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Town Planning Report

290 Park Street, Fitzroy North

Prepared for Antipodean Developments Pty Ltd

June 2026

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1. Introduction

This town planning report has been prepared by DHP Urban Consultants (town planners) for Antipodean Land Developments Pty Ltd to accompany a planning permit application submitted under Clause 53.25 (Great Design Fast Track) pathway of the Yarra Planning Scheme.

The report provides:

- A description of the proposal.
- A description of the site and surrounds.
- An outline of the relevant statutory planning framework of the Yarra Planning Scheme.
- An assessment of the proposal against the relevant provisions of the Yarra Planning Scheme.
- A Clause 58 assessment (Apartment Developments).

The report should be read in conjunction with the following plans and reports:

- Architectural drawings by Architecture architecture (Aa).
- Great Design Fast Track (GDFT) Application Report by Aa – including details of the site, site history, site context and design response to the 7 GDFT design principles.
- Land Survey by JCA Land Consultants.
- Landscape Drawings by Open Work.
- Transport Impact Assessment by One Mile Grid.
- Waste Management Plan by One Mile Grid.
- Green Travel Plan by One Mile Grid.
- Heritage Impact Statement by Bryce Raworth.
- Sustainability Management Plan (SMP) by GIW.
- Acoustic Report by Enfield Acoustics.
- Environmental Wind Assessment by MEL Consultants.

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2. Proposal

The proposal involves demolition of the existing buildings on the site, including the attached verandahs over the footpath; the construction of a mixed use building ranging in height from 4 storeys (5 technical storeys including covered rooftop) up to 7 storeys containing a ground floor shop/café and 20 apartments. There is also a basement level containing storage and 30 secure resident and 2 café bicycle parking spaces. There are 6 visitor bicycle spaces on ground level; an elevated central landscaped communal outdoor open space on first floor; communal rooftop with communal laundry, B.B.Q and productive garden on level 4; and car parking for 18 cars on ground level with 16 of those in car stackers.

The proposal seeks a planning permit under the Yarra Planning Scheme for:

- Clause 34.01-1: Use of the land for dwellings (C1Z).
- Clause 34.01-4: Construct a building or carry out works (C1Z).
- Clause 43.01-1: Demolish or remove a building; and construct a building or carry out works (HO327).
- Clause 52.34-6: Design of bicycle spaces.

The following application requirements also apply:

- Clause 36.04-3: The consent of the Head, Transport for Victoria is required for construction of the canopy over the Nicholson Street footpath within the TRZ2.
- Clause 45.06: Development Contributions Plan Overlay – Schedule 1 (DCPO1). Charge Area 2 development contributions.
- Clause 53.25: All application requirements at Clause 53.25-1 must be met for entry into this pathway.

Details of the proposal are illustrated in the drawings prepared by Architecture architecture.

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3. The Site and Surrounds

3.1. The site

The subject site is located approximately 3.5km north of the Melbourne CBD, in the established inner suburb of Fitzroy North.

The subject site, at 290 Park Street, Fitzroy North is a corner allotment on the south-east corner of Park and Nicholson Streets, overlooking the Linear Park Reserve and Capital City Trail to the north.

The site is held in the following Certificate of Title.

- Volume 10596, Folio 704, Lot 1 on Title Plan 021088C.

The site is rectangular in shape, with a primary frontage to Park Street of 36.64m and secondary frontages to Nicholson Street to the west of 16.45m and Railway Lane to the east of 16.17m. The overall site area is 598 sqm.¹

The site has legal means of access from both road frontages and the laneway. It is currently provided with one vehicle access via a double crossover towards the middle of the site from Park Street (a one way street with vehicle access to the west only direction).

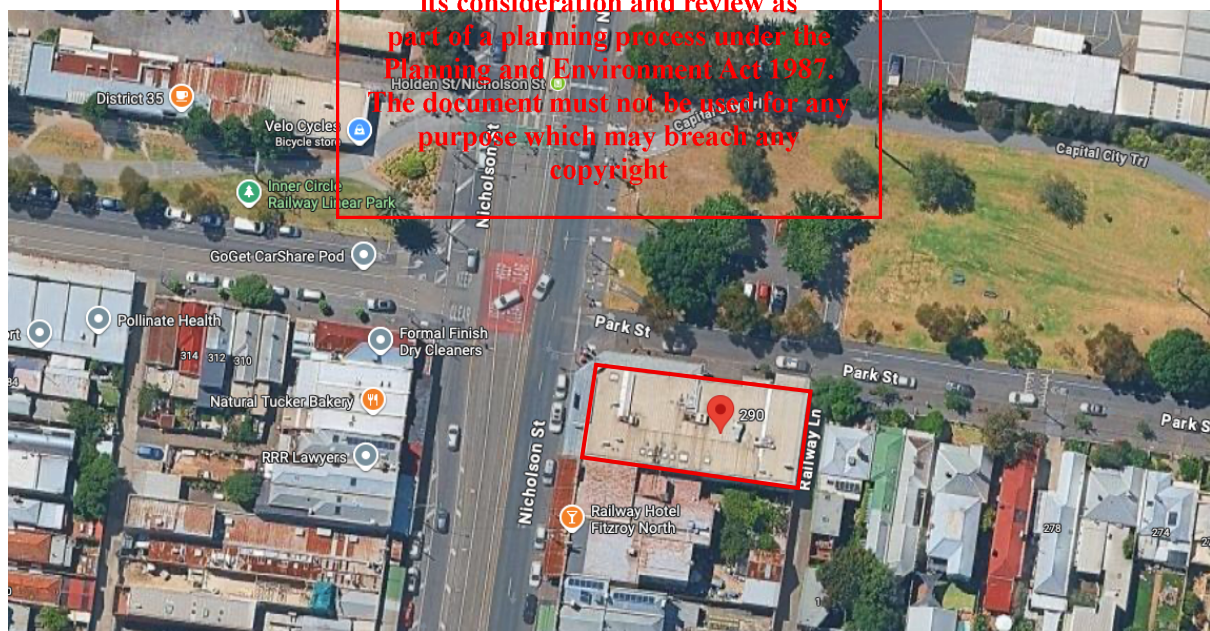


Figure 1: Aerial Photograph – Subject Site (red outline)

¹ The land survey for the site, submitted with the application confirms that these surveyed dimensions differ marginally to the Certificate of Title measurements due to a registered survey in the area. It does not represent an amendment to the Title and would be considered to be correct in any future dealings with land registry.

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The site is generally orientated east-west with the longest frontage along the north to Park Street.

The land is generally flat and contains no easements.

The site is currently developed with a two storey red brick building with bullnose verandah, formerly containing shops and office space. At the eastern end of the site, abutting the laneway, is an older former shop building of two storeys with a flat cantilevered verandah and grey rendered façade. This portion of the building is joined and integrated with the red brick building but identified separately as a contributory heritage place.

Directly in front of the site, within the road reservation are numerous pieces of infrastructure. Nicholson Street has a typical footpath width and includes three bike hoops, a garbage bin, electricity/tram and street lighting infrastructure, an old post box and street signage. The Park Street footpath has a more generous width and includes a fire hydrant, speed and parking signs, bike hoop and an electricity/lighting pole.

There is an existing loading zone on the Park Street frontage which operates from Monday to Friday. Park Street itself is a one-way street with dedicated and shared bike lanes.

Nicholson Street is dual lane with on-street parking on the side of the street with a tramway in the centre of the road.

Railway Lane is a typical public bluestone laneway (two-way) with central spoon drain of typical width (approximately 3m).

The existing buildings on the site are constructed over the whole of the site (i.e. 100% site coverage) and have 2 storey walls on all boundaries. The building abutting the Railway Lane also includes two south-facing windows on the first floor on the boundary which overlooks the beer garden of the abutting hotel.

In respect of the abutting and surrounding properties:

- North – directly opposite Park Street is a small public car park and linear reserve and Capital City Trail.
- North-west – diagonally opposite Nicholson Street is a bicycle store, café and playground within the linear park reserve and a tram stop within Nicholson Street.
- West – directly opposite Nicholson Street is a row of shops within the North Fitzroy Village, generally of one or two storeys with parapet walls built to the street alignment and most with verandahs over the footpath.
- South – abutting the subject site is the Railway Hotel, identified as a 'contributory' heritage place within the Heritage Overlay with two storey decorative parapet and cantilevered flat roofed verandah to Nicholson Street. To the rear is a beer garden, sheds and informal car parking. Further south are two storey shops fronting Nicholson Street identified as contributory heritage places in HO327. Beyond those is a former car wash site at the corner of Liverpool Street and backing onto Railway Lane, which is currently being developed/under construction for a 6 storey mixed use/apartment development. All of these properties are within the Commercial 1 Zone.
- East – opposite Railway Lane is residential development, primarily in the form of one or two-storey cottages and villas of single or double frontage width, facing Park Street with laneway

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access also to the rear. The nearest dwellings, at 288 Park Street and 288R Park Street side-on to the laneway.

Number 288 is identified as a contributory heritage place in HO327 and includes glass blocks on the laneway boundary to the bathroom (non-habitable room windows) opposite the site.

Secluded private open space is located on the east side of the dwelling and on a roof top over the garage.

No 288R is further south-east of the subject site and includes a door and garage at ground level and two west facing windows on first floor on the laneway. The secluded private open space for this dwelling is primarily on the east side of the dwelling on ground level.

There are no trees on the subject site. There is one small street tree in the Park Street footpath. There are existing trees within the beer garden of the Railway Hotel to the south and within the front yard of 288 Park Street adjacent the laneway.

3.2. Surrounding Neighbourhood

The site is located within and towards the north-eastern corner of the Nicholson Street Neighbourhood Activity Centre (NAC), with a primary aspect north towards the Linear Park and Capital City Trail.

Nicholson Street, a wider road containing tram route 96 within the Transport Zone 2, forms the central commercial spine for the focus of shopping, entertainment and other services within the activity centre in a typical strip shopping village format. Park Street, between Rae Street and Nicholson Street is a narrower one-way residential street with the only commercial activity being concentrated towards the corner of Nicholson Street on the subject site.

