

Agenda

Planning Committee Meeting

Wednesday, 15th September 2021

Commencing at 7.00pm

via the Zoom Platform and live streamed

kingston.vic.gov.au

Tim Tamlin
Interim Chief Executive Officer
Kingston City Council



**City of Kingston
Planning Committee Meeting**

Agenda

15 September 2021

Notice is given that Planning Committee Meeting of Kingston City Council will be held at 7.00pm at via the Zoom Platform and live streamed, on Wednesday, 15 September 2021.

1. Apologies

2. Confirmation of Minutes of Previous Meetings

Minutes of Planning Committee Meeting 18 August 2021

3. Foreshadowed Declaration by Councillors, Officers or Contractors of any Conflict of Interest

Note that any Conflicts of Interest need to be formally declared at the start of the meeting and immediately prior to the item being considered – type and nature of interest is required to be disclosed – if disclosed in writing to the CEO prior to the meeting only the type of interest needs to be disclosed prior to the item being considered.

4. Planning and Development Reports

| | | |
|-----|--|-----|
| 4.1 | Town Planning Application Decisions - August 2021 | 5 |
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| 4.3 | KP-2018/801/A - 101 Station Street, Aspendale..... | 85 |
| 4.4 | KP-2020/649 - 52 Scotch Parade, Bonbeach | 127 |
| 4.5 | KP-2001/648/B - Parkdale Yacht Club, 131 - 132 Bay Trail, Parkdale | 181 |
| 4.6 | KP-2020/772 - 32-44 Keys Road, Cheltenham..... | 207 |

5. Confidential Items

Nil

4. Planning and Development Reports

Planning Committee Meeting

15 September 2021

Agenda Item No: 4.1

TOWN PLANNING APPLICATION DECISIONS - AUGUST 2021

Contact Officer: Carly De Mamiel, Senior Customer Liaison and Administration Officer

Town Planning Application Decisions – August 2021

Approved By: Jonathan Guttman - General Manager, Planning & Development

Author: Alfred Carnovale – Acting Manager, City Development

Attached for information is the report of Town Planning Decisions for the month of August, 2021.

A summary of the decisions is as follows:

| Type of Decision | Number of Decisions Made | Percentage (%) |
|--|--------------------------|----------------|
| Planning Permits | 81 | 78 |
| Notice of Decision | 12 | 12 |
| Refusal to Grant a Permit | 2 | 2 |
| Other - Withdrawn (6) - Prohibited (0) - Permit not required (1) - Lapsed (1) - Failure to Determine (0) | 8 | 8 |
| Total | 103 | 100 |

(NB: Percentage figures have been rounded)

OFFICER RECOMMENDATION

That the report be noted.

Appendices

Appendix 1 - Town Planning Application Decisions August 2021 (Ref 21/216736)  [Download](#)

Author/s: Carly De Mamiel, Senior Customer Liaison and Administration Officer

Reviewed and Approved By: Naomi Crowe, Team Leader City Development Administration

4.1

TOWN PLANNING APPLICATION DECISIONS - AUGUST 2021

| | | |
|---|---|---|
| 1 | Town Planning Application Decisions August 2021 | 9 |
|---|---|---|

| Planning Decisions August, 2021 | | | | | | | |
|---------------------------------|--------------------------------|---------------|------------|--------------|--|----------|---------------|
| APPL. No. | PROPERTY ADDRESS | SUBURB | APPL. DATE | DATE DECIDED | PROPOSAL DESCRIPTION | DECISION | VCAT DECISION |
| KP-2021/179 | Unit 12 605 Nepean Highway | BONBEACH | 6/04/2021 | 2/08/2021 | The development of land for alterations and additions to the existing dwelling on a lot less than 300 square metres | Refused | No |
| KP-2018/786 | 4 Bank Road | EDITHVALE | 25/09/2018 | 2/08/2021 | In accordance with the endorsed plans Construction and use of five, two storey dwellings | Permit | Yes |
| KP-2021/403 | Warehouse 1 489A Warrigal Road | MOORABBIN | 2/07/2021 | 2/08/2021 | Buildings and works to the existing warehouse (mezzanine addition) | Permit | No |
| KP-2021/406 | 8 445 Warrigal Road | MOORABBIN | 2/07/2021 | 3/08/2021 | Buildings and works to construct a mezzanine within an existing warehouse | Permit | No |
| KP-2021/297 | 1 25 Grandview Grove | MOORABBIN | 24/05/2021 | 3/08/2021 | Subdivide the Land into Two (2) Lots | Permit | No |
| KP-2021/59 | 14 Ireland Road | CLAYTON SOUTH | 12/02/2021 | 3/08/2021 | The development of two (2) dwellings | Permit | No |
| KP-2021/256 | 1 3 Clare Street | PARKDALE | 10/05/2021 | 3/08/2021 | The development of an extension to the existing dwelling (external staircase) on a lot less than 300sqm and in the Special Building Overlay. | Permit | No |
| KP-2021/379 | 1-3 Lakewood Boulevard | BRAESIDE | 22/06/2021 | 3/08/2021 | Construct a warehouse at the rear of the existing building | Permit | No |
| KP-2021/461 | 81 Rowans Road | MOORABBIN | 23/07/2021 | 3/08/2021 | Develop the land for the extension to one (1) dwelling in a Special Building Overlay | Permit | No |
| KP-2020/609/A | 19 Wimmera Street | MOORABBIN | 31/05/2021 | 3/08/2021 | The development of two (2) dwellings, on land affected by a Special Building Overlay | Permit | No |

| | | | | | | | |
|---------------|----------------------|---------------|------------|-----------|---|--------------------|----|
| KP-2021/73 | 3 Walkers Road | CARRUM | 18/02/2021 | 4/08/2021 | The development of two (2) dwellings | Lapsed | No |
| KP-2010/681/B | 48A Elsie Grove | CHELSEA | 5/07/2021 | 4/08/2021 | Develop the Land for the Construction of Two (2) Dwellings | Withdrawn | No |
| KP-2020/756 | 54 Fraser Avenue | EDITHVALE | 8/01/2021 | 4/08/2021 | Extension to the existing dwelling and the construction of a new dwelling to the rear of the existing dwelling | Permit | No |
| KP-2004/639/B | 20C Ella Grove | CHELSEA | 12/02/2021 | 4/08/2021 | The development of this site for three (3) dwellings, in accordance with plans to be submitted pursuant to Condition 1 hereof:- | Permit | No |
| KP-2021/350 | 20 140 Fairbank Road | CLAYTON SOUTH | 10/06/2021 | 5/08/2021 | Proposed mezzanine addition to an existing warehouse | Rejected | No |
| KP-2021/411 | 11 Wordsworth Avenue | CLAYTON SOUTH | 5/07/2021 | 5/08/2021 | Subdivide the Land into Two (2) Lots | Permit | No |
| KP-2021/273 | 6 Phillip Street | MENTONE | 14/05/2021 | 5/08/2021 | The development of three (3) dwellings | Withdrawn | No |
| KP-2021/226 | 33 Tiffany Avenue | CHELTENHAM | 29/07/2021 | 5/08/2021 | Construction of detached Cabana | Permit | No |
| KP-2020/512 | 23 Grandview Grove | MOORABBIN | 1/09/2020 | 6/08/2021 | The development of two (2) double storey dwellings | Notice of Decision | No |
| KP-2020/596 | 109 Nepean Highway | ASPENDALE | 6/10/2020 | 6/08/2021 | Subdivide the Land into Four (4) Lots | Permit | No |
| KP-2021/398 | 17 Hadkinson Street | CLAYTON SOUTH | 30/06/2021 | 6/08/2021 | Subdivide the Land into Two (2) Lots | Permit | No |
| KP-2021/45 | 2 33 Robert Street | PARKDALE | 4/02/2021 | 6/08/2021 | To subdivide the land to realign the common boundary between Lot 1 on TP858578Q and Lot 2A on RP005724 | Permit | No |
| KP-2021/199 | 63 Berry Avenue | EDITHVALE | 14/04/2021 | 6/08/2021 | Develop four (4) dwellings and subdivide the land (boundary realignment) | Permit | No |
| KP-2017/989/A | 1 Stawell Street | MENTONE | 16/04/2021 | 6/08/2021 | Develop the land for the construction of three (3) dwellings with associated works | Permit | No |

