | | 37 | 40 | 0 |

38. Applying the above rates, the Scheme requires a total of 40 car parking spaces to be provided on-site for residents. With 40 spaces provided, the provision of the Scheme is fully met. In relation to visitor car parking, it is noted that prior to the introduction of VC148, the application sought a reduction in the car parking requirement associated with the visitor car parking spaces required at that time. The application was proceeded on this basis and was advertised as such, and the lack of visitor parking was raised as a concern by objectors. However the requirement to provide visitor parking has since been removed from the Scheme for sites located within the designated Principal Public Transport Network which the subject site is.

Clause 52.29 - Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

39. Pursuant to Clause 52.29, a planning permit is required to create or alter access to a road in Road Zone Category 1 and an application must be referred to Roads Corporation, in this instance being VicRoads. An application is exempt from the notice requirements. While the advertised application included reference to 'alterations to a RDZ1' the requirement to advertise this permit trigger technically no longer applies.

Clause 52.34 – Bicycle Facilities

40. The purpose of this Clause is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces. Clause 52.34-2 states that a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-3 and Clause 52.34-4.
41. The following table provides a summary of the bicycle requirement under Clause 52.34-3:

| Land use | Unit | Employee/resident requirement | Visitor/shopper/student requirement | No. required |
|-----------------------|------|--|---|---------------------------------------|
| Dwellings | 26 | 1 resident bicycle parking space for every 5 dwellings | 1 visitor space for every 10 dwellings. | 5 resident spaces 2 visitor spaces |
| Total required | | | | 5 resident spaces 2 visitor spaces |
| Provision | | | | 26 spaces |

42. The Scheme does not require the provision of employee bicycle spaces or shower facilities (clause 52.34-3 of the Scheme).

General Provisions

43. 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

Clause 11.02-1 – Supply of Urban Land

44. The objective is “to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.”

Clause 13.04-1 – (Contaminated and potentially contaminated land)

45. The objective is to ensure that potentially contaminated land is suitable for its intended future use and that contaminated land is used safely.
46. A note highlighting that an audit or a statement must be undertaken would have been included on any planning permit issued.

Clause 13.05-1 – Noise abatement

47. The objective of this clause is “to assist the control of noise effects on sensitive land uses.”
48. Noise abatement issues are measured against relevant State Environmental Protection Policy (SEPP) and other Environmental Protection Authority (EPA) regulations.

Clause 15 – Built Environment

Clause 15.01-1 – Urban design

49. The objective of this clause is “to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of places and cultural identity.”

Clause 15.01-2 – Building design

50. The objective of this clause is *“to achieve building design outcomes that contribute positively to the local context and enhance the public realm”* through the application of the following strategies:
- (a) *Require a comprehensive site analysis as the starting point of the design process.*
 - (b) *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*
 - (c) *Ensure development responds and contributes to the strategic and cultural context of its location.*
 - (d) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
 - (e) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
 - (f) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
 - (g) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
 - (h) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
 - (i) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
 - (j) *Encourage development to retain existing vegetation.*
51. This clause also states that planning must consider as relevant:
- (a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*
 - (b) *Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4 – Healthy Neighbourhoods

52. The Objective of this Clause is *“To achieve neighbourhoods that foster healthy and active living and community wellbeing.”*
53. A relevant strategy is to *“create a city of 20 minute neighbourhoods that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.”*

Clause 15.02-1- Energy and resource efficiency

54. The objective of this clause is *“to encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.”*

Clause 16.01-2S – Location of residential development

55. The objective of this clause is *“To locate new housing in designated locations that offer good access to jobs, services and transport.”*

Clause 16.01-2R – Housing opportunity areas

56. 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.”*

Clause 16.01-3S – Housing diversity

57. The objective of this clause is *“to provide for a range of housing types to meet diverse needs.”*

Clause 16.01-4S – Housing affordability

58. The objective of this clause is *“to deliver more affordable housing closer to jobs, transport and services.”*

Clause 18.02-1S – Sustainable Personal Transport

59. The objective of this clause is *“To promote the use of sustainable personal transport.”*

Clause 18.02-2S – Public Transport

60. The objective of this clause is *“To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.”*

Clause 18.02-4S – Car parking

61. The objective of this clause is *“To ensure an adequate supply of car parking that is appropriately designed and located.”*

Local Planning Policy Framework (LPPF)

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

Clause 21 – Municipal Strategic Statement (MSS)

Clause 21.04 – Land use

Clause 21.04-1 – Accommodation and Housing

63. 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 21.05 - Built Form

Clause 21.05-2 – Urban design

64. The relevant Objectives of this Clause are:

- (a) *Objective 16 - To reinforce the existing urban framework of Yarra:*
 - (i) *Strategy 16.2 Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.*
- (b) *Objective 18 - To retain, enhance and extend Yarra’s fine grain street pattern;*
- (c) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric through the application of the following relevant strategies:*
 - (i) *Strategy 20.1 Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*
 - (ii) *Strategy 20.3 Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*

Clause 21.05-4 – Public environment

65. The relevant objective and strategies of this clause are:

- (a) *Objective 28 - To provide a public environment that encourages community interaction and activity:*
 - (i) *Strategy 28.1 Encourage universal access to all new public spaces and buildings.*
 - (ii) *Strategy 28.2 Ensure that buildings have a human scale at street level.*
 - (iii) *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.*
 - (iv) *Strategy 28.5 Require new development to make a clear distinction between public and private spaces.*
 - (v) *Strategy 28.8 Encourage public art in new development.*
 - (vi) *Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.*

Clause 21.06 – Transport

Clause 21.06-1 – Walking and cycling

66. 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:*
 - (i) *Strategy 30.2 Minimise vehicle crossovers on street frontages.*
- (b) *Objective 32 - To reduce the reliance on the private motor car:*
 - (i) *Strategy 32.1 Provide efficient shared parking facilities in activity centres.*
 - (ii) *Strategy 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.*
- (c) *Objective 33 - To reduce the impact of traffic:*
 - (i) *Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.*

Clause 21.07-1 – Environmentally sustainable development

67. The relevant objective of this clause is:

- (a) *Objective 34 To promote ecologically sustainable development that has the following strategy:*
 - (i) *Strategy 34.1 Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.*

Clause 21.08-4 - Neighbourhoods (Clifton Hill)

68. This clause describes the area in the following way:

- (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) *Clifton Hill has two neighbourhood activity centres.*
- (c) *The Spensely Street centre is a small convenience centre based around the intersection of Spensely and Berry streets. The centre has a village atmosphere and an attractive streetscape and landscaping. There is limited scope for more intense development of this centre.*
- (d) *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.*
- (e) *A small industrial/ business precinct exists on the north side of Alexandra Parade between Smith Street and Wellington Street. The business focus of this precinct should remain, however flexibility should exist for residential development on the upper levels of buildings and on underutilised sites abutting residential properties.*

69. Relevant built form strategies include:

- (a) *The implementation of built form strategies in clause 21.05 includes:*
 - (i) *Supporting development that maintains and strengthens the preferred character of the relevant Built Form Character type.*
 - (ii) *Strengthening the built form of land adjacent to Alexandra Parade;*
 - (iii) *Maintaining the visual prominence of the Spire of St Johns and the Shot Tower (the subject site is well removed from these sites);*

Relevant Local Policies

Clause 22.05 – Interface Uses Policy

- 70. This policy applies to applications for use or development within Mixed Use Zones (amongst others).
- 71. The relevant objective of this clause is *“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.”*
- 72. This policy outlines recommendations for dwelling design to incorporate measures to protect future residents from noise, fumes, vibration, light spillage and other likely disturbances in the realisation that whilst inner-city living creates vibrant and active communities, the mix of land uses can sometimes create conflict. The policy 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 22.10 – Built form and design policy

- 73. The policy applies to all new development not included in a heritage overlay and comprises ten design elements that address the following issues: urban form and character; setbacks and building heights; street and public space quality; environmental sustainability; site coverage; on-site amenity; off-site amenity; landscaping and fencing; parking, traffic and access; and service infrastructure.

Clause 22.12- Public Open Space Contribution

- 74. The objectives of this clause are:

- (a) *To implement the Yarra Open Space Strategy;*
- (b) *To identify when and where land contributions for public open space are preferred over cash contributions; and*
- (c) *To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, in satisfaction of the public open space contribution requirement.*

75. The subject site is in an area developer contribution in the form of money is the preferred method of contribution (area 3068D).

Clause 22.16 - Stormwater Management (Water Sensitive Urban Design)

76. This policy applies to new buildings and has an objective “to promote the use of water sensitive urban design, including stormwater re-use.”

Clause 22.17 - Environmentally Sustainable Design

77. This policy 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

78. Clause 15.01-2 states that planning must consider as relevant:

- (a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017). (UDG)*
- (b) *Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017). (ADG)*

Advertising

79. The application was advertised in accordance with Section 52 of the *Planning and Environment Act 1987 [the Act]* by way of 176 letters sent to the surrounding property owners/occupiers and by one sign, displayed on the Alexandra Parade frontage of the site (southern frontage).

80. A total of nineteen (19) objections were received raising the following concerns:

- (a) Neighbourhood character.
- (b) Design including height, massing, scale, bulk and setbacks.
- (c) Overdevelopment.
- (d) On-site amenity including lack of energy efficiency.
- (e) Off-site amenity including overshadowing / loss of daylight, overlooking, loss of views of the sky from across surrounding sites, residential noise (cars, foot traffic and pets).
- (f) Car parking/traffic/parking implications including operability of the car stacker system.
- (g) Other issues including setting a precedence for further tall buildings, the influx of dwellings will increase the crime rate in the area, use of apartments (i.e. what would the tenant turnover be?).
- (h) Construction issues (disruption, early starts, traffic and noise).

81. A planning consultation meeting was held on 30 January 2018 and was attended by eight objectors, the Applicant, and Council Officers to discuss all issues and concerns raised in the letters of objection.

82. The permit applicant amended the application under Section 57(a) of the Act on 4 April 2018 in an attempt to address some of the concerns raised by the Objectors. The amended plans were advertised to adjoining owners and occupiers and all 19 objectors. Whilst some objectors re-iterated their concerns, some further objections were received, and one objection was withdrawn. To date, there are a total of twenty one (21) objections to the application.

Referrals

External

83. The application was referred to the following parties externally:
- (a) VicRoads
 - (b) SLR Consulting Pty Ltd (SLR) – Acoustics
84. To date, VicRoads has not responded and it is past the 28 day period for a response. The advice provided from SLR is supportive of the acoustic report prepared by Marshall Day Acoustics dated 1 November 2017 submitted with the application. That advice can be found as an attachment to this report (attachment 8).

Internal

85. The application was referred to the following units within Council:
- (a) Urban Design (Internal);
 - (b) ESD advisor;
 - (c) Traffic Engineering Unit; and
 - (d) Services and Contracts Unit.
86. Referral comments have been included as attachments to this report (attachments 3 to 8). An updated waste management plan prepared by Leigh Design and dated 18 July 2018 was submitted to Council via email on 25 July 2018 in response to the original comments provided by Council's Services and Contracts Unit. This was referred to Council's Services and Contracts Unit who responded stating that it was to their satisfaction (refer to attachment 7).

OFFICER ASSESSMENT

87. The following key issues and policies will be used to frame the assessment of this planning permit application:
- (a) Policy and physical context;
 - (b) Built form and design;
 - (c) On-site amenity - Clause 58;
 - (d) Off-site amenity;
 - (e) Car parking and traffic; and
 - (f) Objector concerns.

Policy and physical context

88. 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 provide a positive strategic opportunity for development within a well-resourced inner-urban environment. As will be further outlined within this report, Council supports the proposal subject to conditions.

89. The Mixed Use Zone applies to the site and is readily acknowledged as a zone capable of accommodating a greater density and higher built form, subject to individual site constraints. This is already evidenced in the former factory and warehouse buildings which have been converted into residential units in the area surrounding the subject site. The purpose of the Mixed Use Zone was updated in 2014 to include an objective to *provide for higher density residential development*. The State Government has given a clear directive for Mixed Use Zones to include high density developments such as the one proposed. Additionally, Clauses 11.02-1 and 16.01-3 of the Scheme encourage a diversity of housing types.
90. State and Local Policies (such as clause 16.01-2) encourage the concentration of development near locations that offer good access to jobs, services and transport such as the subject site. It is quite clear that there is strong state policy support for increased density in this area as shown through Clause 16.01-3 (amongst others).
91. Policy encourages the concentration of residential developments in established areas and supports proposals which achieve the urban growth objectives at clause 11.02-1 through the provision of a higher density development on land close to existing transport corridors and services. In this instance the site is located close to several public transport options with Clifton Hill Train Station that services the CBD and the northern suburbs via the Epping and South Morang lines and is also located 870m to the south-east of the Queens Parade Neighbourhood Activity Centre (NAC), that is serviced by tram route 86 from Waterfront City Dockland to the northern suburbs and various bus routes linking to Elsternwick, Elwood, Monee Ponds and St Kilda. The area is also resourceful park land and bicycle networks.
92. In summary, the subject site is considered to be appropriate for a higher density development of the nature proposed as there is strong policy support (as has been demonstrated) for the redevelopment of this site given its strategic context.

Built form and design

93. The following is a detailed assessment of the proposal against the design objectives of Clause 22.10 – Built Form and Design Policy, Clause 15.01-2 and Clause 21.05 as well as *Standard D1 – Urban context*. All of the provisions and guidelines support development that responds to the existing or preferred neighbourhood character. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to adjoining buildings.

Context

94. The built form of this part of Alexandra Parade East is varied and has been historically guided by the traditionally commercial/industrial aspect mixed with dwellings with single, double and triple storey buildings. New construction has seen some new three storey heights in the form of townhouses. Buildings / dwellings are generally constructed in a rectilinear form with windows and / or balconies facing the street and a combination of flat and pitched roofs and a mixture of construction eras and styles. The proposal is located within an area where there is a varied character, with a more contemporary architectural response emerging. As such, the proposal must respond to this.
95. The proposal is considered to be an improvement on the existing streetscape. This is achieved through the demolition of the out-dated building (no permit required for the demolition given that it is not covered by a heritage overlay) for the construction of a modern and visually interesting building which is generally in-line with the future character envisaged for this precinct, and more specifically with the zone that encourages dwellings at higher densities on this site.

96. It could be said that the subject site is currently underutilised. The subject site is in proximity to a NAC, various forms of public transport, surrounded by parkland and has no heritage restrictions. The site has two direct abutments with sensitive residential uses to the north and west, with the east and south not sensitive. Two of its boundaries have at least the width of a street to provide a buffer from amenity impacts. It would be a reasonable expectation that this site (as those surrounding, including that to the west that has been developed with townhouses and the development opportunities of the adjoining land to the east) would experience intensification in use and development. In the absence of precinct specific overlay controls, it is within this future neighbourhood context that the proposal must be considered.

Height, Scale and Massing

97. There is no dispute that strategically, the subject site is appropriately located for a higher-density residential development as already discussed. It would be a reasonable expectation that this site (as those surrounding it, particularly that to the immediate east which is also a generously sized lot and zoned Mixed Use) would experience intensification in use and development in the future.
98. The proposed building would have a four-storey podium to Alexandra Parade of 13.27m, stepping up to a building height of 18.87m (with a height of 19.27m above the natural ground level to the plant screen). The rectilinear form and choice of materials pick up on the forms of other existing buildings making reference to some of their attributes whilst providing a unique design with a worthy legacy for future generations, satisfying the design objectives of clause 22.10-3.3.
99. The proposal steps down towards the west (more sensitive interface) side providing a four-storey podium to Alexandra Parade East before transitioning to a six-storey height to the east, with generous separation distances adopted to the upper levels from the western boundary. This would assist in the buildings transition with the adjoining dwellings to the west that are two storeys. The various window openings, voids and combination of horizontal and vertical elements will provide for façade articulation that reflects the surrounding finer grained construction.
100. This new building will form part of this section of Clifton Hill where there is a varied neighbourhood character without a strictly consistent form but where there are similar architectural contemporary elements threading their way through the streetscape. The proposal includes a number of these elements with the use of masonry, solid to void ratios, a flat roof, and combination of horizontal and vertical elements.
101. Council's Urban Designer recommends that the proposed building be lowered to four-storeys, but was supportive of a five-storey building height if a 3m setback was adopted to the three highest levels from Alexandra Parade East. These recommendations were provided in relation to the original plans in an attempt to reduce the number of stepped tiers evident in the original design on the north and west sides of the building and to reduce the shadows cast into neighbouring properties. The current plans (that also form the decision plans) have not lowered the building height to a maximum of four-storeys, but in fact have increased the built form across the eastern interface at the upper levels. This has been done as a means of reducing the built form to the north (through increased setbacks) and to facilitate a design response that emphasises a stronger four-storey podium to the street through the use of materials and more specifically black metal cladding, that will form an inverted "L" shape (as shown in the image below to the left) that would serve as an emphasising bracket. The building transitions to a four-storey and then a two-storey height (shown in the extracted portion of the southern elevation to the right) to the western boundary that is considered to provide a better relationship with the adjoining two-storey dwellings than the original plans.



102. The design response has been appropriately tempered against the existing conditions by locating the greatest bulk and height opposite a non-sensitive interface to the east, being the roof space of the adjoining commercial building that can readily absorb this transition, and locating the least massing to the west and adjacent to the more sensitive interface the townhouse development. The reduction in the overall building height adopted also goes some way in lessening the mass of the building.
103. Council's Urban Designer raised concerns with the visibility of the building suggesting that this would be prominent and would be visible from various vantage points. The Tribunal (*Rowcliffe Pty Ltd v Stonnington CC* [2004] VCAT 46 (29 January 2004)) has previously stated:

[54] If mere visibility becomes the test across metropolitan Melbourne, then it will be virtually impossible to construct buildings above the prevailing scale. This, in turn, would render it impossible to achieve the clearly stated urban consolidation objectives expressed in the Planning Scheme, objectives which Clause 11 requires us "to give effect to". The Tribunal rejects the notion that, because some of the buildings would be visible above the existing built form, they are therefore unacceptable. Rather, the test is whether the proposal is complementary to the surrounding area, and of a scale that can be assimilated without unreasonably disturbing the surrounding built environment.
104. With the Tribunal's statement in mind in relation to building height and visibility and with particular regard to the context in which the building is sited, Council's Urban Designer's recommendation to reduce the height will not be adopted in this instance. More importantly are the setbacks adopted in an attempt to limit visual bulk and overshadowing from the secluded areas of private open space associated with the dwellings to the north and west. This will be discussed in later sections of this assessment.
105. Further on the point of height, Strategy 17.2 at clause 21.05-2 of the Scheme states that development should generally be no more than 5-6 levels 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 positive contribution to the enhancement of the public domain and provision of affordable housing. The subject site has all the makings and attributes of a strategic redevelopment site and on balance, when taking into consideration all of the outstanding matters that are addressed in later sections of this assessment, the development strikes a reasonable balance that can be supported.

106. It is considered that the proposal would make a positive contribution to the enhancement of the public domain through the construction of a new building and additional passive surveillance opportunities through the location of fenestration and balconies including a communal space that will have clear glazing to the street that was also supported by Council's Urban Designer. The development will also be assessed with regard to achieving best practice environmental sustainability objectives in design, high architectural design excellence and upper level setbacks (particularly those provided from both western and northern boundaries).
107. By acknowledging its existing context and the agreed aspirations for the future development of the area, the proposal has complied with policies within clauses 15.01-1 (Urban Design), 15.01-2 (Urban design principles) and 22.10-3.3 (Setbacks and building height) of the Scheme. Overall, the development is in an area where it is appropriate and practicable to provide a building of this height in order to achieve planning objectives, with the scale of the building aligning with all relevant policies and objectives.