The existing pattern of development comprises two distinctly different types of development reflecting the commercial/retail uses along Nicholson Street in the Commercial 1 Zone and conventional residential development in the Neighbourhood Residential Zone adjoining.

Within the Commercial 1 Zone, the prevailing scale is 2 storeys, comprising 2 storey street wall with shop front windows on ground floor, parapet above and with verandahs over the footpath. Shop fronts are generally narrow, single width with ingo's (recessed entries) and stalls (plinth) below shopfront glazing.

Within the Neighbourhood Residential Zone are one and two storey dwellings primarily of brick or timber construction with pitched roofs (corrugated metal tile) and hipped or gable ends. Front setbacks are relatively small but well landscaped and fences are low and open, providing views for residents across the linear park as well as views from the street to the landscaped gardens and dwelling frontages. Vehicle parking for the dwellings is generally taken from the rear laneway.

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The site is very well located to all services and facilities, being:

- 60m (1 min walk) to the tram stop on Nicholson Street for the 96 tram, providing access from Brunswick East to the north, through the CBD to St Kilda Beach to the south.
- 60m (1 min walk) to the Capital City Trail, a 29.6km circuit for cycling or walking within the inner city.
- 20m (1 min walk) to the Linear Park Reserve directly opposite Park Street.
- 60m (1 min walk) to shopping on Nicholson Street.
- Within walking distance to Brunswick South Primary School, Fitzroy North Primary School, Fitzroy High School and numerous private schools and early learning centres.

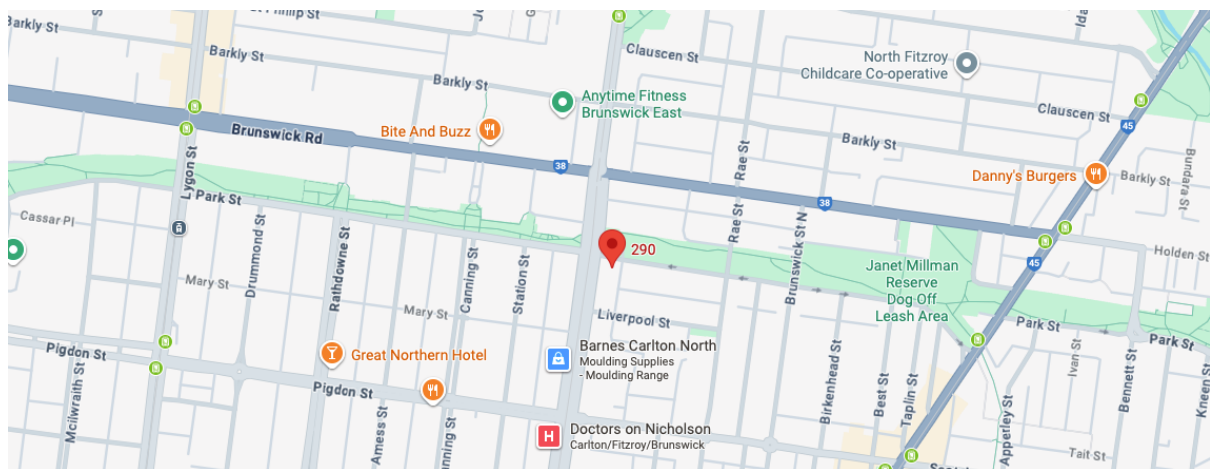


Figure 2: Site location (red marker)

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4. Planning Permit History

There is a current/previous permit on the site, issued directly by the City of Yarra (Permit no: PLN22/0916) for a mixed use development of 4 storeys containing a food and drink premises (no permit required for the use), 7 dwellings in a townhouse format (one shop top dwelling) and a car parking reduction.

The original application was lodged with Yarra City Council on 30 November 2022. The application underwent two rounds of public notification. Amendments were required following public notification in response to late referral comments received from Council's internal departments. A section 57A amendment in response to those referral comments triggered a second round of advertising. Objections were received during public notification, but no objector appeals were lodged. The final permit was issued on 8 May 2024.

A section 72 amendment to the permit was submitted on 11 March 2025, which sought relatively minor amendments and concurrent endorsement of plans in response to changes required for detailed construction. The Council advised that these amendments would require renotification. The amendment application was subsequently withdrawn.

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5. Great Design Fast Track

The Great Design Fast Track (GDFT) is a recent planning approval pathway introduced in April 2025 under Clause 53.25 of the Victorian Planning Provisions. Proposals that meet the specified 7 design principles for good design and sustainability can access this accelerated pathway, which is administered by the Development of Transport and Planning (DTP) and led by the Office of the Victorian Government Architect (OVGA). The ultimate decision-maker for a GDFT proposal is the Minister for Planning.

The purpose of the GDFT is:

- To facilitate innovative dwelling, apartment and mixed use residential development.
- To facilitate development that increases the density and diversity of dwellings to respond to Victoria's population growth.
- To facilitate the development of dwellings with convenient access to public transport, and community, retail and other services.
- To facilitate development that is of a high quality in its design, liveability and sustainability.

5.1. Application

Having regard to the application requirements for eligibility into the GDFT pathway at Clause 53.25-1, we confirm the proposal meets the requirements as provided below:

- The applicant has submitted written confirmation that the application is an application for which this clause applies.
- The application includes the construction of at least 8 dwellings (20 dwellings proposed).
- The proposed building contains at least 2 storeys and is not more than 8 storeys (7 storey maximum proposed).
- The proposed development achieves a minimum NatHERS rating of:
 - 8 stars average, with no individual dwelling less than 6.5 stars for this apartment development.
- Each proposed dwelling (apartment) provides effective natural ventilation in the form of natural cross ventilation.
- The proposal meets the purpose of Clause 53.25 as follows:
 - It facilitates innovative apartment development.
 - Facilitates an increase in density and diversity of dwellings in Fitzroy North.

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- Facilitates the development of dwellings with convenient access to public transport (i.e. tram on Nicholson Street), bicycle network (Capital City Trail) and community, retail, entertainment and other services within and around the activity centre.
- Facilitates development that is of a high quality design, is liveable and sustainable.
- The proposal has been designed to meet the 7 design principles published by the Minister for Planning on the Department's website.
- The location of the development has convenient access to jobs, services, infrastructure and community facilities within Fitzroy North and adjoining suburbs.
- Information submitted by the permit applicant demonstrates the likely feasibility of the proposed development.

5.2. Planning scheme requirements

The GDFT pathway provides that the responsible authority may waive or vary any of the following in relation to an application or proposed use or development:

- A minimum garden area requirement.
- Any building height or setback requirement.
- A condition opposite a use in section 2 in a zone for a schedule to a zone.

The responsible authority may also waive or vary any of the requirements of clauses 49.05 (Parking Overlay), 52.06 (Car Parking) and 52.31 (Bicycle Facilities) in relation to an application or a proposed use or development.

An application is also exempt from an application requirement in the planning scheme if in the opinion of the responsible authority the requirement is not relevant to the assessment.

In respect of the above requirement, in relation to the proposed development:

- No minimum garden area requirement applies to the subject site in the Commercial 1 Zone.
- There are no specific building height or setback controls applying to the subject site. The site is not affected by a Design and Development Overlay.
- No reduction or variation to the statutory car parking requirements is required.
- A variation to Clause 52.34-6 (Design of bicycle spaces) is required to reduce the internal access path width to the bicycle compound from to 900mm for the lift door only. The remainder of the access path, including all doors can be provided at 1.5m in accordance with the standard.

5.3. Exemption from review

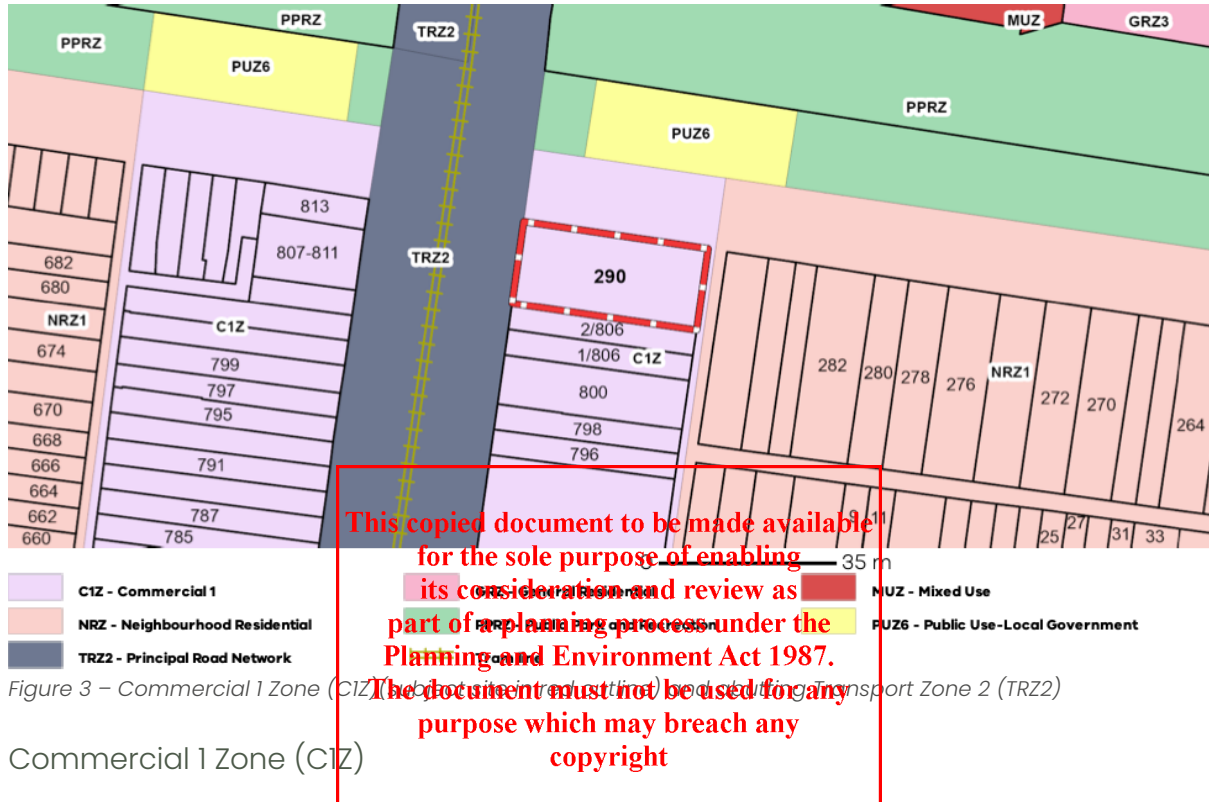
Clause 53.25-4 of the GDFT pathway provides:

An application under any provision of this planning scheme is exempt from the decision requirements of sections 64 (1),(2) and (3), and the review rights of section 82 (1) of the Act.