| | | | | | | | |
|---------------|------------------------------|---------------|------------|------------|---|---------------------|----|
| KP-2021/217 | 1 222 Balcombe Road | MENTONE | 20/04/2021 | 9/08/2021 | To develop the land for additions to the existing dwelling | Permit | No |
| KP-2021/449 | 207 Lower Dandenong Road | MENTONE | 20/07/2021 | 9/08/2021 | Subdivide the Land into Three (3) Lots | Permit Not Required | No |
| KP-2021/246 | Front 117-119 Cochranes Road | MOORABBIN | 3/05/2021 | 10/08/2021 | Use of Land for Motor Vehicle Sales | Permit | No |
| KP-2017/589/A | 1 Langrigg Avenue | EDITHVALE | 2/06/2021 | 10/08/2021 | Develop the land for the construction of four (4) double storey dwellings | Permit | No |
| KP-2016/424/B | 1155 Nepean Highway | HIGHETT | 20/07/2021 | 10/08/2021 | Develop the land for the construction of 26 dwellings with a reduction in the visitor car parking requirement in a Design and Development Overlay Schedule 12 | Permit | No |
| KP-2021/97 | 138A Beach Road | PARKDALE | 2/03/2021 | 10/08/2021 | Buildings and works to the existing dwelling, on a Lot less than 300m2 | Permit | No |
| KP-2021/283 | 106 Chute Street | MORDIALLOC | 5/08/2021 | 10/08/2021 | Construct one (1) dwelling on land within a Special Building Overlay | Permit | No |
| KP-2021/435 | 531 Station Street | CARRUM | 14/07/2021 | 10/08/2021 | Subdivide the Land into Seven (7) Lots | Permit | No |
| KP-2021/504 | 40 Farm Road | CHELTENHAM | 5/08/2021 | 10/08/2021 | Construct a front fence in a Special Building Overlay | Permit | No |
| KP-2021/495 | 39-47 Sunmore Close | HEATHERTON | 28/07/2021 | 11/08/2021 | additions and alterations to existing dwelling | Withdrawn | No |
| KP-2021/454 | 14 Ebb Street | ASPENDALE | 21/07/2021 | 11/08/2021 | Subdivide the Land into Two (2) Lot | Permit | No |
| KP-2020/542 | 3 Wimborne Lane | CHELSEA | 14/09/2020 | 11/08/2021 | construct and carry out buildings and works associated with a boatshed | Permit | No |
| KP-2020/604 | 6 Springfield Avenue | CLAYTON SOUTH | 12/10/2020 | 11/08/2021 | The development of two (2) dwellings | Notice of Decision | No |
| KP-2021/353 | 1 507 Main Street | MORDIALLOC | 11/06/2021 | 11/08/2021 | To construct and display internally illuminated business identification | Permit | No |

| | | | | | | | |
|---------------|------------------------------|-------------------|------------|------------|---|--------------------|-----|
| | | | | | signage and associated buildings and works in a Heritage Overlay | | |
| KP-2020/624/A | 14 Elizabeth Street | MENTONE | 26/04/2021 | 11/08/2021 | The development of four (4) dwellings | Notice of Decision | No |
| KP-2021/399 | 2 Ormond Street | MORDIALLOC | 30/06/2021 | 11/08/2021 | Subdivide the Land into Four (4) Lots | Permit | No |
| KP-2021/408 | 68 Barkly Street | MORDIALLOC | 5/07/2021 | 11/08/2021 | Subdivide the Land into Four (4) Lots | Permit | No |
| KP-2021/14 | 42-46 Cochranes Road | MOORABBIN | 14/01/2021 | 12/08/2021 | Use of the land for Office | Notice of Decision | No |
| KP-2021/522 | 23 Morris Street | PARKDALE | 12/08/2021 | 12/08/2021 | PROPOSED GARAGE TO SINGLE STOREY DWELLING | Rejected | No |
| KA-1/2021 | 50 Chelsea Road | CHELSEA | 17/03/2021 | 13/08/2021 | Application to end Section 173 Agreement | Approved | No |
| KP-2021/277 | 326-327 Nepean Highway | EDITHVALE | 17/05/2021 | 13/08/2021 | Use of land for a temporary depot (Level Crossing Removal Project) | Permit | No |
| KP-2019/787/B | 8 Melaleuca Drive | CARRUM | 2/08/2021 | 13/08/2021 | Develop the land for the construction of one (1) dwelling on land in a Special Building Overlay | Permit | No |
| KP-2021/150 | 2B Golden Avenue | BONBEACH | 26/03/2021 | 13/08/2021 | The development of an extension to the existing dwelling | Permit | No |
| KP-2017/401/B | 16 Bond Street | CLAYTON SOUTH | 27/03/2021 | 13/08/2021 | Develop the land for the construction of one (1) double storey dwelling to the rear of an existing dwelling | Permit | No |
| KP-2021/198 | 101-105 Wells Road | ASPENDALE GARDENS | 14/04/2021 | 13/08/2021 | To construct and display signage (Business Identification) | Permit | No |
| KP-2006/75/G | Office 28 93 Wells Road | CHELSEA HEIGHTS | 9/07/2021 | 13/08/2021 | CHANGE OF USE | Withdrawn | No |
| KP-2021/341 | 25 140-148 Chesterville Road | CHELTENHAM | 8/06/2021 | 13/08/2021 | The use of the land for a Restricted Recreation Facility (Drama Studio) | Permit | No |
| KP-2005/786/A | 12 Monaco Street | PARKDALE | 13/03/2019 | 13/08/2021 | The development of 10 dwellings generally in accordance with the | Permit | Yes |