Architectural Quality

108. The development is considered of high architectural quality and in that regard responds to the design objectives of clauses 15.01-2 (Urban design principles) and 22.10-3.4 (Street and Public Space quality) of the Scheme. The contemporary design is appropriate and responds well to this part of Clifton Hill and its main road abuttal.
109. The proposal will be predominantly constructed of masonry and concrete panels for the walls. Whilst the proposal is constructed in part of black metal, due to the numerous openings, particularly at the corner, the viewer will always be able to either see through the development to the sky or will be able to see activity in the dwellings or at night will be lit up from within the development.
110. The level of fenestration and varied balconies across the street interface is a positive design response which creates variation and interest and demonstrates the development has been considered 'in the round'. It is clear the proposal has considered how it presents from all angles, with it also providing an activated and engaging presentation to the south facing Alexandra Parade East. This also complies with the design objectives of Clause 22.10-3.4 (Street and public space quality) by ensuring the building presents visually interesting elevations on all faces visible from the public domain.

Public realm, light and shade and pedestrian spaces

111. 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 represents an improvement in streetscape, public space quality and perceived safety.
112. The construction of a modern building with a communal space and residential lobby at the ground floor with generous openings above is an improvement on the streetscape. Through the activation of the ground floor, the building will provide an increase in the interaction at street level while also increasing passive surveillance to the area, particularly to Alexandra Parade East.

This satisfies the public realm, pedestrian spaces and street and public space quality policies at clauses 15.01-2 (Urban design principles) and 22.10-3.4 (Street and public space quality). This is an improvement on the industrial character of the existing building that encourages very little human street activity.

113. Now turning to shadows and pedestrian spaces and in particular shadow impacts at the September Equinox to the south-west, south and south-east, along Alexandra Parade East.

The development will increase the shadows cast over the footpath on the northern side of Alexandra Parade to the west and east, the scrubland opposite and would extend up to the acoustic fence and freeway beyond. Given the shift in the shadows cast and their progression throughout the day from the south-west to the south-east, the development will not unreasonably impact the public realm. The additional shadows cast over the footpath on the northern side of Alexandra Parade East are minimal and limited to either the morning or afternoon hours on either side. Furthermore, the southern side of Alexandra Parade East does not have a footpath and hence, is not used by pedestrians.

Site Coverage

114. The level of site coverage proposed is well above the maximum of 80 percent as directed by clause 22.10-3.6 of the Scheme. However as the existing level of site coverage in the surrounding and immediate area is similar, it is acceptable.

Landscape architecture

115. The proposal includes some landscaping within the front and rear setbacks including the side setback to the east. The extent of landscaping proposed is acceptable as this is not a significant feature evident of buildings within this section of Alexandra Parade East.

Environmentally Sustainable Design

116. Redevelopment of the site located in an existing built up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes which reduce employees and visitors from relying on private vehicles. Policy at clauses 21.07, 22.16 and 22.17 of the Scheme, encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management.
117. The proposed development is considered to meet the provisions of clause 15.01-2 of the Scheme given the following:
 - (j) The building achieves an average 6.9 star energy rating;
 - (k) Habitable rooms will have good access to ventilation;
 - (l) Operable windows and doors will be provided providing good cross-ventilation opportunities;
 - (m) Provision of three water tanks with a 15000lt water capacity connected and used for the purpose of flushing toilets within the building;
 - (n) Shading through screens, balconies and building articulation;
 - (o) Provision of electric vehicle charging facilities within the basement;
 - (p) Living areas will be provided with large areas of glazing, providing for extensive areas of natural light to the main activity areas within each dwelling;
 - (q) AC units and solar panels to the roof;
 - (r) Twenty six (26) secure bicycle spaces located in the basement;
 - (s) Energy efficient fixtures within the building (i.e. sensor activated lights and water efficient taps);
118. Council's ESD advisor acknowledged that the level of daylight to most bedrooms is good and only falls marginally short of the criteria to provide daylight to 80% of the dwellings. The developments orientation plays a key role in the degree of daylight that can be achieved, and surrounding built-form and the equitable development opportunities of surrounding sites are also key factors that must be tempered with when considering design matters relating to energy efficiency in an inner city context. On balance, the development achieves a reasonable level of energy efficiency and is supported in its current form. A condition will require the SMP and NatHERS ratings within that report to be updated to reflect the amended plans.

119. Overall, it is considered that the proposal will achieve a good level of environmentally sustainable design and appropriate internal amenity for future occupants. This satisfies a number of clauses including Clauses 15.02-1 (Urban design principles), 18.02 (Transport) and 21.07-1 (Environmentally sustainable development) of the Scheme, including Clause 22.17 (Environmentally Efficient Design) of the Scheme.

On-site amenity - Clause 58

Standard D1 – Urban context

120. The purpose of this standard is to ensure that the design responds to the existing urban context or contributes to a preferred future development of the area. These aspects have been discussed in detail earlier within this report, with the proposed building considered to be an acceptable response within the existing and emerging character of the neighbourhood.
121. The additional built form responds to the features of the site and the surrounding area, with the developments adopted setbacks from the western boundary, and interface with the commercial building to the east.

The Standard is met.

Standard D2 – Residential Policies

122. As outlined within the Strategic Policy section of this report, the proposed development has strong policy support under the purpose of the MUZ and local policies of the Scheme. The site can clearly support higher density residential development, based on its proximity to public and community infrastructure and services. The Standard is met.

Standard D3 – Dwelling diversity

123. The proposal would provide a good combination of one, two and three bedroom dwellings (specifically 2 x 1 bedrooms apartments, 13 x 2 bedroom apartments and 11 x 3 bedroom apartments). The Standard is met.

Standard D4 - Infrastructure

124. The proposal is located within an established mixed area with existing utility services and infrastructure; there is no evidence to suggest that the proposed development would unreasonably overload the capacity of these existing services.

Standard D5 – Integration with the street

125. The proposal will integrate within the streetscape by providing a clear and delineated pedestrian entry point, including fenestration and balconies. This adds to the human scale in the street and promotes passive surveillance. The Standard is met.

Standard D6 – Energy efficiency

126. The orientation of the subject site dictates some dwellings would be orientated to face north and therefore have excellent solar gains. Several dwellings would be located to face the street to the south and hence, would have reduced solar access. Nonetheless, the layout of each dwelling is considered to provide adequate opportunities for access to daylight to the main living quarters of each dwelling, including natural ventilation to reduce reliance on artificial heating/cooling.

The BESS report provided by the permit applicant on 20 July 2018, indicates that the average cooling load for the development would marginally more than the 30MJ/M2 per annum for only two apartments (i.e. 1.6MJ/M2 per annum more) with the vast majority meeting the requirement (less than 30) outlined in Table 1 – Cooling load of this Standard. A condition will require an updated SMP that will also reference the most up-to-date findings of the BESS report and relates to the most-up-to-date proposal.

Standard D7 – Communal open space

127. This Standard only applies to developments which propose forty (40) or more dwellings.

Standard D8 – Solar access to communal open space

128. No communal open space is proposed as part of this development.

Standard D9 – Safety

129. The proposed residential lobby / common entry would be clearly visible from Alexandra Parade East. The entrance will not be obscured or isolated from the street.
130. It is considered that the proposed development would achieve a satisfactory outcome against the objective of this Standard.

Standard D10 – Landscaping

131. Landscaping does not play a significant role in the character of the surrounding street and as such is not critical to the development, nonetheless landscaping is provided within the front and rear setbacks, including the side setback adjacent to Apartments G.04, G.05 and 1.07.

Standard D11 – Access

132. It is proposed to provide vehicle access into the basement car park from the driveway to the south-east. This is considered to be an appropriate location for vehicle access into the site and Council's Engineering Services Unit is supportive of this. This design also responds to the existing character to the east which includes a large continuous cross-over across the frontage of the adjoining commercial building for access to the open air car parks.
133. Access for service, emergency and delivery vehicles is also available. The Standard is met.

Standard D12 – Parking location

134. The location of parking is considered to achieve an acceptable design response. This was also assessed by Council's Engineering Services Unit who was satisfied with the dimensions and vehicle access but requested details of the car stacker specification / model that will be addressed with a condition.
135. An objective of this Standard is to protect residents from vehicular noise within developments. The permit applicant provided an acoustic report prepared by Marshall Day Acoustics that demonstrates that the operation of the proposed car stacker will not result in unreasonable amenity impacts to the residents within the development and those abutting. Comments of support were provided by SLR and those can be found as an attachment to this report.

Standard D13 – Integrated water and stormwater management

136. The application proposes the installation of 3, 5,000L rainwater collection tanks (equating to a total of 15,000L) which would be connected to all toilets within the development. The STORM report provided with the application achieves a score of 100%, which is in line with the policy direction under clause 22.16 – *Stormwater Management (Water Sensitive Urban Design)*. The Standard is met.

Standard D14 – Building setbacks

137. The height and setbacks of the building are considered to achieve an acceptable design response with the direct abuttal of the building, particularly to the east that provides opportunities for future development on this side / commercial site.
138. This Standard aims to avoid direct views into habitable room windows and private open space of new and existing dwellings, thereby reducing the reliance on screening to inhibit these views. Apartments that are orientated to the east or south do not require screening. Attempts have been made to screen the windows and balconies to the north and west through a combination of screening mechanisms that include a louvered pergola structure at the ground floor of the development including the provision of a planter box at the second level to the north, including obscure glass and privacy screens to several west-facing windows and balconies. However, the obscure glass applied as the primary screen to the west is identified as being openable with a 300mm reveal and is identified as being “*obscured clear*” (i.e. refer to cross-sections). The planter box to the northern side of the balcony associated with Apartment 2.04 is also considered to be insufficient in blocking views into the secluded private open space of the adjoining dwelling to the west. As such, in order of achieving full compliance, a condition will be included ensuring that the development is appropriately screened.
139. The incorporated setbacks to the west will ensure that daylight will not be unreasonably impacted to the dwellings adjoining the site.

Standard D15 – Internal views

140. The design response attempts to address any internal overlooking opportunities, but similarly to the matters relating to preventing overlooking external to the site, a condition of permit is required to ensure full compliance with this standard. This will require minimum partitions / screens of at least 1.7m in height above the floor level in between the balcony areas of each apartment and to the windows to prevent internal overlooking (as necessary).

Standard D16 – Noise impacts

141. The proposed development would be located in proximity to a noise influence area specified in Table D3 to this Standard because of its distance within 300m of the Eastern Freeway, carrying more than 40,000 Annual Average Daily Traffic Volume.
142. An acoustic report prepared by Marshall Day and dated 1 November 2017 has already been submitted and this has been peer reviewed by SLR Consulting Pty Ltd who have provided comments of support. Those comments have been included as an attachment to this report.

Standard D17 – Accessibility objective

143. To ensure the design of dwellings caters for people with limited mobility, the Standard notes that at least 50% of new dwellings should provide:
- (a) *A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;*
 - (b) *A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area;*
 - (c) *A main bedroom with access to an adaptable bathroom;*

- (d) *At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.*

144. The plans clearly indicate that at least half of the number of apartments (i.e. all three bedroom apartments and 5 of the two bedroom apartments, equating to at least 16 apartments) will include the above items.

Standard D18 – Building entry and circulation

145. The proposed residential lobby / entry would be readily visible from Alexandra Parade East and would provide an adequate sense of address and identity for the building.
146. The internal layout of the building will provide for the safe, functional and efficient movement of residents with full and restricted mobility given that the entrance is flat with a minimum width of 1.77m. The built form above would also provide a transitional area with weather protection prior to entry, given that the entry is recessive from the street.

Standard D19 – Private open space

147. Of relevance to this development, a dwelling should provide balconies meeting the dimensions outlined in Table 5 of this Standard. This table specifies that a 1 bedroom dwelling should have access to a balcony with a minimum area of 8sq.m. and minimum dimension of 1.8m; a 2 bedroom dwelling should have access to a balcony with a minimum area of 8sq.m and minimum dimension of 2m; and a 3 (or more) bedroom dwelling should have access to a balcony with a minimum area of 12sqm and minimum dimension of 2.4sqm, all with convenient access from a living room.
148. All 1 bedroom apartments meet the standard, but some of the 2 and 3 bedroom apartments fall short of the standard in terms of their depth / widths by between 160mm-250mm. However, the balcony areas exceed the minimum requirements and are far greater than the minimum requirements required by the Standard (i.e. range between 8sqm and 61sqm) and AC units will be located on the roof, not taking up balcony space. Therefore, a variation to the Standard is considered acceptable.

Standard D20 – Storage

149. The proposed dwellings will have access to storage areas in accordance with the requirements of this Standard (i.e. 6 cubic metres of storage within the basement that combined with the bedroom wardrobes, laundry cupboards, overhead and under bench kitchen cupboards, bathroom cabinets and vanities and linen cupboards within each apartment would exceed the requirements of this standard).

Standard D21 – Common property

150. The common property areas within the development are clearly delineated and would not create areas which were difficult to maintain into the future by a Body Corporate. The lobby and vehicle access areas are well conceived and are generally cohesive with the overall building design and are therefore considered to be in line with the objectives of this Standard.

Standard D22 – Site services

151. Site services would be located within the building, within the bicycle store within the basement. This location is acceptable and not visible to the street which is a design response that is supported.

Standard D23 – Waste and recycling

152. The updated Waste Management Plan (WMP) prepared by Leigh Design (dated 18 July 2018) was referred to Council's Services and Contracts Unit, who support the proposed waste management procedures. This WMP will be endorsed and form part of any planning permit.

Standard D24 – Functional layout

Bedrooms

153. This Standard notes that main bedrooms should have a minimum width of 3m and minimum depth of 3.4m, with other bedrooms to be 3m x 3m in dimensions. The Standard is met for all dwellings.

Living areas

154. Living area dimensions also comply with the relevant requirements outlined at Table D8 of this Standard with all dwellings having minimum living areas of 10sq.m.

Standard D25 – Room depth

155. The room depths of the open plan living areas of the apartments with a single aspect in some instances exceed the dimension of 9m (but only marginally i.e. Apartments 1.05 and 1.06 by 250mm) with their respective kitchens located furthest from the windows. Where apartments have dual aspects, windows have been provided to allow for adequate levels of daylight into the room (i.e. Apartment 3.04 that has an east-facing window to the kitchen). There are no bedrooms that exceed the dimension of 9m.

Standard D26 – Windows

156. The habitable rooms above the apartments at the ground floor contain a window within an external wall to the building, with no reliance on 'borrowed light' for any habitable rooms. The bedroom windows of apartments at the ground floor will face into their own enclosed areas of private space that will assist in filtering some daylight into these windows. This is considered to meet the objective of the standard which is "to allow adequate daylight into new habitable room windows."

Standard D27 – Natural ventilation

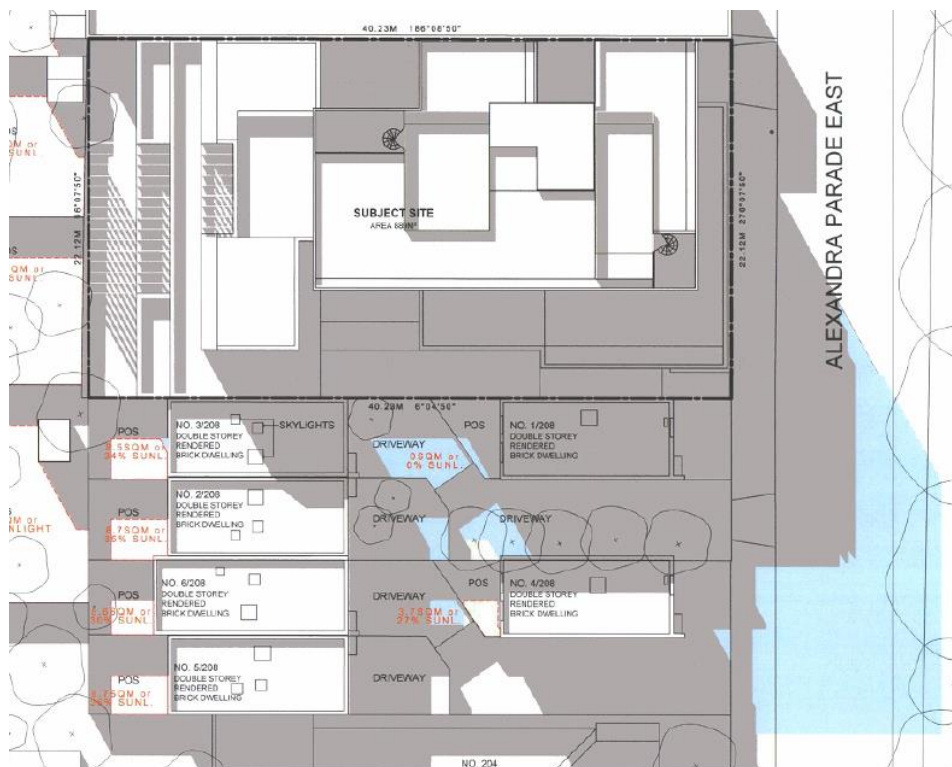
157. Council ESD Advisor confirmed that all apartments would have access to cross ventilation. The Standard is met.

Off-site amenity

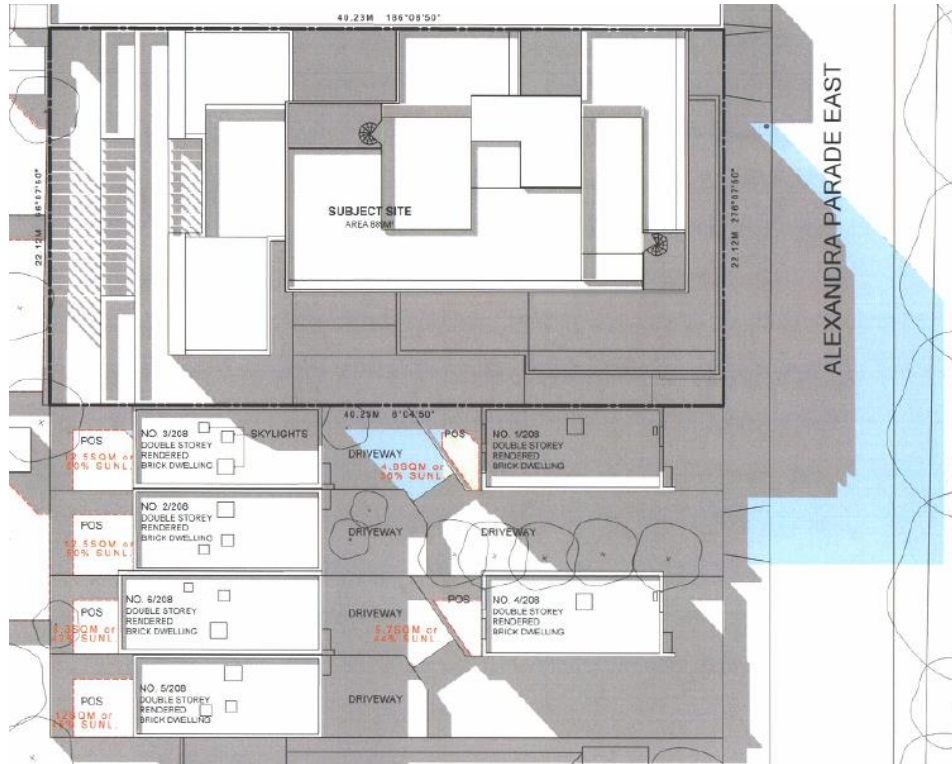
158. The policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy).
159. Design objectives at Clause 22.10-3.8 aim to limit the impact of new development on the amenity of surrounding land, particularly residential land, by ensuring that development does not prejudice the rights of adjoining land users. These objectives are largely designed to reduce off-site amenity impacts to land within a Mixed Use zone where they interface with there is a mix of land uses. Therefore this application must consider both the off-site amenity impacts for residential land as well as any potential impacts to existing commercial uses to the east.
160. In terms of sensitive interfaces, there are dwellings to the north and west of the site. The property to the east is not sensitive as this is a commercial property and is developed to the shared boundary.