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6. Statutory Planning Framework

6.1. Zoning



The subject site is located within the **Commercial 1 Zone (C1Z)**.

The purpose of the Commercial 1 Zone is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed used commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

Permit requirements

Land use (Clause 34.01-1)

No planning permit is required for:

- Use of the commercial tenancy on ground floor for shop/cafe (food and drink premises). A food and drink premises is nested under the broader definition of retail premises and a shop (being a form of retail) are both as of right "Section 1 – Permit not required" uses under Clause 34.01-1 of the C1Z.

A planning permit is required for:

- Use of the land for 'dwellings (nested under the broader "accommodation" land use). This is a "Section 1 – no permit required" on the condition that any frontage at ground floor level does not exceed 2 metres. Use of the land for dwellings requires a planning permit since the entry to the apartments and the maisonette at ground floor frontage exceed 2 metres.

Therefore, a planning permit is required for use of the land for dwellings only. No planning permit is required for use of the land for a shop or café (food and drink premises).

Buildings and works (Clause 34.01-4)

A permit is required to construct a building or carry out works in the CIZ.

Transport Zone 2

Nicholson Street road reservation is located within the **Transport Zone 2 (TRZ2): Principal Road Network**.

The purpose of the Transport Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for an integrated and sustainable transport system.*
- *To identify transport land use and land required for transport services and facilities.*
- *To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.*
- *To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.*

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The application includes demolition of the existing verandah over Nicholson Street footpath and replacement with a new cantilevered canopy, which is located within the Transport Zone 2.

Application requirements (Clause 36.04-1)

Clause 36.04-3 provides:

An application by a person other than the relevant transport manager on land shown on a planning scheme map as TRZ1 or TRZ2 must be accompanied by the written consent of the Head, Transport for Victoria, indicating that the Head, Transport for Victoria consents generally or conditionally to either:

- *The application being made.*
- *The application being made and to the proposed use or development.*

The consent of the Head, Transport for Victoria is required for the application being made for construction of the canopy over the Nicholson Street footpath within the TRZ2. This consent has been issued to the Development Facilitation Team at Department of Transport and Planning. Further, Head, Transport for Victoria offers no objection to the planning permit being granted.

6.2. Overlays

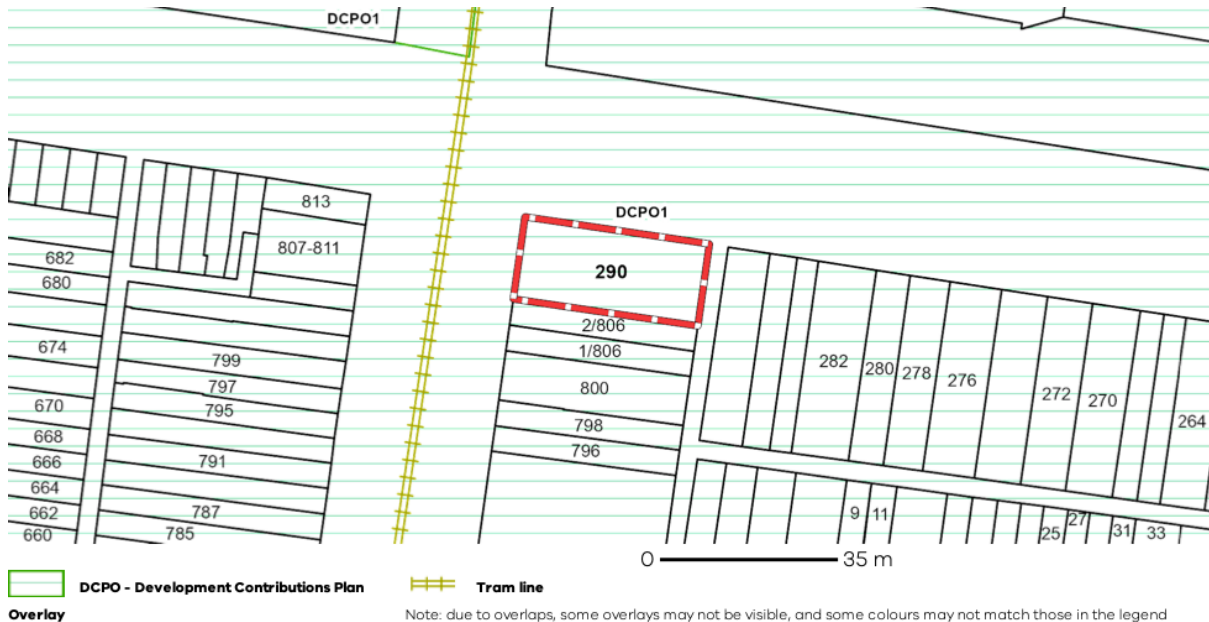


Figure 4 – Development Contributions Overlay – Schedule 1 (DCPO1)

Development Contributions Plan Overlay (DCPO1)

The subject site is affected by the **Development Contributions Plan Overlay – Schedule 1 (DCPO1)**.

The purpose of the DCPO1 is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

Yarra Development Contributions Plan – Schedule 1 (Clause 45.06)

The subject site is located within “Charge area 2 – Fitzroy North”.

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Figure 5 – Heritage Overlay (HO327)

Heritage Overlay (HO327)

The subject site is located within the Heritage Overlay – Schedule HO327 (North Fitzroy Precinct).

The purpose of the heritage overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- 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.
- To conserve specific heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Permit requirements

HO327 – North Fitzroy Precinct includes an Incorporated Plan under the provisions of Clause 43.01 Heritage Overlay, Planning Permit exemptions, July 2014.

A permit is required by Clause 43.01-1 of the heritage overlay to:

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

The grey rendered former shop building element at the corner of Park Street and Railway Lane is identified as a “contributory” heritage place in HO327.

The red brick shop/office building (identified as 806–810 Nicholson Street in Yarra City Council's Heritage database) is “not contributory”.

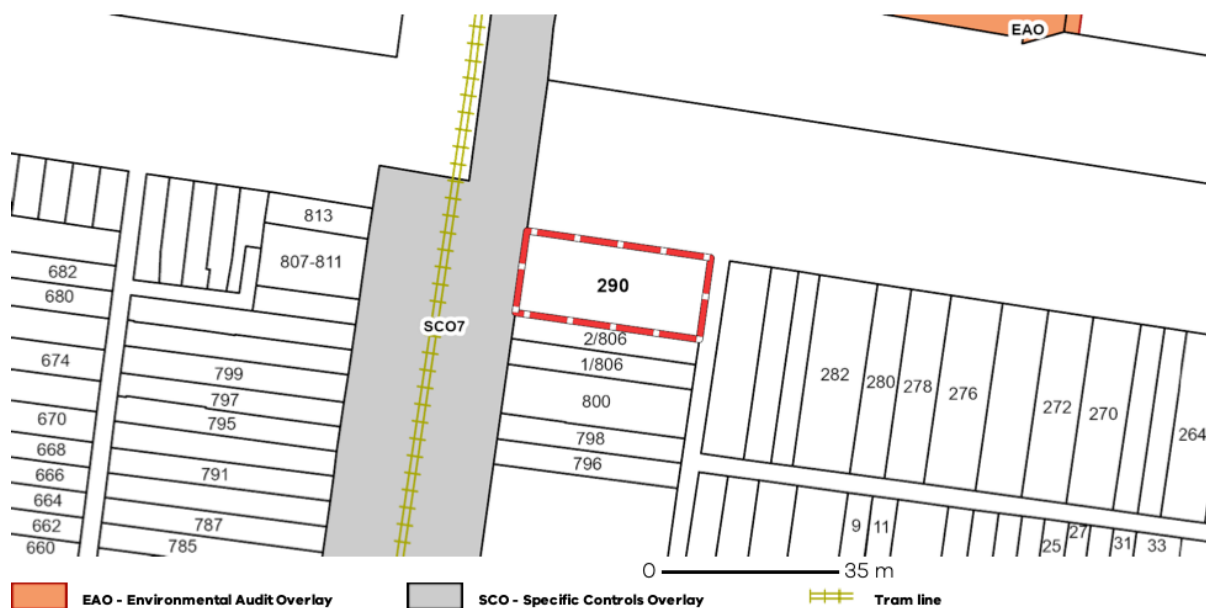


Figure 6 – Specific Controls Overlay – Schedule 7 (SCO7)

Specific Controls Overlay (SCO7)

The land abuts a ~~Specific Controls Overlay – Schedule 7 (SCO7)~~.

SCO7 is for Tramway Infrastructure upgrades in the proposed document dated May 2017.

Permit requirements

No permit is required for the proposed verandah over the footpath under this overlay.

6.3. Particular Provisions

The particular provisions relevant to the proposal are:

- **Car parking (Clause 52.06)**

The subject site is located within the 'Category 3' car parking area, which has a statutory car parking requirement of 0 minimum and 2 maximum spaces per dwelling. The same rate applies for the shop/café (food and drinks premises) use.

The proposal is provided with 18 resident car spaces for 20 dwellings. No parking is proposed for the shop/café. This car parking provision sits within the statutory minimums and maximums for car parking on the site.

No planning permit is required under Clause 52.06. The traffic and car parking assessment provided with the application confirms that the requirements of Clause 52.06 are met.

- **Land adjacent to the principal road network (Clause 52.29)**

No permit is required under Clause 52.29-2. The proposal does not seek to create or alter access to Nicholson Street, being a road in a Transport Zone 2. Vehicle access is taken from Railway Lane.

- **Bicycle facilities (Clause 52.34)**

No permit is required to waive or vary the requirement under Clause 52.34-5 (Required bicycle facilities).

