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The background of the entire page is a high-quality architectural rendering of a modern, multi-story residential building. The building features a mix of materials, including grey brickwork, white curved balconies with green metal railings, and a prominent cylindrical tower with a grid-like facade. A central section of the building has a reddish-brown facade with vertical slats. The scene is set against a clear blue sky, with several young trees and a bicycle parked in the foreground, suggesting a modern, green urban environment.

PLANNING REPORT

17 Grosvenor Street &
1A-F Woodstock Street, Balaclava

Prepared for
HOUSING FIRST
March 2024

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Report Number	01

SUBMISSION DOCUMENTS

This report is to be read in conjunction with:

- Certificate of Title
- Metropolitan Planning Levy Certificate (dated 9.2.24)
- Urban Context Report & Architectural Plans, by H2O Architects
- Landscape Plan, by ZLA (dated 19.1.24)
- Survey Plan, by Charter Keck Cramer (dated 18.1.24)
- Traffic Impact Assessment, by Traffix (dated Jan 2024)
- Waste Management Plan, by Leigh Design (dated 8.2.22)
- Sustainability Management Plan, by SDC (dated Feb 2024)
- Arborist Report, by TreeLogic (dated 18.1.24)
- Heritage Impact Assessment, by Urbis (dated 2.2.24)
- Acoustic Report, by Resonate (dated 25.1.24)
- Stormwater Management Strategy, by MCG (dated 15.12.23)

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Appendix A Port Phillip Planning Scheme
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EXECUTIVE SUMMARY

Urbis has been engaged by HousingFirst (the permit applicant) to undertake an assessment and prepare a Planning Report in relation to the proposed redevelopment of the site at 17 Grosvenor Street and 1A-F Woodstock Street, Balaclava (“the subject site”) for the purpose of a social housing apartment development.

HousingFirst is a Registered Housing Association and is one of Victoria’s largest and fastest-growing community housing organisations, providing social housing to over 2,000 people across Melbourne.

This Planning Permit Application seeks approval via the Minister for Planning’s Development Facilitation Program (DFP), utilising the newly created planning pathway at Clause 53.23 (*Significant Residential Development with Affordable Housing*) of the Port Phillip Planning Scheme. Pursuant to Clause 53.23-1, ‘Category 2’ is relevant to this application, noting the project is funded by the State of Victoria (Homes Victoria) and the entire development will comprise social housing (i.e. ‘affordable housing’).

This application and approval pathway have been informed through extensive pre-application engagement with Homes Victoria, City of Port Phillip, and the Department of Transport & Planning in conjunction with the OVGA.

PORT PHILLIP PLANNING SCHEME

CONTROLS/PROVISIONS	PERMISSIONS
Clause 32.08 – General Residential Zone (Schedule 1)	<ul style="list-style-type: none">Construct two or more dwellings on a lot.
Clause 43.01 – Heritage Overlay (Schedule 7)	<ul style="list-style-type: none">Demolish or remove a building.Construct a building or construct or carry out works.
Clause 52.06 – Car Parking	<ul style="list-style-type: none">Reduce the required number of car parking spaces.

Table 1 – Applicable Controls and Permissions

ASSESSMENT SUMMARY

This report assesses the appropriateness of the proposed social housing development against the relevant planning controls and policies contained within the Port Phillip Planning Scheme, whilst also having regard to the surrounding urban and built form context.

The proposal seeks to remove the twenty (20) existing social housing units and construct a total of sixty-eight (68) new social housing apartments, which will contribute notably to the social housing stock within this locality where demand for this type of housing is strong.

The proposal represents a well-considered design response that is cognisant of surrounding development patterns and seeks to integrate positively with key streetscape interfaces, whilst also delivering a high standard of internal and external amenity for future occupants.

Overall, this report demonstrates that the proposal is an entirely acceptable and appropriate outcome for the site.

1. SITE CONTEXT

1.1. SUBJECT SITE

Key details of the site are as follows:

CATEGORY	DESCRIPTION
Location	17 Grosvenor St & 1A-F Woodstock St, Balaclava
Existing Conditions	Twenty (20) attached single / double storey social housing units, arranged around the perimeter of the site facing Grosvenor, Woodstock, and Brunning Streets.
Area	3,790 sqm
Frontages	<ul style="list-style-type: none">▪ 63.65 metre frontage to Grosvenor Street (north)▪ 60.96 metre frontage to Woodstock Street (east)▪ 53.83 metre frontage to Brunning Street (south)
Title	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 on Title Plan 867727Y. No encumbrances exist on title.
Vehicle Access	Two existing vehicle access points servicing the site, including: <ul style="list-style-type: none">▪ One single-width crossover located centrally along Woodstock Street.▪ One single-width crossover located at the south-west corner of the site along Brunning Street.
Vegetation	Several mature trees exist on-site, located at the north-east corner, within the site's westernmost nook and along the eastern site boundary. Refer to the enclosed Arborist Report for further detail.

Table 2 – Details of Subject Site



1.2. IMMEDIATE SURROUNDS

North

Grosvenor Street is immediately north of the site and properties on the opposite (north) side of Grosvenor Street generally comprise single storey attached Victorian terraces characterised by narrow front setbacks, weatherboard cladding, hipped/gable roof forms and low front fencing.



Picture 1 – Existing dwellings on north side of Grosvenor St (opposite subject site)

East

Woodstock Street is immediately east of the site and properties on the opposite (east) side of Woodstock Street generally present their side elevation to the streetscape and comprise both single and double storey building forms, characterised by hard-edged (zero setback) treatments or very narrow setbacks and a combination of face brick and weatherboard treatments with hipped/gable roof forms.



Picture 2 – Existing built form on east side of Woodstock St (rear of 19 Grosvenor St)

South

Brunning Street is immediately south of the site and development on the opposite (south) side of Brunning Street comprises a mix of single storey attached terraces characterised by narrow front setbacks, weatherboard cladding and hipped/gable roof forms. At the western end of Brunning Street a more robust triple-storey built form exists (Yurunga Apartments), which present a hard-edged (zero setback) treatment to the street with predominantly face brick façade treatment with rendered / painted features.



Picture 3 – Brunning St (south side of street, looking west towards Yurnga Apartment building and Brighton Road)

West

Immediately west of the site is the Grosvenor Hotel site, comprising a large 1860's double storey hotel fronting Brighton Road with rear car parking and a single storey outbuilding abutting the common boundary to the subject site, together with other single storey elements of built form throughout the site.

The northern part of the Grosvenor Hotel site contains the hotel building itself, whilst the southern part contains a drive-thru bottle shop and takeaway burger shop. All Grosvenor Hotel built form is constructed with zero setbacks to the three street frontages (Grosvenor St, Brunning St and Brighton Rd).



Picture 4 – Rear of Grosvenor Hotel (along Grosvenor St)



Picture 5 – Bottle shop at cnr Brighton Rd / Brunning St (Former Cable Tram Office building)

1.3. SURROUNDING CONTEXT

The surrounding context is characterised by a high proportion of buildings dating from the Victorian period, with a few pockets from the Federation period as well as a large Interwar flats. There is a limited number of 20th and 21st century buildings. Most buildings are of a single-storey scale with the occasional exception of a few double-storey terrace houses and taller blocks of flats.

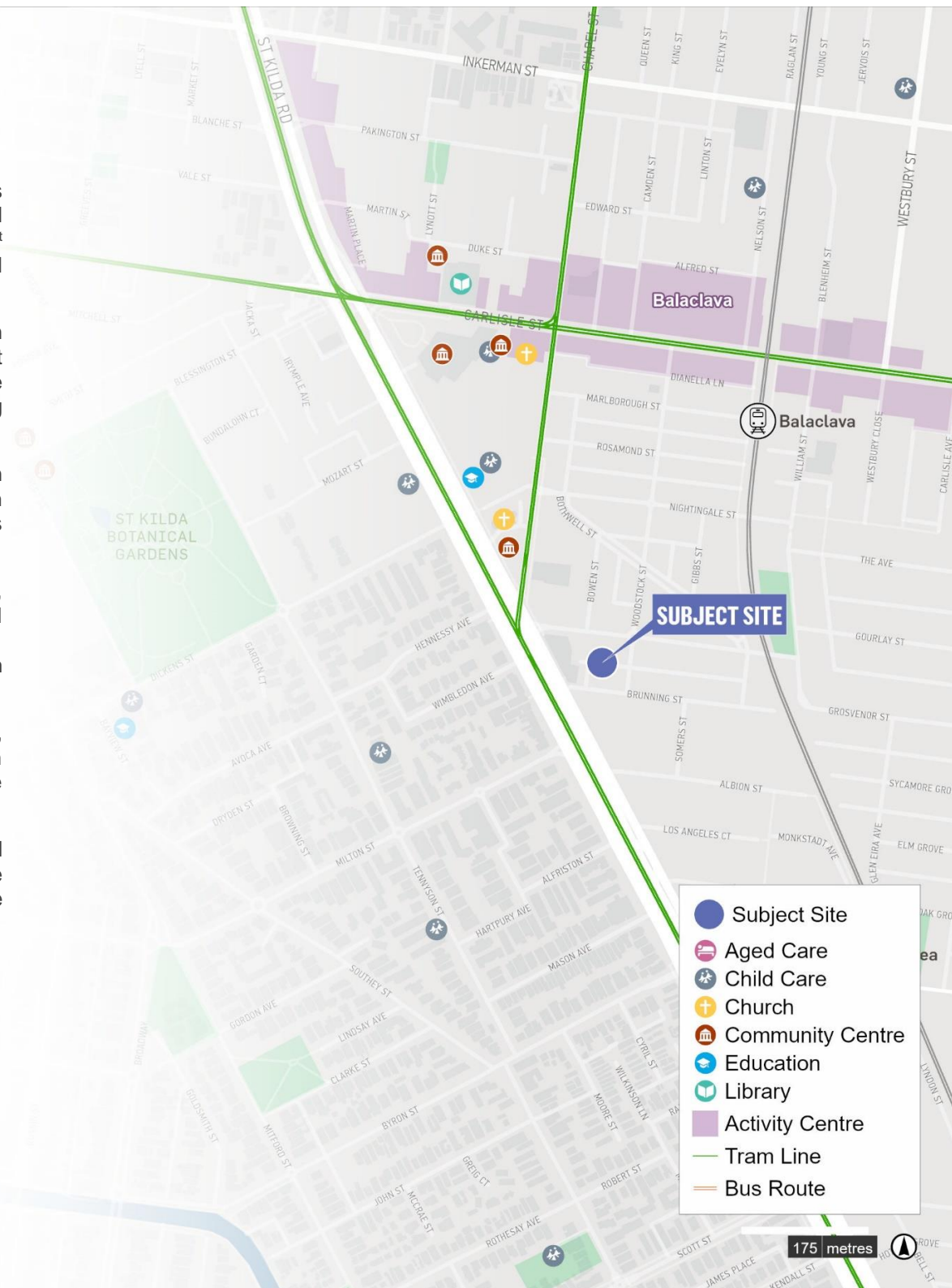
Grosvenor Street is a tree-lined street that is largely characterised by Victorian dwellings, many of which present as single storey built form with small front setbacks and low to medium height timber picket or brick fencing along site frontages. Footpaths line both sides of Grosvenor Street, with on-street parking on both sides (parallel on the south side and 90-degree on the north side).

Brunning Street is also a tree-lined street, albeit to a lesser extent than Grosvenor Street, and is characterised by predominantly single storey Victorian dwellings with timber front fencing, however at the western end towards Brighton Road, the scale increases to double and triple-storey built form.

Brighton Road is a wide road reserve with a centrally integrated tram line, providing convenient public transport access to this locality. Brighton Road comprises a combination of commercial and residentially zoned land, developed with buildings ranging from single to triple-storey in scale and with somewhat varied street setbacks.

The locality is extremely well-served by public transport infrastructure, including tram services running along the nearby Brighton Road, together with Balaclava and Ripponlea Railway Stations both within a 500 metre radius of the subject site itself.

Furthermore, a range of retail, food and beverage, entertainment and community services are conveniently accessible within the nearby Carlisle Street Major Activity Centre, which is less than 500 metres to the north of the subject site.



2. PROPOSAL

2.1. OVERVIEW OF PROPOSAL

The proposal involves the total demolition of all existing buildings from the site and construction of a new social housing apartment development comprised of two east-west oriented building wings located at the northern and southern sides of the site and separated by a central communal open space, all of which sits above a shared basement car park.

Key details of the proposal are as follows.

ELEMENT	PROPOSAL
Land Use	Dwellings (social housing apartments)
Demolition	Total demolition of existing buildings and structures on-site, including removal of all trees from the site except for Tree No. 25 which will be retained and integrated into the development.
Total No. Apartments	68 apartments
Apartment Split	44 x 1-bedroom apartments [including 6 x Specialist Disability Accommodation (SDA)] 21 x 2-bedroom apartments 3 x 3-bedroom apartments
Maximum Building Height	Northern wing = 3-storeys / 10.6 metres Southern wing = 3-storeys / 10.3 metres (exc. rooftop services)
Garden Area	37%

Minimum Street Setbacks	Grosvenor Street (north) = 3.6m Woodstock Street (east) = 0.6m – 1.9m Brunning Street (south) = 3.3m
Design	Contemporary design, comprising a mix of materials and finishes including face brickwork (natural tones – grey, white, black), panelised metal cladding (blue / grey), off-white render, metal balustrading (double galvanised steel), blockwork screening (light grey) and painted concrete / powdercoated terracotta (to exposed stairs), all complemented by an integrated landscaping scheme. Refer to the materials and finishes schedule contained within the Architectural Plan set.
Communal Open Space	An 810 square metre, east-west orientated outdoor communal open space area provided between the two wings of the development, comprising seating areas, landscaping, and deep soil planting. Access to the space via each wing of the building and by secure access gate via Woodstock Street.
Internal Communal Space	A 74 square metre internal communal space located within the northern wing of the development, with internal access via a corridor in the northern wing



and external access via the central outdoor communal open space.

Vehicle Access

Vehicle access to the basement car park will be provided via a new two-way crossover to Grosvenor Street, located at the north-western corner of the site.

All other existing vehicle crossovers to the site will be removed and reinstated as kerb and channel.

Car Parking Provision

Total of 41 resident car parking spaces provided within the basement car park.

This provision equates to a parking rate of 0.6 spaces per dwelling.