Overlooking has been discussed in paragraphs 138 and 140 of this report and will be addressed with conditions to ensure that all overlooking opportunities are appropriately addressed. As shown on the plans, attempts have been made (including through the use of hit-and-miss bricks as a screening mechanism) screen the development from overlooking into the neighbouring secluded areas of private open space associated with surrounding dwellings but for the purpose of ensuring full compliance, conditions will be included on any permit issued to ensure that there is no confusion as to the methods applied to screen the windows and / or balconies of apartments that have a northern and western aspect in achieving compliance.

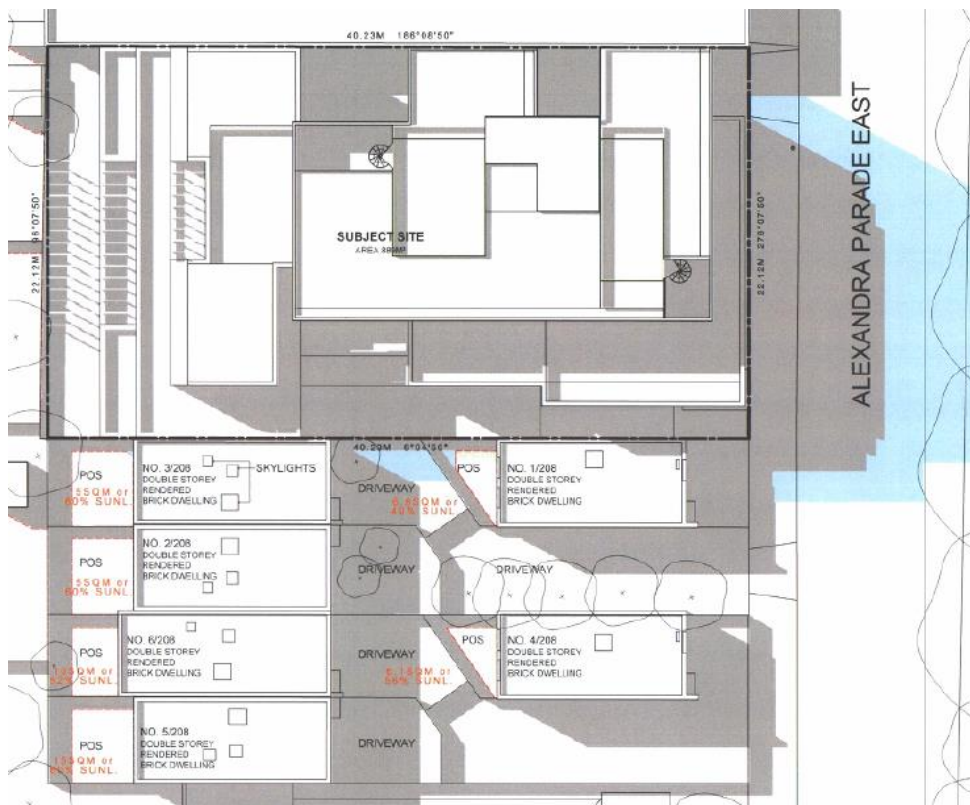
161. Due to the orientation of the land, the proposal will cast shadows to the west in the morning, to the south in the afternoon and to the east in the afternoon. The plans have increased the setbacks of the development at the upper levels from the northern boundary as a means of mitigating some of the shadow impact cast into three of the dwellings to the west (i.e. property no's 1/208, 3/208 and 4/208 Alexandra Parade East from the original scheme between 9am and 11am at the Equinox (September 22). The shadow diagrams below indicate that the majority of additional shadow would now be cast over the driveways associated with the adjoining townhouses, with a marginal shadow impact and increase only evident between 9am and 11am into the private open spaces of the two dwellings most immediate to the development:



Shadows cast at 9am at the Equinox (September 22nd)



Shadows cast at 10am at the Equinox (September 22nd)



Shadows cast at 10am at the Equinox (September 22nd)

162. Evidently there is minimal overshadowing impact into the secluded areas of private open spaces of adjoining dwelling, and as most sites on the northern side of Alexandra Parade East, these areas will continue to benefit from their northern orientation.

163. On the issue of visual bulk, the building is setback between zero and 2.3m from the southern (front) boundary from the ground through to Level 5 and between 3m and 14.24m from the northern (rear) boundary from the ground through to Level 5 and between zero and 9.78m from the western (side) boundary from the ground through to Level 5 and between zero and 4.5m from the eastern (side) boundary from the ground through to Level 5.
164. The building is generously setback from the more sensitive interfaces and for its most part, is considered to have addressed off-site amenity impacts. This is further evidenced with the shadow impacts shown in the above diagrams. However, the building intends to develop the western boundary immediately adjacent to the private open space of property no. 3/208 Alexandra Parade East with a two-storey wall for an approximately length of 2m at a height of 6.99m above the natural ground level. This is considered to impose significant visual mass across this interface and a condition will require the bedroom 3 wall of Apartment 1.05 and portion of planter box above to Apartment 2.04 to be further setback from the northern boundary in line with the northern wall of the west adjoining dwelling (equating to a setback of approximately 5m). This will reduce the wall height to approximately 3.4m at the ground floor which is far more acceptable at a length of approximately 2m, beyond the building envelope of the adjoining dwelling. This will effectively convert Apartment 1.05 into a 2 bedroom apartment without impacting its ability to maintain a reasonable level of internal amenity.

Noise

165. The proposed development is unlikely to generate a noise level above that which is acceptable in a residential area. Any noise levels as a result of the use of the dwellings would be typical of a residence and as already noted, the applicant provided an acoustic report which has been peer reviewed and supported by SLR Consulting Pty Ltd. A condition will require the provision, recommendations and requirements of the endorsed Acoustic Report to be implemented and complied with to the satisfaction of the Responsible Authority. The acoustic report has turned its mind to noise factors from the Eastern Freeway and the Hoddle Street Entry ramp, including the car stacker. Council's Engineering Services Unit has requested the manufacturers details of the car stacker device and this will be requested as a condition.

Equitable Development

166. The proposal does not result in any equitable development impacts as the sites to the north and west are zoned Neighbourhood Residential and have height restrictions of two-storeys at Clause 32.09-9 (Maximum building height requirement for a dwelling or residential building) of the Scheme. As such, the only site with any significant development potential is that to the east which is zoned Mixed Use. The development has been appropriately designed by orientating most apartments to the north and west with apartments orientated to the east, setback a minimum distance of 4.5m from the shared boundary. The on-boundary walls and provision of light-courts, and light wells to the east will guide the future context / development of the adjoining site to the east without restricting its development potential.

Car parking, traffic and bicycle parking

167. The application provides the full car parking rate specified at Column B of clause 52.06 of the Scheme.
168. Submitted with the original application was a traffic report prepared by the TraffixGroup. The report makes the following conclusions (amongst others):
- (a) *the car parking demand assessment indicates that adequate car parking is provided for residents with an overflow demand related only to 1-3 short-term visitor spaces;*
 - (b) *the car parking reduction under Clause 52.06-7 is supported on the following grounds:*
 - (i) *the Car Parking Demand Assessment;*

- (ii) *the availability of alternative car parking in the nearby area to accommodate short-term demands, and*
- (iii) *the high level of public transport available to the site, the high provision of bicycle parking the availability of car share vehicles and the site's walkability,*
- (c) *the bicycle parking provision exceeds the requirements set out at Clause 52.34 of the Planning Scheme;*
- (d) *the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, AS2890.1:2004 (where relevant) and current practice,*
- (e) *waste collection will be appropriately managed as detailed in the Waste Management Plan prepared by Leigh Design;*
- (f) *the level of traffic generated as a result of this proposal will be low, generally residential in nature, spread throughout the day and will not have a detrimental impact on the operation or safety of Alexandra Parade East or the surrounding road network, and*
- (g) *there are no traffic engineering reasons why a planning permit for the proposed residential development at 210 Alexandra Parade East, Clifton Hill should be refused, subject to appropriate conditions.*

169. Council's Traffic Engineering Services Unit agrees with the report findings and raise no objection to the on-site parking provision. Their support is based on the proximity of the site to public transport facilities and the on-road bicycle network. Car share pods are also located within walking distance of the site and provide an alternative option of transport for residents and visitors. *A GoGet car share pod is located in Groom Street, south of Roseneath Street, approximately 180 metres south-west of the site.*

170. In addition to the above, the subject site / application benefits from the following:

- (a) State and local policy encourage the balance between the provision for sufficient on-site car parking and an increased use of more sustainable modes of transport, to reduce the dependency on cars and reduce traffic congestion. The proposal balances these strategic provisions by providing on-site car parking;
- (b) The provision of secure bicycle spaces in excess of the required rate has the potential to attract prospective tenants/residents;
- (c) The site has good access to public transport; and
- (d) All residents and prospective property owners of the new dwellings would be ineligible to apply for on-street resident and visitor parking permits (helping to discourage prospective residents of high car ownership due to the existing lack of availability of on-street car parking).

171. In response to the decision guidelines provided at Clause 52.06-9 of the Scheme, the proposed car parking (in relation to location and access) complies with the relevant decision guidelines in the following ways:

- (a) The role and function of nearby roads will not be unreasonably affected;
- (b) Vehicle safety, access to the site from Alexandra Parade East and manoeuvring within the car park is supported as an option by Council's traffic engineers;
- (c) The location of the car parking area allows for clear visibility for users and a good level of perceived safety;
- (d) The residential use of the site is appropriate within the zoning noting that the surrounding area is a mix of dwellings and commercial buildings, and any residential noise will be controlled under the EPA guidelines; and
- (e) Car-parking will be provided on-site.

172. A total of seven bicycle parking spaces are required by the Scheme and a total of 26 spaces are proposed in the basement. On this basis, the on-site provision exceeds the statutory

requirement. Visitor bicycle parking is also shown on the footpath located at the front of the building (on Council land) and a condition will require these to be relocated within the title boundaries and still easily accessible by visitors.

Objector concerns

173. The majority of the issues which have been raised by the objectors have been addressed within this report. However, each point will be addressed for clarity.
 - (a) *Neighbourhood character;*
 - (b) Design including height, massing, scale, bulk and setbacks.
 - (c) *Overdevelopment;*
174. Neighbourhood character, height, massing, scale, bulk and setbacks have been discussed at paragraphs 93 to 110. The development has been generously setback from both northern and western boundaries and the strategic context, zoning of the land and size of the lot supports higher density. As such, the development is not an overdevelopment.
 - (d) On-site amenity including lack of energy efficiency.
175. On-site amenity has been discussed at paragraphs 120 to 157 and energy efficiency has been discussed at paragraph 116 to 119, 126, 136, 156 and 157.
 - (e) Off-site amenity including overshadowing / loss of daylight, overlooking, loss of views of the sky from across surrounding sites, residential noise (cars, foot traffic and pets).
176. Off-site amenity impacts have been discussed at paragraphs 158 to 166. Daylight to surrounding dwellings will not be impacted as a consequence of the additional shadows given that windows of existing dwellings closest to the development are north-facing and have clearances to the sky in excess of a 1m dimension and 3sq.m. Noise from cars, foot traffic and pets is part of living in an inner city environment. Blocking views of the skyline is not a planning consideration.
 - (f) Car parking/traffic/parking implications including operability of the car stacker system.
177. Car parking and traffic implications have been addressed at paragraphs 167 to 172 and the use of car stacker system has been considered by both the Traffix Group and Council's Engineering Services Unit and is an appropriate method for providing on-site car parking. It is not dissimilar from many other multi-unit residential developments within the City of Yarra.
 - (g) Other issues including setting a precedence for further tall buildings, the influx of dwellings will increase the crime rate in the area, use of apartments (i.e. what would the tenant turnover be?).
178. Precedence is not a planning consideration and 6-storey is not considered to be excessive for the site context in the submitted design response. Nonetheless as discussed at paragraph 166 with regard to equitable development, the height restrictions on surrounding properties would limit building height with the exception of the adjoining land to the east that is zoned Mixed Use.
179. While crime can to some degree be considered in the design of a development this is a matter for Victoria Police and cannot be controlled through the planning process and the usage of the apartments will be of a residential nature (and is an as-of-right use irrespective of the tenant turnover which is not a planning consideration).
 - (h) Construction issues (disruption, early starts, traffic and noise).

180. This will be dealt with at the building permit stage. A Construction Management Plan (CMP) will be required by way of condition and will manage any impacts during the construction stage. This will be further considered during the building stage also.

Conclusion

181. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the State and Local Planning Policy Framework. Notably, the proposal achieves the State Government's urban consolidation objectives, Council's preference to direct higher density to land zoned Mixed Use and aligns with the State Policy.
182. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies.

RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN17/0693 for the development of the land with a six-storey building (plus basement) for dwellings, and alterations to a road access in a road zone at 210 Alexandra Parade East, Clifton Hill subject to the following conditions:

1. Before the development starts, 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 the 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 plans received by Council on 4 April 2018 but modified to show the following:
 - (a) The visitor bicycle spaces shown on the footpath relocated within the title boundaries and still easily accessible by visitors;
 - (b) The north and west-facing balconies and habitable room windows screened to a height of 1.7m with no more than 25% transparency and fixed glass / screens to limit overlooking into the habitable room windows and secluded areas of private open space dwellings within a 9m radius;
 - (c) The provision of screening with no more than 25% to the balconies and habitable room windows located above ground floor to limit internal overlooking opportunities;
 - (d) Details of all screening methods referenced at conditions 1(b) and 1(c) with further details of the operability of all windows (allowing for cross-ventilation where practicable);
 - (e) The bedroom 3 wall of Apartment 1.05 and portion of planter box above of Apartment 2.04 further setback from the northern boundary and aligned with the northern wall of the adjoining dwelling to the west; and
 - (f) Manufacturers details for the car stacker specification / model.

Endorsed Plans

2. The 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
3. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
4. 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.

5. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.
6. 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.
7. As part of the ongoing consultant team, Ola Architecture Studio or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
 - (a) oversee design and construction of the development; and
 - (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Acoustic Report

8. The provision, recommendations and requirements of the endorsed Acoustic Report (prepared by Marshall Day Acoustics and dated 1 November 2017) must be implemented and complied with to the satisfaction of the Responsible Authority.

Environmentally Sustainable Design Principles (SMP)

9. Before the plans are endorsed, 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 include the details in the Sustainable Management Plan prepared by GIW Environmental Solutions Pty. Ltd. dated 8 November 2017 and must include:
 - (a) reference to the modified development as required by Condition 1 and any other relevant condition of this permit.
10. The provisions, recommendation and requirements of the plans and endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Lighting

11. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian entries and ground level car parking area must be provided. Lighting must be:
 - (a) located;
 - (b) directed;
 - (c) shielded; and
 - (d) of limited intensity.

to the satisfaction of the Responsible Authority.

General Parking Areas

12. The area set aside for the parking of vehicles, together with the associated access lanes as delineated on the endorsed plan must:
 - (a) be designed, provided and completed to the satisfaction of the Responsible Authority prior to the commencement of the development hereby permitted;
 - (b) thereafter be maintained to the satisfaction of the Responsible Authority;

- (c) be made available for such use at all times and not used for any other purpose;
- (d) be properly formed to such levels that it can be used in accordance with the endorsed plan; and
- (e) be drained and sealed with an all-weather seal coat.

all to the satisfaction of the Responsible Authority.

13. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the car stackers must be installed in accordance with the manufacturer's specifications by a suitably qualified person. The car stackers must be maintained thereafter to the satisfaction of the Responsible Authority.

Council Infrastructure

14. Within 2 months of the completion of the development 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 the full re-sheeting of the footpath at the front of the property if required by Council):
- (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.

15. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

Waste Management

16. The provisions, recommendations and requirements of the endorsed Waste Management Plan (prepared by Leigh Design and dated 18 July 2018) must be implemented and complied with to the satisfaction of the Responsible Authority.

Construction

17. 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. 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

During the construction:

- (q) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
 - (r) 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;
 - (s) vehicle borne material must not accumulate on the roads abutting the land;
 - (t) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
 - (u) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.
18. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
 19. The development, once commenced, must be completed to the satisfaction of the Responsible Authority.
 20. 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 9 am or after 3 pm;
 - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
 21. This permit will expire if:
 - (a) the development is not commenced within two years of the date of this permit; or
 - (b) the development is not completed within four 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:

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 hereby permitted under the permit.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 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.

Public lighting for pedestrian access must comply with the minimum lighting level of P4 as per the Australian Standard AS/NZS 1158.3.1:2005 *Lighting for roads and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements*.

Any public lighting works that are required will require the developer to consult all nearby properties with respect to the location of any lights or poles. The placement of poles must not affect manoeuvrability into garages or off-street parking spaces. Light must not spill into the windows of the subject site or into the windows of any adjoining residences.