A permit is required to vary the access path width to the bicycle compound under Clause 52.34-6 (Design of bicycle spaces) to accommodate the lift door width of 900mm. The remainder of the access path, including door widths can be designed to meet the 1.5m access width requirement. The transport impact assessment provided with the application confirms the bicycle facilities requirements are suitable.

- **Great design fast track (Clause 53.25)**

The application requirements under Clause 53.25-1 must be met for entry into this pathway.

These requirements have been assessed and confirmed under section 5 of this report.

- **Apartment developments (Clause 58)**

This clause applies to an application to construct or extend an apartment development, or to construct or extend a dwelling in or forming part of an apartment development in the Commercial 1 Zone (amongst others).

Application requirements

A development must meet all of the objectives of this clause and should meet all of the standards.

Clause 58.01-1 requires an application to be accompanied by:

- An urban context report.
- A design response.

The urban context and design response are provided in the GDFT report prepared by Architecture architecture.

6.4. General Provisions

The general provisions relevant to the proposal are:

- **Decision Guidelines (Clause 65)**

Before deciding on an application the responsible authority is required to decide whether the proposal will provide acceptable outcomes under the decision guidelines of Clause 65.01.

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6.5. Municipal Planning Strategy

The following clauses of the Municipal Planning Strategy contained within the Yarra Planning Scheme are applicable to the application:

- CONTEXT (Clause 02)
 - Location (Clause 02.01-1)
 - Community and population growth (Clause 02.01-2)
 - Activity centres (Clause 02.01-3)
 - Climate change (Clause 02.01-5)
 - Built environment and heritage (Clause 02.01-6)
 - Housing (Clause 02.01-7)
- VISION (Clause 02.02)
- STRATEGIC DIRECTIONS (Clause 02.03)
 - Settlement – Activity centres (Clause 02.03-1)
 - Environmental risks and amenity – Climate change (Clause 02.03-3)
 - Built environment and heritage (Clause 02.03-4)
 - Housing (Clause 02.03-5)
 - Transport (Clause 02.03-7)
- STRATEGIC FRAMEWORK PLAN (Clause 02.04)

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6.6. Planning Policy Framework

The following clauses of the Planning Policy Framework contained within the Yarra Planning Scheme are applicable to the application:

- SETTLEMENT (Clause 11)
 - Settlement – Metropolitan Melbourne (Clause 11.01-1R)
 - Activity centres and precincts (Clause 11.03-1S)
 - Activity centres (Clause 11.03-1L)
- ENVIRONMENTAL AND LANDSCAPE VALUES (Clause 12)
 - Sustainable environment (Clause 12.06)
- ENVIRONMENTAL RISKS AND AMENITY (Clause 13)
 - Natural hazards and climate change (Clause 13.01-1S)
 - Urban heat (Clause 13.01-3S)
 - Floodplain management (Clause 13.03-1S)

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- Noise management (Clause 13.05-1S)
- Land use compatibility (Clause 13.07-1S)
- Interfaces and amenity (Clause 13.07-1L-01)
- BUILT ENVIRONMENT AND HERITAGE (Clause 15)
 - Urban design (Clause 15.01-1S)
 - Urban design (Clause 15.01-1L)
 - Building design (Clause 15.01-2S)
 - Building design (Clause 15.01-2L)
 - Environmentally sustainable development (Clause 15.01-2L-01)
 - Healthy neighbourhoods (Clause 15.01-4S)
 - Heritage conservation (Clause 15.03-1S)
 - Heritage (Clause 15.03-1L)
- HOUSING (Clause 16)
 - Housing supply (Clause 16.01-1S)
 - Housing supply – Metropolitan Melbourne (Clause 16.01-1R)
 - Location of residential development (Clause 16.01-1L)
 - Housing affordability (Clause 16.01-2S)
- TRANSPORT (Clause 18)
 - Land use and transport integration (Clause 18.01-1S)
 - Sustainable transport (Clause 18.01-3L)
 - Walking (Clause 18.02-1S)
 - Walking (Clause 18.02-1L)
 - Cycling (Clause 18.02-2S)
 - Cycling (Clause 18.02-2L)
 - Principal Public Transport Network (Clause 18.02-3R)
 - Roads (Clause 18.02-4S)
 - Road system (Clause 18.02-4L)
 - Car parking (Clause 18.02-4L-01)

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- INFRASTRUCTURE (Clause 19)
 - Renewable energy – Metropolitan Melbourne (Clause 19.01-2R)
 - Development and infrastructure contributions plan (Clause 19.03-1S)
 - Infrastructure contributions (Clause 19.03-2L)
 - Integrated water management (Clause 19.03-3S)
 - Water sensitive urban design (Clause 19.03-3L)
 - Waste (Clause 19.03-5L)

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7. Planning Assessment

An assessment of the proposed development requires analysis of the following key matters:

- The strategic support for the proposal having regard to the applicable Municipal Strategic Statement and Planning Policy Framework.
- The appropriateness of the design response and built environment and heritage having regard to the relevant provisions of the Yarra Planning Scheme.
- Environment and amenity considerations including assessment of on-site and off-site amenity and public realm.
- Transport access, bicycle parking, traffic, car parking and waste management arrangements.

An assessment of these matters is provided below.

7.1. Strategic Planning Policy

The relevant strategies under Clause 11 (Settlement) seek to encourage a form and density of settlements that support sustainable transport, limit urban sprawl, promote and capitalise on opportunities for urban renewal and infill development, and to develop compact areas that are based in and around activity centres to maximise accessibility to facilities and sustainable transport.

The subject site is identified as being located within a Neighbourhood Activity Centre at Clause 02.04 (Strategic Framework Plan).



Figure 7 – Extract of Strategic Framework Plan (subject site is red marker)

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The Activity Centres policy at Clause 02.03-1 identifies, amongst other things that:

Activity centres are a focus of growth in Yarra with the addition of mid-rise commercial development and apartments. They will continue to accommodate most of the city's growth because of their proximity to transport infrastructure, shops and services making them the most suitable locations for development.

Clause 11.03-1L (Activity Centres) more specifically places the site within the Nicholson Street NAC.

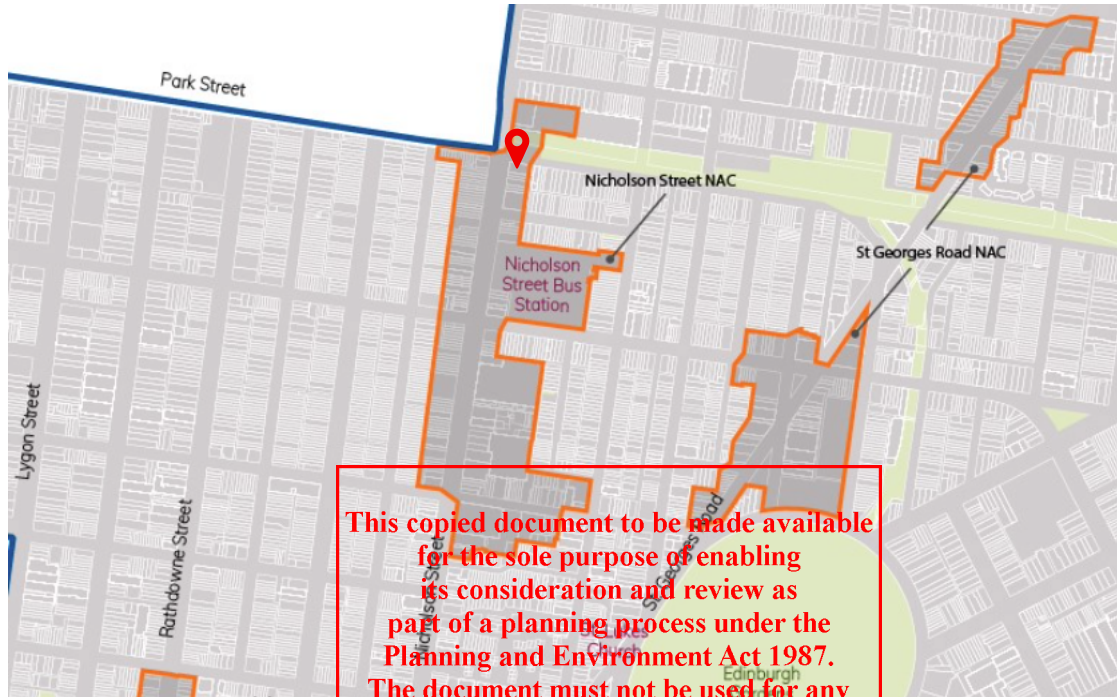


Figure 8 – Extract of Nicholson street, Rathdowne Street, and St Georges Road NAC Plans (subject site in red)

The relevant local policy under Clause 11.03-01L for Nicholson Street, Fitzroy North is:

Support a mix of uses along Nicholson Street, in particular uses which provide the day to day needs of the local community.

Strategies seek to:

Support development that is consistent with the capacity for each centre as identified in Clause 16.01-1L (Strategic Housing Framework Plan).

Support high quality mid-rise buildings in major and neighbourhood activity centres.

Support development that improves the built form character of activity centres, while conserving heritage places, streetscapes and views to identified landmarks...

Support development that sensitively transitions to interfaces with low-rise residential neighbourhoods.

Promote use and development that support street level activation and passive surveillance of the public realm.

Support development that improves the public realm and positively contributes to the streetscape environment within activity centres...

The proposed development supports the above strategies through:

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- Development of a high quality, sustainable 8 star, mid-rise mixed-use building in the NAC that responds to its position on the main northern entry to the centre with a northerly orientation to the adjoining linear park.
- Replaces an unsympathetically designed, low quality, low scale retail building and older shop building (identified as contributory but confirmed by Council to have no contributory heritage value in the precinct) with a higher quality development, including shop/café space fronting Nicholson Street.
- Provides a sensitive transition from 7 storeys at the corner down to a 4 storey scale at the Railway Lane frontage, where it interfaces with the adjoining low scale residential area – similar in scale to recent apartment development approved and under construction on the former car wash site to the south. Additionally, the 4 storey building steps back 3m from the frontage at ground floor to provide a landscaped transition reflective of the residential landscaped front yards in the adjoining residential neighbourhood.
- Street level activation is provided by the shop/café and turning the corner to Park Street. Evening surveillance of the Nicholson Street frontage is provided by the maisonette on ground and first floor level with clear views to the footpath below. Along park street is activation from the residential land use, created by the apartment lobby and central stair. Passive surveillance of all surrounding roads and the linear park is provided from upper level apartments.