| | | | | | | | |
|---------------|----------------------|------------|------------|------------|--|--------------------|----|
| | | | | | endorsed plans and subject to the following conditions | | |
| SEC-2021/115 | Unit 2 2 Wallum Road | EDITHVALE | 11/08/2021 | 13/08/2021 | ePathway | Lodgement Complete | No |
| KP-2021/91 | 10 Keith Avenue | EDITHVALE | 4/03/2021 | 13/08/2021 | The development of two (2) dwellings | Permit | No |
| KP-2021/119/A | 42-46 Cochranes Road | MOORABBIN | 24/06/2021 | 16/08/2021 | Building and works and the display of Business Identification signage | Permit | No |
| KP-2021/120 | 30 Bridges Avenue | EDITHVALE | 15/03/2021 | 17/08/2021 | The development of two (2) double storey dwellings and associated works | Notice of Decision | No |
| KP-2013/698/B | 15 Flinders Street | MENTONE | 21/06/2021 | 17/08/2021 | Develop the land for the construction of alterations to an existing dwelling in a Special Building Overlay | Permit | No |
| KP-2020/694 | 17 Bridges Avenue | EDITHVALE | 25/11/2020 | 17/08/2021 | The development of land for two (2) dwellings | Permit | No |
| KP-2016/946/A | 1 582-586 South Road | MOORABBIN | 10/08/2021 | 17/08/2021 | Develop the land for the construction of Buildings and Works (Replacement Service Station), vary the requirements of Clause 52.12 - Service Stations, alter access to a Road Zone Category 1 and erect & display Advertising Signage | Permit | No |
| KP-2021/56 | 1 25 Parnell Street | CHELtenham | 10/02/2021 | 17/08/2021 | Develop the land for the construction of alterations and additions to an existing dwelling on a lot less than 300 sqm | Permit | No |
| KP-2021/261 | 506 Station Street | CARRUM | 10/05/2021 | 18/08/2021 | The development of alterations to the existing building in accordance with the endorsed plans | Notice of Decision | No |
| KP-2021/171 | 31 McKay Street | PARKDALE | 8/04/2021 | 18/08/2021 | Develop the land for the construction of two (2) dwellings | Notice of Decision | No |
| KP-2016/977/A | 9 Portland Place | WATERWAYS | 13/05/2021 | 18/08/2021 | Develop the land for the construction of One (1) Dwelling | Permit | No |

| | | | | | | | |
|---------------|--------------------------|-----------------|------------|------------|---|--------------------|-----|
| KP-2021/201 | 20 Beyer Road | BRAESIDE | 15/04/2021 | 18/08/2021 | Development of the land for the construction of four (4) Warehouses | Permit | No |
| KP-2012/507/A | 8 Mulga Lane | WATERWAYS | 15/04/2021 | 18/08/2021 | Develop the land for the construction of one (1) dwelling | Permit | No |
| KP-2021/278 | 2A Allandale Road | MENTONE | 18/05/2021 | 18/08/2021 | The development of a first floor extension to the existing dwelling on a lot less than 300sqm. | Notice of Decision | No |
| KP-2021/146 | 201 Como Parade East | PARKDALE | 22/03/2021 | 18/08/2021 | The development of two (2) double-storey dwellings | Permit | No |
| KP-2020/435 | 644-652 Clayton Road | CLAYTON SOUTH | 30/07/2020 | 18/08/2021 | Use and development of the land for industry (materials recycling) and a reduction of the required car parking spaces | Notice of Decision | No |
| SEC-2021/116 | 2 Gladstone Avenue | ASPENDALE | 17/08/2021 | 19/08/2021 | ePathway | Lodgement Complete | No |
| KP-2021/505 | 1 Bridgewater Drive | DINGLEY VILLAGE | 5/08/2021 | 19/08/2021 | Extend the existing dwelling on land within a Special Building Overlay | Permit | No |
| KP-2018/686/C | 2 49 The Corso | PARKDALE | 5/03/2021 | 19/08/2021 | The development of two (2) dwellings and associated works in accordance with the endorsed plans | Permit | No |
| KP-2019/542 | 2 267-269 Nepean Highway | PARKDALE | 6/09/2019 | 19/08/2021 | In accordance with the endorsed plans: Extension to an existing dwelling on a lot less than 300 square metres | Permit | Yes |
| KP-2021/502 | 27-29 Viking Court | CHELtenham | 3/08/2021 | 19/08/2021 | Buildings and works to the existing industrial building including the construction of a mezzanine storage extension. | Permit | No |
| KP-2021/457 | 81 Centre Dandenong Road | DINGLEY VILLAGE | 13/08/2021 | 20/08/2021 | Construct a building (verandah) | Permit | No |
| KP-2021/165 | 2E Troy Street | BONBEACH | 6/04/2021 | 20/08/2021 | Removal of Drainage Reservation, removal of Drainage and Sewerage Easements and Subdivide land into sixteen (16) lots | Notice of Decision | No |

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|---------------|----------------------------|-----------------|------------|------------|--|--------------------|----|
| KP-2021/255 | 26 Mary Avenue | EDITHVALE | 5/05/2021 | 20/08/2021 | The development of two (2) dwellings in a Special Building Overlay | Permit | No |
| KP-2020/599 | 77 Larnook Crescent | ASPENDALE | 6/10/2020 | 20/08/2021 | The development of seven (7) dwellings and associated works | Refused | No |
| KP-2007/779/A | Unit 1 48-50 Bourke Street | MENTONE | 30/03/2021 | 20/08/2021 | The development of eight dwellings, (four double storey and four single storey) at this site, in accordance with plans to be submitted pursuant to Condition 1 hereof: | Permit | No |
| KP-2020/704/A | 67 McSwain Street | PARKDALE | 10/08/2021 | 20/08/2021 | Construct a dwelling extension on land within a Special Building Overlay | Permit | No |
| KP-2021/293 | 25 107 Wells Road | CHELSEA HEIGHTS | 20/05/2021 | 23/08/2021 | The use of the land for an indoor recreation facility (Brazilian Jiu Jitsu studio) | Notice of Decision | No |
| KP-2021/465 | 16 Bruthen Street | MOORABBIN | 26/07/2021 | 24/08/2021 | Subdivide the Land into Two (2) Lots in the Special Building Overlay | Permit | No |
| KP-2020/601 | 222 Centre Dandenong Road | CHELTENHAM | 9/10/2020 | 24/08/2021 | Develop the land for the construction of two (2) dwellings | Permit | No |
| KP-2020/206 | 249-253 Boundary Road | MORDIALLOC | 21/04/2020 | 24/08/2021 | Display of business identification signage | Permit | No |
| KP-2021/60 | 452 Station Street | BONBEACH | 12/02/2021 | 24/08/2021 | Develop three (3) dwellings | Permit | No |
| KP-9999/152 | 2 2 Ewen Street | PARKDALE | 18/08/2021 | 24/08/2021 | ePathway | Rejected | No |
| KP-2018/511/A | 238-242 Chesterville Road | MOORABBIN | 14/04/2021 | 25/08/2021 | Use of land for Industry (Bakery) and an ancillary Food and Drink Premises (Cafe/Commercial Bakery), associated buildings and works, a reduction in the car parking requirements, alteration of access in a Road Zone Category 1 and erection of advertising signage | Permit | No |