Bicycle Parking Provision

Total of 46 bicycle parking spaces, comprising:

- 32 resident spaces within basement car park.
- 5 visitor spaces at GF adjacent to Grosvenor St
- 9 visitor spaces at GF adjacent to Brunning St

This provision equates to a rate of 0.68 bicycle spaces per dwelling.

Storage

68 storage cages within basement car park.

Trees & Landscaping

Existing trees and vegetation within the subject site are proposed to be removed, except for Tree 25 within the western nook of the site, which is proposed to be retained and integrated into the

proposed landscape scheme (refer to Arborist Report and Landscape Plan).

The proposed landscaping scheme comprises landscaping within all street setback of the site, plus integrated landscaping throughout the central communal open space (including deep soil planting) and landscaping within the ground floor apartment terraces.

Waste

Waste rooms provided within both wings of the development, with waste collection undertaken by private contractor.

Table 3 – Proposal Summary

3. PORT PHILLIP PLANNING SCHEME

A detailed overview of the relevant planning controls and policies is provided in [Appendix A](#).

A summary of the key controls and policies is provided below.

3.1. GENERAL RESIDENTIAL ZONE

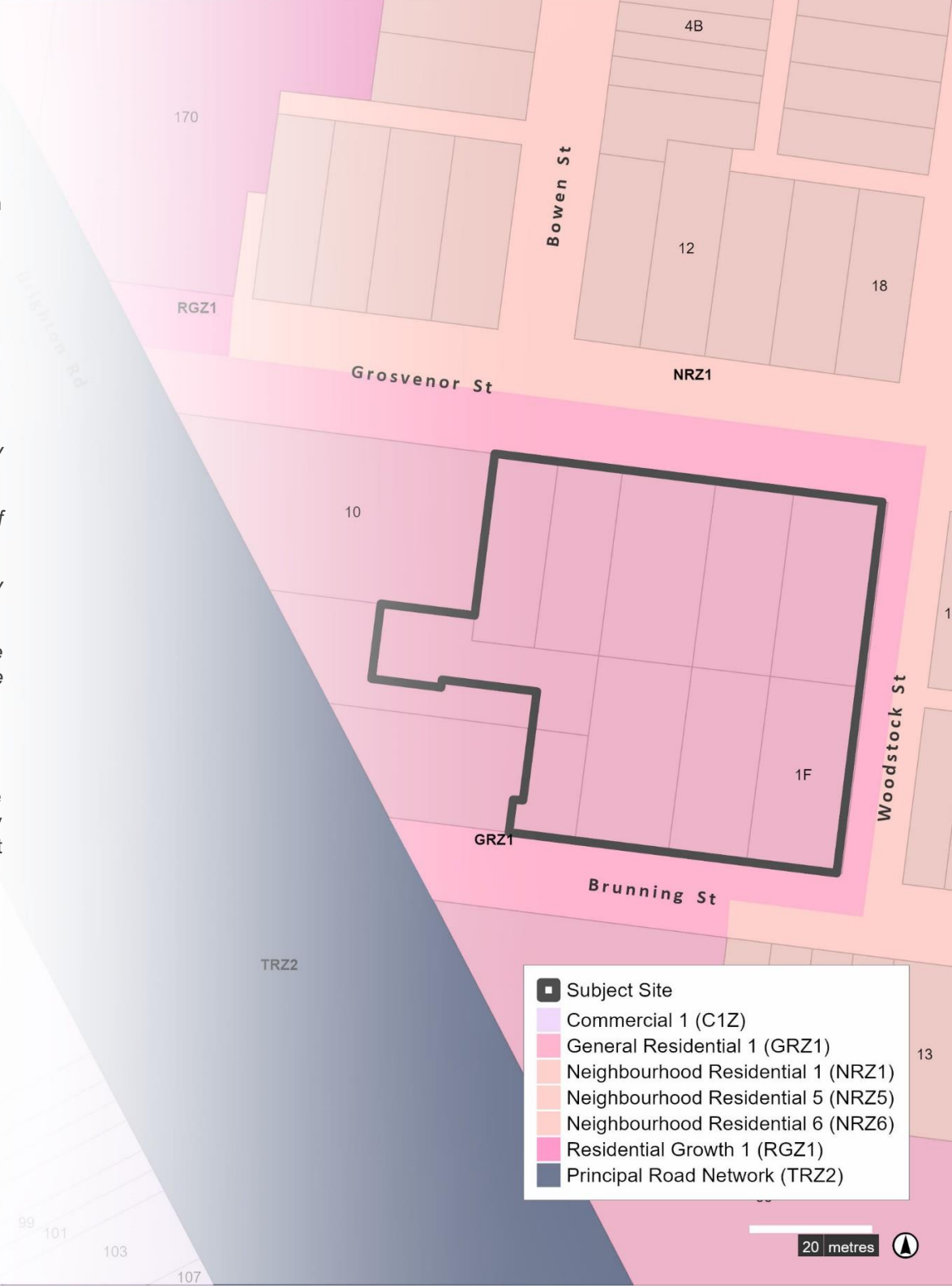
The site is located within the General Residential Zone – Schedule 1 (GRZ1).

The purpose of the GRZ is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

3.1.1. Schedule 1 (GRZ1)

Schedule 1 to the GRZ relates to 'General Residential Areas' and in this case does not stipulate any specific neighbourhood character objectives, nor any variations to Clause 55 (ResCode) provisions or maximum building height allowances.



3.2. HERITAGE OVERLAY

The site is located within the Heritage Overlay – Schedule 7 (HO7).

The purpose of the HO is:

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.

3.2.1. Schedule 7 (HO7)

Schedule 7 to the HO relates to 'St Kilda Elwood, Balaclava, Ripponlea' and is an area generally bound by Carlisle St to the north, Glenhuntly Rd to the south, Hotham St to the east and Mitford St and Broadway to the west.



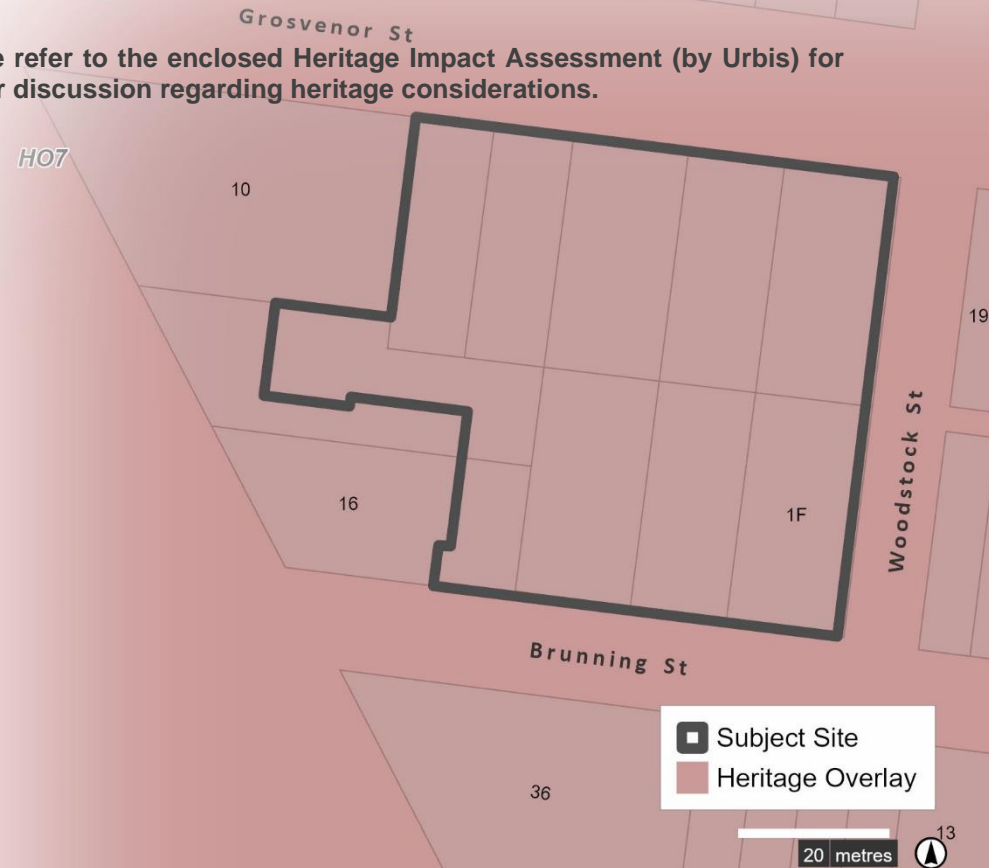
Figure 1 – Heritage grading map (site outlined in blue)

The east portion of the subject site which borders Woodstock Street is graded 'Non-Contributory' under the provisions of the overlay, whilst the west portion is graded as 'Significant' (see **Figure 1**).

The significant grading to the western portion of the site is not associated with any existing built form on-site, but rather, is understood to relate to a Victorian Heritage Inventory (VHI) listing relating to the *Former Brighton Road Cable Tram Car Shed*.

It is relevant to note the 'Review of Heritage precinct HO7: Elwood, St Kilda, Balaclava and Ripponlea, Stage 2 Report (RBA Architects and Conservation Consultants, 2022)' seeks the removal of the subject site from this Heritage Overlay precinct because the subject buildings were not considered to contribute to HO7. This matter is currently before the Minister for Planning seeking authorisation to prepare the Amendment, however Council has confirmed in its pre-application advice that there are no heritage issues in relation to this proposal.

Please refer to the enclosed Heritage Impact Assessment (by Urbis) for further discussion regarding heritage considerations.



3.3. MUNICIPAL PLANNING STRATEGY (MPS)

The following clauses of the MPS are relevant to this application:

- **Clause 02.01 – Context**
- **Clause 02.02 – Vision**
- **Clause 02.03 – Strategic Directions**
- **Clause 02.03-1 – Settlement**

Refer to **Appendix A** for additional detail regarding these provisions.

3.4. PLANNING POLICY FRAMEWORK (PPF)

The following clauses within the PPF are relevant to the proposal:

- **Clause 11 – Settlement**
- **Clause 15 – Built Environment and Heritage**
 - **Clause 15.01-1L-02 – Urban Design**
 - **Clause 15.01-2L-01 – Building Design**
 - **Clause 15.01-2L-02 – Environmentally Sustainable Development**
 - **Clause 15.03-1L – Heritage Policy**
- **Clause 16 – Housing**
 - **Clause 16.01-1L-2S – Housing Affordability**
- **Clause 17 – Economic Development**
- **Clause 18 – Transport**
- **Clause 19.03-3L – Stormwater Management (WSUD)**

Refer to **Appendix A** for additional detail regarding these provisions.

3.5. GENERAL AND PARTICULAR PROVISIONS

The following particular and general provisions are relevant to this application:

- **Clause 52.06 – Car Parking**
- **Clause 52.34 – Bicycle Facilities**
- **Clause 53.18 – Stormwater Management in urban Development**
- **Clause 53.23 – Significant Residential Development with Affordable Housing**
- **Clause 55 – Two or More Dwellings on a Lot & Residential Buildings**
- **Clause 65 – Decision Guidelines**

Refer to **Appendix A** for additional detail regarding these provisions.

4. ASSESSMENT

The following sections of this report provide an assessment of the proposal against the relevant statutory and strategic provisions of the Planning Scheme having regard to the site's physical context.

This assessment focuses on the following key considerations:

1. Response to the Office of the Victorian Government Architect (OVGA) pre-application feedback.
2. Consistency with the Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF).
3. Consistency with the General Residential Zone (GRZ1).
4. Appropriateness of the proposed building design, form, and siting.
5. Off-site amenity considerations.
6. On-site and internal amenity considerations.
7. Landscaping considerations.
8. Parking, access, traffic and waste considerations.
9. Waste management arrangements.
10. Environmentally sustainable design (ESD) considerations.
11. Heritage considerations.

Each of these matters is discussed in detail below.



4.1. RESPONSE TO OVGA PRE-APPLICATION FEEDBACK

As part of the pre-application process, the OVGA reviewed the proposed development scheme and provided written feedback (dated 9 Jan 2024) for further consideration by the proponent and DTP Officers.

OVGA Feedback – dated 09.01.2024

Context & Urban Design

- *This is an appropriate building type and location.*
- *This is a well-considered project.*
- *Entrances and stairwells are too solid and enclosed – review design.*
- *Why is the car park access from the primary tree lined north facing street? The southern orientation has the existing crossover (on site lane access) and is adjacent to the bottle shop vehicle egress. The Brunning Street frontage has lower amenity, with bin stores and garages opposite. This frontage would be better served with car access and to prioritise the north facing façade for apartments and pedestrians. Understand this alternative layout was previously explored as an option – consider this likely to be a superior urban outcome.*
- *Two bar east-west linear expression continues suburban streetscape pattern.*
- *Ground floor access to garden and onto street is supported.*
- *The southern building height appears appropriate to this context. However, drawing pack is missing key information on ridge and gutter heights of adjacent built form.*
- *Reconsider location of basement*
- *Reconsider solidity of entrances*

OVGA Feedback – dated 09.01.2024

Architectural Design

- *Expressing staircases (and lift) would assist in amenity (see below) and would also reference the 20s-40s local character (art-deco, streamline moderne). These vertical elements could more clearly breakup the massing and provide a stronger architectural expression. Understand stairs and lifts are located to southern elevations to ensure that apartments take full advantage of northern aspect.*
- *Query the cantilevered zinc canopy to the southern building's eastern elevation (top floor) which adds significant visual mass to a recessive element.*
- *East-west central landscape continues general built form approach of area.*
- *Separation of buildings is appropriate.*
- *Ideally the brickwork would return into balcony to create a volume, rather than just be surface to the pure elevation (rear balcony wall could remain as separate finish).*
- *The western elevation should not change to cheaper finishes. This façade may remain visible for decades to come - brickwork should wrap around west to complete the design to all facades.*

Amenity

- *Consider curved expressed staircases to the southern façades. Open stairs will improve ventilation, allows for important surveillance of internal open space and to Brunning Street, and assists to break down massing. Clearer architectural expression of the vertical circulation is consistent with architectural language references. Current enclosed stairs and lift lobby are missed opportunity.*
- *Layouts appear appropriate.*
- *Ensure south facing apartments have sufficient natural light (daylight study).*

OVGA Feedback – dated 09.01.2024

- *Lack of information provided in pack to assess if there is sufficient deep soil planting and impact of basement to planting (no basement plan).*
- *General approach appears to be well considered. Ensure a landscape architect is engaged as central landscape quality will make a significant difference to outcome.*

OVGA Summary

Review design of stairs and lifts. Significant opportunity to improve design outcome by expressing stairs externally – natural ventilation, surveillance, articulation of mass.