Overall, the building design provides a very high quality design outcome which improves enjoyment of the public realm and contributes positively to the activity centre.

The local policy for "Location of residential development" at Clause 16.01-1L positions the site within an incremental change area, which generally follows the alignment of the NAC boundary.

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Figure 9 – Extract of Strategic housing framework plan – Fitzroy North and Clifton Hill (subject site in red)

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Strategies under this local policy seek, amongst other things, for incremental change areas to encourage development *“That respects the fine-grain subdivision pattern, neighbourhood or streetscape character and identified heritage significance.”* And *“Support mixed use development in incremental change areas within activity centres to maintain the role and function of the centres as locations for economic activity.”*

The proposed development respects the fine-grain subdivision pattern and streetscape character through the introduction of a central break in the building along the Park Street frontage, which reflects the width of Railway Lane, breaking down the length and mass of the building into more discrete building elements. The building responds to the scale of the adjoining contributory heritage hotel by stepping down in scale to 5 storeys with a two storey street wall reflecting the height and frontage width of the repeated elements in the heritage façade. The building also responds to the neighbouring residential heritage precinct to the east through the change in scale but also through use of domestic materials, such as brick, for this lower building and references detailed design elements, such as the use of arches, porches and columns/posts.

The addition of residential development above commercial use will assist in adding to the vitality of the centre, and support economic activity and add to community life within the centre.

7.2. Built Environment and Heritage

The built environment and heritage considerations for the proposal are assessed below.

Heritage (Clause 15.03, 15.05-1L and 43.01-1H0327)

An assessment of the demolition of the existing contributory building on the site, as well as the built form design response has been provided in the Heritage Impact Statement prepared by Bryce Raworth Heritage Consultants.

With regard to demolition, the heritage advice notes that Council's previous approval for development on this site (PLN22/0915) endorsed the demolition of the contributory building at 290 Park Street. The rationale provided in the Delegate report is as follows:

Council's Heritage Advisor has provided the following response with regards to the proposed demolition:

“With regard to the demolition of the contributory heritage place at 290 Park Street, the information provided in the report prepared by Trethowan provides new evidence to demonstrate that the building has been substantially altered and cannot be considered a well-preserved example of an inter-war buildings. The building also does not form part of a consistent commercial streetscape, with the adjacent commercial property being graded non-contributory and the heritage streetscape to the east being predominantly residential. In this context, the demolition of the subject building complies with the policy direction of Clause 22.02.”

Given the above it is agreed that the demolition of this building will not adversely affect the significance of the heritage place given the alterations which have occurred and which do not contribute to the heritage streetscape.

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Mr Raworth notes for the current proposal that:

Notwithstanding the change in heritage policy from Clause 22.02 to Clause 15.03, the heritage considerations relevant to demolition remain essentially unchanged, and are constant with regard to Clause 43.01 and the key question of “Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place”. The proposed demolition continues to be acceptable on this basis and in the context of the present application for development.

With regard to the design of the new building, the Heritage Impact Statement confirms suitability of the design when considered under Clause 15.03-1L and considers it also in the context of the recent 6 storey mixed use development currently under construction on the former car wash land to the south at 786-794 Nicholson Street, also within the NAC and on a corner. While the transition in scale to a 4 storey wall to the laneway is similar to that proposed, the notable difference for the subject site is its more favourable northerly aspect opposite the linear park at the start of the commercial centre which provide the opportunity for greater scale to the corner.

Built Environment (Clause 15.01-1S, 15.01-1L, 15.01-2S, 15.02-L)

Urban Design

The proposal supports the urban strategies at Clause 15.01-1L as follows:

- Wind - Minimises potential for adverse wind conditions in the public realm at street level, confirmed by expert environmental wind assessment.
- Weather protection - Provides weather protection to the public realm over the Nicholson Street commercial shopping precinct and part of the laneway on Park Street.
- Projections over public realm - Does not project any floor space, balconies or garage doors over the public realm.
- Development adjoining land in a Heritage Overlay - The land itself is in a Heritage Overlay but also abuts land in the heritage overlay to the east and south. The development provides a transition in scale, ground level front setback and materials to the residential interface across Railway Lane and also transitions in scale to the contributory hotel building within the Commercial 1 Zone, including provision of a 2 storey street wall at this interface as encouraged by this strategy. The scale, materials and finishes will not detract from the heritage precinct, as assessed by expert heritage advice submitted with the application.
- Laneways - The proposed development abutting the laneway, at 4 storeys, provides an appropriate transition from the Commercial 1 Zone (where taller mid-rise development is encouraged) to lower scaled development in the Neighbourhood Residential Zone. The bluestone laneway is retained, and vehicle access is taken from the laneway. Pedestrian access is separated from vehicle access via the primary residential frontage on Park Street. Windows and balconies facing the laneway at upper levels enhance surveillance but do not generate unreasonable overlooking of the neighbouring private open space or habitable room windows of dwellings opposite - as demonstrated in the overlooking diagrams provided with the application.

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- Development adjacent to a public open space – The proposed development provides ease of access from the building to access the linear park directly opposite the site. It orientates windows and balconies towards the park to enhance public safety and pedestrian experience. The building scale is appropriate to the character of the Park, forming part of the Capital City Trail, and is a comfortable scale, providing a sense of enclosure and arrival towards the Nicholson Street corner, but not being bulky and overwhelming.

Building Design

The proposal responds positively to the strategies under Clause 15.01-2L as follows:

Building form

- The building design reflects and responds to the streetscape elements, in terms of the pattern of development and building spacing, through: the street wall height and width adjacent the hotel building; the width of the building elements; and the gaps between the taller and lower building forms to Park Street, reflecting the laneway width.
- Separation is provided between buildings to facilitate access to daylight, sunlight and outlook while preventing direct overlooking into adjacent secluded private open spaces and habitable room windows of adjoining residential development to the east.
- The building design makes a positive contribution to the streetscape through high quality architecture and urban design.
- Blank and unarticulated walls are avoided. The extent of wall on the southern neighbouring boundary is minimised by a large opening provided through the centre.
- The building is well articulated with a series of building elements of varying heights and subtle material changes providing a cohesive collection of building elements for the site.

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Building heights

- There is no specific building height control for the Commercial 1 Zone, with mid-rise buildings being sought for the NAC at a strategic policy level. A building ranging in height of 4 to 7 storeys on a north-facing corner allotment within a Commercial 1 Zone in an Activity Centre and next to a linear park and tram line, represents an appropriately scaled design response to this physical and policy context.

Building setbacks

- The building aligns with the street at ground level, except where provision is made for landscaping, in accordance with this policy.
- The building is positioned on the street frontages, which reflects the current pattern of development.
- The building form avoids being excessively tiered in appearance on the street and laneway frontages. Materials are contextual with use of a limited and traditional material palette of primarily pigmented concrete, brick and metal.
- Space for soft landscaping and a green wall and roof are provided at ground level towards the residential interface. Space for the proposed planting of a total of 5 canopy trees is also provided across the ground, first floor and roof top.

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Walls on boundaries

- Walls on boundaries are designed to minimise adverse amenity to adjoining residential properties. There is no additional overshadowing of private open space at the equinox between 9am and 3pm to any adjoining residential neighbour. Adjoining residential development 'sides on' to the subject site without any habitable room windows providing outlook towards the site. Accordingly, there is no unreasonable impact from visual bulk or daylight to habitable rooms. The building wall height to the beer garden of the hotel is substantially similar to the previous permit on this site.

Site coverage

- The existing site coverage is 100% for the current building. The proposed building site coverage is also 100%, but is an improved building form, incorporating a large landscaped first floor courtyard through the centre of the site.

Internal amenity

- The proposal provides a high -quality living environment for building occupants in terms of liveable practical internal floor plans, access to private open space, daylight and natural cross-ventilation.

Impact of development on adjoining properties

- The proposed development does not generate unreasonable overshadowing of secluded open space or loss of daylight to habitable room windows to neighbouring residential development. Balconies and window positions under the

Roof form

- The design reflects the predominant flat roof forms of commercial development in the area.

Materials

- A simple palette of durable materials is employed on the building exterior that responds to the streetscape character in terms of the soft pigmented coloured concrete and rendered and brick finishes. These are materials and finishes found within the surrounding area.

Landscaping

- Trees and vegetation planting are provided to contribute to an urban forest.
- Landscaping in planters, green walls and roof are provided as an integral part of the building design.

Pedestrian access

- Separate vehicular and pedestrian access is provided.
- The pedestrian entries are easily identifiable, accessible, well-lit and have a sense of address to the street.
- Weather protection is provided to the building entries.

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Frontages

- Active frontages are provided at ground level in the commercial area.
- The street level frontage has a high level of pedestrian amenity and visual interest.
- The development is oriented towards both street frontages so there is no 'side' street and there is not dominant car parking or garage doors along these frontages.

Service equipment

- Services infrastructure is appropriately sited and incorporated into the design of the building with limited visibility from the public realm. Any infrastructure that is not required facing the street is hidden from view. Services are primarily located within the basement or on the roof as appropriate.

Policy Guidelines – Overshadowing

The proposed development ensures development allows direct sunlight between 10am and 2pm on 22 September to any part of the opposite footpath of Nicholson street – being a street oriented north-south in the Nicholson Street NAC – as defined in Clause 11.03-1L. Shadow diagrams demonstrate that the building casts limited shadow at 9am over this footpath only.

Environmentally Sustainable Development (Clause 15.01-2L-01)

The objective of this clause is to achieve best practice environmentally sustainable development from the design stage through to construction and operation.

The Sustainability Management Plan (SMP) prepared for the application includes an assessment using BESS and the recently introduced Blue Factor tool (replacing STORM).

The first rate energy rating for the development identifies an average 8 star NatHERS rating and a minimum 6.5 star rating for any individual apartment – both required for eligibility into the GDFT pathway.

