

23 September 2024

Department of Transport and Planning  
Lucy McGovan  
Development Approvals and Design

**By online portal**

Dear Lucy,

**PLANNING PERMIT APPLICATION – PA2000891-3  
RESPONSE TO REQUEST FOR FURTHER INFORMATION  
77-83 SUTTON STREET, NORTH MELBOURNE**

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We continue to act for 77-83 Sutton Street Pty Ltd, the permit applicant in the above matter.

We write in response to the Department's correspondence dated 21 August 2024, requesting further information pursuant to section 54 of the *Planning and Environment Act 1987* (Vic).

This response seeks to address the matters raised in the request for further information and is accompanied by updated application material for the proposed amended development as follows:

- Updated architectural plans (Revision P10, dated 3 September 2024) prepared by *Point Architects*;
- An updated 'Façade Strategy Report' prepared by *Point Architects* (Revision 4, dated September 2024) as required by Condition 1g) and 7 of the Planning Permit;
- An updated 'Landscape Plan', including landscape maintenance plan, prepared by Davidson Design Studio (Revision B, 10 September 2024) as required by Condition 1i) and 18 of the Planning Permit;
- An updated 'Waste Management Plan' prepared by *Onemilegrid* (11 September 2024) as required by Condition 1l) and 28 of the Planning Permit;
- An updated 'Transport Impact Assessment' prepared by *Onemilegrid* (11 September 2024) as required by Condition 1m) and 31 of the Planning Permit;
- An updated 'Green Travel Plan' prepared by *Onemilegrid* (11 September 2024) as required by Condition 1p) and 58 of the Planning Permit;
- An updated 'Road Safety Audit' prepared by *Onemilegrid* (11 September 2024) as required by Condition 35 of the Planning Permit; and
- An updated 3d digital model on the amended design response as prepared *Point Architects* and as required by Condition 9 of the Planning Permit.

From the original amendment submission, there has been some other minor changes primarily to the building's basement and vehicle access, with reconfigured car parking layouts (net increase of two car parking space) following additional services input.

Such additional changes are informed in the accompanying statement of changes prepared by *Point Architects* as contained at **Appendix A** to this correspondence with listed reports above as prepared by the project's traffic engineers *Onemilegrid* updated to address these additional changes.

We request that this information replace corresponding information lodged with the amendment application.

Additionally, we provide the following responses to the Department's request for additional information in numeric order:

**Information required as part of the application**

1. The materials and finishes schedule within the façade strategy prepared by *Point Architects* has been updated to provide details of the proposed plant screening and grey tint glass.
2. The submitted Road Safety Audit prepared by *Onemilegrid* has been updated to contain and address findings consistent with the existing endorsed Road Safety Audit and making additional comments on these based on the updated plan material.

There are also some new findings captured in the updated Road Safety Audit following review of the updated architectural plan material.

3. The below is a list of changes prepared by *Sustainable Development Consultants* on the environmentally sustainable design initiatives within the updated 'Sustainability Management Plan' which differ/depart from the current endorsed report that was prepared by *Ark Resources*.

- Planning Polices references updated to reflect the current Planning Scheme (page 4 and 6)
- Development Summary updated to reflect the latest design (page 6)
- No differences in the tools used to assess the development
  - Green Star Design & As Built v1.3 (aiming to achieve 5 Star)
  - MUSIC (stormwater assessment)
  - FirstRate5 (NatHERS assessment)
- No differences in the credits achieved in GS Management - 14 points (page 23)
- Credit 11.1 (IEQ) deemed not feasible and removed from the assessment. Overall one less point achieved for GS IEQ – 11 points (page 24)
- Credit 15B.1 (Energy) 0.7 extra points achieved due to the proposed design changes. Overall, 0.7 extra points achieved for GS Energy – 6.1 points (page 25)
- No differences in the credits achieved in GS Transport – 5 points (page 26)
- No differences in the credits achieved in GS Water – 5 points (page 26)
- No differences in the credits achieved in GS Materials – 9 points (page 27)
- No differences in the credits achieved in GS Land Use & Ecology – 4.2 points (page 27)
- No differences in the credits achieved in GS Emissions – 4 points (page 28)
- No differences in the credits achieved in GS Innovation – 5 points (page 28)
- Overall, the Green Star score has reduced by 0.3 points (page 28)
- Overall, the NatHERS Energy results have improved due to the proposed design changes (from 6.5 Star to 7.1 Star average) (Appendix 6)
- No differences in the building fabric elements aside from the glazing values, which have been amended to reflect the new design (clear and grey glass), and low-e thermally broken glazing has also been introduced to reduce the apartments' cooling loads and improve the energy ratings.