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|----------------|--------------------------|-----------------|------------|------------|---|--------------------|----|
| KP-2021/200 | 37 Kurrawa Crescent | PATTERSON LAKES | 9/04/2021 | 25/08/2021 | The development of a dwelling to the rear of an existing dwelling and to subdivide the land into two (2) lots | Notice of Decision | No |
| KP-2021/513 | 756-768 Springvale Road | BRAESIDE | 12/08/2021 | 25/08/2021 | Installation of two (2) light poles at the existing sports grounds within the Special Use Zone | Permit | No |
| KP-2019/790/A | 22 Ti Tree Avenue | BONBEACH | 31/05/2021 | 25/08/2021 | Develop the land for the construction of a dwelling to the rear of an existing dwelling and creation of access to a Road Zone Category 1. | Permit | No |
| KP-2021/253 | 1 Beacon Street | PARKDALE | 5/05/2021 | 26/08/2021 | The development of two (2) dwellings | Withdrawn | No |
| KP-2021/551 | 17 Laura Street | ASPENDALE | 24/08/2021 | 26/08/2021 | Display business signage and reduction in carparking | Rejected | No |
| KP-2004/736/B | 6-14 Arco Lane | HEATHERTON | 4/05/2021 | 27/08/2021 | To use this site for a Restaurant with a On-Premises (Restaurant) Liquor Licence | Permit | No |
| KP-2011/545/A | Shop 550-552 Main Street | MORDIALLOC | 10/08/2021 | 27/08/2021 | Develop the land for the construction of business identification signage and internally illuminated business Identification signage | Permit | No |
| KP-2021/337 | 26 Swansea Road | CHELSEA | 4/06/2021 | 27/08/2021 | Building and works associated with a ramp to Boatshed 1247 | Permit | No |
| KP-2020/401 | 4 Caramar Drive | OAKLEIGH SOUTH | 19/08/2020 | 27/08/2021 | Develop two (2) dwellings and subdivide the land into two (2) lots in a Special Building Overlay | Permit | No |
| KP-2021/359 | 6 Prestige Drive | CLAYTON SOUTH | 15/06/2021 | 27/08/2021 | Use of the land for car sales | Permit | No |
| KP-2016/1067/B | 18 Station Street | HIGHETT | 29/06/2021 | 27/08/2021 | Develop the land for the construction of a four (4) storey apartment building in accordance with the endorsed plans | Permit | No |
| KP-2021/356 | 64 Keys Road | CHELTHENHAM | 15/06/2021 | 30/08/2021 | Use of the land for Showroom/Car Sales | Permit | No |

| | | | | | | | |
|---------------|--|--------------------|------------|------------|---|-----------|----|
| KP-2021/288 | 42 Evan Street | PARKDALE | 19/05/2021 | 30/08/2021 | The development of two (2) dwellings | Permit | No |
| KP-2021/531 | 109 Collins Street | MENTONE | 17/08/2021 | 30/08/2021 | Subdivide the Land into Two (2) Lots | Permit | No |
| KP-2021/544 | 7 Hadkinson Street | CLAYTON SOUTH | 23/08/2021 | 31/08/2021 | Subdivide the land into Two (2) Lots | Permit | No |
| KP-2021/545 | 155 Warren Road | PARKDALE | 23/08/2021 | 31/08/2021 | Subdivide the Land into Two (2) Lots | Permit | No |
| KP-2021/387 | Factory 1 200-208 Boundary Road | BRAESIDE | 25/06/2021 | 31/08/2021 | Use the land as retail premises (bicycle sales) and buildings and works (mezzanine addition) | Permit | No |
| KP-2021/409 | 198 Station Street | EDITHVALE | 5/07/2021 | 31/08/2021 | Subdivide the Land into Five (5) Lots | Permit | No |
| KP-2020/537 | 191-199 Spring Road | DINGLEY VILLAGE | 14/09/2020 | 31/08/2021 | Use of the land for a Plant Nursery and to develop the land for the construction of a shed associated with the use of the land generally in accordance with the submitted plans | Permit | No |
| KP-2014/861/A | 82 Levenswell Road | MOORABBIN | 15/04/2021 | 31/08/2021 | The construction of buildings and works, advertising signage and a reduction of the loading bay requirement | Withdrawn | No |
| KP-2011/579/C | 1 Taylor Avenue | ASPENDALE | 20/07/2020 | 31/08/2021 | Use and Develop the Land for the Construction of One (1) Shop and Twenty Five (25) Dwellings with a reduction of the car parking requirements and a waiver of the loading bay requirement | Permit | No |
| KP-2021/424 | Factory 1 200-208 Boundary Road | BRAESIDE | 8/07/2021 | 31/08/2021 | Display of business identification signage including internally illuminated signage | Permit | No |
| KP-2021/533 | 38 Melaleuca Drive | CLARINDA | 18/08/2021 | 31/08/2021 | Subdivide the Land into Two (2) Lots | Permit | No |

Planning Committee Meeting

15 September 2021

Agenda Item No: 4.2

KP-2021/152 - 15 GRAHAM ROAD, CARRUM

Contact Officer: Beau McKenzie, Principal Planner

Purpose of Report

This report is for Council to consider Planning Permit Application No. KP-2021/152 - 15 Graham Road, Carrum.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council determine to support the proposal and issue a Notice of Decision to Grant a Permit for the development of five (5) dwellings at 15 Graham Road, Carrum, subject to the conditions contained within this report.

This application requires a decision by Council in accordance with the Planning Delegation Policy as the applications proposes five (5) or more dwellings that incorporates one or more double storey dwelling(s) to the rear of the site and has received 3 or more objections.

**City of Kingston
Planning Committee Meeting**

Agenda

15 September 2021

| EXECUTIVE SUMMARY | | | |
|--|---|--|-------------------|
| Address | 15 Graham Road, Carrum | | |
| Legal Description | Lot 39 on LP 10864 | | |
| Applicant | Tim Lockwood | | |
| Planning Officer | Beau McKenzie | | |
| PLANNING REQUIREMENTS | | | |
| Planning Scheme | Kingston | | |
| Zoning | Clause 32.08 – General Residential Zone (Schedule 3) | | |
| Overlays | None | | |
| Particular Provisions | Clause 55 – Two or more dwellings on a Lot Clause 52.06 – Car Parking | | |
| Permit Trigger/s | Clause 32.08-6 – Construct two or more dwellings on a lot | | |
| APPLICATION / PROCESS | | | |
| Proposal | The development of five (5) dwellings | | |
| Reference No. | KP-2021/152 | RFI Received | 11/06/2021 |
| App. Received | 26/03/2021 | App. Amended | 16/08/2021 (s57a) |
| Site inspection | Yes | | |
| S.52 Advertising | Commenced: 24/06/2021 | Advertising Completed | 12/07/2021 |
| S.55 Referrals | None | | |
| Internal referrals | Yes | | |
| Objection(s) | 12 (TRIM checked on 20/08/2021) | | |
| Mandatory Garden area requirement | Complies | Mandatory Building Height requirement | Complies |
| LEGISLATIVE | | | |
| Covenant/other Restriction | No | Complies: N/A | |
| CHMP | YES (CHMP no. 17746 dated 23 April 2021 prepared by A.B. Heritage Consulting; approved by Aboriginal Victoria on 14/05/2021) | | |
| Considered Plans | Prepared by 'Prestige Plans', sheet no. S1 to S3 & P1 to PT10, revision no. 5 (dated 13/08/2021), received by Council on 16/08/2021 | | |

1.0 RELEVANT LAND HISTORY

- 1.1 Planning Permit KP-2001/875 was issued by Kingston City Council on 29 May 2002 for the development of three (3) dwellings. The permit has expired.
- 1.2 Planning Permit KP-2003/653 was issued by Kingston City Council on 17 August 2004 for the development of two (2) dwellings. The permit has expired.