*Reconsider car crossover location which takes up valuable northern frontage and would be better located adjacent to other back of house areas to adjacent buildings
Provide brickwork finish to western elevation – building to be treated in the round
Ensure high quality central landscape solution – i.e. provides amenity for all residents.*

Generally, a well-considered approach.

4.1.1. Response to OVGA Feedback

Following a detailed review and consideration of the OVGA feedback, the following updates were implemented into the development proposal:

- The stair designs within both wings of the development have been revisited, as follows:
 - Despite general support for additional height, the southern wing of the development has been reduced to three-storeys in height.
 - Verticality of the stairwells now clearly articulated by way of increased height and material variation to break up building massing, together with the stairwells being open sided with a vertical bar treatment to promote passive surveillance, interaction, and natural ventilation. The lift shaft is also better articulated through use of curved edges to this component

to add a degree of softness. These changes have been introduced to the stairs facing Brunning Street (southern wing), as well as the stairs facing the communal open space internal to the site (northern wing).

These modifications align with the art-deco / streamline moderne aesthetic identified by the OVGA.



Figure 2 – Brunning St stair / lift core design.

- The cantilevered zinc canopy to the eastern elevation of the southern wing has now been removed.
- The brick treatment does not return into the balconies, as the preference is to materially differentiate the internal from the external treatments to articulate these balconies – i.e. the brick finish acts as an ‘outer skin’, whilst the off-white render acts as an ‘inner skin’. The off-white treatment within the balconies will also promote natural light penetration into those spaces, improving internal amenity of dwellings.

- The western elevations continue the face brickwork façade treatments, ensuring a neat and quality presentation to all interfaces.
- For discussion regarding the proposed deep soil planting opportunities, please refer to **Section 4.7** of this report. The proposed landscape scheme and planting selection has been prepared by a qualified landscape architect.

In relation to the vehicle crossover, the proposed crossover location at the north-western corner of the site has been informed through pre-application engagement with City of Port Phillip’s Planning and Urban Design teams. Originally, the proposed basement entry / crossover was proposed at the Brunning Street frontage, however through pre-application discussions with Council, it was agreed that the northern interface was a far superior location to accommodate vehicle access, noting:

- The northern interface is the low side of the site, therefore it is logical to provide access from the low side in order better respond to the site’s natural topography, by minimising excavation and improving the overall relationship between natural ground level and proposed finished floor levels.
- The provision of a crossover to Brunning Street would ultimately require the removal of a mature street tree, significantly impacting the tree-lined character of the streetscape. The proposed north-western crossover location allows all existing mature street trees surrounding the site to be retained and suitably protected.
- Providing the crossover at Brunning Street would require relocation of the proposed substation to the north-western corner of the site and hard-up against the Grosvenor Street boundary, which is expected to diminish the streetscape presentation and user experience of the main entry point to the building, noting most residents / visitors will access the site from the western end of Grosvenor Street (i.e. via Brighton Road).

Overall, the submitted development proposal is highly responsive to the feedback received from the OVGA, and where the proposal does not align with the OVGA position, appropriate justification has been provided in support of the proposed outcome.

4.2. CONSISTENCY WITH THE MUNICIPAL PLANNING STRATEGY (MPS) AND PLANNING POLICY FRAMEWORK (PPF)

The proposed development, comprising sixty-eight new social housing apartments, is highly aligned with overarching State planning policy directives which seek to increase diversified and affordable housing stock in well-serviced locations to cater for Melbourne’s growing population.

The housing profile for Port Phillip (Clause 02.01-2) identifies that access to affordable housing for very low and low income households is limited, hence the City is committed to maintaining, at a minimum, an affordable housing provision of 7.2 per cent of total housing stock.

A key directive for Port Phillip’s vision (Clause 02.02) identifies that Port Phillip will be a city with a range of affordable, accessible, and diverse housing types to meet the need of the population and is supported by a range of community facilities and services. Furthermore, the Municipal Planning Strategy (MPS) expresses strong support for a greater supply and diversity of affordable and social housing to address local housing needs for disadvantaged and marginalised residents in various locations across the municipality, including within and surrounding activity centres.

The intent of Port Phillip’s local planning policies relevant to residential development is to provide for housing diversity, provide for affordable and accessible / adaptable housing, provide quality housing with good internal and external amenity for residents to enjoy, and provide housing in locations that are well-serviced by public transport and social infrastructure and have the greatest capacity for change, all whilst maintaining heritage, neighbourhood character and amenity values of established residential areas.

The proposed development is considered to align with the policy aspirations within the MPS and PPF, for the following reasons:

- The provision of 68 social housing apartments in a location that is well-serviced by public transport (both train and tram services) and within proximity to Carlisle Street Major Activity Centre, will align with the State policy objectives and local strategies to provide affordable housing in strategic locations and will contribute to achieving the affordable housing target set within the Port Phillip Housing Profile at Clause 02.02-1.

- The removal of the existing social housing units and replacement with new social housing stock at an increased density and higher quality is aligned with strategies at Clause 16.01-2L, which encourage redevelopment of social housing to increase yield, diversity, and quality of social housing.
- Providing this scale and density of residential development in this location aligns with Clause 16.01-1L-02, which encourages substantial residential growth to occur in areas proximate to a Major Activity Centre (Carlisle Street MAC) and public transport, whilst adopting a scale that is cognisant and respectful to built form context. The proposal is considered to align with these criteria.
- The proposed split of 1, 2 and 3-bedroom apartments, including six Specialist Disability Accommodation (SDA) apartments, will contribute to diversity within the affordable housing market, catering for a variety of end users, as sought by Clause 16.01-1L.
- The inclusion of generous communal open space, communal internal space and quality internal amenity aligns with the intent of Clause 16.01-1S, which encourages well-designed development that provides high level of internal and external amenity.
- The proposed contemporary design will ensure the new built form will integrate seamlessly within the prevailing built form context, representing a quality addition to the three streetscape interfaces.
- The provision of car parking at a reduced rate of 0.6 spaces per dwelling is aligned with the commonly accepted rate for social housing developments, and when coupled with the provision of 45 bicycle spaces, will encourage more sustainable transport options such as walking, cycling, public transport or subscription based vehicles, as sought by Clause 18.01-1L-01.

Neighbourhood character provisions (at Clause 15.01-5L) are discussed separately at Section 4.2.1 below, however noting the points outlined above, the proposal is deemed to be highly aligned with the objectives and strategies within the MPS and PPF.

4.2.1. Neighbourhood Character (Clause 15.01-5L)

Pursuant to this clause, the 'East St Kilda & Balaclava' area is relevant to the subject site, whilst under the *Port Phillip Urban Character Study*, the site is within 'Area 13: Chapel Street, Carlisle Street, Brunning Street, Railway Line', which is described as follows:

The area was developed during the Victorian period and is clearly distinguished from the adjoining inter-war housing to the west.

It has consistent small lots with small frontages, reduced setbacks, and rear laneways. Most streets are quite narrow further reinforcing the intimate scale of the area.

Access to transport and services is excellent.

Taking into consideration the relevant strategies and policies within this clause and the associated policy document, the proposal is considered acceptable given:

- The proposed three-storey scale of the development is totally aligned with the scale of development anticipated by the applicable zone and is responsive to the prevailing scale of development in the immediate context, which ranges in scale from single to three-storey.
- The provision of ground floor apartments with individual street entries ensures the fine grain exhibited in the streetscape is reflected in this scheme.
- The predominant use of face brickwork for the built form is responsive to the prevailing palette of materials and finishes seen within the broader locality.
- The provision of landscaping along street frontages and within the east-west oriented spine of the development will ensure the proposal maintains the general pattern of development seen further east along both Grosvenor and Brunning Streets.

For the reasons set out above and throughout this report more broadly, the proposal is considered to represent a development outcome that is highly responsive to the prevailing character of these streetscapes and the wider surrounding area.

4.3. CONSISTENCY WITH THE PURPOSE & REQUIREMENTS OF THE GRZ1

The proposal is aligned with the key purposes and decision guidelines of the GRZ, in that it:

- Provides quality social housing in a well-serviced location, consistent with the intent of the Municipal Planning Strategy which identifies the need for affordable housing in such locations.
- Introduces a well-designed built form outcome that is compliant with height and garden area requirements of the GRZ and is responsive and respectful to the prevailing and future neighbourhood character of the locality.
- Incorporates a range of dwelling sizes, contributing housing diversity and choice in a location that offers good access to public transport and services.

Considering the key provisions under the GRZ, the following is noted:

Land Use:

The proposed use of the land for social housing apartments (i.e. dwellings) is as-of-right (Section 1 – no permit required) under this zone and is directly aligned with the purpose of the zone.

Maximum Building Height:

The GRZ prescribes a maximum building height requirement of 11 metres / 3 storeys, however it is noted that pursuant to Clause 53.23 there is scope for the responsible authority to waive or vary the building height requirement.

Nonetheless, both wings of the proposed development will achieve full compliance with the mandatory height requirement, standing at a maximum height of 10.6 metres and 3 storeys overall.

Garden Area:

The subject site is greater than 650 square metres, therefore a minimum 35 per cent garden area requirement applies. It is noted that pursuant to Clause 53.23-2 there is scope for the responsible authority to waive or vary the garden area requirement.

Nonetheless, the proposal achieves a total provision of 37% (1,431 square metres) garden area, which complies with the GRZ minimum requirement.

4.4. APPROPRIATENESS OF THE PROPOSED BUILDING SITING, SCALE & DESIGN

The proposed development has been designed and informed by extensive analysis of the site and its surrounding context, to ensure it will deliver a built form outcome that is responsive and respectful to the locality. Key considerations in this regard are building siting, design, and scale, all of which are discussed below.

4.4.1. Siting & Scale

The proposed development siting has been informed by the existing pattern of development exhibited within the immediate context, which comprises built form interfacing with both Grosvenor and Brunning Streets, with a central spine comprising the back yards of those respective properties. The proposal is highly responsive to this pattern by way of providing two building wings, separated by a central east-west communal open space, which will replicate the prevailing characteristic of the locality (refer to **Figure 3** below).



Figure 3 – orange dashed line represents alignment of central communal open space with local urban grid pattern.

The proposed street setbacks to Grosvenor and Brunning Streets are responsive to the existing street setback character along these streetscapes and will allow for deep soil planting and landscaping opportunities within ground floor apartment front yards, creating consistency in setback and front yard language along these site frontages. Along the Woodstock Street frontage, narrower setbacks are proposed with integrated landscaping, albeit to a small scale than the other two frontages, which is directly responsive to the prevailing built form character of Woodstock Street which comprises more hard-edged treatments with lesser landscaping.

The western interface of the site is recognised as a non-sensitive commercial interface, which has informed the proposed provision of three-storey boundary wall treatments for each wing of the development. Taking into consideration equitable development rights for the neighbouring Grosvenor Hotel site, the proposed boundary wall treatments will enhance future development prospects for that site, in that those boundary wall treatments could be replicated, should it ever be redeveloped.

In relation to scale, whilst the surrounding context is largely characterised by one and two-storey built form, the presence of three-storey building form directly opposite the site on Brunning Street provides a precedent for this scale of development, proving it can sit comfortably within this locality.

The proposed three-storey scale of the development is also entirely compliant with the mandatory three-storey / 11-metre height limitation prescribed by the GRZ, therefore representing an appropriate building scale within the context of the zone.

The implementation of appropriate street setbacks, façade articulation / detailing and new landscaping all contribute to enabling this scale of development to sit comfortably within the respective streetscapes. The horizontal massing of the respective building wings is broken-up by:

- Providing inset portions of the facades, creating depth and vertical articulation (**Figures 4 and 5**).
- Introducing a different design expression to stairwells, particularly to Brunning Street, again providing vertical articulation (**Figure 5**).
- Introducing curved edges to define building entry points and all building corners, softening the overall building presentation.
- Providing consistently aligned fenestration at all levels to provide an element of verticality along the facades (**Figure 6**).

- To Woodstock Street, the central communal open space will provide a generously proportioned and well-vegetated break in the built form (**Figure 6**).
- Use of off-white treatments to articulate balconies, which provides relief from the heavier brick treatment, whilst also defining the respective facades into smaller 'compartments' (**Figures 4 and 5**).



Figure 4 – Grosvenor St elevation, showing inset main entry and northern façade detailing.



Figure 5 – Brunning St elevation, showing stairwell / main entry articulation.



Figure 6 – Woodstock St elevation, showing the central break in built form.

The proposed 14-metre-wide central communal open space will provide generous building separation between the two wings, ensuring the communal space can operate be functional and attractive, with appropriate solar access, whilst also providing sufficient building separation to mitigate direct internal views between apartments.

4.4.2. Design

The proposed adopts a highly contemporary architectural expression, through the effective use of curved edges, insets and breaks which soften the form (see **Figure 7** below).



Figure 7 – Proposed curved corner detailing (cnr. Grosvenor / Woodstock Streets)

The proposed material and finishes schedule will include various tones of face brickwork (grey, white, black), panelised metal cladding (blue / grey), render (off-white), metal balustrading (double-galvanised steel), blockwork screening (light grey) and painted concrete / powdercoated terracotta (to exposed stairs), representing a simple, yet attractive palette that complements the contemporary architectural expression.

The provision of contemporary window shading fins to north-facing windows (Grosvenor Street façade) will function as shading devices, whilst also providing additional façade detailing that will articulate the fenestration.

The neutral tones of the brick and off-white render is expected to balance well against the proposed landscaping scheme, which seeks to introduce generous tree planting along the street frontages to further soften the built form.

Overall, the proposed development is considered to represent a high-quality design outcome that will contribute positively to the built form characters of the respective streetscapes.



Figure 8 – Cnr Grosvenor / Woodstock Streets

4.5. OFF-SITE AMENITY IMPACTS

The subject site interfaces with three street frontages to the north, east and south, and to the west it interfaces directly with the existing Grosvenor Hotel site, which is a commercial operation. The absence of direct sensitive residential interfaces in this instance is recognised as a significant benefit for the subject site, affording the proposal a substantial degree of flexibility in relation to building siting, setbacks, and massing without needing to take into consideration immediately adjoining amenity.