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- MUSIC modelling advice and stormwater treatment strategy has remained the same, but have been updated to reflect the proposed design and an equivalent proprietary device (SPEL Stormsacks) (Appendix 3)
  - Climate Adaptation Plan included in Appendix 5 - Provided as separate report.
4. As discussed with yourself and in relation to the amended proposal's Clause 58 response, we note that the Planning Permit is afforded the benefit of transitional provisions pursuant to Clause 32.07-4 of the Mixed Use Zone, with the requirements of Clause 58 as they were at the time the original application was lodged applying to this amended proposal.

In this regard we note the original planning permit application was submitted on 16 June 2020, with the requirements of Clause 58 as they were at the time prior of their revisions through Amendment VC174 applying to the proposed amendment.

Accordingly, and in responding to the Department's request the referenced standards/objectives within the provided Clause 58 assessment are correct; the landscaping response and justification provided to Standard D10 remains valid in responding to the standard at the time; and the wind impact objective (now Standard D17) did not form a requirement of Clause 58 at the time the original application was lodged.

In response to the Department's other requests contained at Items 4c), 4e) and 4f) we provide the following responses:

- A horizontal shelf is now proposed to the eastern balustrade edge of Apartments 705, 805 and 905 to restrict downward views to the new terrace area of Apartment 605 in accordance with Standard D15 requirements, while retaining outward views for future residents.
- The amended design response removes the light source to the corridor in the south-east corner of the building for an additional apartment at Levels 7, 8 and 9. This previous light source at the end of this corridor only served four apartments in the south-east corner of the building at these levels, noting the smoke lobby provided and endorsed adjacent to the southern stairwell which restricted its presence. The path of travel for these previous apartments, and the additional apartment now provided, is only a short travel distance from the bend in the corridor.

We further note the generous communal open space provided within the development which exceeds and indeed doubles Standard D8 requirements, providing a far superior outlook, sunlight receipt and amenity for future residents rather than the previous internal corridor light source at these levels. This extent of communal open space and the opportunity for the development to increase the housing supply within an Urban Renewal Precinct without impacting the amenity of apartments or neighbouring properties and in response to the *Housing Statement* needs to be appropriately balanced against this minor variation proposed to Standard D18 requirements for these three levels.

- The architectural plans have been updated for each of the apartments to be compliant with Standard D20 requirements regarding storage, with allocation of internal and external storage (where necessary) informed in the detailed plan layouts at Drawing Nos TP150-TP157 of the architectural plans.
5. Enclosed is an updated 3D Model in accordance with Department requirements and Condition 9 of the Planning Permit.

### **Preliminary Concerns**

1. In relation to the Department's query on the proposed use of the spandrel panelling to the building's facade, we note that the same material is currently being applied in the nearby development currently under construction by the same client at 139-149 Boundary Road, North

Melbourne (approved through Planning Permit PA1900753-4). While in this nearby development we it is being applied with a horizontal ribbing and alternative colour, it informs the Department's previous acceptability of this material and appearance within the Macaulay Urban Renewal Precinct.

To further assist with the Department's appreciation of this materiality and application to this development, some additional external perspective images have been prepared as provided at **Appendix B** informing how this revised material will continue to achieve the same high quality appearance and presentation to this building.

**Appendix C** also contains a statement from the project's ESD consultants *Sustainable Development Consultants* informing the environmentally sustainable initiatives this material will bring including additional insulation opportunities, reduction in embodied carbon and no impact on the life cycle of the development.

2. Similarly, the updated and provided perspective images inform the quality of the revised balustrade treatment to the Level 6 communal open space area, and how this defines and caps the top of the streetwall of the building in its presentation to the Sutton Street. The revised balustrade treatment assists in creating a transition to the upper levels through greater exposure and openness of the landscaping, rather than continuing the solidity above the streetwall parapet.
3. Enhancements have been made to the new ground floor dwellings, which now all satisfy relevant storage requirements of Standard D20 of Clause 58 in response to the Department's request. Added privacy and separation has also been provided to these apartments and their private open space through the provision of new planter boxes to the laneway area. Note that this treatment has not continued to Apartment G01, given the interim gate to be installed along the laneway informing the east-west connection as more private for the immediate future until the southern property is developed.  
  
In responding to the Department's suggestion, individual entrance gates are also provided to these private open space areas enabling added convenience and direct connection to the adjoining laneways, allowing direct and convenient use to the adjoining laneway by these residents.
4. As noted a horizontal shelf has been applied to the eastern edge of the balustrades associated with Apartments 705, 805 and 905, restricting downward views to the terrace area of Apartment 605, while maintaining their outlook.