2.0 SITE PARTICULARS

| | |
|-----------------------------|--|
| Built form | <p>A single storey brick dwelling with hip tile roof. The existing dwelling is set back 7.6 metres (m) from its respective front property boundary. There are several outbuildings to the rear of the dwelling along the north side, consisting of a carport, garage, shed and verandah.</p>  <p style="text-align: center;">Subject site from street</p> |
| Size (m²) | <p>1226 square metres (m²)</p> <p>60.96 m depth</p> <p>20.11 m width</p> |
| Topography | <p>The land is flat.</p> |
| Fencing | <p>1.8m high paling fence along front property boundary; 1.6m to 1.9m high paling fence along side and rear boundaries.</p> |
| Vegetation | <p>There is a significant amount of vegetation on the property mostly concentrated along side and rear boundaries. Refer to survey plan below:</p> |

North (side)

No. 13 Graham Road – four (4) single storey brick dwellings with hip tile roof. Development approved and constructed in the 1990s. The front unit has a minimum street setback of 6m. The direct interface with the subject land is a common driveway and garage on boundary for the rear unit. There are small trees adjacent to the shared boundary with the subject site. There is a 1.8m high cream picket fence along the front property boundary of Unit 1.



East (rear)

No. 14 Rigby Street – three (3) single storey brick dwellings with hip tile roof. Development approved and constructed in the early 2000s. The direct interface with the subject site is the secluded private open space (SPOS) of the rear unit. There is no vegetation in close proximity to the shared boundary with the subject site.



South (side)

No. 17 Graham Road – four (4) dwellings including one (1) double storey dwelling at the front and three (3) single storey dwellings behind as approved under Planning Permit KP-2007/870 issued by the City of Kingston on 1 February 2008. The front unit has a minimum street setback of 5.9m at ground floor and 5.3m at first floor. Ground floor walls are constructed of a combined brick and render, and roofing is hip and gable (i.e. Unit 1) colorbond. The SPOS of each unit sits directly adjacent to the shared boundary with the subject site. There is no vegetation in close proximity to the shared boundary with the subject site. There is a 1.2m high timber picket fence along the front property boundary.



**West
(opposite)**

No. 14 Graham Road – double storey brick and render dwelling with hip colorbond roof. The dwelling forms one part of a dual occupancy development approved and constructed in the 2000s, with the other dwelling fronting Millicent Avenue (no. 13). The dwelling has a minimum street setback of 7.2m. There is a 1m high timber picket fence along the front property boundary.

No. 16A & 16B Graham Road – two (2) single storey brick dwellings with combined hip and gable tile roof. Each dwelling fronts Graham Road. The dwelling at no. 16A has a minimum street setback of 6.9m and the dwelling at no. 16B has a minimum street setback of 8.2m. There is a 1.5m high timber picket fence along the front property boundary of each dwelling.



**Neighbourhood
character**

The surrounding character of the area is mixed as a result of varying allotment arrangements and sizes. For the majority of the eastern side of Graham Road, lot sizes are larger than the typical incremental change area with lots exceeding 1000 m² and 1200 m² on the south end of Graham Road, including the subject site (1226 m²). Consequently, these larger allotments have attracted medium density development comprising three (3) and four (4) dwellings, including examples below:

- No. 17 Graham Road – four (4) dwellings including one (1) double storey and three (3) single storey behind (approved under Planning Permit KP-2007/870 issued on 1 February 2008 by City of Kingston).
- No. 13 Graham Road – four (4) single storey dwellings (approved in 1990s).
- No. 11 Graham Road – four (4) dwellings including three (3) double storey and one (1) single storey at rear (approved under Planning Permit KP-2017/655 issued on 2 June 2017 by City of Kingston).
- No. 9 Graham Road – three (3) dwellings including one (1) double storey and two (2) single storey behind (approved under Planning Permit KP-2010/868 issued on 3 June 2011 by City of Kingston).
- No. 7 Graham Road – four (4) dwellings including three (3) double storey and one (1) single storey behind (approved under Planning Permit KP-2017/655 issued on 19 July 2018 by City of Kingston).
- Two (2) dwelling developments also exist at no. 5 and 19 Graham Road.



No. 7 Graham Road



No. 9 Graham Road



No. 11 Graham Road

On the opposing side of Graham Road, allotments are smaller and have dual frontages to Graham Road and Millicent Avenue. The development pattern along this pocket has generally been in the form of two (2) dwellings each having its own street frontage, albeit no. 5A and 5B Millicent Avenue which comprises of a duplex development fronting Millicent Avenue.

Medium density housing forms the predominant housing character in the broader area including in nearby Rigby, Myola and Canberra Street.

As indicated above, the built form of medium density development in the area is a combination of double storey and single storey with single storey generally sited at the rear of development. However, double storey to the rear has been established in newer development including the under construction three (3) dwellings at no. 12 Rigby Street (directly behind the site to the north-east).

Architecturally, the area features a mixed character including traditional red/brown brick and weatherboard walls and tile roofing in hip and gable forms together with more contemporary styles of mixed colour brick/block work, render and various cladded walls colorbond/metal roofing in both hip and flat forms.

4.0 PROPOSAL

4.1 A summary of the proposal is provided in the table below.

| | |
|--------------------|--|
| Description | Develop the land for five (5) dwellings |
| Storeys | Dwellings 1 to 4 – double storey Dwelling 5 – single storey |

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| | | | |
|-----------------------------------|---|---|---|
| Maximum building height | 7.48m | | |
| Bedrooms (including study) | Dwelling 1 – 3 bedrooms & 1 study Dwelling 2 & 3 – 3 bedrooms Dwelling 4 – 2 bedrooms Dwelling 5 – 3 bedrooms | | |
| Car parking | 10 spaces in total, including a visitor car space and 2 spaces to each of Dwellings 1, 2, 3 and 5 and 1 space to Dwelling 4 | | |
| Front setback | 5.85m from architectural framing on upper level, 6m from ground floor wall | | |
| Private Open Space | Dwelling 1 49 m ² of SPOS Additional 10 m ² of SPOS with less than 5m dimension Additional 73 m ² of POS (front setback) It is noted that the 29 m ² marked on the plan in the front setback is an error and has been in fact measured at 73 m ² . A condition will require this to be corrected. | Dwelling 2 64.52m ² of SPOS | Dwelling 3 66m ² of SPOS |
| | Dwelling 4 62 m ² of SPOS | Dwelling 5 60 m ² of SPOS Additional 40m ² of SPOS with less than 5m dimension | |
| Site Coverage | 40% | | |
| Permeability | 37.9% | | |
| Garden area | 36% | | |
| Access | Existing crossovers on either end of property frontage area to be retained (reconstructed). The crossover on the northern end will be used privately for | | |

Dwelling 1 whereas the crossover on the southern end will be used for common access to Dwellings 2 to 5.

Vegetation removal/retention

Most vegetation on-site is proposed to be removed. It is noted that most of the vegetation has been determined to be of low arboricultural value by both the applicant's Arborist and Council's Vegetation Officer. However, tree no. 7 (River Sheoak) is recommended to be retained within the front setback of Dwelling 1. The 9m high street tree (Yellow Blackwood) can also be retained.