Nonetheless, the amenity of nearby residential properties opposite the subject site and the streetscapes remains relevant, and in that regard, the proposal is considered to provide an appropriate design response, as follows:

- The development is appropriately setback from street frontages to mitigate visual bulk upon the streetscape and to residential properties which have an outlook to the site. These street setbacks will accommodate generous landscaping provision which will soften the presentation of the new built form whilst contributing to neighbourhood character.
- The scale of the development, in terms of its height, breadth and form, is responsive to the prevailing built form character at the western end of Grosvenor and Brunning Streets, which already comprises examples of two to three storey form and the degree of articulation of the building facades will ensure the massing of the development is appropriately broken-up to respond to the grain of the area, presenting as a well-proportioned and visually interesting architectural form.
- At the southern and eastern interfaces, the development will not cast an unreasonable degree of shadow upon Brunning or Woodstock Streets, ensuring solar access and the overall amenity of those streetscapes is not compromised.
- The inclusion of ground floor apartments with direct streetscape access is responsive to the existing pattern of residential development along the two key streetscapes, whilst the provision of habitable room windows and balconies overlooking each streetscape will enhance passive surveillance and pedestrian safety within the public realm.

Overall, the proposed off-site amenity impacts associated with the proposed development are considered minimal and the development will represent a positive addition to this context.

4.6. ON-SITE & INTERNAL AMENITY

4.6.1. Communal Facilities

The development comprises a generously proportioned central communal open space area which runs east-west between the two building wings. This open space will provide a high degree of outdoor amenity for future residents in that it is well-appointed with generous landscaping (refer to Section 4.7 for detail), integrated seating areas and planters for a shared resident edible garden.

The communal open space will benefit from direct solar access to the majority of the space during the September equinox, as well as an entirely appropriate and compliant degree of solar access during the winter equinox, ensuring the space will remain appealing and functional at all times throughout the year.

An internal communal space is also provided within the northern wing of the development, directly above the basement access ramp, and will benefit from direct access via both the central communal open space and an internal corridor. The 74 square metre internal space will provide a functional area for internal recreation for all residents.

Overall, the provision of communal facilities for this development will deliver quality amenity for future residents and will exceed the minimum requirements under Clause 55.

4.6.2. Internal Apartment Amenity

The proposed apartments have been designed to achieve a high degree of compliance with the various Clause 55.07 requirements prescribed under Standards B42 (Accessibility), B43 (Private Open Space), B44 (Storage), B46 (Functional Layout), B47 (Room Depth), B48 (Windows), B49 (Natural Ventilation) and B50 (Building Entry & Circulation), as follows:

- It is calculated that 97 per cent of proposed apartments achieve compliance with Standard B42, ensuring the majority of apartments can accommodate for persons of limited mobility, exceeding the minimum 50 per cent compliance requirement.
- All proposed apartments are provided with POS / SPOS areas in the form of either ground floor terraces or balconies, all of which achieve the minimum dimension and area requirements prescribed by Standard B43, ensuring residents will be afforded sufficient space for outdoor recreation within each apartment.

- All apartments achieve full compliance with the overall storage requirements, noting the provision of ample internal storage space within the respective apartments, supplemented by individual storage cages within the basement level. Only one apartment type (Type C1) falls marginally short of the internal apartment storage capacity requirement, however on balance, it is noted that the overall storage provision exceeds the minimum requirement for this apartment, therefore representing an appropriate outcome that meets the objective of Standard B44.
- The internal layout of the apartments achieves full compliance with the functional layout and room depth requirements of Standards B46 B47, ensuring all bedrooms and living areas are proportionately dimensioned to provide functional spaces with quality internal amenity that can be enjoyed by future residents, and ensuring the apartment depths from the light source are appropriate to accommodate adequate daylight penetration.
- All habitable room windows within the apartments are provided with windows to an open daylight source, and where saddleback bedroom arrangements are proposed, the secondary areas facilitating daylight access are appropriately dimensioned in terms of width and depth and will be largely open to sky to ensure daylight access to bedrooms is satisfactory.
- The apartments have been designed to ensure appropriate natural ventilation, in accordance with Standard B49.
- The proposed building and dwelling entries are appropriately designed and proportionate to ensure sense of address is strong to key street interfaces, whilst also facilitating safe and convenient access to the development and functional internal circulation by way of direct connectivity between the main building entry points and the central communal open space.

Accordingly, the development is expected to deliver high quality living standards and internal amenity for future residents, whilst also ensuring appropriate provision is made for persons of limited mobility.

For further detail, refer to the Clause 55 assessment contained at **Appendix B** of this report.

4.7. LANDSCAPE CONSIDERATIONS

Landscaping has formed an integral part of the design process from the outset and has influenced design outcomes for several components of the development, including street setbacks, communal open space and the basement footprint.

The enclosed landscape plan, prepared by ZLA, proposes a landscaping scheme that is highly responsive to the key features of the site and development, being the three street interfaces, the central communal open space and the built form itself.

The key landscape features of the development are summarised below:

- Provision of deep soil garden beds within the front setbacks to Grosvenor Street, Brunning Street and part of Woodstock Street, accommodating the planting of a variety of trees (*Dwarf Flowering Gum*, *Water Gum* and *Native Frangipani* or similar), which will contribute significantly to the prevailing landscape character of the respective streetscapes.
- The central communal open space area will include deep soil planting areas to ensure this area can be generously vegetated, including:
 - The western end of the communal area allows for the retention and integration of the existing mature Black Locust tree (Tree 25), together with planting of two additional tall evergreen native trees (*Kurrajong Tree* or similar).
 - The eastern end of the communal area will allow for planting of two large deciduous native canopy trees (*White Cedar* or similar) and five tall evergreen native trees (*Water Gum* or similar) lining the either side of the pedestrian entry pathway from Woodstock Street.
 - A small additional area of deep soil planting is provided adjacent to the central raised planter within the communal area, accommodating two tall evergreen native trees (*Kurrajong Tree* or similar).
- Provision of raised planters throughout the balance of the central communal area, comprising the planting of a variety of trees (*Hybrid Flame*, *White Cedar* or similar), further contributing to outdoor amenity and canopy coverage throughout this central east-west spine.

All the deep soil garden beds and raised planters will be supplemented by understorey low-level plantings and ground covering to provide greenery at

pedestrian level beneath tree canopies. Native climbing plants will also be included to fences where suitable.

Other features of the landscape design will include:

- Provision of raised steel planters at the western end of the communal open space to accommodate an edible garden for use by residents of the development.
- In-situ concrete seating areas provided throughout the communal open space area, as well as seating edges provided around raised planters.
- Use of quality paving and ground surfaces, including exposed aggregate concrete, modular pavers and granitic gravel.

Overall, the proposed landscape concept plan is considered to represent a high-quality landscaping scheme for this development, ensuring the built form sits within a robust garden setting that will integrate well within the landscape character of the respective streetscapes.

Refer to the landscape plan, prepared by ZLA, for additional detail regarding the proposed landscape scheme.

4.8. PARKING, TRAFFIC, ACCESS & WASTE CONSIDERATIONS

The development is designed with car parking wholly contained within the basement level, with basement access provided via Grosvenor Street at the north-western corner of the site, being the low point of the site.

4.8.1. Car Parking

The proposed car parking provision is summarised in the table below:

Land use	Measure	Rate	Statutory Requirement	Proposed Provision
Dwelling	44 x 1-bed 21 x 2-bed	1 space to each 1- or 2-bed dwellings	65 spaces	41 resident spaces
	3 x 3-bed	2 spaces to each 3 or more bed dwellings	6 spaces	
	Visitors	0 spaces (PPTN)	0 spaces	0 visitor spaces
	68 dwellings	-	71 spaces	41 spaces

The proposed provision of 41 car parking spaces equates to an overall parking rate of 0.6 spaces per dwelling and represents a shortfall of 30 spaces, therefore this application seeks a reduction in the standard car parking requirement.

The proposed parking reduction is considered entirely appropriate in this instance, for the following reasons:

- Car ownership data has been examined for state housing and found that there is a far lower car ownership rate for state housing than that prescribed by the statutory requirements. Applying the parking rates yielded from the empirical data to the proposed development results in an anticipated parking demand rate of approximately 0.35 spaces per dwelling (i.e. approx. 24 spaces).
- Based on the empirical data, the proposed provision is considered entirely sufficient to accommodate the anticipated social housing car parking demands, with no anticipated off-site parking impacts associated with residents.

- A minimum parking rate of 0.6 spaces per dwelling is prescribed by Clauses 52.20 and 53.20 of the Port Phillip Planning Scheme for social housing development. Whilst these clauses are not specifically relevant to this application, the principal of providing 0.6 spaces per dwelling for social housing remains pertinent and therefore has been implemented for this development.
- The subject site is extremely well-serviced by public transport infrastructure, including tram services along Brighton Road, together with Balaclava and Ripponlea Railway Stations within 500 metres of the subject site, therefore limiting reliance upon private vehicle use for residents and visitors alike.
- The allocation of on-site car parking to residents will be managed by the facility manager to ensure that the demand does not exceed the provision.

Refer to **Sections 4.1 – 4.3** of the enclosed TIA report for further information regarding adequacy of car parking provision.

In relation to car parking design, the proposed basement has been designed to ensure a high degree of compliance with car parking design requirements is achieved, through the provision of appropriately graded and dimensioned accessways, parking spaces, headroom clearance throughout.

In relation to ramp grades, a flood apex is provided on the ramp by ramping up for 0.8m at 1:8 grade from the frontage to achieve a flood apex above footpath level. While grades of greater than 1:10 are present within the first 5m from the site boundary, the effective grade change across the initial five metres is only approximately 30mm, which is less than the allowable grade change under the Planning Scheme (500mm).

Accordingly, this variation from the design requirement is considered acceptable in this instance. Notably, the intent is met, with vehicles able to see approaching pedestrians and vehicles.

Refer to **Section 4.4** of the enclosed TIA report for further information regarding the appropriateness of the car parking layout and design.

4.8.2. Bicycle Facilities

The proposed development is three-storeys in scale and therefore does not generate a statutory bicycle parking requirement. Notwithstanding this, a total provision of 46 bicycle parking spaces is proposed on-site, as follows:

- 32 x resident spaces within basement car park.
- 5 x visitor spaces at ground floor adjacent to Grosvenor Street.
- 9 x visitor spaces at ground floor adjacent to Brunning Street.

This provision equates to a rate of 0.68 bicycle spaces per dwelling, which is considered to represent an appropriate provision to accommodate the demands that may be generated by this development.

The design of bicycle facilities is generally aligned with the requirements of Clause 52.34 of the Planning Scheme and the relevant Australian Standards. Additionally, to ensure safe and convenient bicycle access into the basement, a 1.5-metre-wide bicycle path is provided adjacent to the vehicle ramp.

Overall, the proposed bicycle facilities are considered entirely appropriate for this development.

4.8.3. Traffic Generation

Traffic generation for the proposed development has taken into consideration RTA Guidelines and conservatively adopted the upper end of the trip generation ranges for the purpose of the assessment. Applying the rates to the proposed development results in the following traffic generation rates:

- 17 x 1-bed dwellings = 85 daily vehicle trips / 8.5 weekday peak hour vehicle trips
- 21 x 2-bed dwellings = 105 daily vehicle trips / 10.5 weekday peak hour vehicle trips
- 3 x 3-bed dwellings = 20 daily vehicle trips / 2 weekday peak hour vehicle trips

The proposed development may conservatively generate up to 210 vehicle movements per day and up to 21 movements in the peak hour. Traffic

generation of this magnitude equates to one movement approximately every 3 minutes on average in the peak hour either entering or exiting the site.

This amount of traffic generated is minimal and will have no noticeable impact on the operation of the surrounding road network.

Refer to **Section 6** of the enclosed TIA report for further information regarding traffic generation.

4.8.4. Access

Vehicle Access

Vehicle access to the proposed basement car park has been confined to one ingress / egress point to Grosvenor Street at the site's north-western corner. This crossover location logically utilises the low point of the site for basement access to minimise excavation, whilst also ensuring no loss of existing mature street trees from the site frontages. Additionally, the location of this site access point provides convenient access to Brighton Road.

From within the basement car park, residents will enjoy safe, direct and convenient vertical access to levels above via lift and stair for each wing of the development.

Pedestrian Access

Each wing of the development is provided with a dedicated main entry point to the buildings, via Grosvenor Street and Brunning Street, respectively. These main entry points are further supplemented by secondary entrances to ground level dwellings via individual entry gates, which is responsive to the fine grain pattern of development along these streetscapes, whilst also enhancing streetscape activation, surveillance, and sense of address for the development more broadly. The finished floor levels have been cleverly staggered between the two wings of the building in alignment with the topography of the land, which has enabled direct dwelling access to ground level apartments to both street frontages.

Direct and secure access to the central communal open space is also available for residents via Woodstock Street, which encourages use and activation of that space more often than if it were only accessible through the wings of the building.

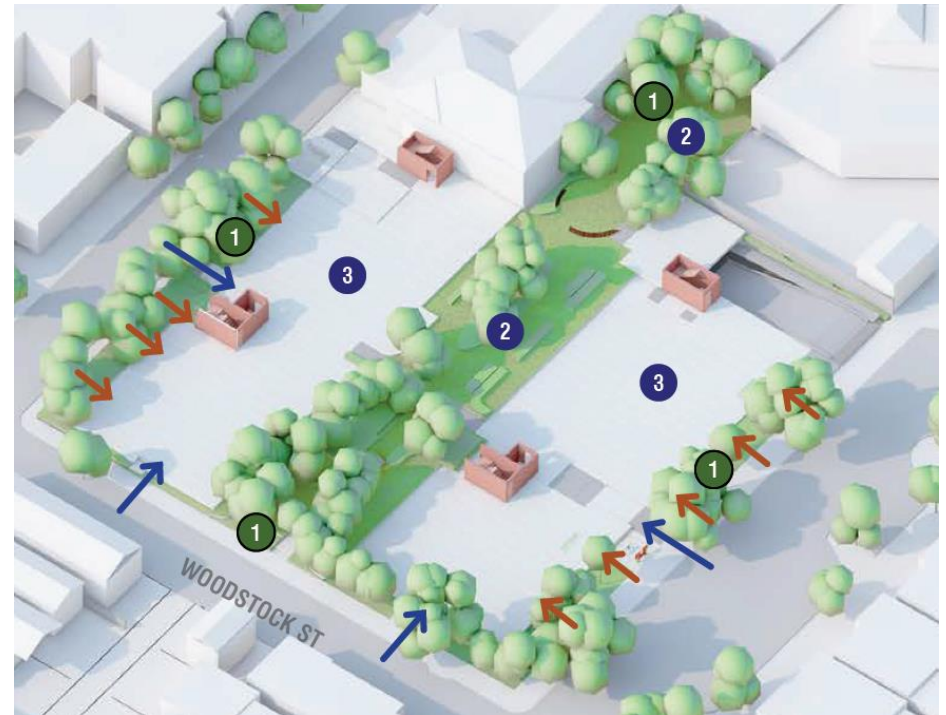


Figure 9 – Residential Access Diagram (H2O Architects)

4.8.5. Waste Management

The development includes dedicated waste rooms at ground floor level within each wing of the building, ensuring convenient waste disposal access for all residents. Residents will dispose waste into their designated collection bins within their respective waste room.