The proposal also achieves a BESS score of 70% which represents sustainable design excellence, and achieves a Blue Factor score of 100%, which is best practice.

The ESD commitments are provided in the SMP prepared by GIW Environmental Solutions, submitted with the application, and have been incorporated into the architectural drawing set.

7.3. Environmental Risks and Amenity

The proposal seeks to prevent and minimise risk of harm to the environment, human health and amenity through ensuring land use compatibility and managing environmental risks.

Climate change (Clause 02.03-3)

The proposal supports the Municipal Planning Strategy policies aimed at mitigating greenhouse gas emissions and increased climate resilience through environmentally sustainable development. The proposed development responds positively to climate change policies by:

- Increasing housing growth in the activity centre, near employment and public transport.

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- Promoting a shift to sustainable travel modes of transport – encouraging walking, cycling and public transport through: improving the building appearance and activity along Park and Nicholson Streets; promoting bicycle use with ample bicycle parking in the basement directly accessed from the lift; and encouraging transport use by reducing on-site car parking provision on site.
- Embedding sustainable environmental design elements in to the building design to: reduce costs over the life of the building; improve affordability through reduced running and maintenance costs; improve amenity and liveability with comfortable apartments all year round; reduce greenhouse gas emissions with highly energy efficient all-electric apartments with roof-top solar, and reuse of water collected from the roof for toilet flushing in the shop/café and for landscape irrigation.
- Mitigating the impacts of climate change and flood events by setting the finished floor level above the City of Yarra's nominated flood level for the site (notwithstanding the site is not located within an SBO or currently declared as an area liable to flooding under the building regulations).

Floodplain management (Clause 13.03)

Melbourne Water has recently released updated flood maps for the Yarra area to better identify locations at risk of flooding as part of the Greater Melbourne Flood Information Program.

The current risk of flooding around the subject site nominated by Melbourne Water is identified as the lowest category H1: (depth up to 0.3m or speed up to 2.0m/s). It indicates shallower, slower-moving water. The flood maps show flooding limited within the Council road reservation and not directly impacting the subject site. For the projected year 2100 flood mapping, the minimum flood level is nominated as 35.96m AHD, with a freeboard to the ground floor level expected to be 300mm for habitable areas and 150mm for non-habitable areas. The finished floor level of the building has been set at no less than 36.26m AHD for habitable areas and 36.11m AHD for non-habitable car parking areas to protect from local inundation in accordance with the freeboard required for the 2100 year projected flood level, and also in response to advice received from City of Yarra building department in relation to the previous planning permit for this site.

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Interfaces and amenity (clause 13.07-1L-01)

This policy applies to the proposal since it involves accommodation within:

- 50m of a live music venue or hotel.
- 50m of a major road identified on the Main Roads and Train Lines Map to this clause (Nicholson Street being identified as a Main Road).

An acoustic assessment has been prepared for the proposal which considers the impact of noise from surrounding commercial uses, including: the adjoining hotel; noise from the proposed ground floor commercial use; traffic and tram noise impacts from Nicholson Street and noise from domestic plant. The report concludes that, with acoustic mitigation as recommended in the report, the internal noise levels will be satisfactory in accordance with the relevant standards.

Urban forests (Clause 12.06-1S)

The proposal contributes towards achieving 30% tree canopy for urban areas by planting 5 new canopy trees on a site where there are currently none. The proposal also adds to greening through the use of planters on balconies with creepers for vertical green elements, a central landscaped courtyard and landscaped roof-top communal space.

7.4. Apartment Standards

The development is subject to the requirements of Clause 58 (Apartment Design) of the Yarra Planning Scheme, including assessment under the Better Apartment Design Standards. This includes consideration of internal and off-site amenity.

A complete assessment against Clause 58 has been included in the Appendix to this report.

The Urban Context Report and Design Response required by Clause 58.1 is provided by Architecture architecture (Aa) within their GDFT application report.

7.5. Transport and Waste

Transport Impact Assessment

The Transport Impact Assessment prepared by One Mile One Traffic consultants assesses the sustainable transport options, bicycle parking, car parking, traffic and vehicle access for the site against the Yarra Planning Scheme.

In summary:

Sustainable Transport (Clause 18.01-3L, 18.02-1S, 18.02-1L, 18.02-2S, 18.02-2L, 18.02-3S, 18.02-3R)

- The site has excellent public transport accessibility with tram route 96 running along Nicholson Street directly in front of the site as part of the Principal Public Transport Network (PPTN).
- The site has excellent access to bicycle facilities, including the Capital City Trail immediately adjacent, on-road cycle facilities on Holden Street, Canning Street and Rathdowne Street, in addition to numerous informal routes.
- There are many car share options within close proximity to the site, with the closest being opposite Nicholson Street.
- The site has a Walk Score rating of 95/100 which is considered a 'walkers paradise', meaning that daily errands do not require a car.

Bicycle Parking (Clause 52.34)

- The bicycle parking requirements at Clause 52.34 require a total of 4 resident spaces and 2 resident visitor spaces (6 total). The café generates a requirement for 1 space under the standard.

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- It is proposed to provide a total of 38 bicycle parking spaces, including 6 spaces for visitors on the ground floor and, in the basement, 2 spaces allocated to café use and the remaining 30 spaces for residents. There are also additional bicycle hoops currently available on the footpath along both Nicholson Street and Park Street frontages which are available for visitor use.

Car parking (Clause 18.02-4L-01 and Clause 52.06)

- Car parking requirements at Clause 52.06 for a Category 3 car parking area require a minimum of 0 car parking spaces and a maximum of 2 spaces per dwelling. The same car parking rate applies for the shop/café.
- It is proposed to provide 18 resident spaces, with 16 of these in a mechanical stacker arrangement on ground level. This is in accordance with the statutory range of car parking required under Clause 52.06.

The transport report concludes:

It is proposed to develop the subject site for the purposes of a mixed use development comprising of 20 residential units and a café tenancy on the ground floor.

Considering the analysis presented above, it is concluded that:

- The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- The provision of bicycle parking exceeds the requirements of Clause 52.34;
- The proposed provision of car parking exceeds the minimum, and maximum car parking requirements of Clause 52.06;
- The anticipated traffic volumes generated by the development is not expected to have an impact on the operation of the Park Street or the surrounding road network; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

Waste Management (Clause 19.03-5L)

The waste management plan for the project makes an assessment against the waste and recycling objectives for residential development of four or more storeys under Clause 57.05-5 and Clause 58.06-3 of the Yarra Planning Scheme.

It is proposed to use a private contractor to manage the collection and disposal of all waste streams from the dwellings and café/shop tenancy. Waste bins will be stored within a dedicated bin storage area on the ground level with four waste streams and dedicated space for hard waste. The location and size of the waste collection area and the method of waste collection from the Park Street frontage are detailed in the waste management plan submitted.

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8. Conclusion

Having considered all of the above assessment, we conclude that the proposal is an appropriate, high quality, well-designed, sustainable development outcome for the site. In particular:

- The proposed development is consistent with and strategically supported by the Municipal Planning Strategy and the Planning Policy Framework.
- The location of the subject site within the Nicholson Street NAC, adjacent a tram route, linear park and bicycle infrastructure makes it an ideal candidate for urban consolidation and redevelopment.
- The proposed development will sit comfortably in the existing heritage precinct and built form context, while providing for increased housing growth, density and diversity within the Nicholson Street NAC as encouraged by State and Local Planning Policy.
- The demolition of all buildings on the site will not undermine or detract from the heritage precinct, with demolition currently approved under the current/previous planning permit on the site.
- The proposed building design, including building setbacks, height and massing, responds positively to the unique circumstances and maximising outlook and passive surveillance of the linear park with the taller corner building element while providing transition in scale to adjoining lower scaled buildings.
- The arrangement of the land uses and the building scale and orientation, and use of traditional building materials will ensure that the proposed development will not unreasonably impact the amenity of neighbouring properties by way of overlooking, overshadowing or visual bulk.
- The ground floor connection to the public realm is inviting, attractive and includes uses and activities that activate the ground floor.
- The proposal provides a very high level of amenity on site for future residents in terms of daylight access, ventilation, open space provision, communal spaces, landscaped space and sustainability. The apartments have been designed to meet current best practice under the Better Apartment Design Standards (Clause 58) and achieves best practice sustainable design with an 8 star average NatHERS rating, minimising ongoing costs for future owners and reduced energy and water demands on the environment.
- The proposal promotes sustainable transport with reduced car parking provision, ample bicycle parking provision and direct abuttal to the tram line and other services within the Nicholson Street NAC.

Overall, the proposal achieves a very high quality development outcome for the site.

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Appendix A: Clause 58 Assessment

(Apartment Developments)

CLAUSE AND TITLE	STANDARD	COMPLIES WITH THE STANDARD	ACHIEVES THE OBJECTIVE
58.02-1: Urban context	D1	✓	✓
58.02-2: Residential policy	D2	✓	✓
58.02-3: Dwelling diversity	D3	✓	✓
58.02-4: Infrastructure	D4	✓	✓
58.02-5: Integration with the Street	D5	✓	✓
58.03-1: Energy efficiency	D6	✓	✓
58.03-2: Communal open space	D7	✓	✓
58.03-3: Solar access to communal open space	D8	✓	✓
58.03-4: Safety	D9	✓	✓
58.03-5: Landscaping	D10	Variation	✓
58.03-6: Access	D11	✓	✓
58.03-7: Parking location	D12	✓	✓
58.03-8: Integrated water and storm water management	D13	✓	✓
58.04-1: Building setback	D14	✓	✓
58.04-2: Internal views	D15	✓	✓
58.04-3: Noise impacts	D16	✓	✓
58.04-4: Wind impacts	D17	✓	✓
58.05-1: Accessibility	D18	✓	✓
58.05-2: Building entry and circulation	D19	✓	✓
58.05-3: Private open space	D20	Variation	✓
58.05-4: Storage	D21	✓	✓
58.06-1: Common property	D22	✓	✓
58.06-2: Site services	D23	✓	✓
58.06-3: Waste and recycling	D24	✓	✓
58.06-4: External walls and materials	D25	✓	✓
58.07-1: Functional layout	D26	Variation	✓
58.07-2: Room depth	D27	✓	✓
58.07-3: Windows	D28	✓	✓
58.07-4: Natural ventilation	D29	✓	✓

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Clause 58.02: Urban Context

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.02-1 Urban context To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area. To ensure that development responds to the features of the site and the surrounding area.	D1 The design response must be appropriate to the urban context and the site. The proposed design must respect the existing or preferred urban context and respond to the features of the site.	Complies The proposal has been designed to respond positively to the existing urban context while contributing to the strategic preferred future development of the area, supporting increase housing density in activity centres connected by public transport. For a detailed assessment please refer to the 'Built Form and Heritage' section of the town planning report.
Clause 58.02-2 Residential policy 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 higher density residential development where development can take advantage of public and community infrastructure and services.	D2 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.	Complies The site is a good candidate for infill apartment development, as proposed, given its location within the Nicholson Street Activity Centre overlooking the linear park containing the Capital City Trail and abutting the 96 tram on Nicholson Street within the Principal Public Transport Network (PPTN) area. Increased housing density and diversity is supported in this location, close to public transport (tram) and active travel modes (Capitol City Trail bicycle and walking route) in a highly walkable area with a range of services nearby. For a detailed assessment please refer to "Strategic Planning Policy" assessment in the town planning report.