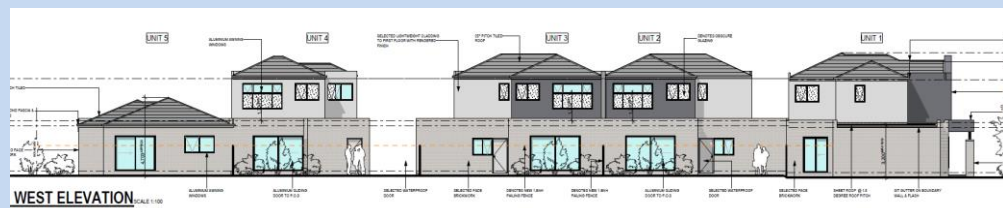
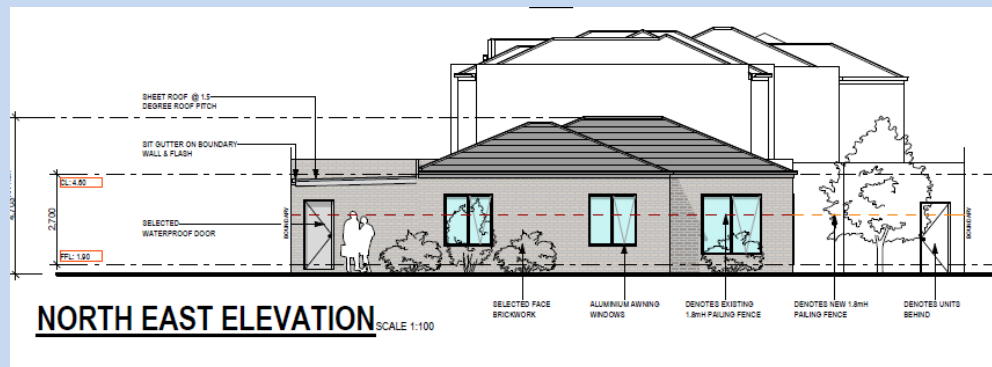
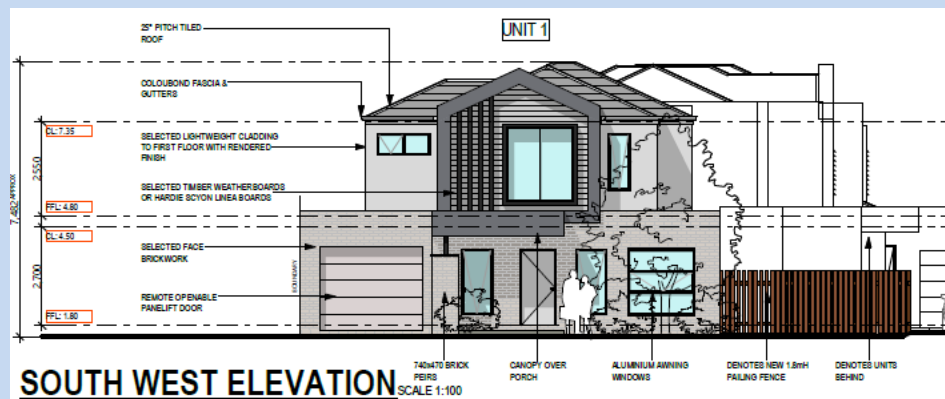
Six (6) trees exceeding 8m in height are proposed to be removed including five (5) River She-oak's (native) and one (1) English Elm (exotic).

Building materials

Ground floor walls – selected face brickwork

First floor walls – combination of lightweight cladding with rendered finish, timber weatherboards and hardie scyon linea boards

Roofing – hip tile roof





5.0 PLANNING PERMIT PROVISIONS

Zone

- 5.1 General Residential Zone (Schedule 3): Pursuant to Clause 32.08-4 of the Kingston Planning Scheme a planning permit is required to construct two (2) or more dwellings on a lot. A development must meet the requirements of Clause 55 of the Scheme. Schedule 3 to the General Residential Zone includes a variation to a number of standards within Clause 55.

Overlay

- 5.2 There are no overlays affecting the land.

Particular Provisions

- 5.3 **Clause 52.06 - Car Parking** contains the following residential car parking rates:

1 space to each 1 or 2 bedroom dwelling

2 spaces to each 3 or more bedroom dwelling

1 visitor space for every 5 dwellings

This equates to a parking requirement of **10** spaces (including **1** visitor space) for the proposed development.

As the required number of car parking spaces is provided on the site, a planning permit is not required for a reduced car parking rate pursuant to Clause 52.06-3.

Clause 52.06-9 (Design standards) includes vehicle movements, access, garaging dimensions, tandem space dimensions, and visitor parking have been reviewed and are acceptable. Council's Traffic Engineer has offered no objection to the proposal subject to a condition to require visual splays on either side of each driveway in accordance with the standard and for landscaping along the edge of the common driveway to be no more than 150mm in height.

- 5.4 **Clause 55 - Two or More Dwellings on a Lot & Residential Buildings** – (Refer to Appendix A for the Planning Officer's full assessment against this report).

General Provisions

- 5.5 The Decision Guidelines of **Clause 65.01** of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

6.0 RELEVANT POLICIES

6.1 Planning Policy Framework (PPF)

Clause 11 Settlement

Clause 15 Built Environment and Heritage

Clause 16 Housing

6.2 Local Planning Policy Framework (LPP)

Clause 21.07 Housing

Clause 22.06 Residential Development Policy

Clause 22.11 Public Open Space Contributions

Clause 22.12 Stormwater Management

Clause 22.13 Environmentally Sustainable Development

Other

6.3 Neighbourhood Character Area Guidelines (Incorporated Document under **Clause 21.07** – Housing policy of the MSS). The land is located within Area 81 of the Neighbourhood Character Guidelines.

6.4 Design Contextual Housing Guidelines (April 2003 – reference document within **Clause 22.06** – Residential Development Policy). The Design Contextual Housing Guidelines offer a range of design techniques and suggestions to assist with residential design, which is responsive to local character.

7.0 ADVERTISING

7.1 The proposal was advertised by sending notices to adjoining and opposite property owners and occupiers and by maintaining a notice on site for fourteen (14) days. 12 objections to the proposal was received. The grounds of objection raised are summarised as follows:

- Overdevelopment;
- Neighbourhood character;
- Parking/traffic;
- Inconsistent with Council's housing policies;
- Visual bulk;
- Overlooking;
- Overshadowing;
- Loss of vegetation/trees;
- Inadequate vehicle turning;
- Impact on local infrastructure;

Concerns raised by objectors that are not valid planning grounds, include:

- Devaluation of property;
- Increased residential noise;
- Impacts from demolition and construction (building matters)

8.0 PLANNING CONSULTATION MEETING

8.1 A planning consultation meeting was held on 04 August 2021 with the relevant Planning Officer, Ward Councillor, the Permit Applicant and eight (8) objectors in attendance. The above-mentioned issues were discussed at length.