We provide this response, supporting material and comments to assist in your consideration of the amended proposal and trust the above and updated information is sufficient for the Department to direct the amended application to public notice as soon as possible.

Please contact the undersigned or Mathew Wilson on (03) 8626 9090 (email: wilson@pppartners.com.au) should the Department have any queries regarding the correspondence.

Yours faithfully,



**PAUL LITTLE**  
Planning & Property Partners Pty Ltd

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23/09/2024

**77-83 Sutton St, North Melbourne VIC 3051**

**PA2000891.**

### **Statement of Changes**

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The below statement of changes sets out the differences between plans dated 28/03/2024\_Revision P9 previously lodged to Council and the plans dated 03/09/2024\_Revision P10

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RFI Changes:

#### **Façade Strategy:**

Materials added as requested.

#### **TP102 – Proposed Ground level Floor Plan**

- Gates added to POS of G02, G03, G04
- Updated Landscape design

#### **TP109-TP111 – Proposed Level 6-9 Floor Plan**

- Shelf Added to Eastern side of balcony to Apartment 705,805,905 to obscure view to balcony below

#### **TP150-TP157 – Typical Plans**

- Revised apartment layouts to increase internal storage.

Further to the RFI the following changes have also been made as part of Design development.

#### **TP100 – Proposed Basement Level 2 Floor Plan**

- Storage cages reconfigured to increase numbers
- Added carpark to East of Southern Stair with the reduction in size of smoke lobby
- Carpark ramp widened
- Removal of one over bonnet storage cage due to carpark exhaust.
- Widening of Ramp to Basement
- Reconfigured Smoke Lobby

#### **TP101 – Proposed Basement Level 1 Floor Plan**

- Bin room reduced in size to allow for extra carpark
- OSD tank introduced inside basement in North-West corner, loss of 1 carpark.

- Relocated services to North-East corner of Basement 1
- Added carpark to East of Southern Stair with the reduction in size of smoke lobby
- Widening of Ramp to Basement
- Dog and Car wash amalgamated into single space allowing for more storage cages
- Increased number of carparks to 85
- Removal of one over bonnet storage cage due to carpark exhaust.

#### **TP102 – Proposed Ground level Floor Plan**

- Relocated DDA bathroom due to requirement for fan room
- Level changes to Townhouse 1 & 2 due to existing onsite conditions
- Bike parking reconfigured to allow for new fan room.
- Reduced number of bike parks to 188
- EOT facilities relocated to Northern stair
- Games room reconfigured, removal of golf sim.
- Removal of one over bonnet storage cage due to carpark exhaust.
- 

#### **TP103 – Proposed Level 1 Floor Plan**

- Level changes to Townhouses to the rear of the site
- Addition of Carpark Supply air to Outdoor communal Space
- Apt 102/103 (and all apartments above) increased in size due to the relocation of the carpark supply air.
- 2 additional apartments on Level 11 – Apt 1102 and Apt 1109 replacing Outdoor Communal Space.

#### **TP114 – Proposed Roof Plan**

- Removal of Southern Plant Space as no longer required.

#### **TP150 – Typical Floor Plans**

- Type G increased in size due to to the relocation of the carpark supply air, internal storage increased. No longer required external storage.
- Type GF Apartment increased to removal of unrequired services

#### **TP151 – Typical Floor Plans**

- Type H increased in size due to to the relocation of the carpark supply air.

#### **TP900 – Development Summary**

- Parking, storage & bike numbers adjusted.

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Any queries please call  
Sean Dugdale  
9329 5988

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**CONSULTANTS ADVICE NOTICE**

**Document No: S5053.04**

**Date: 10.9.2024**

Jordan Hollett  
Fusion Project Management

**Façade ESD Advice – 77-83 Sutton Street, North Melbourne**

It has been proposed by Hamilton Marino that concrete architectural panels within the façade design of this project be replaced by 3mm powder coated aluminium panels instead. SDC support this proposed change from an overall ESD perspective due to the following reasons:

- The thermal performance of the façade will not reduce, as any benefit the concrete had from a thermal mass perspective will be over compensated for by the additional insulation that is able to be installed behind these much thinner panels.
- The significant reduction in weight on the façade is likely to significantly reduce the structure required to hold the façade in place. This will mean less concrete and steel within the building which will in turn significantly reduce the embodied carbon of the development.
- The embodied carbon the façade itself should reduce due to the change as well, even though aluminium has a much higher embodied carbon per kilogram of product, the reduction in weight overall will mean a reduction in embodied carbon to the design based on this change.
- There will be no impact to longevity of the façade resulting in higher maintenance costs or more frequent replacement, thus no reduction in life cycle impact of the development.

As such we support the proposed change.

Kind Regards,

Lindsay Richardson  
Director

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