Waste collection will be undertaken by a private waste contractor on-street within both Grosvenor and Brunning Streets. Collection will be carried out by a rear-lift vehicle during off-peak traffic periods, and collection days / times shall be staggered appropriately, with the contractor stipulating procedures for effective management of the available waste room space.

Refer to the enclosed WMP for further information regarding waste management initiatives.

Additionally, from an ESD perspective the enclosed SMP outlines management initiatives for construction and operational waste management for the development.

4.9. ENVIRONMENTALLY SUSTAINABLE DESIGN

This development has considered the requirements to deliver and integrate environmentally sustainable design (ESD) and water sensitive urban design (WSUD) initiatives to ensure a sustainable development outcome.

These initiatives are highly aligned with the applicable ESD policy directives under Clause 15.01-2L-02 of the Planning Scheme.

Refer to the enclosed SMP, prepared by SDC for further detail regarding ESD and WSUD initiatives to be implemented.

4.10. HERITAGE CONSIDERATIONS

A Heritage Impact Statement has been prepared by Urbis in support of the proposed development, and concludes that:

- The existing social housing units do not contribute to HO7, and their demolition would be consistent with the local heritage policy as a result, subject to an appropriate replacement design. The part of the site graded 'significant' is considered to relate to the VHI listing and not reflect the relative significance of the existing built form.
- Although the construction of the proposed three storey affordable housing units would constitute change to the heritage overlay area, the subject site is located in a mixed part of the precinct which contains built form of a more variable height that could reasonably accommodate taller built form.
- The proposed buildings have otherwise been designed to complement the significance of the surrounding built form in terms of massing, siting, setbacks, and materiality, as encouraged by the heritage policy under Clause 15.03-1L and the Heritage Guidelines for Infill Development.
- It is acknowledged the proposed 10m height of the two buildings would be taller than the prevailing height of the nearby significant and contributory built form. The width of the roadways to Grosvenor, Woodstock and Brunning Streets would however provide a clear separation between the proposed building and the lower scale residential environment, to ensure the 'sympathetic transition between the adjoining buildings' encouraged by the heritage design guidelines for infill development is achieved.
- The affordable housing development would also provide a net community benefit to the City of Port Phillip.
- The scheme would address the intent of the relevant provisions of the Port Phillip Planning Scheme at Clauses 43.01, 15.03-1S and 15.03-1L as well as those of the Heritage Design Guidelines.

For the reasons stated above, the scheme will not adversely impact the significance of the place and are recommended for approval from a heritage perspective in their current form.

Refer to the enclosed Heritage Impact Statement (by Urbis) for comprehensive detail regarding the site's heritage and an assessment against the relevant heritage policy framework.

5. CONCLUSION

Overall, the proposal is considered to represent a positive development outcome for this site, noting:

- ✔ The proposal is consistent with the strategic directives of the Port Phillip Planning Scheme, noting it provides a contemporary, architecturally designed residential development in a well-serviced location and will accommodate social housing.
- ✔ The built form outcome is appropriately sited and proportioned to respond to the prevailing character of the area, whilst maintaining compliance with the mandatory requirements of the zone.
- ✔ A high degree of compliance with the objectives and standards at Clause 55 of the Planning Scheme is achieved, ensuring siting, scale, internal amenity and communal facilities are appropriate.
- ✔ The development will not result in any unreasonable off-site amenity impacts to neighbouring properties or streetscapes and will maintain equitable development opportunities for the neighbouring site to the west.
- ✔ The on-site car parking provision is entirely appropriate for the proposed social housing use and is supplemented by on-site bicycle parking facilities.
- ✔ The proposed waste management arrangements will be functional and appropriate for this type of development.
- ✔ The proposal incorporates a variety of ESD initiatives, ensuring it meets relevant industry standards.



6. DISCLAIMER

This report is dated March 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, Housing First (**Instructing Party**) for the purpose of Planning Permit Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and

in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

PORT PHILLIP PLANNING SCHEME

A.1 ZONE

GENERAL RESIDENTIAL ZONE – SCHEDULE 1

The site is located within the General Residential Zone – Schedule 1 (GRZ1). The purpose of the General Residential Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Permit Trigger

Pursuant to Clause 32.08-6, a planning permit is required to construct two or more dwellings on a lot.

Schedule 1 to the GRZ relates to 'General Residential Areas' and in this case does not stipulate any specific neighbourhood character objectives, nor any variations to Clause 55 (ResCode) provisions or maximum building height allowances.

Building Height

A maximum building height limit of 11 metres / 3 storeys applies, however pursuant to Clause 53.23 provisions, the Responsible Authority (Minister for Planning) can vary this requirement.

Garden Area

A minimum 35 per cent garden area requirement applies, however pursuant to Clause 53.23 provisions, the Responsible Authority (Minister for Planning) can vary this requirement.

A.2 OVERLAYS

HERITAGE OVERLAY (HO7)

The subject site is affected by HO7 which relates to St Kilda Elwood, Balaclava, Ripponlea' and is an area generally bound by Carlisle St to the north, Glenhuntly Rd to the south, Hotham St to the east and Mitford St and Broadway to the west. As outlined in the scheme, the purpose of the Heritage Overlay is to:

- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*

Permit Trigger

Pursuant to Clause 43.01, a planning permit is required to:

- Demolish or remove a building.
- Construct a building or construct or carry out works.

Heritage Precinct & Gradings

Refer to the enclosed HIS Report (by Urbis) for comprehensive detail regarding the HO7 precinct, statement of significance and heritage gradings.

A.3 PLANNING POLICY

PLAN MELBOURNE

Plan Melbourne 2050 (“the Plan”), developed by the Victorian State Government seeks to identify the vision and strategy for Melbourne’s housing, commercial and industrial development and to guide Victoria’s growth. The Plan contains directions to support housing growth within Victoria, including key outcomes and directions below:

- **Outcome 2:** *Melbourne provides housing choice in locations close to jobs and services. Direction 2.1 seeks to manage the supply of new housing in the right locations to meet population growth and create a sustainable city, while Directions 2.2 and 2.5 seek to provide greater choice and diversity in housing closer to jobs and public transport.*
- **Outcome 4:** *Melbourne is a distinctive and liveable city with quality design and amenity. Directions 4.3 and 4.4 seek to achieve and promote design excellence that is respectful of Melbourne’s heritage.*

MUNICIPAL PLANNING STRATEGY

The following provisions are of relevance to this application:

- **Clause 02.01 (Context)** recognises that the municipality continues to play an important role in providing well designed additional housing to accommodate population growth and identifies that access to affordable housing for low income working households is limited, noting a commitment to maintaining, at a minimum, the 2015 level of social housing stock of 7.2 per cent.
- **Clause 02.02 (Vision)** establishes the vision for Port Phillip which includes a city that promotes:
 - Sustainable economic growth.
 - High accessibility to goods and services.
 - Affordable, accessible, and diverse housing types.
 - Distinct neighbourhoods where an understanding of local character and heritage is an important element of a sustainable future.

- **Clause 02.03 (Strategic Directions)** recognises the key land use themes on the Planning Policy Framework and provides an overview and strategic direction for each identified theme.
- **Clause 02.03-1 (Settlement)** recognises that the municipality continues to play an important role in providing well designed additional housing to accommodate population growth.
- **Clause 02.03-5 (Housing)** recognises the need for greater supply of affordable and social housing to address priority local housing needs, including for the most disadvantaged and marginalised residents.

PLANNING POLICY FRAMEWORK

The Planning Policy Framework (PPF) seeks to develop objectives for planning in Victoria to foster high level land use and development strategies which are the same for each municipality in the State. Generally, the PPF contains objectives for policy areas with strategies of how the objectives are to be achieved.

The development of a new social housing apartment development on the subject site strongly aligns with the general direction of the PPF, which is established through the following policies:

- **Clause 11 – Settlement** recognises that planning is to ‘anticipate and respond to the needs of existing and future communities through provision of zones and service land for housing, employment, recreation and open space, commercial and community facilities and infrastructure’. The policy also seeks to facilitate sustainable development that takes full advantage of existing settlement patterns.
- **Clause 15 – Built Environment and Heritage** identifies the role of planning to ‘recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.’
 - **Clause 15.01-1L-02 – Urban Design** includes objectives and strategies which support developments that protect and enhances view of key landmarks from the public realm. This also encourages high quality built form outcomes and public realm designs.
 - **Clause 15.01-2L-01 – Building Design** includes objectives and strategies which include to ensure that the height and scale of new development is appropriate to the identified preferred character of an

area; and seeks to ensure new development protects, conserves and enhances all identified significant and contributory heritage places.

- **Clause 15.01-2L-02 Environmentally Sustainable Development** details objectives and strategies for Environmentally Sustainable Development under the themes of Transport, Urban Ecology and guidelines for Mixed Use developments. This Clause seeks to promote sustainable design and development.
- **Clause 15.03-1L – Heritage Policy** ensures that new development and any publicly visible additions and/or alterations in or to a heritage place maintains the significance of the heritage place and employs a contextual design approach.
- **Clause 15.01-5L – Neighbourhood Character** seeks to ensure development height, scale, massing, and bulk respects the scale and form of nearby buildings in areas where the existing built form character is to be retained, or a preferred character for an area has been identified.

The 'East St Kilda & Balaclava' area is relevant to the application, with policy directives as follows:

Development should respond to the following existing character elements:

- *The prevailing low rise (1 and 2 storey) scale throughout most residential streets, excepting pockets of flats (2 and 3 storey) along main roads.*
- *The consistent single storey scale, small setbacks, architectural style and 'fine grain' subdivision pattern in streets generally between the railway line and Chapel Street, and on the north side of Inkerman Street between the railway line and Hotham Street.*
- *The generous proportions and architectural style typical in the eastern part of the neighbourhood, including:*
 - *Larger front, rear and side setbacks and lot sizes.*
 - *Inter-war architectural style.*
 - *Detached or semi-detached houses.*

- *Large, landscaped areas with established trees.*
- *Views towards the historic Sandringham Railway line bridges and embankments, particularly the bridge over Carlisle Street.*

The Port Phillip Urban Character Study identifies the site within *Area 13: Chapel Street, Carlisle Street, Brunning Street, Railway Line*, which is described as follows:

The area was developed during the Victorian period and is clearly distinguished from the adjoining inter-war housing to the west.

It has consistent small lots with small frontages, reduced setbacks, and rear laneways. Most streets are quite narrow further reinforcing the intimate scale of the area.

Access to transport and services is excellent.

Refer to **Section 4.2.1** of this report for an assessment against this policy.

- **Clause 16 – Housing** encourages planning to 'ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space.'

Embedded within this Clause are several strategies that are relevant to the proposal that guide future housing within Melbourne, including:

- Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.
- Ensure that the planning system supports the appropriate quantity, quality, and type of housing, including the provision of aged care facilities, supported accommodation for people with disability, rooming houses, student accommodation and social housing.
- Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.
- Encourage housing that is both water efficient and energy efficient.

- Facilitate the delivery of high quality social housing to meet the needs of Victorians.
- **Clause 16.01-1L-2S – Housing Affordability** seeks to deliver more affordable housing closer to jobs, transport, and services by implementing strategies that aim to improve housing affordability, increase the supply of well-located affordable housing and facilitate the delivery of social housing.
- **Clause 17 – Economic Development** seeks to ‘provide for a strong and innovative economy, where all sectors are critical to economic prosperity.’
- **Clause 18 – Transport** seeks to ‘facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport’. Additionally, this Clause aims to ‘plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.’
- **Clause 19.03-3L Stormwater Management (water sensitive urban design)** requires a permit application to be accompanied by a WSUD Response.

Broadly speaking, these Clauses aim to:

- Anticipate and respond to the needs of existing and future communities through appropriately zoned land for (amongst other things) housing.
- Support opportunities for consolidation and intensification of existing urban areas.
- Recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.
- Achieve building design outcomes that contribute positively to the local context and enhance the public realm.
- Ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools, and open space.
- Provide for a strong and innovative economy, where all sectors are critical to economic prosperity.
- Integrate land use and transport.

A.4 GENERAL AND PARTICULAR PROVISIONS

The following provisions are of relevance to this application:

- **Clause 52.06 – Car Parking** – seeks to ensure sufficient carparking is provided for a new use. In addition, it ensures appropriate access and parking areas are appropriately designed to enable safe and efficient traffic movements within and around the site. This clause specifies the required amount of car parking to be provided for a development, specific to the proposed land use/s.

The statutory parking requirement for this development is 71 spaces, however a total provision of 41 spaces is proposed.

Accordingly, Clause 52.06-3 sets out that a permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06.

- **Clause 52.34 – Bicycle Parking** – seeks to encourage cycling as a mode of transport to provide secure and accessible bicycle parking spaces and facilities. Table 1 of Clause 52.34 sets the bicycle space requirements for various land uses.

Noting the proposed development is less than 5-storeys, no statutory bicycle parking requirement applies.

Nonetheless, bicycle parking is provided as part of this development to promote and support sustainable transport for residents and visitors.

- **Clause 53.18 – Stormwater Management in Urban Development** – sets out that buildings and works must be accompanied by details of the proposed stormwater management system, including drainage works and retention, detention, and discharges of stormwater to the drainage system.
- **Clause 53.23 – Significant Residential Development with Affordable Housing** – seeks to facilitate residential development that includes affordable housing with high quality urban design, architecture, and landscape architecture. This clause applies to an application if it includes the use or development of land for accommodation and the condition corresponding to a category in Table 1 of Clause 53.23 is met.