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

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.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

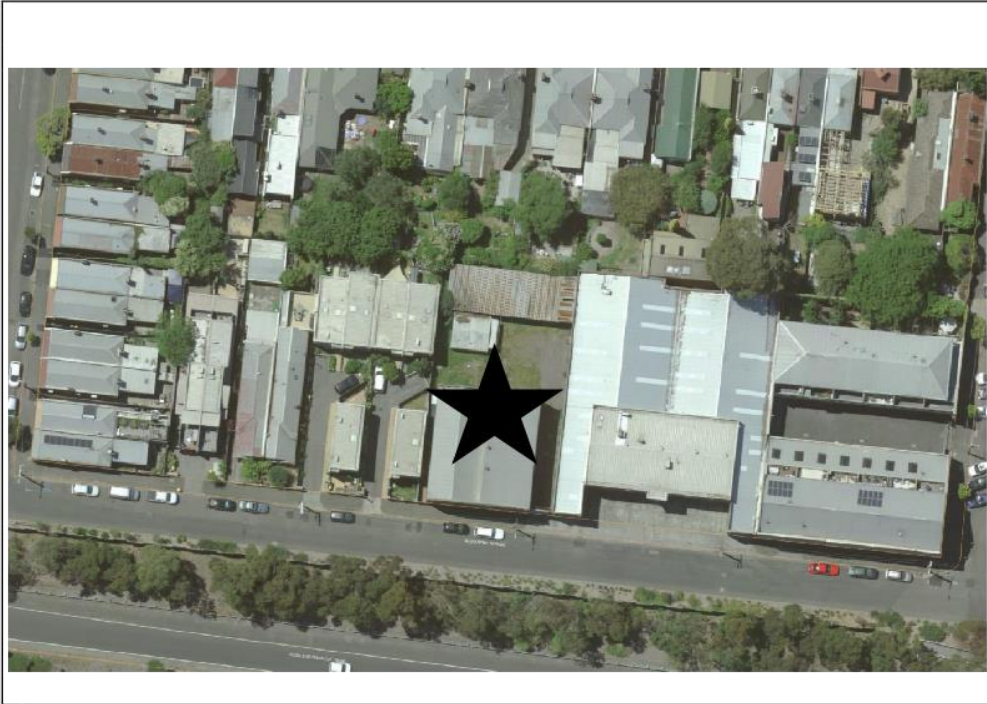
CONTACT OFFICER: John Theodosakis
TITLE: Senior Statutory Planner
TEL: 9205 5307

Attachments

- 1 Site Location Map - 210 Alexandra Parade East, Clifton Hill
- 2 Proposed floor plans, Elevations, Perspectives and Shadow Diagrams - 210 Alexandra Parade East, Clifton Hill
- 3 Urban Design comments
- 4 Engineering comments (original advice)
- 5 Engineering comments relating to amended plans.
- 6 ESD Referral Advice
- 7 Contract Services Unit advice - Waste
- 8 Acoustic advice from SLR

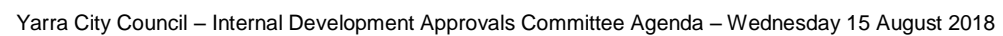
Attachment 1 - Site Location Map - 210 Alexandra Parade East, Clifton Hill

SUBJECT LAND: 210 Alexandra Parade East, Clifton Hill



↑ North

★ Subject Site



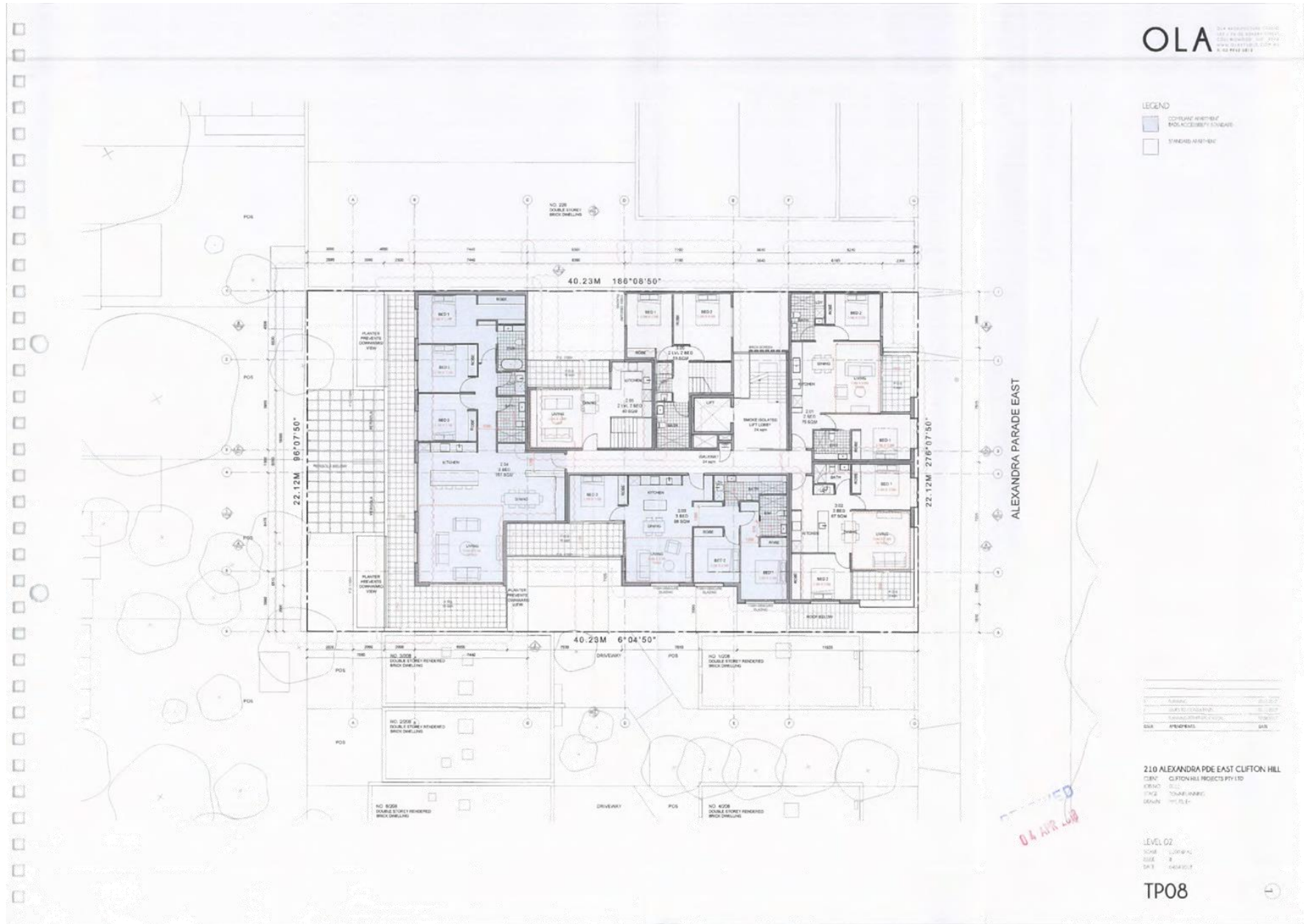
Attachment 2 - Proposed floor plans, Elevations, Perspectives and Shadow Diagrams - 210 Alexandra Parade East, Clifton Hill



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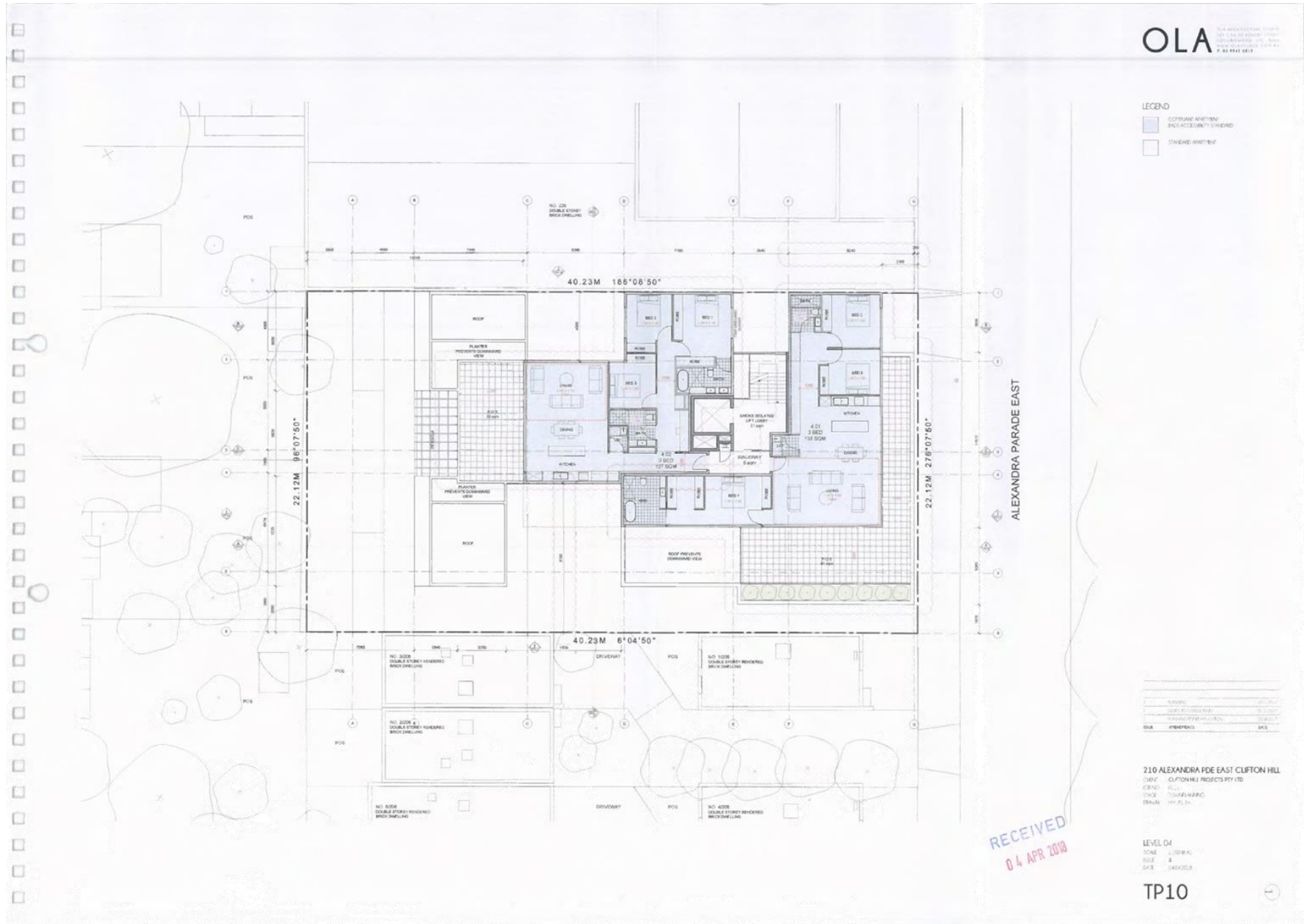
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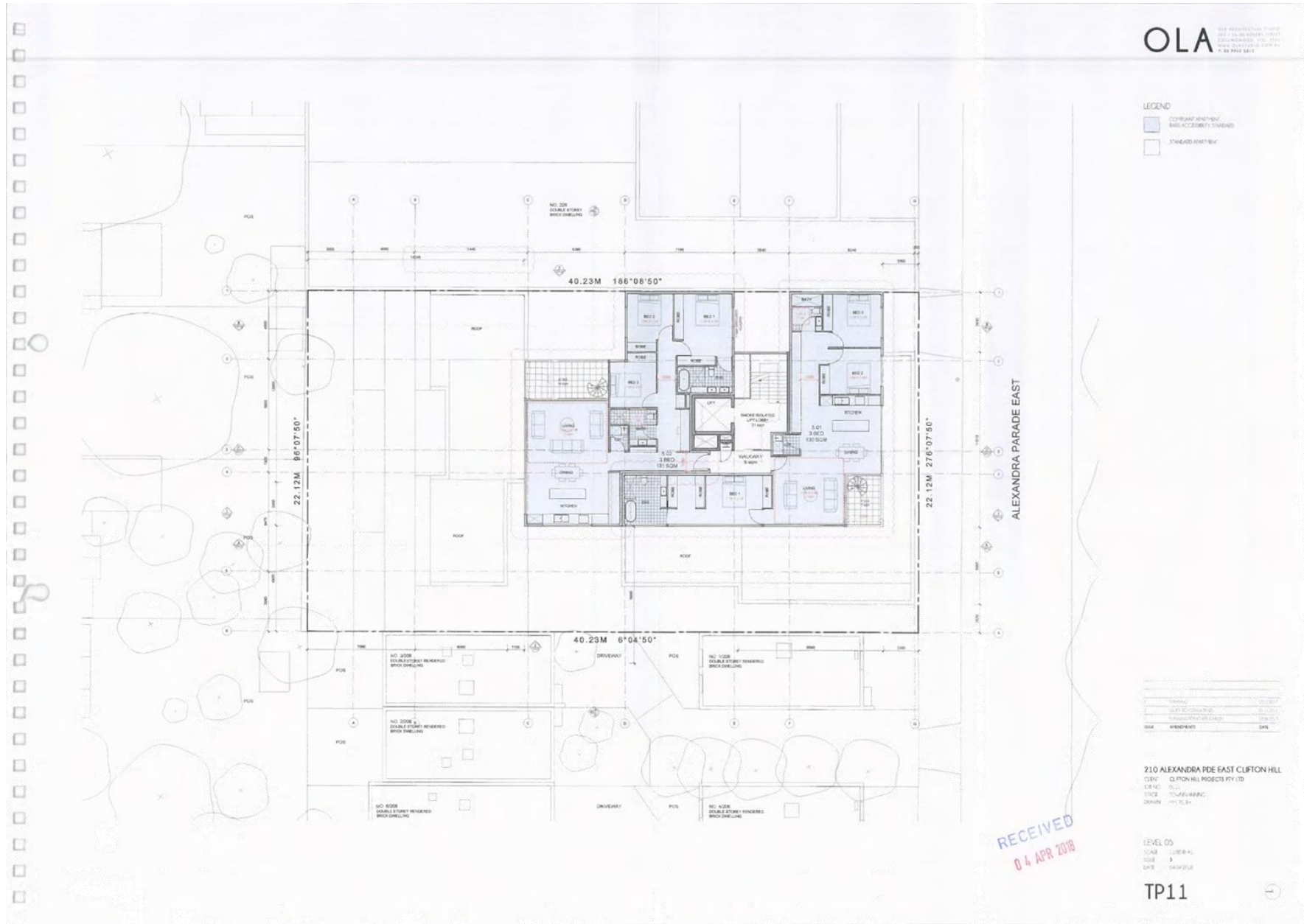
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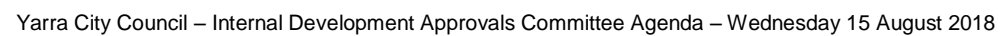


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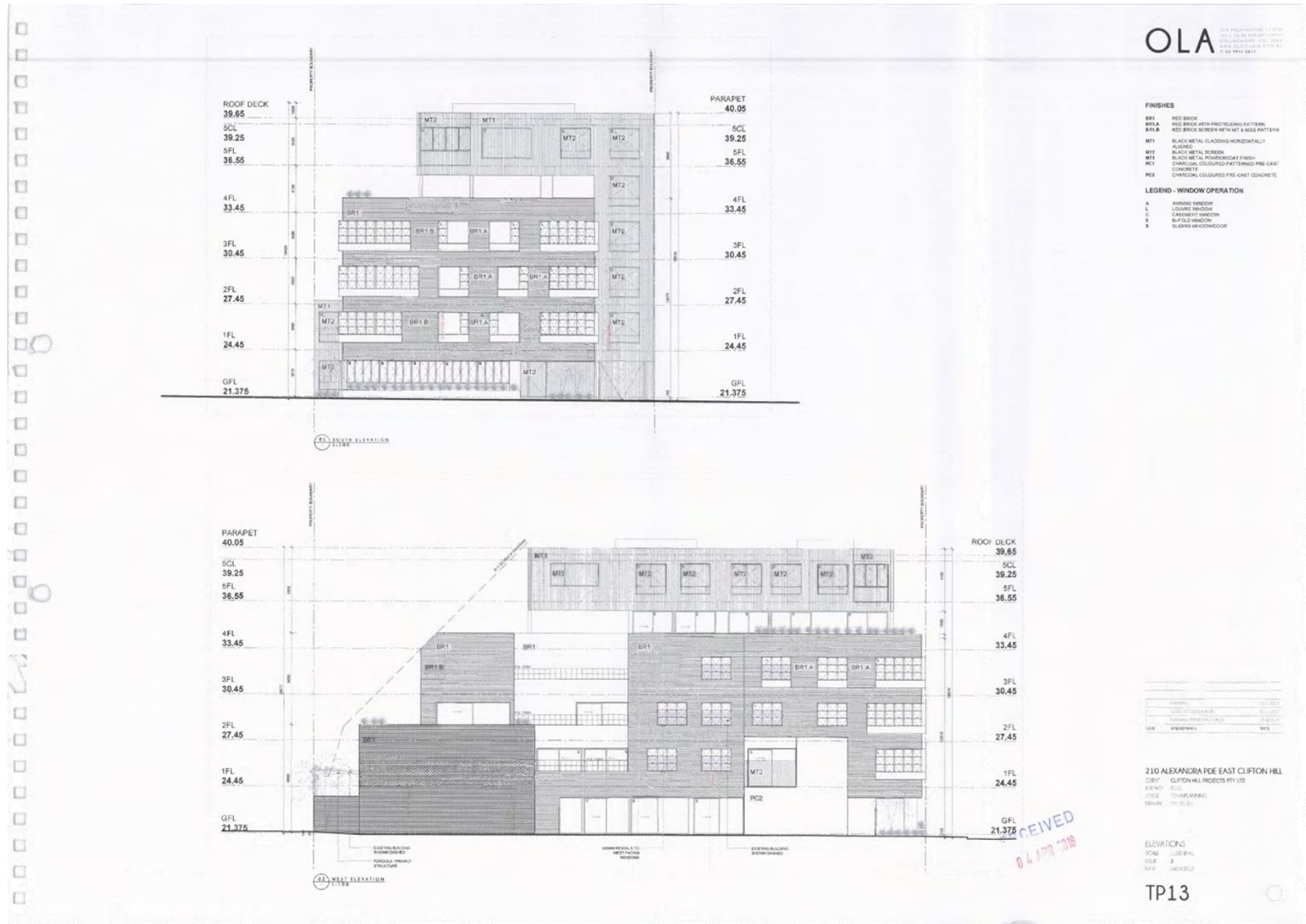


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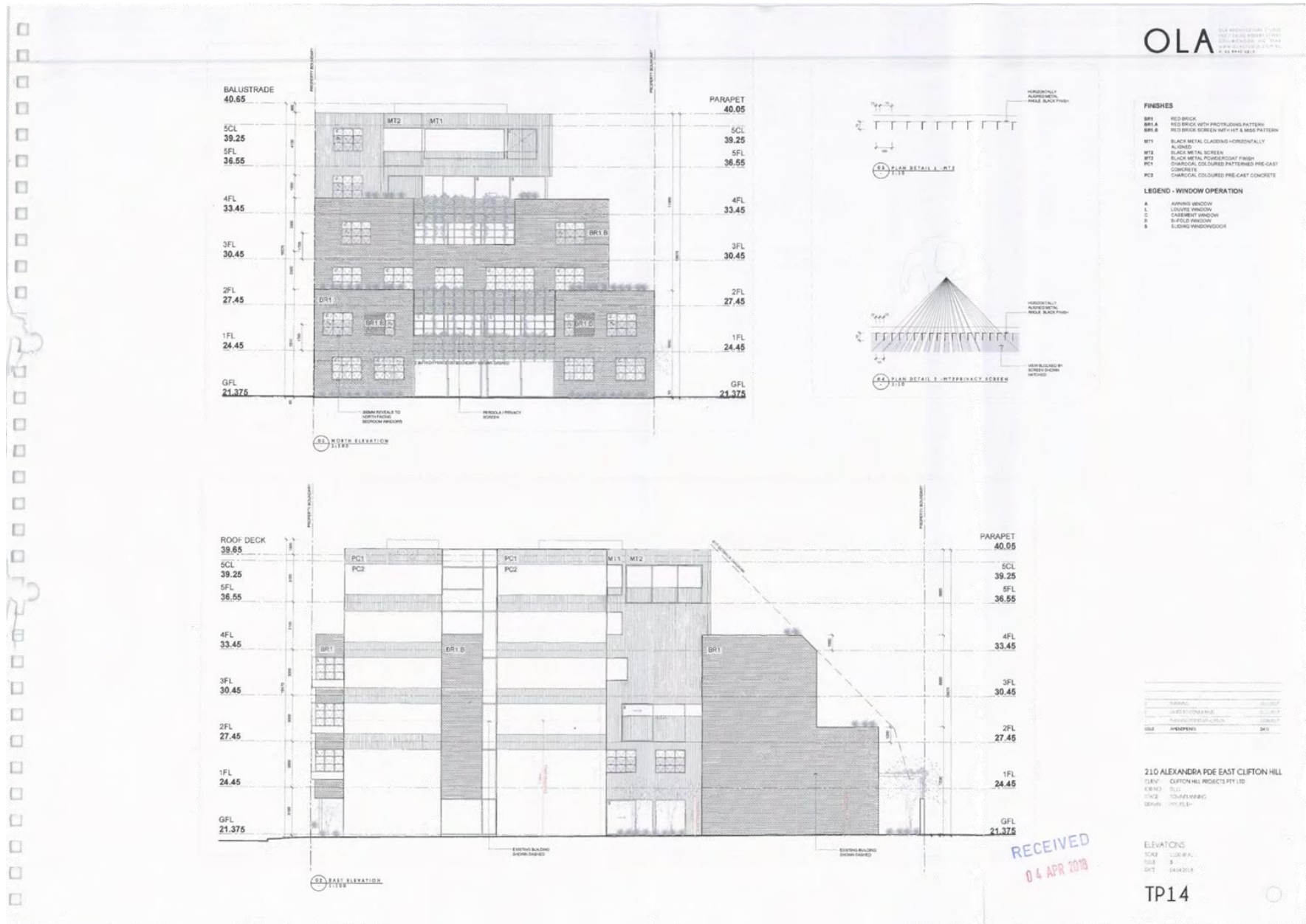