8.2 The above concerns were unable to be resolved at the meeting, and the objections still stand.

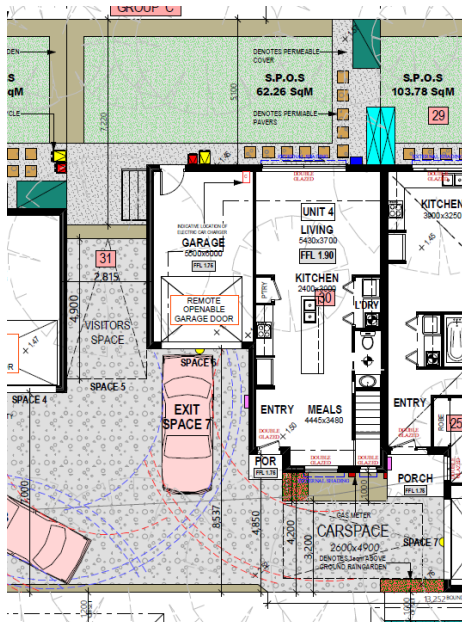
9.0 SECTION 50 / 50A / 57A – AMENDMENT TO PLANS

9.1 The plans were amended pursuant to Section 57A of the Act in response to Council and Objector concerns with car parking and built form/neighbourhood character. The changes include as follows:

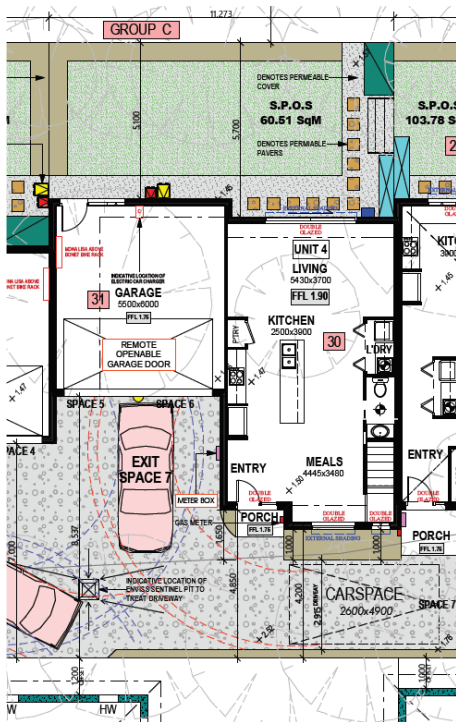
- Dwelling 4 reduced from a 3 bedroom to 2 bedroom dwelling.
- Dwelling 4 garage reduced from a double to single.
- A visitor car space provided in between the Dwelling 3 and 4 garages.
- The upper level of Dwelling 4 reduced in size.
- Site coverage reduced from 42% to 40%.
- Permeability increased from 36.3% to 37.9%.

A comparative snippet of the superseded and amended plans are provided below:

Ground floor

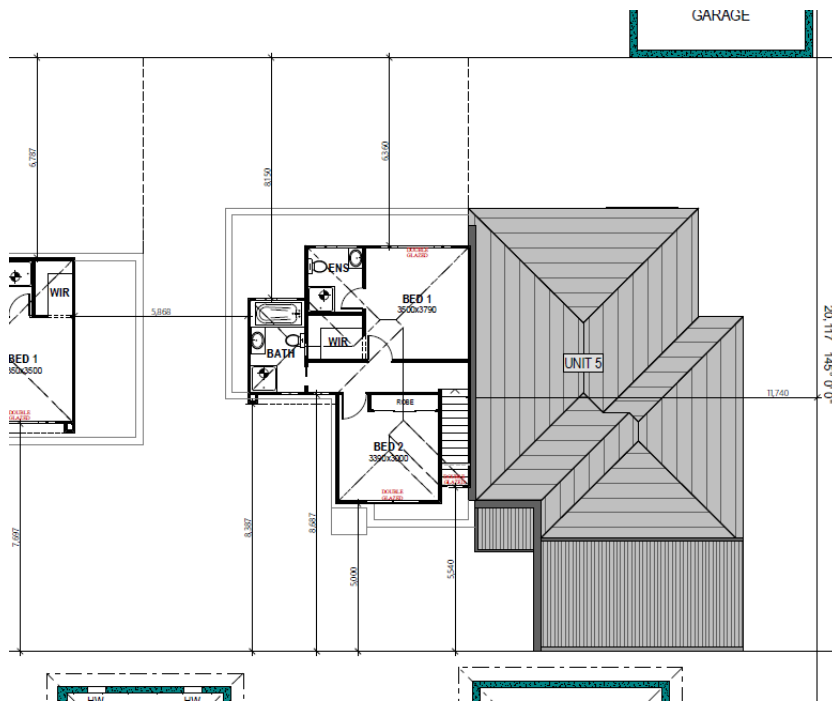


Amended plans

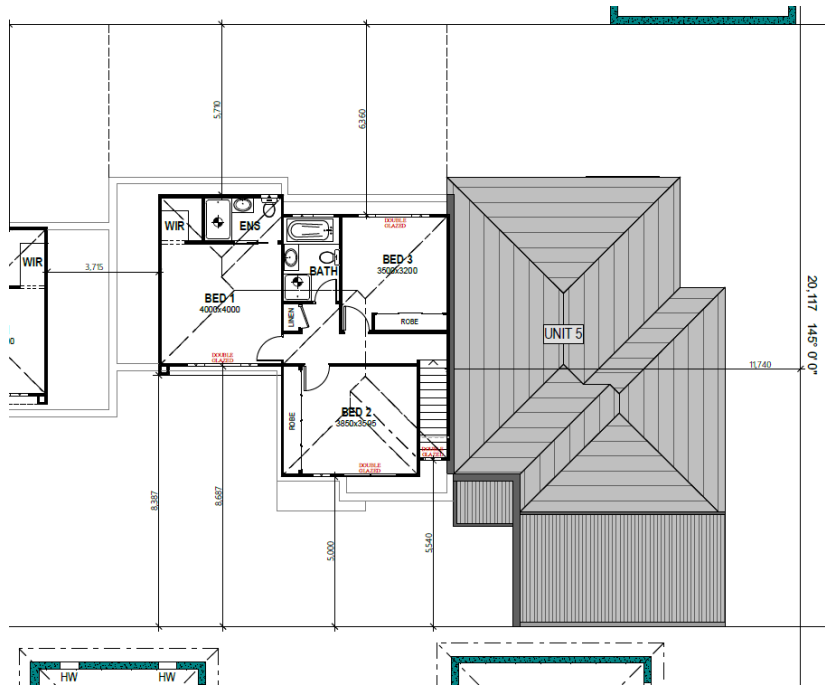


Superseded/advertised plans

First floor

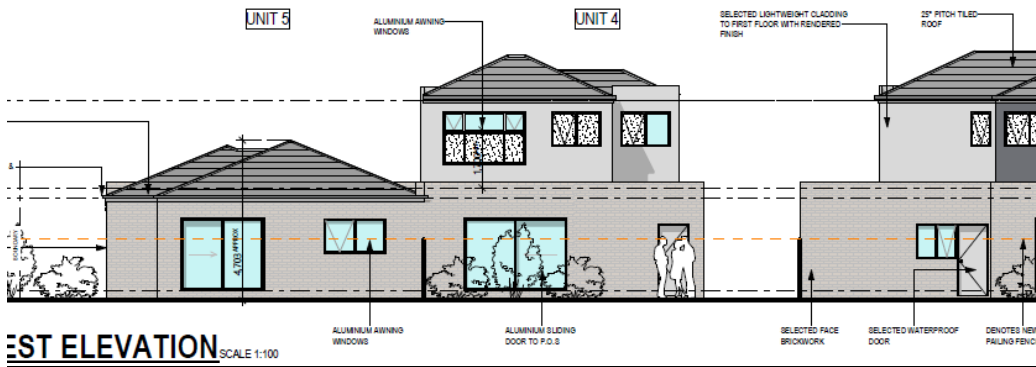
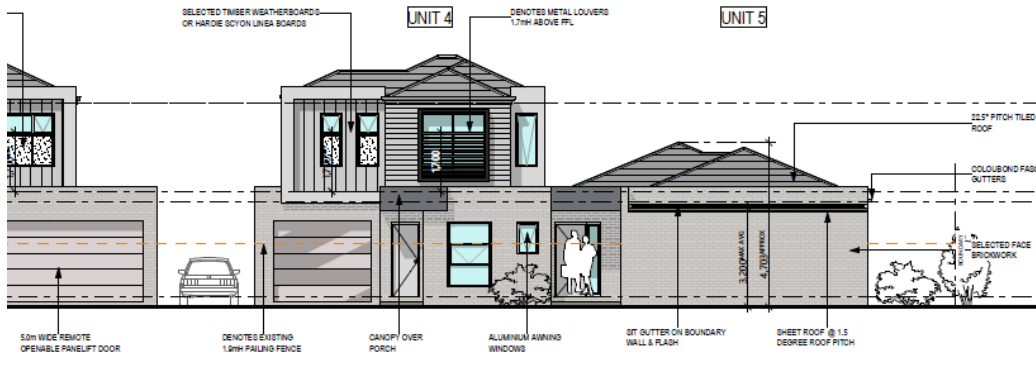