This application qualifies for this Clause 53.23 Ministerial application pathway under ‘Category 2’.

- **Clause 55 – Two or More Dwellings on a Lot and Residential Buildings**
– seeks to achieve residential development that respects the existing neighbourhood character, or which contributes to a preferred neighbourhood character and provides reasonable standards of amenity for existing and new residents. This policy states that provisions in Clause 55 apply to an application to construct two or more dwellings on a lot in a General Residential Zone.

Clause 55.07 – Apartment Developments provides design objectives and standards relating to apartment developments up to four storeys and is therefore applicable to this application.

Refer to **Appendix B** for a comprehensive assessment against these provisions.

- **Clause 65 – Decision Guidelines** – through assessing the application against the decision guidelines in this provision, the responsible authority must decide whether the proposal will produce acceptable outcomes.

APPENDIX B CLAUSE 55 ASSESSMENT

Objectives**Standard****Assessment**

Complies



Variation Required

Clause 55.02 – Neighbourhood Character and Infrastructure**55.02-1 – Neighbourhood character objectives**

To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

To ensure that development responds to the features of the site and the surrounding area.

Standard B1

The design response must be appropriate to the neighbourhood and the site.

The proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site.

Does the proposal meet the **objective**?Does the proposal meet the **standard**?

Refer to Neighbourhood Character discussion at **Section 4.2.1** of the Planning Report.

55.02-2 – Residential policy objectives

To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.

To support medium densities in areas where development can take advantage of public transport and community infrastructure and services.

Standard B2

An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.

Does the proposal meet the **objective**?Does the proposal meet the **standard**?

Refer to discussion at **Section 4.2** of the Planning Report.

55.02-3 - Dwelling diversity objective

To encourage a range of dwelling sizes and types in developments of ten or more dwellings.

Standard B3

Developments of ten or more dwellings should provide a range of dwelling sizes and types, including:

- Dwellings with a different number of bedrooms.

Does the proposal meet the **objective**?Does the proposal meet the **standard**?

- At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level.

The development provides a variety of dwelling sized and configurations, with a split of 1, 2 and 3-bed dwellings, including 6 Specialist Disability Accommodation (SDA) apartments.

55.02-4 - Infrastructure objectives

To ensure development is provided with appropriate utility services and infrastructure.

To ensure development does not unreasonably overload the capacity of utility services and infrastructure.

Standard B4

Development should be connected to reticulated services, including reticulated sewerage, drainage, and electricity, if available. Connection to a reticulated gas service is optional.

Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.

In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development will be fully connected to required services and infrastructure.

55.02-5 - Integration with the street objective

To integrate the layout of development with the street.

Standard B5

Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.

Development should be oriented to front existing and proposed streets.

High fencing in front of dwellings should be avoided if practicable.

Development next to existing public open space should be laid out to complement the open space.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development is configured in such a way that ensure engagement and integration with the key street frontages, being Grosvenor and Brunning Streets, with an appropriate response also provided to the side street interface to Woodstock Street.

Pedestrian links are provided to all street frontages, and no unreasonably high front fencing is proposed which would obscure interaction with the respective streetscapes.

Clause 55.03: Site Layout and Building Massing

55.03-1 – Street setback objective

To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.

Standard B6

Walls of buildings should be set back from streets:

- At least the distance specified in a schedule to the zone, or
- If no distance is specified in a schedule to the zone, the distance specified in Table B1.

Porches, pergolas, and verandahs that are less than 3.6 metres high and eaves may encroach not more than 2.5 metres into the setbacks of this standard.

Table B1 Street setback

Development context	Minimum setback from front street (Metres)	Minimum setback from a side street (Metres)
There is an existing building on both the abutting allotments facing the same street, and the site is not on a corner.	The average distance of the setbacks of the front walls of the existing buildings on the abutting allotments facing the front street or 9 metres, whichever is the lesser.	Not applicable
There is an existing building on one abutting allotment facing the same street and no existing	The same distance as the setback of the front wall of the existing building on the abutting allotment facing the front street or 9 metres, whichever is the lesser.	Not applicable



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The subject site is classified as being a 'corner site' for the purpose of the street setback assessment, noting the corner interfaces at Grosvenor / Woodstock Streets and Brunning / Woodstock Streets.

Accordingly, the abutting property to the west (Grosvenor Hotel) provides the cue for street setback, and the built form on that site at the juncture with the subject site (at both street interfaces) comprises structures built to the street frontage (zero setback).

Noting this standard allows the proposed street setback to match that of the adjoining site, a 0m setback applies.

The proposal comprises primary street frontage setbacks as follows:

- Grosvenor St = 3.55m
- Brunning St = 3.30m

These setbacks comply.

The proposal comprises side street (Woodstock St) setbacks, as follows:

- Northern wing = 2.60m
- Southern wing = 0.60m

<p>building on the other abutting allotment facing the same street, and the site is not on a corner.</p>			<p>The 2.60m setback complies with the standard, and whilst the 0.60m setback does not technically comply, it is considered entirely appropriate given the subject site occupies the entire block and there is no setback precedent to replicate, other than the zero-setback characteristic on the opposite (east) side of Woodstock St.</p> <p>The proposed street setbacks are therefore considered to be highly compliant and entirely responsive to the prevailing character of the area.</p>
<p>There is no existing building on either of the abutting allotments facing the same street, and the site is not on a corner.</p>	<p>6 metres for streets in a Transport Zone 2 and 4 metres for other streets.</p>	<p>Not applicable</p>	
<p>The site is on a corner.</p>	<p>If there is a building on the abutting allotment facing the front street, the same distance as the setback of the front wall of the existing building on the abutting allotment facing the front street or 9 metres, whichever is the lesser.</p> <p>If there is no building on the abutting allotment facing the</p>	<p>Front walls of new development fronting the side street of a corner site should be setback at least the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 3 metres, whichever is the lesser.</p>	

		<p>front street, 6 metres for streets in a Transport Zone 2 and 4 metres for other streets.</p>	<p>Side walls of new development on a corner site should be setback the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 2 metres, whichever is the lesser.</p>	
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55.03-2 – Building height objective

To ensure that the height of buildings respects the existing or preferred neighbourhood character.

Standard B7

The maximum building height should not exceed the maximum height specified in the zone, schedule to the zone or an overlay that applies to the land.

If no maximum height is specified in the zone, schedule to the zone or an overlay, the maximum building height should not exceed 9 metres, unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the maximum building height should not exceed 10 metres.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposed 10.6m maximum building height complies with the mandatory maximum height limit of 11m / 3 storeys as prescribed by the GRZ1.

55.03-3 – Site coverage objective

To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.

Standard B8

The site area covered by buildings should not exceed:

- The maximum site coverage specified in a schedule to the zone, or
- If no maximum site coverage is specified in a schedule to the zone, 60 per cent.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposed building site coverage of 49% (1,864sqm) complies with the 60% maximum.

55.03-4 – Permeability and stormwater management objectives

To reduce the impact of increased stormwater run-off on the drainage system.

To facilitate on-site stormwater infiltration.

To encourage stormwater management that maximises the retention and reuse of stormwater.

Standard B9

The site area covered by the pervious surfaces should be at least:

- The minimum area specified in a schedule to the zone, or
- If no minimum is specified in a schedule to the zone, 20 percent of the site.

The stormwater management system should be designed to:

- Meet the current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999).
- Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Proposed site permeability achieves 20% (789sqm) as per the standard.

55.03-5 – Energy efficiency objectives

To achieve and protect energy efficient dwellings and residential buildings.

To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.

Standard B10

Buildings should be:

- Oriented to make appropriate use of solar energy.
- Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.
- Sited and designed to ensure that the performance of existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged.

Living areas and private open space should be located on the north side of the development, if practicable.

Developments should be designed so that solar access to north-facing windows is maximised.

N/A

Clause 55.07 Applies

N/A

Clause 55.07 Applies

55.03-6 – Open space objective

To integrate the layout of development with any public and communal open space provided in or adjacent to the development.

Standard B11

If any public or communal open space is provided on site, it should:

- Be substantially fronted by dwellings, where appropriate.
- Provide outlook for as many dwellings as practicable.
- Be designed to protect any natural features on the site.
- Be accessible and useable.

N/A Clause 55.07 Applies

N/A Clause 55.07 Applies

55.03-7 – Safety objective

To ensure the layout of development provides for the safety and security of residents and property.

Standard B12

Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways.

Planting which creates unsafe spaces along streets and accessways should be avoided.

Developments should be designed to provide good lighting, visibility, and surveillance of car parks and internal accessways.

Private spaces within developments should be protected from inappropriate use as public thoroughfares.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Entrances to dwellings and the main building entrances for both wings are appropriately located and designed to ensure safety for occupants and visitors.

Landscaping is well-considered to ensure it doesn't create any unsafe spaces along street frontages or within the site.

Similarly, the communal open space is designed such that it benefits from secure access via each wing of the building, or via Woodstock Street, ensuring it cannot be used as a public thoroughfare between streets, or used as a public loitering area, but rather, will function as a pleasant open space with good amenity for residents and visitors to enjoy.

Refer to **Section 4.8.4** of the Planning Report for further discussion.

55.03-8 – Landscaping objectives

To encourage development that respects the landscape character of the neighbourhood.

To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.

To provide appropriate landscaping.

To encourage the retention of mature vegetation on the site.

Standard B13

The landscape layout and design should:

- Protect any predominant landscape features of the neighbourhood.
- Take into account the soil type and drainage patterns of the site.
- Allow for intended vegetation growth and structural protection of buildings.
- In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals.
- Provide a safe, attractive and functional environment for residents.

Development should provide for the retention or planting of trees, where these are part of the character of the neighbourhood.

Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.

The landscape design should specify landscape themes, vegetation (location and species), paving and lighting.

Development should meet any additional landscape requirements specified in a schedule to the zone.

N/A

Clause 55.07 Applies

N/A

Clause 55.07 Applies

55.03-9 – Access objective

To ensure the number and design of vehicle crossovers respects the neighbourhood character.

Standard B14

The width of accessways or car spaces should not exceed:

- 33 per cent of the street frontage, or
- if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage.

No more than one single-width crossover should be provided for each dwelling fronting a street.

The location of crossovers should maximise the retention of on-street car parking spaces.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The existing vehicle crossovers to the site are being removed and reinstated as kerb and channel with nature strips.

The number of access points to a road in a Transport Zone 2 or a Transport Zone 3 should be minimised.

Developments must provide for access for service, emergency and delivery vehicles.

A new 11.2m wide crossover is proposed at the north-west corner of the site (to Grosvenor Street) which will service the basement car park and will occupy approx. 17.5% of the site frontage, which complies with this standard.

55.03-10 – Parking location objectives

To provide convenient parking for resident and visitor vehicles.

To protect residents from vehicular noise within developments.

Standard B15

Car parking facilities should:

- Be reasonably close and convenient to dwellings and residential buildings.
- Be secure.
- Be well ventilated if enclosed.

Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Parking facilities are suitably located for convenient access to each wing of the development and will be secure and appropriately ventilated.

Shared basement ramp will not directly interface with a habitable room window of any apartment at ground floor level. Apartments are proposed above the accessway, however will be suitably elevated above the ramp to mitigate amenity impacts to street-facing habitable rooms of these apartments.

Clause 55.04 – Amenity Impacts

55.04-1 – Side and rear setbacks objective

To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.

Standard B17

A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:

- At least the distance specified in a schedule to the zone, or
- If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.

Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the setbacks of this standard.

Landings having an area of not more than 2 square metres and less than 1 metre high, stairways, ramps, pergolas, shade sails and carports may encroach into the setbacks of this standard.

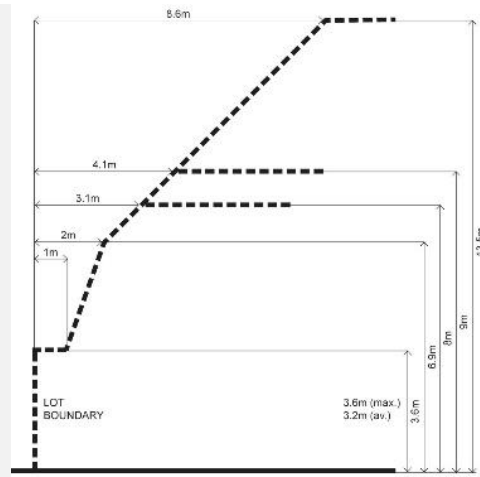
Diagram B1 Side and rear setbacks



Does the proposal meet the **objective**?

N/A

Given the site has three street frontages (to north, east and south), the western boundary is the only boundary to which B17 would be relevant, however noting that boundary walls are proposed to the western boundary, Standard B17 is not specifically relevant. Rather, Standard B18 is relevant and is assessed / discussed below.



55.04-2 – Walls on boundaries objectives

To ensure that the location, length, and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.

Standard B18

A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary:

- For a length of more than the distance specified in a schedule to the zone; or
- If no distance is specified in a schedule to the zone, for a length of more than:
 - 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or
 - Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports whichever is the greater.

A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.

A building on a boundary includes a building set back up to 200mm from a boundary.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposed walls abutting the western site boundary seek a variance from Standard B18 requirements in relation to boundary wall length and height. Despite the variances sought, the three storey boundary wall height is considered to represent an entirely appropriate outcome in that the neighbouring property to the west contains the Grosvenor Hotel, which is a commercial operation and does not represent a sensitive interface given the existing boundary wall conditions at the south-western interface and the existing hardstand car park adjacent to the north-western interface. The scale of these walls is expected to integrate comfortably within the

The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.

respective streetscapes, particularly within Brunning Street noting the existing boundary wall conditions and three-storey built form character directly opposite the site.

The proposed three storey boundary walls do not include any windows, therefore creating equitable development rights for the Grosvenor Hotel site should it be redeveloped in the future. Additionally, the walls will benefit from the same face brick treatment to ensure it presents quality materials at the boundary interface.

This proposal is considered to achieve the objective.

55.04-3 Daylight to existing windows objectives

To allow adequate daylight into existing habitable room windows.

Standard B19

Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.