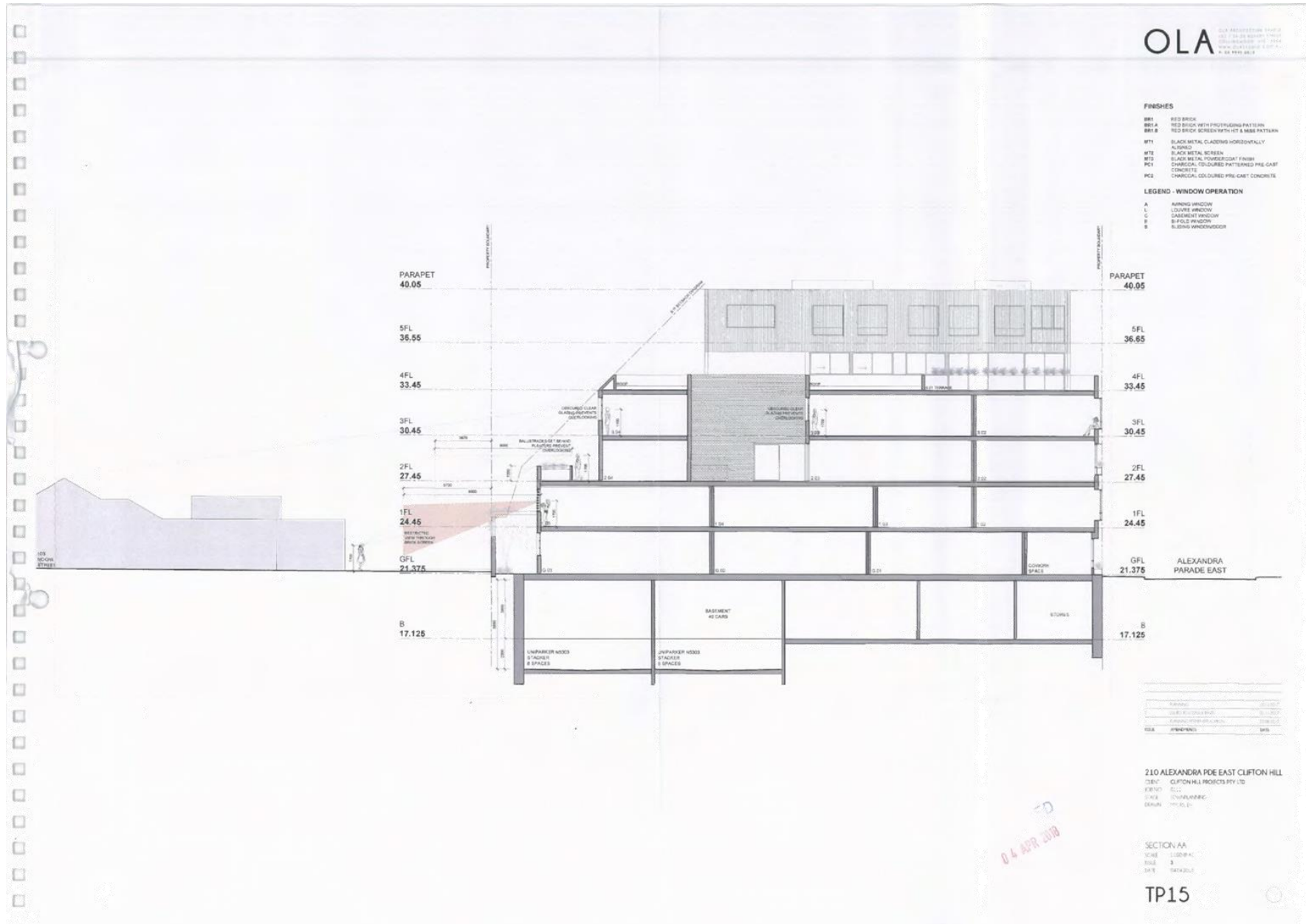
Attachment 2 - Proposed floor plans, Elevations, Perspectives and Shadow Diagrams - 210 Alexandra Parade East, Clifton Hill