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.02-3 Dwelling diversity To encourage a range of dwelling sizes and types in developments of ten or more dwellings.	D3 Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.	Complies There is a total of 20 apartments proposed, comprising: 5 x 1 bedroom apartments (including one Maisonette); 11 x 2 bedroom; 3 x 3 bedroom and 1 x 4 bedroom apartment. There are 4 different layouts for 1-bedroom apartments and 3 different 2-bedroom layouts adding further to the diversity of choice.
Clause 58.02-4 Infrastructure 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.	D4 Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity, gas and telecommunications. Development should not unreasonably overload the capacity of utility services and infrastructure, including 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.	Complies The site is well serviced due to its inner suburban location and will not unreasonably overload the capacity of utility services and infrastructure. The design includes provision on site for all essential infrastructure required to accommodate the needs of the building, determined in consultation with services engineering advice.
Clause 58.02-5 Integration with the street To integrate the layout of development with the street. To support development that activates street frontage.	D5 Development should be oriented to front existing and proposed streets. Along street frontage, development should:	Complies The development is oriented to front both Park Street and Nicholson Streets. Along the street frontages, the development: • Incorporates the primary pedestrian entry off Park

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	• Incorporate pedestrian entries, windows, balconies or other active spaces. • Limit blank walls. • Limit high 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.	Street, plus a second entry off Nicholson Street. At ground level the development includes windows and an active edge to Nicholson Street and Park Street with retail/café, kitchen and balcony space to maisonette and lobby spaces. At the upper levels, apartments provide passive surveillance of the footpath below and the linear park to the north. • Limits blank walls to the neighbouring hotel boundary. • Conceals car parking and internal waste collection areas from the street. The development is designed to front Park Street to overlook the park, complement the open space and provide passive surveillance to the park and surrounding road network.

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Clause 58.03: Site Layout

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.03-1 Energy efficiency 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.	D6 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. Living areas and private open space should be located on the north side of the development, if practicable. Developments should be designed to the south access to north-facing windows is optimised. Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in Table D1 Cooling load.	Complies The Sustainable Management Plan (SMP) submitted with the application confirms that the building achieves a best practice average NatHERS rating of 8 stars, with no individual apartment having less than 6.5 stars – a requirement for eligibility into the Great Design Fast Track planning pathway. All dwellings achieve a cooling load of 30MJ/m2 or less in accordance with the standard. Apartments have been designed to either have a northerly orientation towards the park wherever possible, or an east-west orientation to reduce energy use and make appropriate use of daylight and solar energy. There are no south-facing apartments proposed. The building has been designed with a large landscaped 'void' in the centre of the site, with openings to north and south, bringing daylight and natural ventilation through to all apartments. This design element also allows for the east-west oriented apartments to 'side on' to the southern boundary to the abutting hotel, providing acoustic protection and maintaining privacy to the adjoining beer garden, while also providing equitable development opportunity to this neighbour. The 7 storey and 4 storey buildings heights, and their setbacks have also been determined to prevent additional overshadowing of

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
		neighbouring private open space for all hours between 9am and 3pm on 22 September, in accordance with the overshadowing standard applying to new low scale (up to 4 storey) development in the residential zone. While not strictly applicable to this proposal for 7 storeys, application of this standard to neighbouring residential development offers the highest level of protection from overshadowing to existing low-scale residential development.
Clause 58.03-2 Communal open space To provide communal open space that meets the recreational and amenity needs of residents. To ensure that communal open space is accessible, practical, attractive, easily maintained. To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.	D7 A development with 10 or more dwellings should provide a communal open space of 30 square metres. If a development contains 15 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 lesser. This additional area may be indoors or outdoors and may 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. • Located to:	Complies The development proposes 20 dwellings, requiring a communal open space area of 47.5 sqm under the standard. The primary area of communal open space is on the roof top. It has a total area of 195 sqm, which is: • Accessible to all residents. • Of usable shape and dimension. It includes a BBQ space, open recreation space, seating area, landscaped space and productive garden space. • Capable of efficient management by the Owners Corporation. • Located to: - Provide passive surveillance over the linear park and Park Street to the north. - Provide outlook and views from the roof top space. It is not required to provide amenity for private

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	- 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.	apartments, which have outlook and views in other directions. - Avoid overlooking into habitable rooms and private open space of new dwellings. - Minimises noise impacts to new and existing dwellings given its position on level 5 (on top of the fourth storey), separated vertically from existing dwellings on ground level below and also horizontally from apartments within the development which are either oriented away from the space or well separated from it across the central void. Additional north-facing landscaped communal outdoor open space is provided on ground level fronting Park Street adjacent the main central pedestrian stair entry. The space is 38sqm in area and includes landscaped space suitable for seating, green wall, paved space, rain garden, and bicycle parking. A further 145sqm of communal open space is provided on first floor level within the landscaped void, plus communal spaces of 84 sqm on each of levels 2 and 3 above, integrated with the circulation spaces between the two Park Street facing buildings on each level.

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.03-3 Solar access to communal open space To allow solar access into communal outdoor open space.	D8 The communal outdoor open space should be located on the north side of a building, if appropriate. At least 50 percent 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.	Complies The primary communal outdoor open space is located on the roof top, having a total area of 195sqm. The shadow studies for this space confirms that at least 50% of the space will have a minimum of 2 hours of sunlight for 10am – 11am on 21 June (winter solstice).
Clause 58.03-4 Safety To ensure the layout of development provides for the safety and security of residents and property.	D9 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.	Complies There is a direct line of sight to the building entries from Park Street and Nicholson Street up each stair case to a visually open gated entry. The in lobby directly abuts Park Street with a secure open air lobby. Planting around the entry and along the communal space through to the Railway Lane interface comprises predominantly low level planting to maintain visibility from the street and avoid hidden spaces or entrapment spots.
Clause 58.03-5 Landscaping To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of	D10 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.	Variation There are no trees currently on the subject site. The tree canopy requirements for a 598 sqm site are: • 5% of site area (29.9sqm).

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
buildings on the street 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.	Development should: • Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2. • Provide canopy cover through canopy trees that are: - Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3. - Consistent with the canopy diameter and height, maturity and specific in Table D4. - Located in a communal outdoor open space or common area of 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	• Include at least 1 Type A Tree (4m min canopy diameter and 6m min height). • Deep soil for the Type A tree of 12 sqm (2.5m plan dimension) or 0.8m deep planter of 12 cubic metres and 2.5m min plan dimension. The proposal responds to the standard for canopy trees as follows: • 5 x Type A trees are provided including 1 on ground level, 2 on first floor within the internal landscaped courtyard, and 2 on the roof top. • The total canopy cover for 5 x Type A trees is 62.85 sqm, comfortably exceeding the 5% canopy cover. • The ground level tree is planted in ground, within a space of 38sqm and 3m minimum dimension, meeting the standard for this tree. • The 2 first level courtyard trees are planted in a 40sqm planter with 0.8m soil depth and approximately 2.5m minimum plan dimension, providing approximately 16 cubic metres of soil per tree, and meeting the standard. • The 2 roof top trees are located in a planter of 16sqm with 0.8 minimum soil depth and approximately 2.3m wide, providing 12.8 cubic metres of soil combined to these trees. The width is slightly under the standard, and the soil volume is

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	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. - Provide a safe, attractive and functional environment for residents. - Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.	less than the standard for these two trees. A variation is therefore required for the minimum planter width and soil volume associated with the two roof-top trees. Strict compliance could be met by removal of one of the trees. However, this would not result in a better landscape outcome. The landscape architect for the project has confirmed that, where more than one tree shares the same soil volume, the 12 cubic metre requirement per tree can be further relaxed. Using the Elke Soil Volume Simulator www.elkeh.com.au/soils/ for the specified trees, the recommended soil volume is only 6 cubic metres, which is comfortably met. The landscape plan also includes a range of shrubs, creepers and ground covers, including hardy drought tolerant and native species. All planters are irrigated and connected to the rainwater. Lighting will emphasise landscaped spaces and illuminate usable areas. Final lighting details can be provided as a permit condition, with future consent of the responsible authority.
Clause 58.03-6 Access To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.	D11 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.	Complies The development removes a double width vehicle crossover from the centre of the Park Street frontage, improving pedestrian safety and on-street parking. A new vehicle entry is provided to the side of the building off Railway Lane,

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
To ensure the vehicle crossovers are designed and located to minimise visual impact.	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. Developments must provide for access for service, emergency and delivery vehicles.	consistent with the previous/current permit vehicle entry on the site. The pedestrian and cyclist entry is via the main entry, well separated from the vehicle entry.
Clause 58.03-7 Parking location To provide convenient parking for resident and visitor vehicles. To protect residents from vehicular noise within developments.	D12 Car parking facilities should: • Be reasonably close and convenient to dwellings. • Be secure. • Be well ventilated if enclosed. Shared accessways or car parks of other dwellings 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.	Complies The proposed car park is close and convenient to dwellings on-ground level. It is secure and well ventilated. There are no shared accessways or car parks of other dwellings located adjacent a proposed dwelling window.
Clause 58.03-8 Integrated water and stormwater management To encourage the use of alternative water sources such as rainwater, stormwater and recycled water. To facilitate stormwater collection, utilisation	D13 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.	Complies The Water Sensitive Urban Design (WSUD) strategy provided in the Sustainability Management Plan (SMP) includes a 5,000L rainwater tank collecting stormwater from the roof for reuse in toilet flushing to the shop/café and for landscape irrigation. The design achieves a best practice Blue Factor score of 100%

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
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 its discharge from the site.	The stormwater management system should be: • Designed to meet the current best practice performance objectives for stormwater quality as contained in the <i>Urban Stormwater – Best Practice Environmental Management Guidelines</i> (Victorian Stormwater Committee 1999). • Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.	