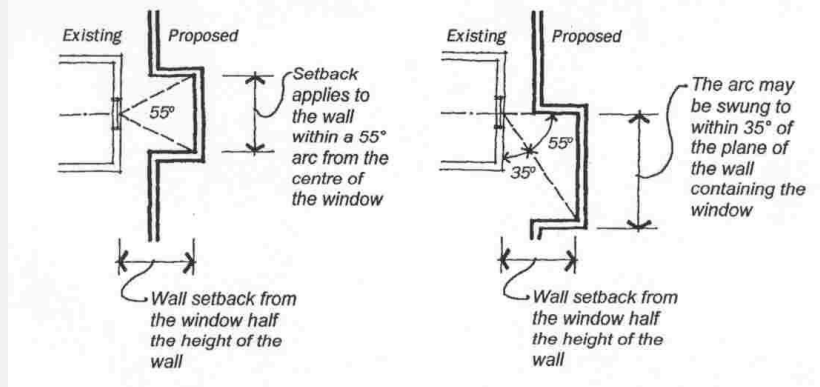
Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.

Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window.

Diagram B2 Daylight to existing windows

N/A

No neighbouring habitable room windows exist directly opposite the proposed development.



55.04-4 – North-facing windows objective

To allow adequate solar access to existing north-facing habitable room windows.

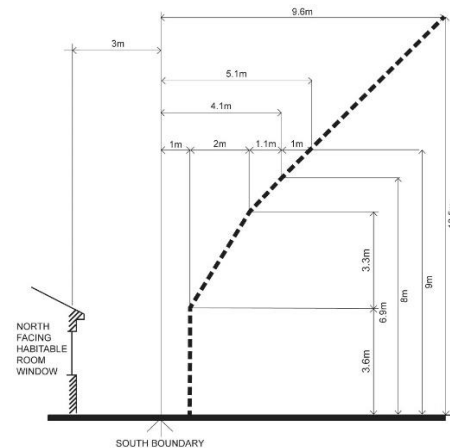
Standard B20

To allow adequate solar access to existing north-facing habitable room windows.

Diagram B3 North-facing windows

N/A

The development interfaces with Brunning Street to the south, therefore no neighbouring north-facing habitable room windows exist as a direct abuttal to the subject site.



55.04-5 – Overshadowing open space objective

To ensure buildings do not significantly overshadow existing secluded private open space.

Standard B21

Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.

If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development does not have any direct abuttal to any neighbouring areas of SPOS, therefore the proposal complies with this standard.

55.04-6 – Overlooking objective

To limit views into existing secluded private open space and habitable room windows.

Standard B22

A habitable room window, balcony, terrace, deck, or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.

A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either:

- Offset a minimum of 1.5 metres from the edge of one window to the edge of the other.
- Have sill heights of at least 1.7 metres above floor level.
- Have fixed, obscure glazing in any part of the window below 1.7 metre above floor level.
- Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent.

Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.

Screens used to obscure a view should be:

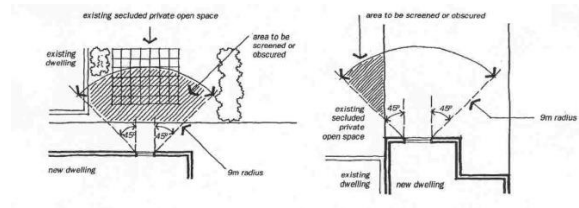
- Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels.
- Permanent, fixed, and durable.
- Designed and coloured to blend in with the development.

This standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary.

Diagram B4 Overlooking open space

The subject site does not have any direct abutments to residential properties, therefore no SPOS or habitable room windows exist within 9m of the development.

Accordingly, the proposal does not have any obligation for screening measures to mitigate off-site overlooking and therefore achieves compliance with this standard.



55.04-7 – Internal views objective

To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.

Standard B23

Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the secluded private open space of a lower-level dwelling or residential building directly below and within the same development.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

At Levels 1 and 2, proposed habitable room windows and balconies which face inward towards the central communal space will have distant views towards ground floor apartment courtyards (SPOS), however, the proposed landscaping scheme incorporates rows of planting along the outer edges of these ground level courtyards to provide greater privacy to those ground level SPOS areas, mitigating direct internal views.

55.04-8 – Noise impacts objectives

To contain noise sources in developments that may affect existing dwellings.

To protect residents from external noise.

Standard B24

Noise sources, such as mechanical plant, should not be located near bedrooms of immediately adjacent existing dwellings.

Noise sensitive rooms and secluded private open spaces of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties.

Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms.

N/A

Clause 55.07 Applies

N/A

Clause 55.07 Applies

Clause 55.05: On-Site Amenity and Facilities

55.05-1 – Accessibility Objective

To encourage the consideration of the needs of people with limited mobility in the design of developments.

Standard B25

The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.

N/A Clause 55.07 Applies

N/A Clause 55.07 Applies

55.05-2 – Dwelling entry objective

To provide each dwelling or residential building with its own sense of identity.

Standard B26

Entries to dwellings and residential buildings should:

- Be visible and easily identifiable from streets and other public areas.
- Provide shelter, a sense of personal address and a transitional space around the entry.

N/A Clause 55.07 Applies

N/A Clause 55.07 Applies

55.05-3 – Daylight to new windows objective

To allow adequate daylight into new habitable room windows.

Standard B27

A window in a habitable room should be located to face:

- An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot, or
- A verandah provided it is open for at least one third of its perimeter, or
- A carport provided it has two or more open sides and is open for at least one third of its perimeter.

N/A Clause 55.07 Applies

N/A Clause 55.07 Applies

55.05-4 – Private open space objective

To provide adequate private open space for the reasonable recreation and service needs of residents.

Standard B28

A dwelling or residential building should have private open space of an area and dimensions specified in a schedule to the zone.

N/A Clause 55.07 Applies

N/A Clause 55.07 Applies

If no area or dimensions are specified in a schedule to the zone, a dwelling or residential building should have private open space consisting of:

- An area of 40 square metres, with one part of the private open space to consist of secluded private open space at the side or rear of the dwelling or residential building with a minimum area of 25 square metres, a minimum dimension of 3 metres and convenient access from a living room, or
- A balcony of 8 square metres with a minimum width of 1.6 metres and convenient access from a living room, or
- A roof-top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room.

The balcony requirements in Clause 55.05-4 do not apply to an apartment development.

55.05-5 – Solar access to open space objective

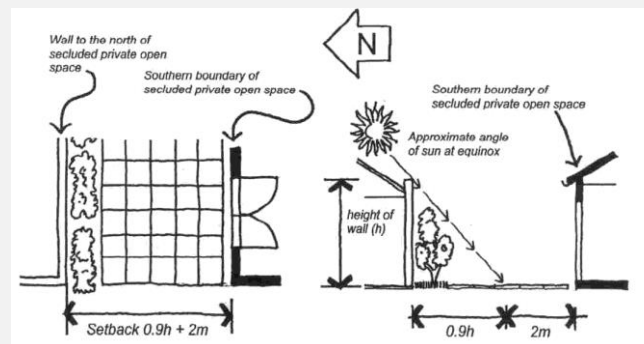
To allow solar access into the secluded private open space of new dwellings and residential buildings.

Standard B29

The private open space should be located on the north side of the dwelling or residential building, if appropriate.

The southern boundary of secluded private open space should be set back from any wall on the north of the space at least $(2 + 0.9h)$ metres, where 'h' is the height of the wall.

Diagram B5 Solar access to open space



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

For all proposed north-facing apartments within both wings of the development, SPOS for apartments are located to face north to ensure solar access is maximised. This complies with the standard.

The south-facing apartments within each wing of the development will have their balconies facing south, therefore will not receive direct solar access. However, the south-facing balconies are appropriately dimensioned to provide good amenity to residents and will have a pleasant outlook to the vegetated central communal open space (for the

northern wing) and to Brunning Street (for the southern wing). These broad and open outlooks will provide good amenity and daylight access to all south-facing apartments at all levels, and therefore is considered to satisfy the objective in this instance.

55.05-6 – Storage objective

To provide adequate storage facilities for each dwelling.

Standard B30

Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.

N/A

Clause 55.07 Applies

N/A

Clause 55.07 Applies

Clause 55.06: Detailed Design

55.06-1 – Design detail objective

To encourage design detail that respects the existing or preferred neighbourhood character.

Standard B31

The design of buildings, including:

- Facade articulation and detailing,
- Window and door proportions,
- Roof form, and
- Verandahs, eaves and parapets, should respect the existing or preferred neighbourhood character.

Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Refer to discussion at **Section 4.4.2** of the Planning Report.

55.06-2 – Front fences objective

To encourage front fence design that respects the existing or preferred neighbourhood character.

Standard B32

A front fence within 3 metres of a street should not exceed:

- The maximum height specified in a schedule to the zone, or
- If no maximum height is specified in a schedule to the zone, the maximum height specified in Table B3.

Table B3 Maximum front fence height

Street Context	Maximum front fence height
Streets in a Transport Zone 2	2 metres
Other streets	1.5 metres
There is no existing building on either of the abutting allotments facing the same street, and the site is not on a corner.	6 metres for streets in a Transport Zone 2 and 4 metres for other streets.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposed front fencing to all street frontages comprises metal blade fencing (powdercoated white treatment).

Fence heights:

- Grosvenor = 1.10m
- Brunning = 1.10m
- Woodstock = 1.80m

The proposed fencing is predominantly compliant from a height perspective. The increased fencing height to Woodstock Street is considered appropriate and responsive to the existing fencing character within Woodstock Street.

55.06-3 – Common property objectives

To ensure that communal open space, car parking, access areas and site facilities are practical, attractive, and easily maintained.

To avoid future management difficulties in areas of common ownership.

Standard B33

Developments should clearly delineate public, communal, and private areas.

Common property, where provided, should be functional and capable of efficient management.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The communal areas within the development (both internal and external) are clearly delineated on plan.

55.06-4 – Site services objectives

To ensure that site services can be installed and easily maintained.

To ensure that site facilities are accessible, adequate, and attractive.

Standard B34

The design and layout of dwellings and residential buildings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.

Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.

Bin and recycling enclosures should be located for convenient access by residents.

Mailboxes should be provided and located for convenient access as required by Australia Post.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Site services are well-integrated into the building design as best as possible, as follows:

- Substation integrated into southern elevation, accessible via Brunning Street.
- MSB services tucked in behind the substation, out of public view.
- Bin store rooms integrated within each wing of the building, with access direct from the northern and southern street frontages.
- Fire booster and water ASM located within the front setback to Grosvenor Street, to facilitate appropriate authority access.
- Comms cupboard internal within the southern wing.
- Mailboxes located within the main entry foyers of each building wing for ease of access by AusPost and residents alike.

The locations of proposed site services have been informed by respective authority access requirements and are well-integrated into the development layout and design.

Clause 55.07: Apartment Developments

55.07-1 – Energy efficiency objectives

To achieve and protect energy efficient dwellings and buildings.

To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.

To ensure dwellings achieve adequate thermal efficiency.

Standard B35

Buildings should be:

- Oriented to make appropriate use of solar energy.
- Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.
- Sited and designed to ensure that the performance of existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged.

Living areas and private open space should be located on the north side of the development, if practicable.

Developments should be designed so that solar access to north-facing windows is optimised.

Dwellings located in a climate zone identified Table B4 in should not exceed the maximum NatHERS annual cooling load specified in the following table.

Table B4 Cooling load

NatHERS climate zone	NatHERS maximum cooling load MJ/M ² per annum
Climate zone 21 Melbourne	30
Climate zone 22 East Sale	22
Climate zone 27 Mildura	69
Climate zone 60 Tullamarine	22
Climate zone 62 Moorabbin	21
Climate zone 63 Warrnambool	21
Climate zone 64 Cape Otway	19
Climate zone 66 Ballarat	23

Note: Refer to NatHERS zone map, Nationwide House Energy Rating Scheme (Commonwealth Department of Environment and Energy).



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development is sited in a manner that seeks to maximise solar access and energy.

Refer to enclosed **Sustainability Management Plan (SMP – Section 2.2)** for further detail regarding energy efficiency and compliance.

55.07-2 – Communal open space objective

To provide communal open space that meets the recreation and amenity needs of residents.

To ensure that communal open space is accessible, functional, and is easily maintained.

To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.

Standard B36

A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres.

If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and consist of multiple separate areas of communal open space.

Each area of communal open space should be:

- Accessible to all residents.
- A useable size, shape and dimension.
- Capable of efficient management.
- Be located to:
 - Provide passive surveillance opportunities, where appropriate.
 - Provide outlook for as many dwellings as practicable.
 - Avoid overlooking into habitable rooms and private open space of new dwellings.
 - Minimise noise impacts to new and existing dwellings.

Any area of communal outdoor open space should be landscaped and include canopy cover and trees.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Based on the proposed number of dwellings (68), the standard requires 200sqm of communal open space.

The proposed provision of communal open space far exceeds this standard requirement, including:

- **Outdoor** = 810 sqm
- **Internal** = 74 sqm

These communal spaces are accessible to all residents, are of dimensions that will ensure functionality, will provide appropriate amenity, and will accommodate generous landscaping.

55.07-3 – Solar access to communal outdoor open space objective

To allow solar access into communal outdoor open space.

Standard B37

The communal outdoor open space should be located on the north side of a building, if appropriate.

At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The central east-west oriented communal open space is 810sqm in area, therefore for the purpose of this standard, 125sqm represents the threshold for solar access.

Solar access to the space exceeds 125 sqm at all hours between 11am – 3pm on 21 June,

therefore achieving compliance with this standard.

Refer to enclosed shadow diagrams for 21 June for further detail.

55.07-4 – Landscaping objective

To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape.

To preserve existing canopy cover and support the provision of new canopy cover.

To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.

Standard B38

Development should retain existing trees and canopy cover.

Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.

Development should:

- Provide the canopy cover and deep soil areas specified in Table B5. Existing trees can be used to meet the canopy cover requirements of Table B5.
- Provide canopy cover through canopy trees that are:
 - Located in an area of deep soil specified in Table B6. Where deep soil cannot be provided trees should be provided in planters specified in Table B6.
 - Consistent with the canopy diameter and height at maturity specified in Table B7.
 - Located in communal outdoor open space or common areas or street frontages.
- Comprise smaller trees, shrubs, and ground cover, including flowering native species.
- Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space.
- Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption.
- Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water.
- Protect any predominant landscape features of the area.
- Take into account the soil type and drainage patterns of the site.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Requirements:

Site area = 3,790sqm

Canopy Cover

- **Req't** = 608sqm (i.e. 350sqm + 20% site area above 2,500sqm)
Include at least 2 x Type B trees OR 1 x Type C tree
- **Provision** = Per planting schedule, Tree codes BP and MAE both are Type B trees, and the proposed landscape scheme accommodates 9 of these trees (i.e. 2 x BP and 7 x MAE) throughout the central communal area. Additionally, the existing canopy tree is being within the western nook of the site.