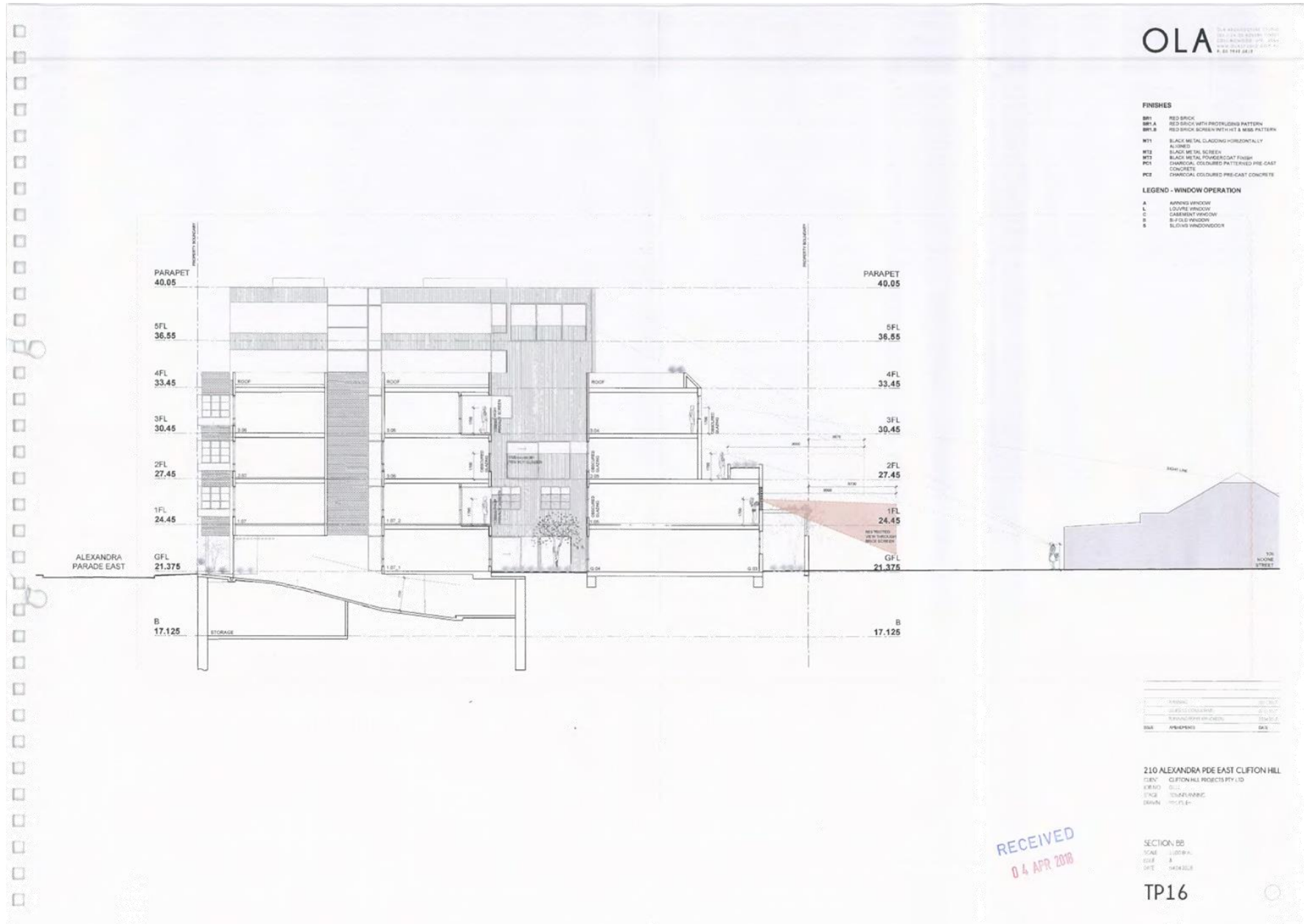
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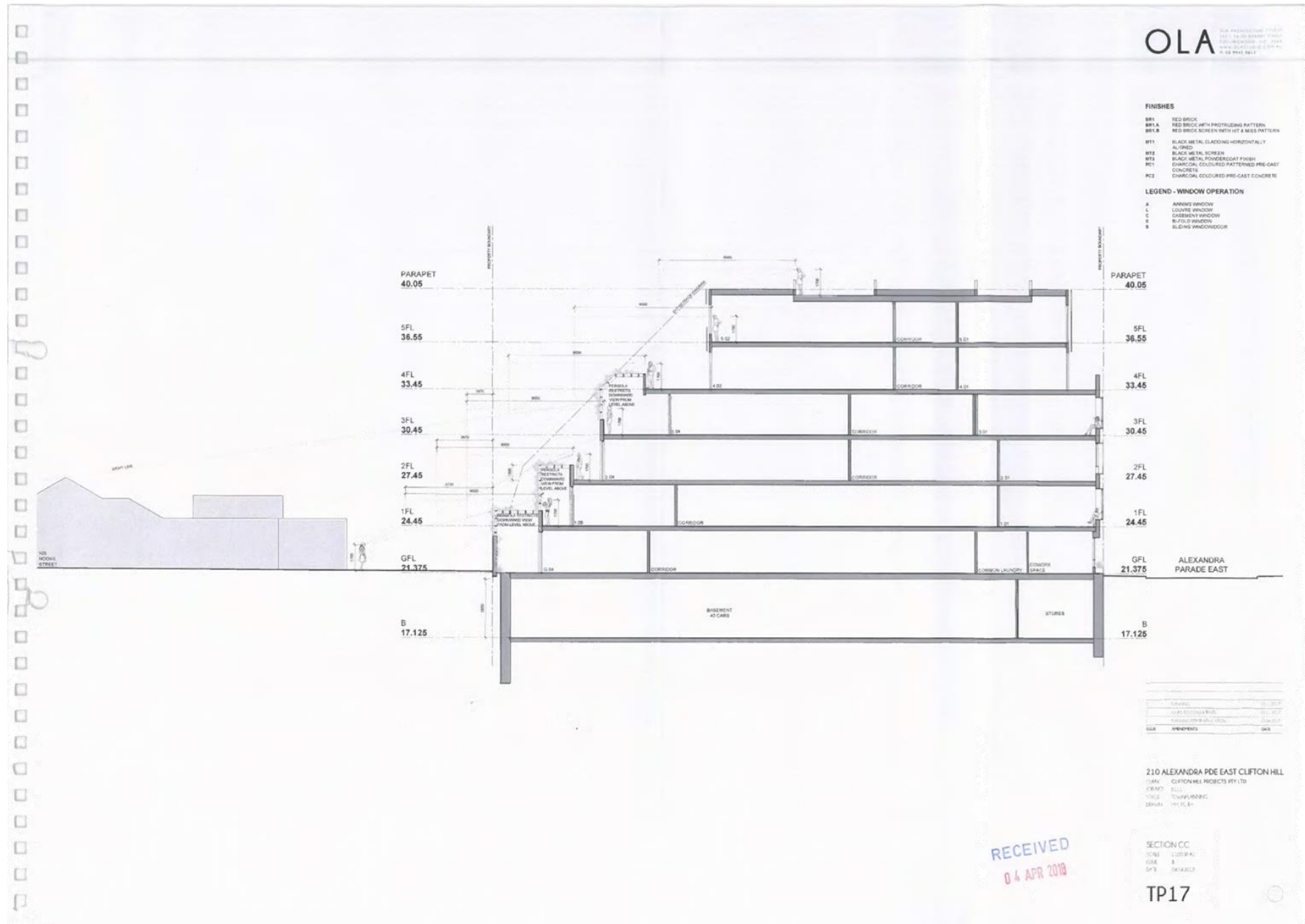
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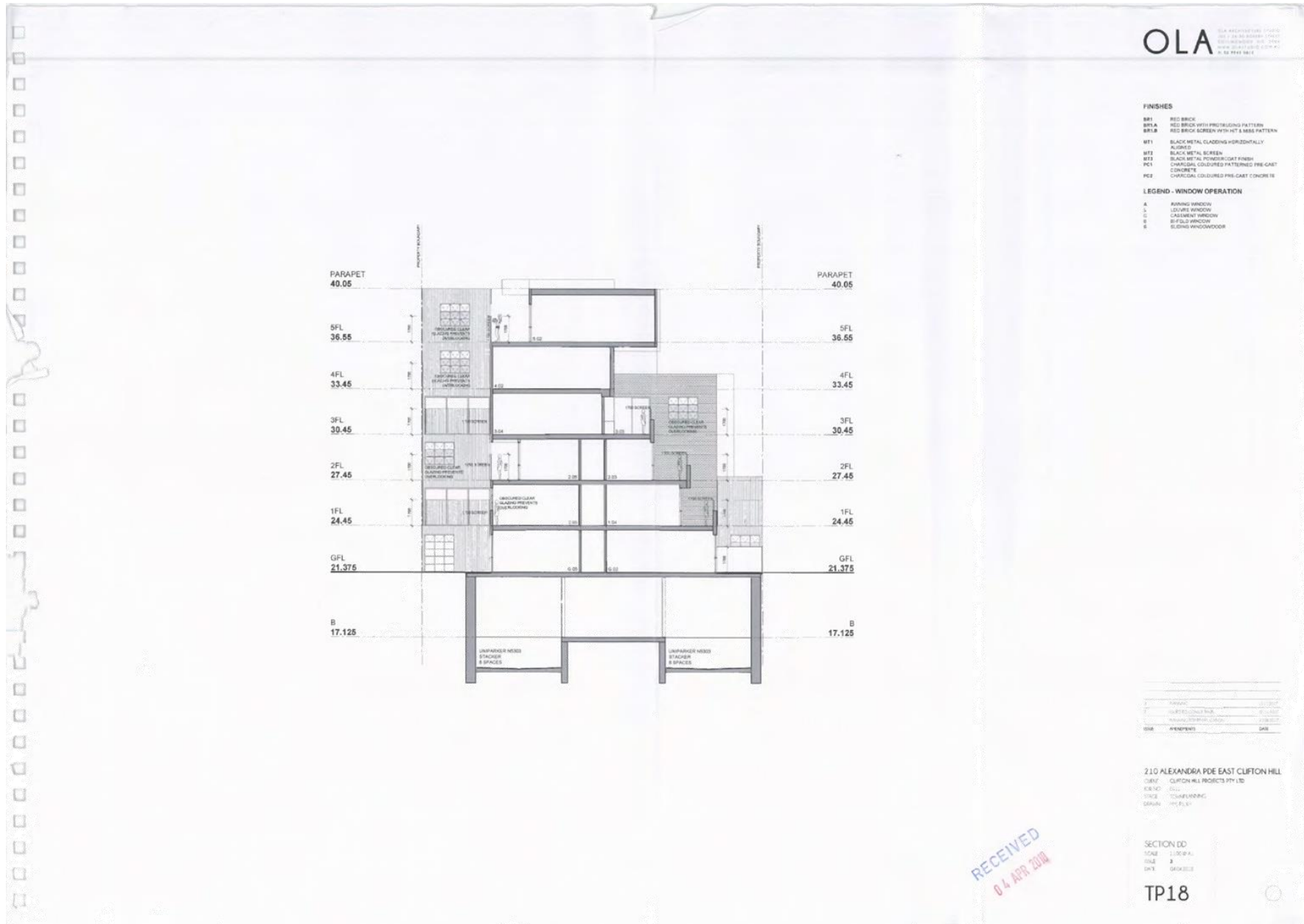
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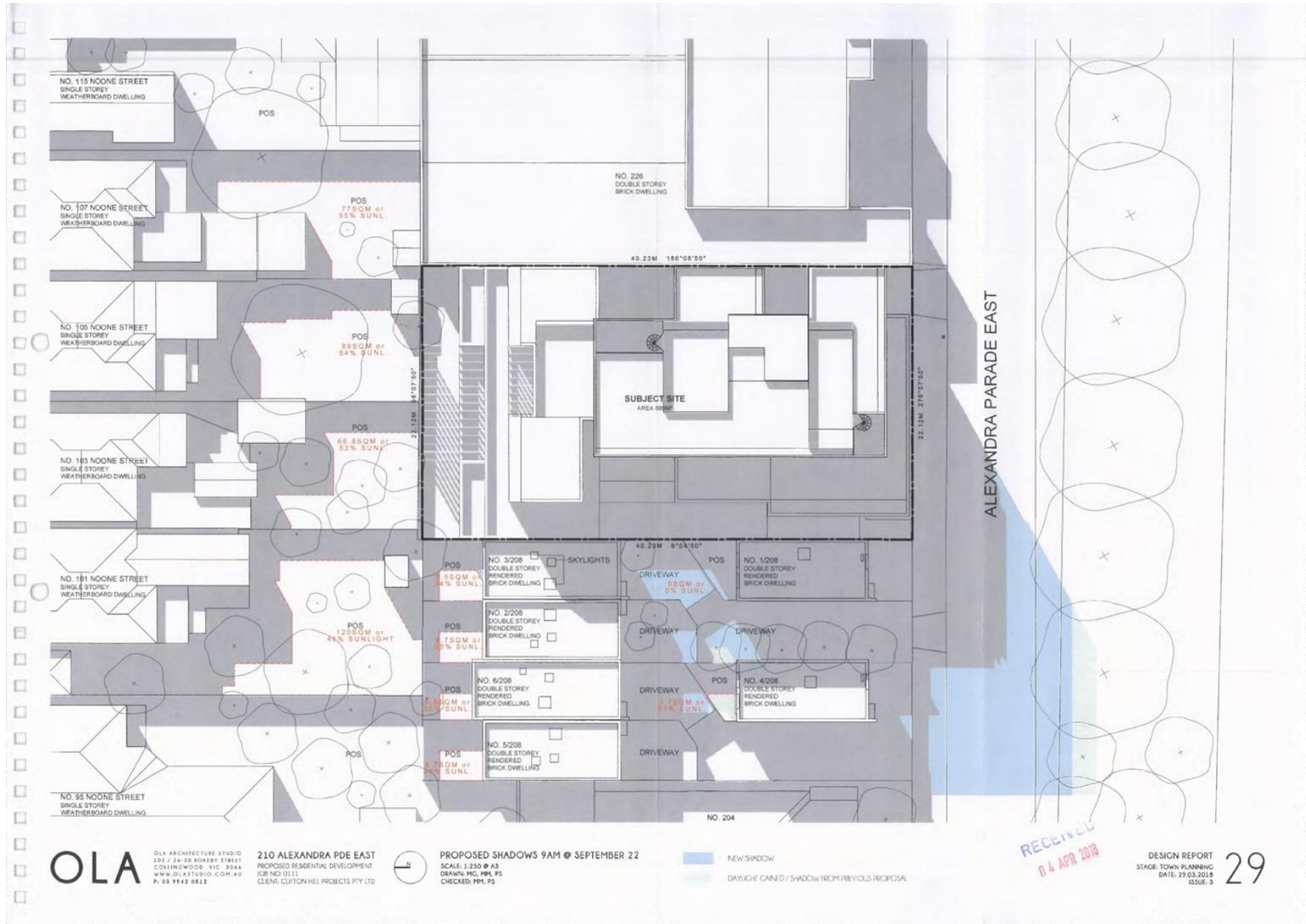
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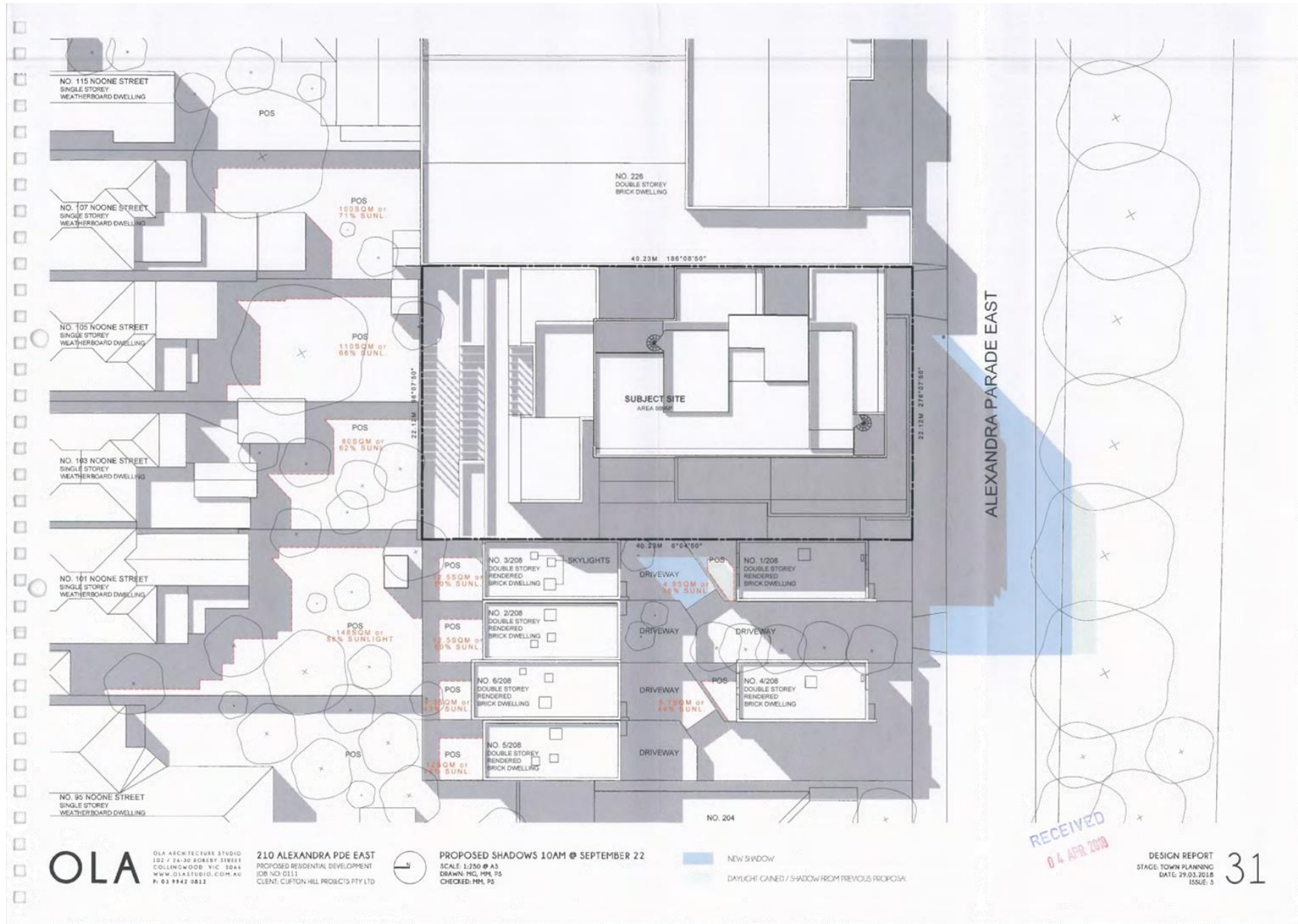
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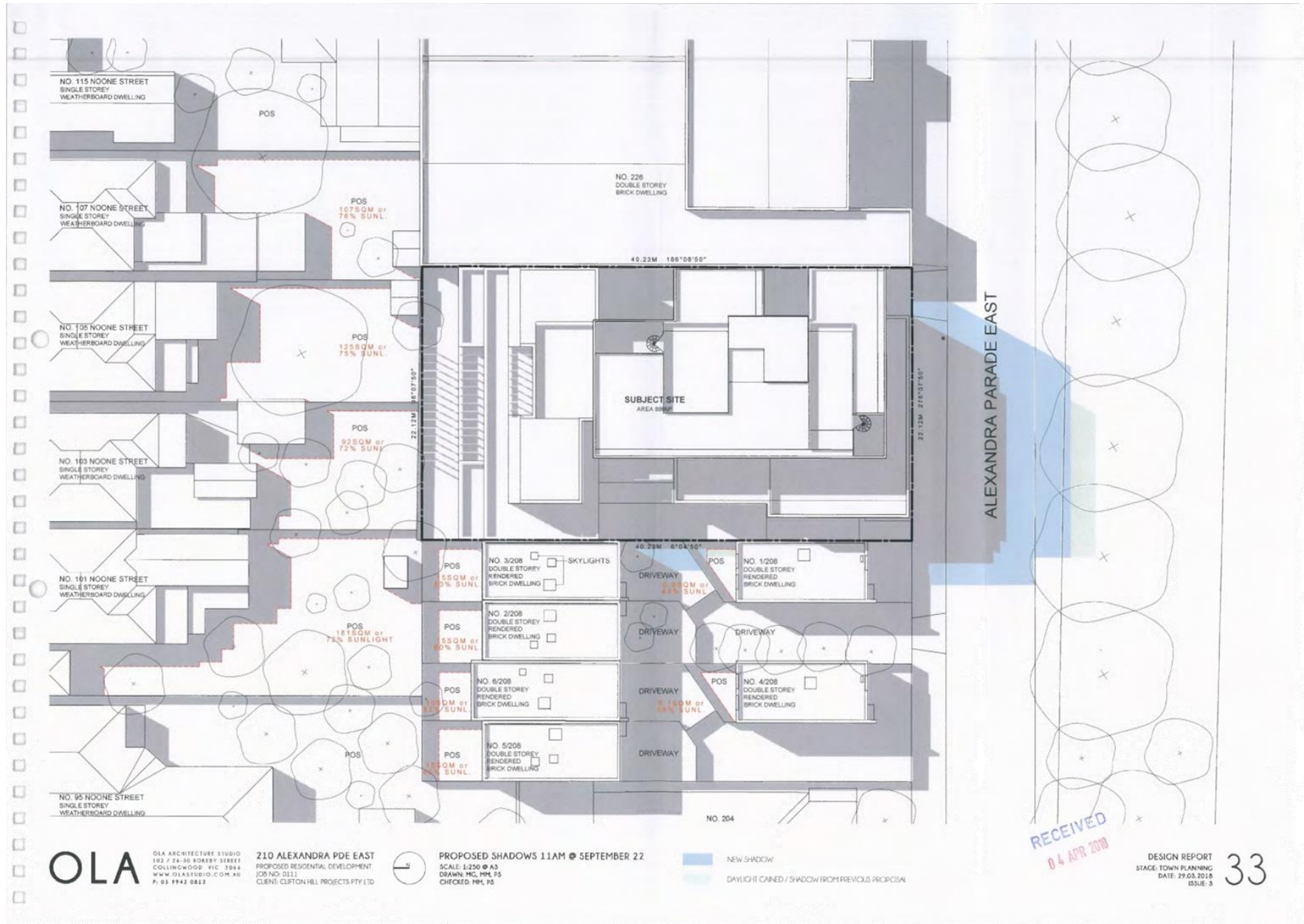
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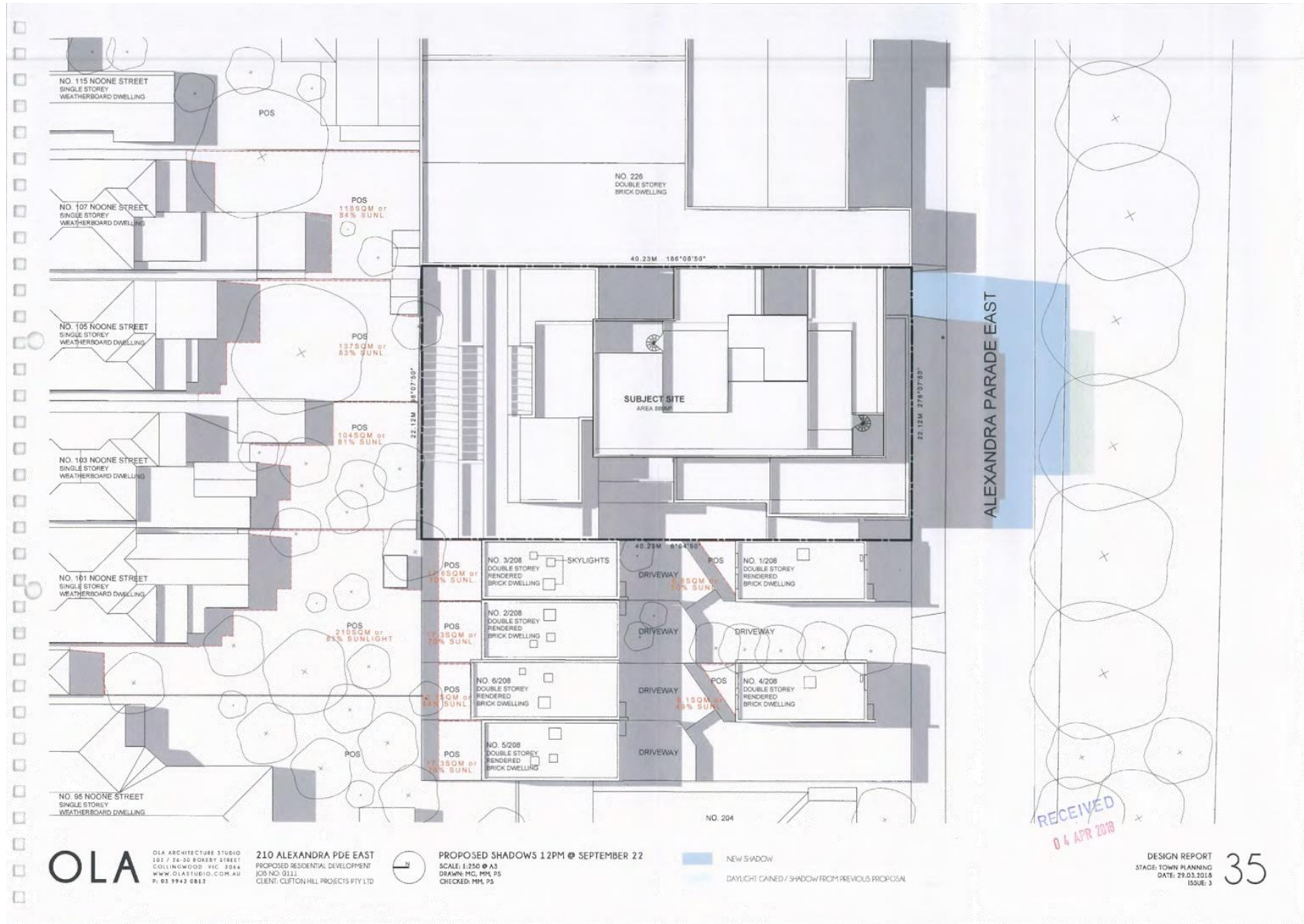
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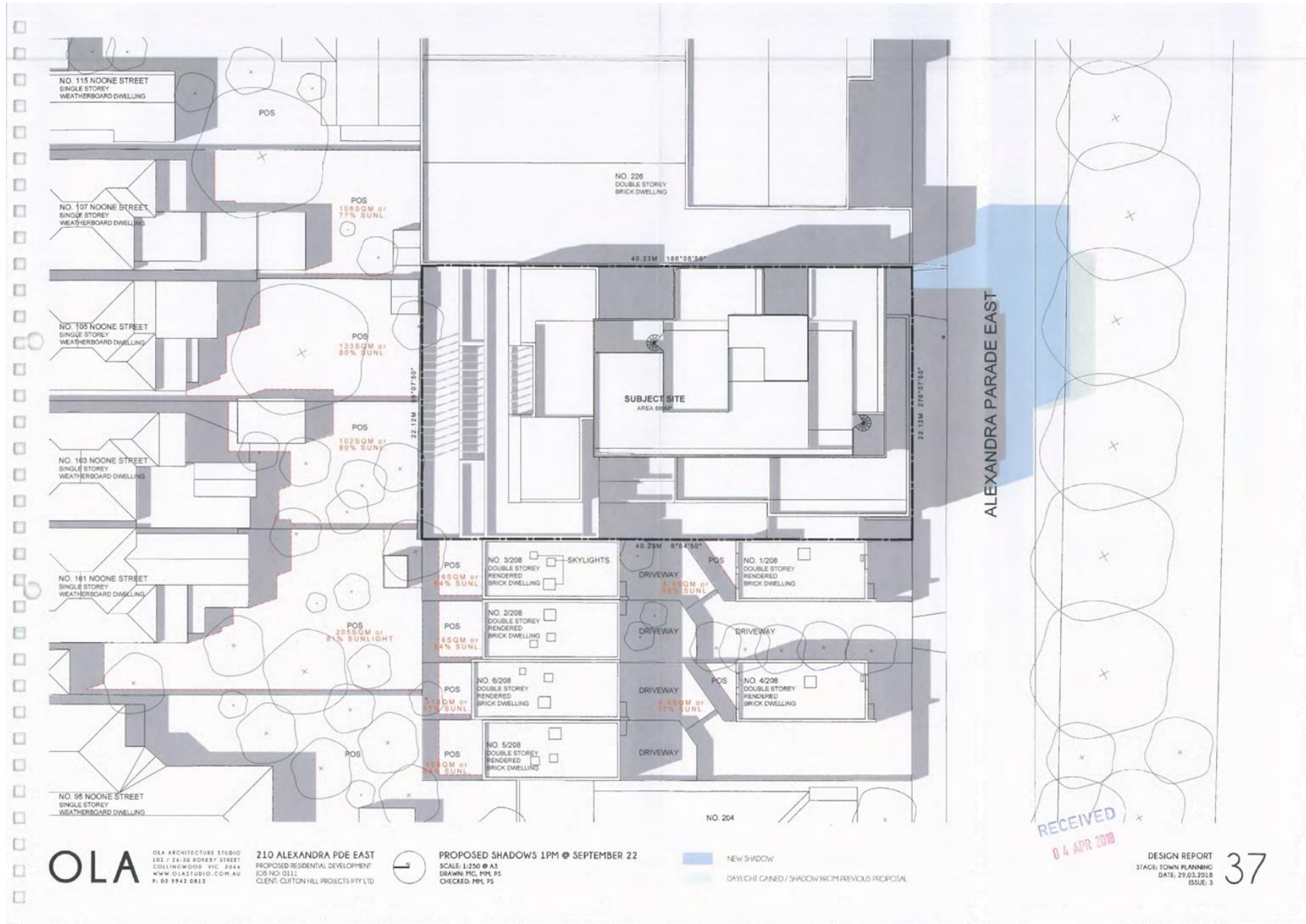
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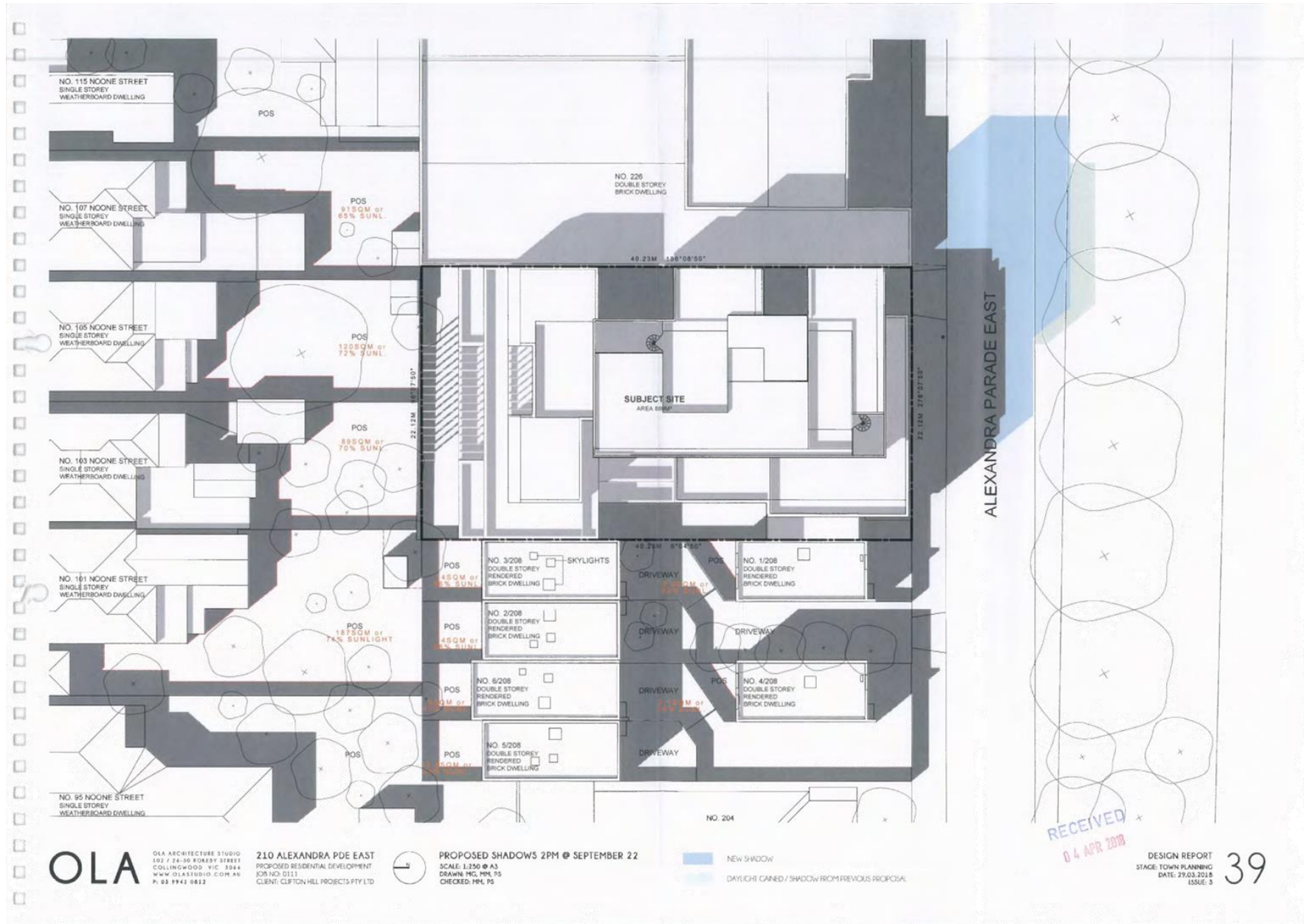
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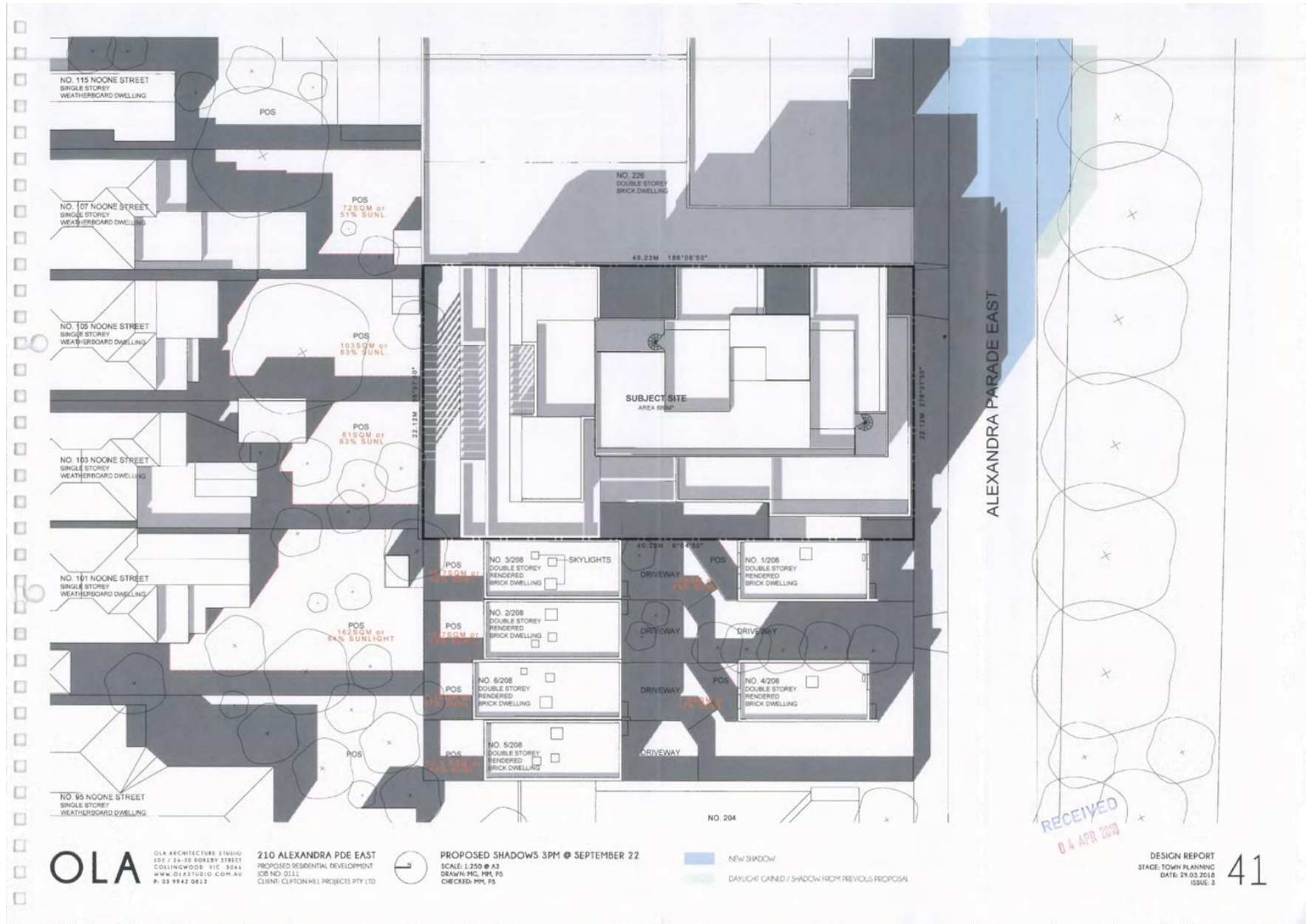
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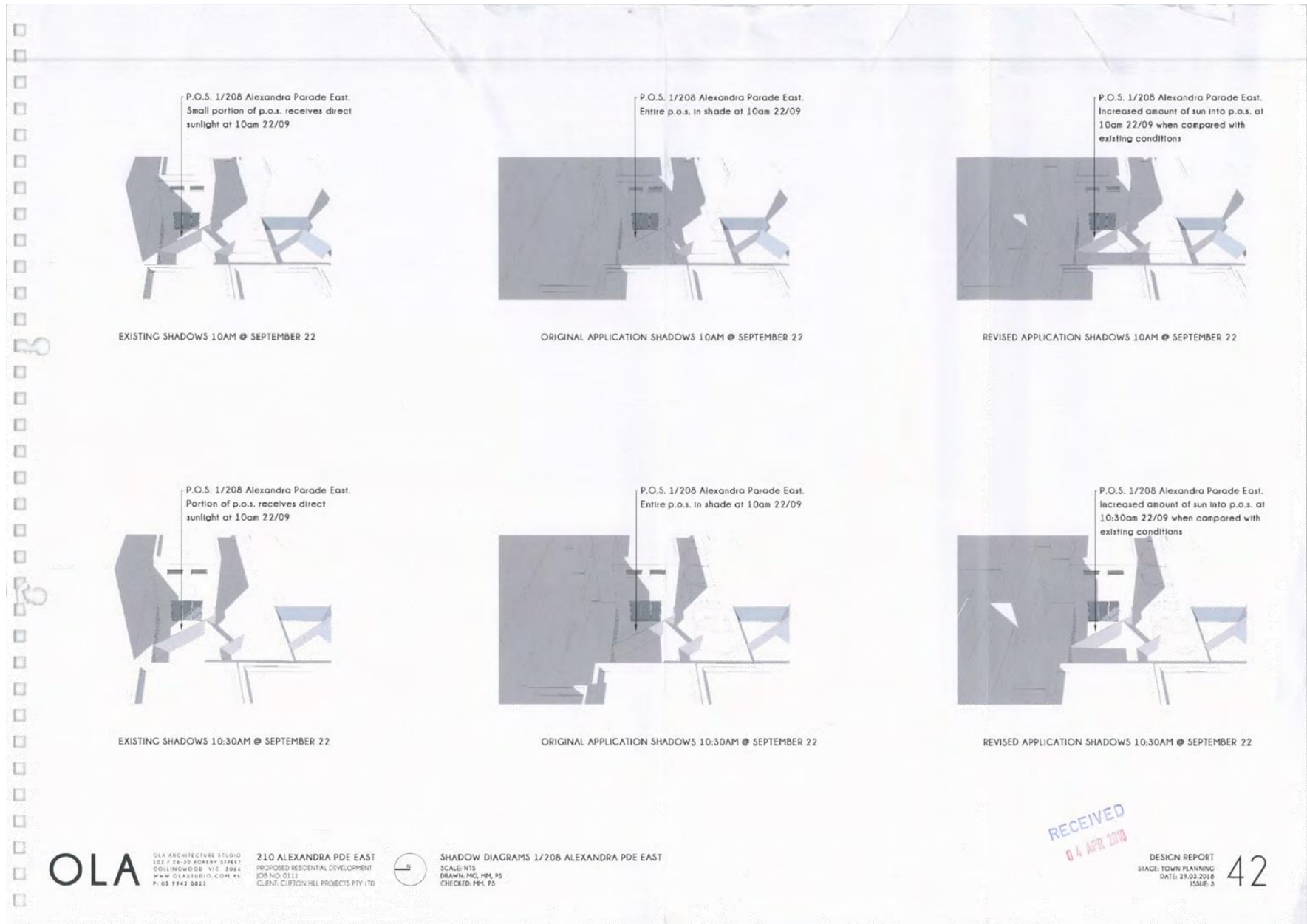
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Attachment 2 - Proposed floor plans, Elevations, Perspectives and Shadow Diagrams - 210 Alexandra Parade East, Clifton Hill