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Clause 58.04: Amenity Impacts

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.04-1 Building setback To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area. To allow adequate daylight into new dwellings. To limit views into habitable room windows and private open space of new and existing dwellings. To provide a reasonable outlook from new dwellings. To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.	D14 The built form of the development must respect the existing or preferred urban context and respond to the features of the site. Buildings should be setback from side and rear boundaries, and other buildings within the site to: • Ensure adequate daylight into new habitable room windows. • Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views. • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. • Ensure the dwellings are designed to meet the objectives of Clause 58.	Complies The built form responds appropriately to the preferred urban context and features of the site. For a detailed assessment please refer to the 'Built Environment and Heritage' section of the town planning report, sub-heading 'building design'.
Clause 58.04-2 Internal views To limit views into the secluded private open space and habitable room windows of dwellings within a development.	D15 Windows and balconies should be designed to prevent overlooking of more than 50 percent of the private open space of a lower-level dwelling directly below and within the same development.	Complies All apartment windows are positioned to prevent overlooking of more than 50% of the private open space of a lower-level dwelling directly below in accordance with the standard. Views are also limited between habitable rooms within the development, with separation of 11m provided between windows across the central void.

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.04-3 Noise impacts To contain noise sources in developments that may affect existing dwellings. To protect residents from external and internal noise sources.	D16 Noise sources, such as mechanical plant 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 area 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 on-site noise sources. Buildings within a noise sensitive area specified in Table D5 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. 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.	Complies Air conditioning units and other mechanical plant are positioned on the roof of the taller corner building in the north-west corner of the site, furthest away from residential neighbours to the east. Rooms have been located and designed to avoid noise transmission from the lift, car parking areas, communal areas and other dwellings. The building has been assessed for noise from: the adjoining hotel; the ground floor commercial use; traffic and tram noise impacts from Nicholson Street; nearby commercial uses; and from domestic plant. The acoustic report confirms that the proposal meets the standard.

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.04-4 Wind impacts To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.	D17 Development of five or more storeys, excluding a basement should: • Not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and communal open space; and • Achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater. Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements. Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.	Complies The building has been assessed by experts in environmental wind assessment. Their report concludes that the proposed building design: would satisfy the walking criterion or better in the streetscapes surrounding the building; would be expected to achieve the standing criterion for the entrances off Park and Nicholson Streets; and would be expected to achieve the standing comfort criterion for the commercial tenancy. The wind conditions on the private balconies and terraces would be expected to satisfy the standing criterion and be expected to improve at locations away from building corners/façade edges. The report also concludes that the wind conditions would satisfy the pedestrian safety criterion.

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Clause 58.05: On-Site Amenity and Facilities

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.05-1 Accessibility To ensure the design of dwellings meets the needs of people with limited mobility.	D18 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 Design A or Design B specified in Table D7.	Complies A total of 10 apartments (i.e. 50%) have been designed as accessible in accordance with this standard.
Clause 58.05-2 Building entry and circulation To provide each dwelling and building with its own sense of identity. To ensure the internal layout of buildings provides for the safe, functional and efficient movement of residents. To ensure internal communal areas provide adequate access to daylight and natural ventilation.	D19 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.	Complies The building entries are visible and easily identifiable. They provide shelter, address and transitional space. The layout and design of the building distinguishes the residential entry from the commercial entry. There are windows and openings to building entrances and lobby. There are visible, safe and attractive stairs from the entry level to encourage use by residents. Common areas are open, with natural light and ventilation and clear sightlines.

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	- Avoid obstruction from building services. - Maintain clear sight lines.	
Clause 58.05-3 Private open space To provide adequate private open space for the reasonable recreation and service needs of residents.	D20 A dwelling should have private open space consisting of at least one of the following: • An area of 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 dimension specified in Table D8 and convenient access from a living room. • An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres from a living room. • An area of 10 square metres, with a minimum dimension of 2 metres 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 D8 should be increased by at least 1.5 square metres. If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.	Variation All dwellings are provided with private open space in accordance with the standard, except for apartment 401, which has a balcony depth of 1.8m instead of 2m sought by the standard. However, this apartment has two levels with two balconies, having an overall area of 16sqm, well in excess of the minimum area required.
Clause 58.05-4 Storage To provide adequate storage facilities for each dwelling.	D21 Each dwelling should have convenient access to usable and secure storage space.	Complies All dwellings are provided with minimum storage space in accordance with the standard, as provided in

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10: <i>Studio</i> • Total minimum storage volume: 8 cubic metres • Minimum storage volume within the dwelling: 5 cubic metres <i>1 bedroom dwelling</i> • Total minimum storage volume: 10 cubic metres • Minimum storage volume within the dwelling: 6 cubic metres <i>2 bedroom dwelling</i> • Total minimum storage volume: 14 cubic metres • Minimum storage volume within the dwelling: 9 cubic metres <i>3 or more bedroom dwelling</i> • Total minimum storage volume: 18 cubic metres • Minimum storage volume within the dwelling: 12 cubic metres	the drawings by the project architects.

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Clause 58.06: Detailed Design

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.06-1 Common property 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.	D22 Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management.	Complies All common property areas are clearly delineated from private areas and can be readily managed by the future Owners Corporation.
Clause 58.06-1 Site services To ensure that site services are accessible and can be installed and maintained. To ensure that site services and facilities are visually integrated into the building design or landscape.	D23 Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and ergonomically. 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, water-protected, located for convenient access and integrated into the overall design of the development.	Complies Adequate space has been provided for all site services to be installed and maintained, in consultation with services engineers appointed for the project. Externally located services, such as the fire booster, are integrated into the building envelope. Mailboxes are inside the lobby where they are weather protected and provide convenient access.
Clause 58.06-3 Waste and recycling To ensure dwellings are designed to encourage waste recycling. To ensure that waste and recycling facilities are accessible, adequate and attractive.	D24 Development should include dedicated areas for: - Waste and recycling enclosures which are: - Adequate in size, durable, waterproof and blend in with the development. - Adequately ventilated.	Complies A waste storage room is located on ground level adjacent the car park for convenient access by residents with a door to Park Street for ease of collection. A waste management plan has been prepared for the

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.	- Located and designed for convenient access by residents and made easily accessible to people with limited mobility. • Adequate area and facilities for bin washing. These areas should be adequately ventilated. • Collection, separation and storage of general 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 area for waste collection vehicles that allows the vehicle to enter and leave the site without reversing. • Adequate internal storage space within each dwelling to enable the separation of recyclables, residual waste and food waste where appropriate. Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and: • Be designed to meet the best practice design options specified in <i>Waste Management and Recycling in Multi-unit Developments</i> (Sustainability Victoria, 2019). • Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise	project which confirms the waste streams for both resident and retail/café waste, sizing, cleaning, ventilation, storage and collection in accordance with current best practice.

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TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	and hazards associated with waste collection vehicle movements.	
Clause 58.06-4 External walls and materials 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.	D25 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 from maintenance.	Complies External walls are finished in natural materials of primarily pigmented concrete, render, and brickwork with detail such as balustrades and canopies in powder coated metal that will not easily deteriorate or stain, will weather well over time and are resilient to wear and tear. The simple forms of the building facilitate safe and convenient access for maintenance.

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Clause 58.07: Internal Amenity

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
Clause 58.07-1 Functional layout To ensure dwellings provide functional areas that meet the needs of residents.	D26 Bedrooms should: • Meet the minimum internal room dimensions specified in Table D11: • Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe. <i>Main bedroom</i> • Minimum width: 3 metres • Minimum depth: 3.4 metres <i>All other bedrooms</i> • Minimum width: 3 metres • Minimum depth: 3 metres Living area (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12: <i>Studio and 1 bedroom dwelling</i> • Minimum width: 3.3 metres • Minimum area: 10 sqm <i>2 or more bedroom dwelling</i> • Minimum width: 3.6 metres • Minimum area: 12 sqm	Variation All bedrooms meet this standard except for the minimum 3m dimension (in one direction) for the “other bedroom” of apartment 104, 204, 303 and 601. This is due to a curve in the wall of these bedrooms. Having regard to the ‘decision guidelines’ under this standard, we confirm that the useability, functionality and amenity of these rooms is not compromised by the curved wall. A queen sized bed and bedside tables and space around the bed remain usable. The variation continues to meet the objective.
Clause 58.07-2 Room depth To allow adequate daylight into single aspect habitable rooms.	D27 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:	Complies All apartments are dual aspect². Where living rooms are single aspect, they meet this standard. No single aspect combined living/dining/kitchen has a depth of greater than 9m from the window.

² The maisonette is dual aspect on first floor.

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	- 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. The room depth should be measured from the external surface of the rear wall of the room.	
Clause 58.07-3 Windows To allow adequate daylight into new habitable room windows.	D28 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.	Complies All habitable room windows have a window to an external wall of the building. No secondary area is used for daylight access.
Clause 58.07-4 Natural ventilation To encourage natural ventilation of dwellings. To allow occupants to effectively manage natural ventilation of dwellings.	D29 The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in an external wall 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.	Complies All dwellings are provided with natural cross ventilation with a breeze path of between 5m and 18m between two windows on a different wall.

TITLE AND OBJECTIVE	STANDARD	COMPLIANCE
	The breeze path is measured between the ventilation openings on different orientations of the dwelling.	

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