Deep Soil

- **Req't** = 568sqm (i.e. 15% site area)
- **Provision** = 681sqm (18% of site)

- Provide a safe, attractive and functional environment for residents.
- Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.

The proposed canopy cover and deep soil provision is aligned with the Standard B38 requirements.

Table B5 Canopy cover and deep soil requirements

Site area	Canopy cover	Deep soil
2500 square metres or more	350 square metres plus 20% of site area above 2,500 square metres Include at least 2 Type B trees or 1 Type C tree	15% of site area

Table B6 Soil requirements for trees

Tree type	Tree in deep soil	Tree in planter	Depth of planter soil
	Area of deep soil	Volume of planter soil	
A	12 square metres (min. plan dimension 2.5 metres)	12 cubic metres (min. plan dimension of 2.5 metres)	0.8 metre
B	49 square metres (min. plan dimension 4.5 metres)	28 cubic metres (min. plan dimension of 4.5 metres)	1 metre
C	121 square metres (min. plan dimension 6.5 metres)	64 cubic metres (min. plan dimension of 6.5 metres)	1.5 metre

Note: Where multiple trees share the same section of soil the total required amount of soil can be reduced by 5% for every additional tree, up to a maximum reduction of 25%.

Table B7 Tree types

Tree types	Minimum canopy diameter at maturity	Minimum height at maturity
A	4 metres	6 metres
B	8 metres	8 metres
C	12 metres	12 metres

55.07-5 – Integrated water and stormwater management objectives

To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.

To facilitate stormwater collection, utilisation and infiltration within the development.

To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.

Standard B39

Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.

Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.

The stormwater management system should be:

- Designed to meet the current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999).
- Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Refer to the enclosed SWMS report for further detail.

55.07-6 – Access objective

To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.

To ensure that vehicle crossovers are designed and located to minimise visual impact.

Standard B40

Vehicle crossovers should be minimised.

Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building.

Pedestrian and cyclist access should be clearly delineated from vehicle access.

The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees.

Development must provide access for service, emergency and delivery vehicles.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Vehicle access to the site is proposed to be confined to one double width crossover at the north-western corner of the site, with all other existing vehicle crossovers to the site to be reinstated as kerb and channel.

This will ensure one point of access for all vehicles, will avoid crossovers dominating the streetscapes and will enhance pedestrian safety.

55.07-7 – Noise impacts objective

To contain noise sources in developments that may affect existing dwellings.

To protect residents from external and internal noise sources.

Standard B41

Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.

The layout of new dwellings and buildings should minimise noise transmission within the site.

Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.

New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.

Buildings within a noise influence area specified in Table B8 should be designed and constructed to achieve the following noise levels:

- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
- Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Refer to **Section 4** of the **Acoustic Report**, prepared by Resonate for details regarding compliance with this standard.

Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.

Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.

Table B8 Noise influence area

Noise source	Noise influence area
Zone interface	
Industry	300 metres from the Industrial 1, 2 and 3 zone boundary
Roads	
Freeways, tollways and other roads carrying 40,000 Annual Average Daily Traffic Volume	300 metres from the nearest trafficable lane
Railways	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track
Railway servicing freight outside Metropolitan Melbourne	80 metres from the centre of the nearest track
Railway servicing freight in Metropolitan Melbourne	135 metres from the centre of the nearest track

Note: The noise influence area should be measured from the closest part of the building to the noise source.

55.07-8 – Accessibility objective

To ensure the design of dwellings meets the needs of people with limited mobility.

Standard B42

At least 50 per cent of dwellings should have:

- A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.
- A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area.
- A main bedroom with access to an adaptable bathroom.
- At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table B9.

Table B9 Bathroom design

	Design option A	Design option B
Door opening	A clear 850mm wide door opening.	A clear 820mm wide door opening located opposite the shower.
Door design	Either: <ul style="list-style-type: none"> ▪ A slide door, or ▪ A door that opens outwards, or ▪ A door that opens inwards that is clear of the circulation area and has readily removable hinges. 	Either: <ul style="list-style-type: none"> ▪ A slide door, or ▪ A door that opens outwards, or ▪ A door that opens inwards and has readily removable hinges.
Circulation area	A clear circulation area that is: <ul style="list-style-type: none"> ▪ A minimum area of 1.2 metres by 1.2 metres. ▪ Located in front of the shower and the toilet. 	A clear circulation area that is: <ul style="list-style-type: none"> ▪ A minimum width of 1 metre. ▪ The full length of the bathroom and a



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

It is calculated that 97% of the proposed apartments will achieve compliance with B42 requirements, adopting Design Option A for bathroom design.

All apartment types achieve compliance, except Apt Type A5.

	<ul style="list-style-type: none"> Clear of the toilet, basin and the door swing. <p>The circulation area for the toilet and shower can overlap.</p>	<p>minimum length of 2.7 metres.</p> <ul style="list-style-type: none"> Clear of the toilet and basin. <p>The circulation area can include a shower area.</p>
Path to circulation area	A clear path with a minimum width of 900mm from the door opening to the circulation area.	Not applicable.
Shower	A hobless (step-free) shower.	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening.
Toilet	A toilet located in the corner of the room.	A toilet located closest to the door opening and clear of the circulation area.

55.07-9 – Private open space objective

To provide adequate private open space for the reasonable recreation and service needs of residents.

Standard B43

A dwelling should have private open space consisting of at least one of the following:

- An area at ground level of at least 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room.
- A balcony with at least the area and dimensions specified in Table B10 and convenient access from a living room. If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table B10 should be increased by at least 1.5 square metres.
- An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

All proposed balconies achieve the minimum area and dimension requirements of Standard B43.

All ground floor apartments also benefit from additional POS in the form of courtyards interfacing with either the streetscape or the

- An area on a roof of at least 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room.

internal communal courtyard, all of which exceed the total requirement of 25sqm for ground level POS.

Table B10 – Balcony size

Orientation of dwelling	Dwelling type	Minimum area	Minimum dimension
North (between north 20 degrees west to north 30 degrees east)	All	8 square metres	1.7 metres
South (between south 30 degrees west to south 20 degrees east)	All	8 square metres	1.2 metres
Any other orientation	Studio or 1 bedroom dwelling	8 square metres	1.8 metres
	2 bedroom dwelling	8 square metres	2 metres
	3 or more bedroom dwelling	12 square metres	2.4 metres

55.07-10 – Storage objective

To provide adequate storage facilities for each dwelling.

Standard B44

Each dwelling should have convenient access to usable and secure storage space.

The total minimum storage space (including kitchen, bathroom, and bedroom storage) should meet the requirements specified in Table B11.

Table B11 Storage

Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposed apartments are highly compliant with the storage provision, including internal storage within apartments, plus storage within the basement level.

- Apt A1 – complies.
- Apt A2 – complies.
- Apt A3 – complies.
- Apt A5 – complies.
- Apt A6 – complies.
- Apt A7 – complies.
- Apt B2 – complies.
- Apt B3 – complies.
- Apt C1 – minor variance.
- Apt C2 – complies.

The minor variance for Apt C1 relates to a 0.57sqm shortfall for internal storage space, however when considering the total dedicated storage space (including basement storage), the total storage capacity exceeds the 18m³ minimum requirement.

All apartments are provided with a dedicated residential storage cage within the basement level.

55.07-11 – Waste and recycling objectives

To ensure dwellings are designed to encourage waste recycling.

To ensure that waste and recycling facilities are accessible, adequate and attractive.

To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.

Standard B45

Developments should include dedicated areas for:

- Waste and recycling enclosures which are:
 - Adequate in size, durable, waterproof and blend in with the development.
 - Adequately ventilated.
 - Located and designed for convenient access by residents and made easily accessible to people with limited mobility.
- Adequate facilities for bin washing. These areas should be adequately ventilated.
- Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.
- Collection, storage, and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.
- Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing.
- Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.

Waste and recycling management facilities should be design and managed in accordance with a Waste Management Plan approved by the responsible authority and:

- Be designed to meet the better practice design options specified in Waste Management and Recycling in Multi-unit Developments (Sustainability Victoria, 2019).
- Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Dedicated bin store rooms are provided within each wing of the development, ensuring convenient access for all residents.

Per the enclosed Waste Management Plan, by Leigh Design, the proposed waste stores provide sufficient space for on-site bin storage and will accommodate required ventilation, bin washing facilities and circulation space.

55.07-12 – Functional layout objective

To ensure dwellings provide functional areas that meet the needs of residents.

Standard B46

Bedrooms should:

- Meet the minimum internal room dimensions specified in Table B12.
- Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.

Table B12 - Bedroom dimensions

Bedroom type	Minimum width	Minimum depth
Main bedroom	3 metres	3.4 metres
All other bedrooms	3 metres	3 metres

Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table B13.

Table B13 Living area dimensions

Dwelling type	Minimum width	Minimum area
Studio and 1 bedroom dwelling	3.3 metres	10 sqm
2 or more bedroom dwelling	3.6 metres	12 sqm



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

All proposed apartments achieve compliance with bedroom and living room dimension requirements of this standard.

55.07-13 – Room depth objective

To allow adequate daylight into single aspect habitable rooms.

Standard B47

Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.

The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:

- The room combines the living area, dining area and kitchen.
- The kitchen is located furthest from the window.
- The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

All apartments have a proposed floor to ceiling height of 2.70m (as annotated on apartment detail plans), therefore a 9m habitable room depth can be accommodated.

The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.

All proposed apartments achieve room depths not exceeding 9m at any point, therefore complying with this standard.

55.07-14 – Windows objective

To allow adequate daylight into new habitable room windows.

Standard B48

Habitable rooms should have a window in an external wall of the building. A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky. The secondary area should be:

- A minimum width of 1.2 metres.
- A maximum depth of 1.5 times the width, measured from the external surface of the window.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

All HRWs face an outdoor space or verandah area to ensure appropriate access to daylight, therefore achieving compliance with the standard.

Only Apartment Types B3 and C1 proposed access to daylight via a smaller secondary area, however both these apartments comply with width and depth dimensions requirements of this standard.

Also where these arrangements are proposed, those windows are largely clear to sky.

55.07-15 – Natural ventilation objectives

To encourage natural ventilation of dwellings.

To allow occupants to effectively manage natural ventilation of dwellings.

Standard B49

The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate. At least 40 per cent of dwellings should provide effective cross ventilation that has:

- A maximum breeze path through the dwelling of 18 metres.
- A minimum breeze path through the dwelling of 5 metres.
- Ventilation openings with approximately the same area.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The apartments have been designed to achieve appropriate natural ventilation.

The breeze path is measured between the ventilation openings on different orientations of the dwelling.

55.07-16 – Building entry and circulation objectives

To provide each dwelling and building with its own sense of identity.

To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.

To ensure internal communal areas provide adequate access to daylight and natural ventilation.

Standard B50

Entries to dwellings and buildings should:

- Be visible and easily identifiable.
- Provide shelter, a sense of personal address and a transitional space around the entry.

The layout and design of buildings should:

- Clearly distinguish entrances to residential and non-residential areas.
- Provide windows to building entrances and lift areas.
- Provide visible, safe and attractive stairs from the entry level to encourage use by residents.
- Provide common areas and corridors that:
 - Include at least one source of natural light and natural ventilation.
 - Avoid obstruction from building services.
 - Maintain clear sight lines.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Each wing of the development is provided with dedicated building entry points that are clearly legible from the respective streetscapes, supplemented by individual ground floor apartment entries to the street.

The main entries to each wing are sufficiently wide to provide a spacious and welcoming entry, before connecting to internal corridors and providing direct alignment to the central communal space accessway.

This outcome enhances the overall sense of address for the development and is supplemented by the secure resident access to the communal open space via the Woodstock St side interface.

The proposed stairwells within each wing of the development are differentiated by way of their external treatment and include an element of transparency to enable visual interaction between these transitional spaces and the public realm / internal communal space.

55.07-17 – Integration with the street objective

To integrate the layout of development with the street.

To support development that activates street frontages.

Standard B51

Development should be oriented to front existing and proposed streets.

Along street frontages, development should:

- Incorporate pedestrian entries, windows, balconies or other active spaces.
- Limit blank walls.
- Limit high front fencing, unless consistent with the existing urban context.
- Provide low and visually permeable front fences, where proposed.
- Conceal car parking and internal waste collection areas from the street.

Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The configuration of this development, comprising two E-W oriented wings, ensures that development fronts onto the two key street frontages – Grosvenor and Brunning Streets.

Blank walls are limited to the western (non-sensitive) interface and are treated with the same materiality at principal façade, ensuring a quality treatment is retained to all interfaces.

Front fencing is proposed to be low to all street frontages, albeit with a slight increase to Woodstock St, as discussed earlier in this report. All fencing is permeable.

All car parking is contained within basement level, whilst waste storage is provided at GF level in dedicated waste store rooms.

55.07-18 – Site services objective

To ensure that site services are accessible and can be easily installed and maintained.

To ensure that site services and facilities are visually integrated into the building design or landscape.

Standard B52

Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and economically.

Meters and utility services should be designed as an integrated component of the building or landscape.

Mailboxes and other site facilities should be adequate in size, durable, weather-protected, located for convenient access and integrated into the overall design of the development.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development has been designed with service locations front of mind. The substation has been strategically located at the SW corner, being the least sensitive interface of

the site and easiest to access for installation and maintenance of the substation equipment.

All proposed building services are designed to be integrated within the development as best as possible.

Each building wing will be provided with conveniently access letterboxes within the main entry foyer, ensuring ease of access for mail delivery and resident collection.

55.07-19 – External walls and materials objective

To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area.

To ensure external walls endure and retain their attractiveness.

Standard B53

External walls should be finished with materials that:

- Do not easily deteriorate or stain.
- Weather well over time.
- Are resilient to the wear and tear from their intended use.

External wall design should facilitate safe and convenient access for maintenance.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposed palette of materials and finishes represents a robust and durable mix of face brick, render, metal cladding, metal features, all of which will weather well over time, requiring minimal long-term maintenance.