Attachment 2 - Proposed floor plans, Elevations, Perspectives and Shadow Diagrams - 210 Alexandra Parade East, Clifton Hill



Attachment 3 - Urban Design comments



MeMO

TO: **Patrick Sutton**
 FROM: **David Pryor**
 DATE: **11 December 2017**
 SUBJECT: **210 Alexandra Parade East, Clifton Hill**
 APPLICATION NO: **PLN17/0693**
 DESCRIPTION: **Construction of a six-storey residential building**

Urban design advice has been sought in relation to:

- presentation of the building (including height of the street wall, overall height, integration with the street, colours and materials);
- Whether the proposed development provides acceptable interfaces with adjoining lots.

COMMENTS SUMMARY

This proposal is supported in principle, subject to the improvements outlined below, including the following:

1. reduce the bulk of the building to either a) a 4-storey form or b) a 5-storey composition with the top three levels set back at least 3m from the front, with option b) preferably utilising existing walls;
 2. simplify the form by reducing the number of stepped tiers on the west and north sides of the building;
 3. ensure that items 1 and 2 result in a net reduction in the visual and shadow impacts on residential neighbours;
 4. review the design of the rear of the building to more effectively articulate it into two halves.
-

Site and Context

The site sits in a small pocket of land zoned MUZ, adjoined by land zoned NRZ1 to the west and north. No HOs or DDOs apply. Under Clause 21.08, the site is within a Non Residential area, where proposals should “improve the interface of development with the street”.

Despite the proximity of the freeway, the street is reasonably quiet, with no through traffic, but with pedestrians and cyclists often present as a result of the footbridge which connects at Groom St.

The footbridge offers a panoramic overview of Clifton Hill, characterised by low rise development amongst which older red-brick buildings have a significant presence, including the one on the subject site, which is two storeys tall. Other buildings along Alexander Pde East vary between one and three storeys. Adjoining the site to the north, a long-established row of single-storey houses runs along the south side of Noone St.

Attachment 3 - Urban Design comments



Figure 1: View from footbridge, showing characterful brick buildings, and trees visible above rooftops

Built Form and Massing

The proposed 6-storey building would stand out in a streetscape where 2-storey construction currently predominates. Despite the architectural differentiation of the two top levels, they are not set back from the front boundary, and would therefore fully impact on the streetscape. Further, when viewed from the footbridge, the upper levels would have significant impact even if they were set back.

The development would also impact on Noone St, from where its six storey form would dominate over the single storey dwellings in the foreground.

It is recommended that the height of the development be reduced to 4 storeys. Alternatively, consideration could be given to a 5-storey composition with the top three levels set back at least 3m from the front.

The main 4-storey red-brick form of the proposal roughly aligns with the front of the existing building, being set back about 3.8m from the east boundary and 1.9m from the west. Construction within these setbacks is pulled back from the front boundary by about 2.3m and 5.0m respectively. This arrangement is supported. It is also compatible with the partial retention of the existing building.

Consideration should be given to retaining the front section of the existing building. Despite its lack of heritage status, it is characterful and well-scaled, creating an opportunity to integrate with the neighbourhood. The side setbacks, together with the western neighbour's setback from the street, enable the existing building to be appreciated in the round.



Figure 2: Scale, character and 3D visibility of existing building

Attachment 3 - Urban Design comments

In the event of a 6-storey development being approved, it is recommended that, as a minimum, the two-storey upper form be set back from the front boundary.

Interfaces with Adjoining Properties

Despite the proposed setbacks, the proposal would clearly present as a six storey building when viewed from residential properties to the north and west. From these properties, each of the three step-backs would generally be visible, as would the full height of the top storey.

The proposal casts additional shadow across private open space of residences to the west until about 11am at the equinox. Although not highlighted on p31 of the Design Report, this impact includes the communal open space between units 1 and 4 at #208.

The reduction in height recommended above would reduce the building's visual impact on its residential neighbours, and the simplification recommended below should be configured so as to further reduce this impact as well as to avoid additional overshadowing of the private and communal spaces adjoining Unit 1/2008 Alexandra Pde East.

The recess which bisects the north elevation at Levels 1 to 3 helps to break down the mass presenting to the northern neighbours. This articulation would be more effective if the two halves were more strongly differentiated from each other in their massing, materials and design details.

Street Interface

I support the placement of a communal (cowork) space occupying much of the ground floor frontage. This activates the street while providing a buffer to more private spaces and helping to build community. It would be better still to add individual entries to ground level dwellings directly from the street, providing finer grain activation.

The garden at the southwest corner of the site could provide useful screening to Apartment G01 and a positive interface with the neighbouring dwelling. However, these outcomes would be more effectively achieved if the basement were pulled back from this corner, facilitating plant (and tree) growth.

The garage door should be shown on the ground floor plan.

Building Design and Finishes

The front of the building presents a well-composed arrangement of forms. Towards the northwest corner of the site however, there are multiple steps from both the north and west sides of the proposed build form, which would present poorly. The setbacks at Level 4 are well integrated into the overall design of the building, but the same cannot be said of the setbacks at Levels 2 and 3. It is recommended that, in conjunction with the height reduction recommended above, the multiple steps in the building's form be revised to achieve a more coherent and compelling composition, while ensuring that this does not exacerbate the development's impact on its neighbours.

It is recommended that the setback of Bed 2 of Unit 4.01 be increased relative to Level 5 above, to more effectively achieve the effect of Level 5 "floating" above the rest of the building.

The drawings and finishes schedule should include re-used existing bricks, consistent with the Design Report (page 7). Other than this, and the above recommendation to differentiate the two halves at the rear of the building, the proposed colours and materials are supported.

Attachment 3 - Urban Design comments

The freeway creates the risk of buildings being sealed closed to minimise noise, resulting in a lack of activation, animation and natural ventilation. The proposed wintergardens are supported as a way of minimising this problem.

The above advice is limited to urban design issues, and does not address ESD, amenity or heritage, for example.

Attachment 4 - Engineering comments (original advice)

MEMO

To: Patrick Sutton
From: Artemis Bacani
Date: 2 January 2018
Subject: Application No: PLN17/0693
 Description: Multi-Storey Residential Development
 Site Address: 210 Alexandra Parade East, Clifton Hill

I refer to the above Planning Application received on 27 November 2017 and the accompanying Traffic Engineering Assessment prepared by Traffix Group in relation to the proposed development at 210 Alexandra Parade East, Clifton Hill. Council's Engineering Services unit provides the following information:

CAR PARKING PROVISION**Proposed Development**

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

| Proposed Use | Quantity/ Size | Statutory Parking Rate | No. of Spaces Required | No. of Spaces Allocated |
|------------------------|-------------------|-------------------------|---------------------------|----------------------------|
| One-bedroom dwelling | 4 | 1 space per dwelling | 4 | 4 |
| Two-bedroom dwelling | 6 | 1 space per dwelling | 6 | 6 |
| Three-bedroom dwelling | 16 | 2 spaces per dwelling | 32 | 32 |
| Residential visitors | 26 dwellings | 1 space per 5 dwellings | 5 | 0 |
| Total | | | 47 Spaces | 42 Spaces |

The development would have a parking shortfall of five residential visitor spaces. 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:

- *Parking Demand for Residential Visitors.*
 Peak parking for residential visitors generally occurs on weekday evenings and at weekends. The applicant proposes to accommodate all residential visitor parking off-site, since the site will be containing mostly mechanical parking - not practical for use by residential visitors. For mixed use and multi-unit residential developments that are located along or near activity centres, we would normally encourage applicants to provide some residential visitor parking

Attachment 4 - Engineering comments (original advice)

on-site. In this instance, the proposed car parking arrangement cannot practically allow for residential visitor parking to be accommodated on the property. In the context of the surrounding area, the demand of one residential visitor parking space off-site should not be detrimental to existing on-street parking conditions in the area.

- *Availability of Public Transport in the Locality of the Land.*
The site is within walking distance of bus services operating along Hoddle Street. The site is also within walking distance of the Clifton Hill railway station.
- *Multi-Purpose Trips within the Area.*
Visitors to the site might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access.*
The site is within walking distance of shops, businesses, essential facilities and public transport services. The site also has very good connectivity to the Principal 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:

- *Availability of Car Parking.*
Traffix Group had conducted spot parking occupancy surveys of the surrounding area on Thursday 18 May 2017 and Saturday 20 May 2017 at 12:00pm, 7:00pm, and 8:00pm. The survey area encompassed entire length of Alexandra Parade East, Rutland Street and Groom Street (Alexandra Parade East to Noone Street). The times and extent of the survey are considered appropriate. A parking inventory of 100 publicly available parking spaces was identified. The results indicate that peak parking occupancy was observed at 8:00pm on both the Thursday and Saturday, with no fewer than seven and 11 spaces vacant respectively within the study area. The data suggests that any short-stay parking overflow from the site could be accommodated on-street.
- *Access to or Provision of Alternative Transport Modes.*
The site has very good access to public transport and the on-road bicycle network. Car share pods are located within walking distance of the site and provide an alternative option of transport for residents and visitors. A GoGet car share pod is located in Groom Street, south of Roseneath Street, approximately 180 metres south-west of the site.
- *Relevant Local Policy or Incorporated Document.*
The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Other Relevant Considerations.*
All occupants of the new dwellings will be ineligible to apply for on-street resident and visitor parking permits.

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 parking overflow from the site should not adversely impact on existing parking conditions in the surrounding area.

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

Attachment 4 - Engineering comments (original advice)**TRAFFIC GENERATION**

The traffic generation for the site adopted by Traffix Group is as follows:

| Proposed Use | Adopted Traffic Generation Rate | Daily Traffic | Peak Hour | |
|-----------------------|--|---------------|-----------|----|
| | | | AM | PM |
| Residential Dwellings | 5.0 trips per dwelling per day (26 dwellings) Peak hour volume is 10% of daily volume | 130 | 13 | 13 |

The volume of traffic generated by the development in the peak hours is not unduly high and could be accommodated on the local road network without adversely impacting on its operation.

DEVELOPMENT LAYOUT DESIGN**Layout Design Assessment**

| Item | Assessment |
|---|---|
| Access Arrangements | |
| Development Entrance via Alexandra Parade East | The width of the development's entrance is 3.6 metres wide which satisfies <i>Design standard 1 – Accessways</i> of Clause 52.06-9. |
| Provision of a Passing Area | A passing area is not provided given that the accessway is less than 50 metres long. Vehicle movements into and out of the site will be managed by a stop-go signalling system. |
| Headroom Clearance | The headroom clearance of the entrance has not been dimensioned. |
| Visibility | The visibility triangle is provided on the western side of the accessway. Since a visibility triangle cannot be achieved on the eastern side of the accessway, a convex mirror will be provided on the west side of the accessway to improve pedestrian visibility. |
| Ramped Accessway Width | The ramped accessway has a carriageway width of 3.0 metres and additional 300 mm wide kerbs on either side. This satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004. |
| Car Parking Modules and Mechanical Parking | |
| At-grade Car Spaces | The 2.7 metre by 4.9 metre at-grade car spaces satisfies <i>Design standard 2 – Car parking spaces</i> . |
| Clearance to Walls | A minimum clearance of 300 mm has been provided for car spaces adjacent to walls. |
| Car Stacker Device | The development would be accommodating the Nussbaum Uniparker N5303 shuffle type stacker. This model has a minimum platform width of 2.6 metres. |
| Vehicle Clearance Height | The stacker model selected by the applicant has a vehicle clearance height of 1.8 metres for at least 25 per cent of platforms to satisfy <i>Design standard 4: Mechanical parking</i> . |
| Aisle Width | The aisle width within the basement car park level satisfies <i>Design standard 2</i> . |

Attachment 4 - Engineering comments (original advice)

| Car Parking Modules and Mechanical Parking | |
|--|--|
| Floor to Ceiling Height | A minimum floor to ceiling height of 3.85 metres has been provided within the basement car park level. The largest model type has a height envelope of 3.75 metres. The development's floor to ceiling height can accommodate this device. |
| Blind Aisle Extensions | The blind aisle extensions of 1.0 metre satisfy AS/NZS 2890.1:2004. |
| Gradients | |
| Ramp Grade for First 5.0 metres inside Property – Precinct 4.1 | The ramp grade for the first 5.0 metres inside the building line is 1 in 10 which satisfies <i>Design standard 3: Gradients</i> . |
| Ramp Grades and Changes of Grades | The ramp grades and the changes of grade for the ramped accessway also satisfy <i>Design standard 3</i> . |
| Curved Ramp | Swept path diagram not provided. |
| Waste Management | |
| Access into Site for Refuse Collection Vehicle | The swept path diagrams for a refuse collection vehicle entering and exiting the site are considered satisfactory. |

Design Items to be Addressed

| Item | Details |
|---|---|
| Headroom Clearance – Development Entrance | The headroom clearance at the entrance is to be dimensioned on the drawings. |
| Ground Clearance Check – Internal Ramps | The applicant is to provide ground clearance checks along the inside radii of the curved ramps using the B99 design vehicle. The ground clearance checks must provide the ramp grades and lengths of each ramp grade section. |

ENGINEERING CONDITIONS**Civil Works**

- Upon the completion of all building works and connections for underground utility services, the footpath immediately outside the property's Alexandra Parade East road frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's expense.
- The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The existing vehicle crossing is to be demolished and reconstructed to Council's satisfaction and at the Permit Holder's cost. The new vehicle crossing must satisfy the ground clearance check for a B99 design vehicle.
- The edge of the vehicle crossing's splay is to have a minimum lateral clearance of 1.0 metre from the edge of any power/light poles.
- The half-width road pavement of Alexandra Parade East (from north kerb to centre line) from the western limit and eastern limit of the development stripped and re-sheeted to Council's satisfaction. The costs associated with these road works shall be borne by the developer.

Attachment 4 - Engineering comments (original advice)

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

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

Car Stacker Device

- The car stacker devices must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements.
- No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker devices.

NON-PLANNING ADVICE FOR THE APPLICANT

Legal Point of Discharge

The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the *Building Regulations 2006* from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act 1989* and Regulation 610.

Protection of Basement

The Permit Holder/developer is responsible for the management and protection of their building from groundwater.

The developer needs to ensure that the basement car park and any portions of the development at or below natural surface level have a level of protection to minimise the seepage of subterranean water (groundwater) or any rainfall run-off from penetrating the walls or floors of the site.

In the event that any contaminated groundwater seeps through the walls of the basement, this water must not be discharged into Council's stormwater drainage system under any circumstances. Any contaminated groundwater that is present within the site must be treated and disposed of in accordance with a Trade Waste Agreement and as per EPA guidelines and Melbourne Water/City West Water guidelines.

It is also the Permit Holder's onus and responsibility to ensure that rainfall run-off does not enter the property in the event of a heavy storm. Adequate measures should be in place to prevent backwash from entering the property.

Attachment 4 - Engineering comments (original advice)

ADDITIONAL COMMENTS PROVIDED BY CONSTRUCTION MANAGEMENT

General Comments

- All road pavement reinstatements must be consolidated as single full-width area of reinstatement to reduce further construction joints in the pavement.
- All redundant pits/services to be removed and reinstated to Council's satisfaction.

Construction Difficulty Notes

- Power lines along the north side of Alexandra Parade East will impact on any potential crane lifting works. It is recommended that a section of the power line is brought underground to facilitate any future crane lifting during the construction works.

Regards

Artemis Bacani
Civil Roads Engineer
Engineering Services Unit

Attachment 5 - Engineering comments relating to amended plans.



MEMO

To: John Theodosakis
From: Artemis Bacani
Date: 11 July 2018
Subject: Application No: PLN17/0693
 Description: Amendment to Basement Level
 Site Address: 210 Alexandra Parade East, Clifton Hill

I refer to the above Planning Application received on 9 July 2018 in relation to the proposed development at 210 Alexandra Parade East, Clifton Hill. Council's Civil Engineering unit provides the following information:

DEVELOPMENT LAYOUT DESIGN Amended Proposal

| Item | Assessment |
|---|--|
| Car Parking Modules and Mechanical Parking | |
| At-grade Car Spaces | The 2.7 metre by 4.9 metre at-grade car spaces satisfies <i>Design standard 2 – Car parking spaces</i> . |
| Clearance to Walls | A minimum clearance of 420 mm has been provided for car spaces adjacent to walls. |
| On-Grade Car Stacker Device | The applicant has not provided the car stacker specification or model. |

Design Items to be Addressed

| Item | Details |
|-----------------------------|--|
| On-Grade Car Stacker Device | The car stacker specification/model must be submitted to the Civil Engineering unit for assessment and approval. |

N.B. - The Engineering Conditions and Non-Planning Advice as per our engineering referral comments of 2 January 2018 are relevant and pertinent to this development application.

Attachment 6 - ESD Referral Advice

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 *OLA Architects* (received 04.04.2018) and the accompanying SMP, prepared by *GIW Environmental Solutions* (prepared 08.11.2017).

Attachment 6 - ESD Referral Advice

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



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Attachment 6 - ESD Referral Advice

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



Assessment Summary:

| | | | |
|-----------------------------|--|--------------------------|------------|
| Responsible Planner: | John Theodosakis | | |
| ESD Advisor: | Euan Williamson | | |
| Date: | 09.07.2018 | Planning Application No: | PLN17/0693 |
| Subject Site: | 210 Alexandra Parade East, Clifton Hill | | |
| Site Area: | Approx. 882m ² | Site Coverage: | 100% |
| Project Description: | Six storey building comprising (26) dwellings. | | |
| Pre-application meeting(s): | None. | | |

The standard of the ESD is close to meeting 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 6.9 Star average NatHERS Star rating for dwellings. (See note below)
- A STORM report with a 113% STORM score has been submitted that demonstrates best practice and relies on ~417m² of roof connected to a 15,000 litre rainwater tank and 155m² of terraces connected to 25m² of raingardens.
- Good access to natural ventilation to most dwellings.
- Reasonable shading through screens, balconies and building articulation.
- Energy efficient hydronic heating provided and any future cooling systems to be within one star of the most efficient available.
- Energy efficient lighting, and common area & external lighting to have motion sensor controls.
- Water efficient fixtures and taps.
- A 10 kW solar PV array to contribute to onsite electricity demands.
- Electric vehicle charging facilities.
- Water efficient native vegetation.
- 26 bike parking space in the basement.
- Green wall (creeper provided) to southern façade adjacent to co-working space.

(2) Application ESD Deficiencies:

- Good access to daylight to most bedrooms, but standard is short of the 80% minimum living area criteria in BESS. Dwellings on the two side boundaries will have a restricted access to development if surrounding lots are developed to a similar intensity. Overall the standard of daylight should be improved to meet the BESS living area daylight factor standard in a minimum of 80% of dwellings. Consider strategies to improve daylight access to living rooms, such as: - Increasing glazing area to lower level living area windows, - Increasing glazing head height to lower living area windows, - Using a lighter grey colour with improved reflectance to brickwork / materials of lightcourts and balconies adjacent to living areas. Please update the SMP and daylight information to reflect the amended plans.

(3) Outstanding Information:

- Operability to some windows is not clearly shown (lightcourts, etc). Ensure that all habitable windows have an operable function to enable natural ventilation.
- Please update the SMP and NatHERS ratings to reflect the amended plans.

Attachment 6 - ESD Referral Advice

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



- Please note that the 300mm specification of raingardens describes the overflow reservoir volume, not the depth of the garden substrate. Consider whether 100mm raingardens might be more suitable. Please update the STORM report to reflect the amended plans and altered catchment areas.

(4) ESD Improvement Opportunities

- Consider gas boosted solar hot water.
- Consider rainwater tank for irrigation as well.
- Recommend providing a composting system for each dwelling.
- Consider recycled materials such as insulation and flooring.
- Consider concrete and steel with a recycled component.
- Recommend FSC accredited timber throughout the project.

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 6 - ESD Referral Advice

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 most dwellings. | Operability to some windows is not clearly shown. Ensure that all habitable windows have an operable function to enable natural ventilation. | 3 |
| Daylight & Solar Access | Good access to daylight to most bedrooms, but is short of the 80% minimum living area standard in BESS. Dwellings on the two side boundaries will have a restricted access to development if surrounding lots are developed to a similar intensity. | Overall the standard of daylight should be improved to meet the BESS living area daylight factor standard in a minimum of 80% of dwellings. Consider strategies to improve daylight access to living rooms, such as: - Increasing glazing area to lower level living area windows. - Increasing glazing head height to lower living area windows. - Using a lighter grey colour with improved reflectance to brickwork / materials of lightcourts and balconies adjacent to living areas. Please update the SMP and daylight information to reflect the amended plans. | 4 |
| External Views | External views from all dwellings. | - | 1 |
| Hazardous Materials and VOC | No information has been provided. | Consider low VOC internal finishes, sealants and paints, carpets and flooring, wall and ceiling coverings and zero formaldehyde content in engineered timber projects. | 4 |
| 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: - Good access to natural ventilation - Small areas of glazing exposed to solar gain - Good 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**

Attachment 6 - ESD Referral Advice

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 6 - ESD Referral Advice

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 6.9 Star average NatHERS Star rating for dwellings. | Please update the SMP and NatHERS ratings to reflect the amended plans. | 3 |
| Hot Water System | 6 Star gas instantaneous hot water, or minimum 80% efficiency to all dwellings. | Consider gas boosted solar hot water. | 4 |
| Peak Energy Demand | Peak demand reduced through various initiatives. | - | 1 |
| Effective Shading | Reasonable shading through screens, balconies and building articulation. No dwellings exceed the 30MJ/m ² cooling load BADS standard. | Please update the SMP and NatHERS ratings to reflect the amended plans. | 3 |
| Efficient HVAC system | Energy efficient hydronic heating provided and any future cooling systems to be within one star of the most efficient available. | - | 1 |
| Efficient Lighting | Energy efficient lighting, and common area & external lighting to have motion sensor controls. | - | 1 |
| Electricity Generation | A 10 kW solar PV array to contribute to onsite electricity demands. | - | 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: [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 6 - ESD Referral Advice

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"> - 4 Star toilets - 5 Star tapware - 3 Star showers <7.5 litres/min - 5 Star dishwashers (if supplied) | - | 1 |
| Water for Toilet Flushing | 15,000 litre rainwater tank proposed to flush toilets on ground and level 1. | - | 1 |
| Water Meter | Water (hot & cold) metering for individual dwellings. | - | 1 |
| Landscape Irrigation | Water efficient native vegetation. | Consider rainwater tank for irrigation as well. | 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: [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 6 - ESD Referral Advice

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 113% STORM score has been submitted that demonstrates best practice and relies on ~417m ² of roof connected to a 15,000 litre rainwater tank and 155m ² of terraces connected to 25m ² of raingardens. | Please note that the 300mm specification of these raingardens describes the overflow reservoir volume, not the depth of the garden substrate. Consider whether 100mm raingardens might be more suitable. Please update the STORM report to reflect the amended plans and altered catchment areas. | 3 |
| Discharge to Sewer | - | - | - |
| Stormwater Diversion | - | - | - |
| Stormwater Detention | - | - | - |
| 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 6 - ESD Referral Advice

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 | No information has been provided. | Consider recycled materials such as insulation and flooring. | 4 |
| Embodied Energy of Concrete and Steel | No information has been provided. | Consider concrete and steel with a recycled component. | 4 |
| Sustainable Timber | No information has been provided. | Recommend FSC accredited timber throughout the project. | 4 |
| 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 6 - ESD Referral Advice

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 | Car parking proposed in basement. | - | 1 |
| Bike Parking Spaces | 26 bike parking space in the basement. | - | 1 |
| End of Trip Facilities | - | - | NA |
| Car Share Facilities | No information has been provided. | - | 1 |
| Electric vehicle charging | Future infrastructure for electric vehicle charging | - | 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/icy.nsf

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

Bicycle Victoria www.bv.com.au

Attachment 6 - ESD Referral Advice

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 | A CWMP with a minimum 80% recycling/reuse target for construction and demolition waste. | - | 1 |
| Operational Waste Management | Space for general waste, hard waste and recycling bins. | Recommend providing a composting system for each dwelling. | 4 |
| Storage Spaces for Recycling and Green Waste | Area for 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 6 - ESD Referral Advice

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 ground floor will marginally improve the ecological value of the site. | - | 1 |
| Heat Island Effect | No specific information has been submitted. | - | 1 |
| Other | 67m ² of communal space including co-working space. | - | - |
| Green wall | Green wall (creeper provided) to southern façade adjacent to co-working space. | | |

*** 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 6 - ESD Referral Advice

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 6 - ESD Referral Advice

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 | Comprehensive commissioning and tuning of all major appliances and services. | - | 1 |
| Building Users Guide | A Building Users Guide explaining optimal usage of building services and sustainability features within the development. | - | 1 |
| Contractor has Valid ISO14001 Accreditation | ISO14001 accreditation weighed positively in tender selection criteria. | - | 1 |
| Construction Management Plan | An Environmental Management Plan will be developed by the building contractor to monitor and control activities undertaken during construction. | - | 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: [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

Attachment 6 - ESD Referral Advice

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 7 - Contract Services Unit advice - Waste

Theodosakis, John

From: Orr, Patrick
Sent: Monday, 30 July 2018 2:50 PM
To: Theodosakis, John
Subject: TRIM: RE: July 2018 - 210 Alexandra Parade East, Clifton Hill

HP TRIM Record Number: D18/131497

Hi John,

The waste management plan for 210 Alexandra Pde, Clifton Hill authored by Leigh Design and dated 18/07/2018 is satisfactory from a City Works branch's perspective.

Regards,

Patrick Orr
Contract Management Officer
City Works
Yarra Operations Depot, Clifton Hill

City of Yarra PO Box 168 Richmond 3121
T:(03) 9205 5554 F:(03) 8417 6666
E: patrick.orr@yarracity.vic.gov.au



 Please consider the environment before you print this email!

From: Theodosakis, John
Sent: Monday, 30 July 2018 1:17 PM
To: Orr, Patrick
Subject: FW: July 2018 - 210 Alexandra Parade East, Clifton Hill

Hi Patrick,

Within the link below you will find a WMP in response to your concerns of the original WMP.

Please review this and let me know if this satisfies your concerns.

Many thanks

John

John Theodosakis
Senior Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121
T: (03) 9205 5307 F: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au W: www.yarracity.vic.gov.au

Attachment 8 - Acoustic advice from SLR



20 July 2018

640.10090.05470 210 Alexandra Pde 20180720.docx

City of Yarra
P.O. Box 168
Richmond VIC 3121

Attention: John Theodosakis

Dear John

**210 Alexandra Parade, Clifton Hill
Development Application Acoustical Review
PLN 17/0693**

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the residential development proposed for 210 Alexandra Parade, Clifton Hill.

Details of the report are as follows:

- Title: 210 Alexandra Parade East, Clifton Hill
- Reference: Rp 001 R04 20170345
- Date: 3 November 2017
- Prepared for: Clifton Hill Projects Pty Ltd
- Prepared by: Marshall Day Acoustics

The report was prepared to address noise impacts to and from the proposed development.

1 Background Information

(Sections 1 to 4 of the report and attached plan)

The acoustically significant aspects of the proposal are described in these sections of the report and summarised below:

- The project comprises a six level residential development with 26 apartments and basement carparking with car stackers.
- The site is exposed to traffic noise from the Eastern Freeway and Hoddle Street entry ramp.
- A communal or co-working space is proposed for the ground level.
- The adjacent building to the east is identified as a storage facility. MDA note that there does not appear to be significant roof mounted plant.

SLR Comment: *The main source of environmental noise to and from the development have been identified (road traffic and noise from the car stackers). The nearest potentially impacted residential receiver is identified later in the report as 208 Alexandra Parade East.*

SLR Consulting Australia Pty Ltd Suite 2, 2 Domville Avenue Hawthorn VIC 3122 Australia
T: +61 3 9249 9400 F: +61 3 9249 9499 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

Attachment 8 - Acoustic advice from SLR

City of Yarra
210 Alexandra Parade, Clifton Hill
Development Application Acoustical Review
PLN 17/0693

Job No: 640.10090.05470
Filename: 640.10090.05470 210 Alexandra Pde
20180720.docx
Date: 20 July 2018

2 Road Traffic Noise

2.1 Design Targets

(Section 6.1 of the acoustic report)

Road traffic noise design targets are identified as:

- 35 dBA Leq in bedrooms between 2200h and 0700h
- 40 dBA Leq in living rooms between 0700h to 2200h
- 45 dBA Leq in common areas

MDA state that compliance with these targets is likely to result in compliance with the Better Apartments Design Standards (BADs), which apply to the site due to its proximity to a road carrying more than 40,000 vehicles.

SLR Comment: *Agreed. Compliance with the BADs targets is mandatory for this site, and the targets proposed by MDA should ensure that they are met.*

2.2 Measurements

(Section 5.0, 5.2 of the acoustic report)

Unattended noise logging of road traffic was conducted from 6-13 June 2017 with the noise logger microphone protruding from the upper level of the two storey building currently on the site. The microphone is noted to be directly exposed to noise from the Eastern Freeway. A photo of the logger microphone is provided in the report.

Traffic noise impacts are summarised in the report, and MDA note that the minimum level at night is in the order of 60 dBA Leq, and that the level increases to approximately 70 dBA Leq by 6 am. Noise levels during the day period are observed to be reasonably constant.

The measured noise level for the period 0600h to 0630h (70 dBA Leq) has been used to determine façade treatments for the night period and the noise level measured between 1800h and 1830h (71 dBA Leq) has been used for the day period. The octave band spectra for these measurements are provided in the report. MDA note that the BADs level for the night period would be 3 to 4 dB lower than the level they have used, and that the BADs level for the day period is comparable with the level they have used.

SLR Comment: *The measurement location is clearly documented and appropriate for quantifying road noise impacts to the subject site. The noise levels used in the assessment are appropriate.*

2.3 Assessment and Façade Upgrade Advice for Traffic Noise

(Sections 8 of the acoustic report)

Upgraded glazing is proposed for the south east and west facades. If lightweight walls are proposed for any part of the façade MDA advise that they are to be reviewed by the acoustical consultant.

Attachment 8 - Acoustic advice from SLR

City of Yarra
210 Alexandra Parade, Clifton Hill
Development Application Acoustical Review
PLN 17/0693

Job No: 640.10090.05470
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20180720.docx
Date: 20 July 2018

SLR Comment: *We have carried out indicative independent calculations of road traffic noise to apartments using the MDA measurement data and taking into consideration the proposed glazing. Our calculations suggest that the advice provided in the report will enable the BADs targets to be met.*

3 Car Stackers and Other Centralised Mechanical Plant

3.1 Design Targets

(Sections 6.2 of the acoustic report)

Project mechanical plant is proposed to be assessed to SEPP N-1. The SEPP N-1 Zoning Levels are proposed to be used as noise limits on the project due to the fact that the background noise data obtained is affected by road traffic noise.

MDA also observe that carstackers should achieve sleep disturbance targets of 65 dBA Lmax externally and that structureborne sound to apartments above the equipment will need to be controlled.

SLR Comment:

Agreed. The use of SEPP N-1 Zoning Levels as noise limits during the design phase is reasonable for this project, which is relatively low risk.

3.2 Car Stacker Assessment

(Section 10.1.1 of the acoustic report)

An indicative assessment of noise from the car stacker is provided, and the predicted noise level from the equipment to the nearest dwelling is 35 dBA Leq and 47 dBA Lmax at 208 Alexandra Parade East

SLR Comment: *We have carried out independent indicative calculations of noise from the equipment to the nearest dwelling and our results agree with MDA's.*

3.3 Noise Control Advice

(Section 10.1.3 of the acoustic report)

Acoustic specifications are provided for the car stacker and carpark roller door. The specified levels are the same as used by MDA in their calculations of impacts.

Conceptual advice is also provided for installing the car stackers to minimise structureborne sound to the apartments within the building.

SLR Comment: *The advice provided is clear and can be expected to result in compliance with the noise limits and targets.*

Attachment 8 - Acoustic advice from SLR

City of Yarra
210 Alexandra Parade, Clifton Hill
Development Application Acoustical Review
PLN 17/0693

Job No: 640.10090.05470
Filename: 640.10090.05470 210 Alexandra Pde
20180720.docx
Date: 20 July 2018

4 Summary

The acoustic report prepared for 210 Alexandra Parade West, Clifton Hill addresses the acoustic issues on this project.

Yours faithfully,



Dianne Williams
Associate - Acoustics

| |
|-------------------------------|
| Checked/ Authorised by: JA |
|-------------------------------|