Amended plans



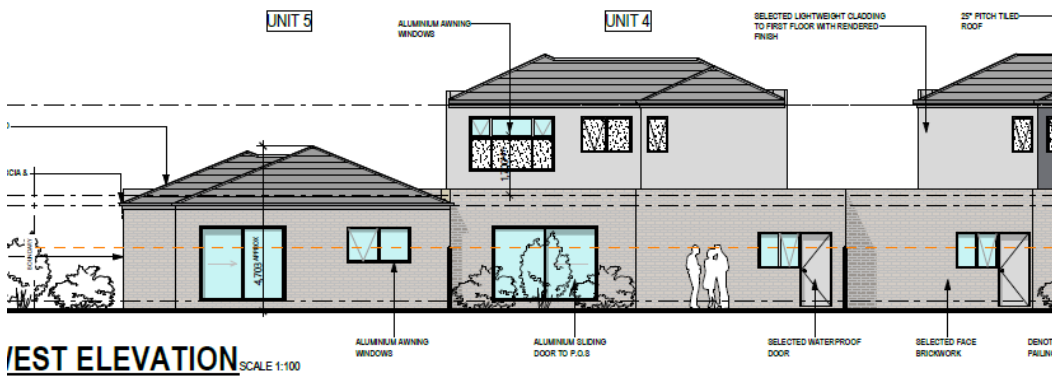
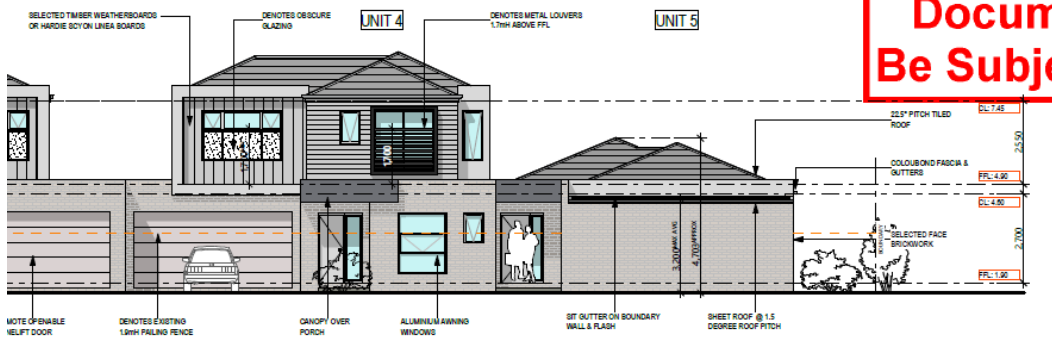
Advertised/superseded plans

Elevations



WEST ELEVATION SCALE 1:100

Amended plans



WEST ELEVATION SCALE 1:100

Advertised/superseded plans

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9.2 The plans were not required to be re-advertised as there would be no further material detriment caused to surrounding properties. However, the amended plans were circulated to objectors for information purposes.

9.3 It is these plans that form the considered plans for the application and assessment within this report.

10.0 REFERRALS

10.1 The application was referred as set out in the tables below.

Internal Referrals

| Department / Area | Comments |
|--|--|
| Council's Vegetation Management Officer | No objection raised, subject to conditions included on any permit issued relating to the provision of a landscape plan, retention of tree no. 7 in the front setback of Dwelling 1 and tree protection requirements including a Tree Protection Plan for existing vegetation on and off the site including street tree. |
| Council's Development Engineer | No objection raised, subject to conditions included on any permit issued relating to stormwater management. |
| Roads and Drains | No objection raised, subject to conditions included on any permit issued relating to works within the road reserve including crossover design and construction. |
| Traffic Engineer | No objection raised in relation to parking, access and swept paths. However, conditions have been recommended to require visual splays on either side of each driveway and to ensure landscaping along side of common driveway is no more than 150mm in height to allow vehicle overhang when turning. In regards to traffic generation, the Engineer has advised that the amount of additional traffic to be generated by the proposal is low and can be readily absorbed within the surrounding road network. |
| Construction Liaison Officer | No objection raised, subject to provision of a Construction Management Plan. |
| ESD Advisor | No objection raised, subject to an updated Sustainable Design Assessment (SDA) and plans relating to stormwater management, bicycle parking, waste, vegetation, and urban cooling. It is considered that the required changes can be included as a condition on any permit issued. |

External Referrals

| Department | Section 52/55 | Determining / Recommending | Objection | Comments |
|------------|---------------|----------------------------|-----------|----------|
| None | N/A | N/A | N/A | N/A |

11.0 PLANNING CONSIDERATIONS:

Planning Policy Framework

- 11.1 The State Planning Policy Framework sets out the relevant state-wide policies for residential development at **Clause 11** (Settlement), **Clause 15** (Built Environment and Heritage) and **Clause 16** (Housing). Essentially, the provisions within these clauses seek to achieve the fundamental objectives and policy outcomes sought by 'Plan Melbourne 2017-2050: Metropolitan Planning Strategy' (Department of Environment, Land, Water and Planning, 2017).
- 11.2 The settlement policies at **Clause 11** seek to promote sustainable growth and development and deliver choice and opportunity through a network of settlements. Of particular relevance to housing, **Clause 11** promotes housing diversity and urban consolidation objectives in the established urban realm. **Clause 11.02-1S** (Supply of urban land) states that Planning Authorities should plan to accommodate projected population growth over at least a 15 year period, taking account of opportunities for redevelopment and intensification of existing urban areas as well consideration being had for environmental aspects, sustainable development and the costs associated with providing infrastructure. This clause states:
- Planning for urban growth should consider:*
- *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*
 - *Neighbourhood character and landscape considerations.*
 - *The limits of land capability and natural hazards and environmental quality.*
 - *Service limitations and the costs of providing infrastructure.*
- 11.3 **Clause 11.02** (Managing Growth) main directive is to ensure a sufficient supply of land is made available for a variety of purposes, including residential. To achieve this, it takes into account sufficient land availability to meet forecasted demand. **Clause 11.03-1S** places particular emphasis on providing a diversity of housing, including forms of higher density housing, in defined activity centres to cater for different households that are close to jobs and services.
- 11.4 **Clause 15** (Built Environment and Heritage) aims to ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.
- 11.5 Policies pertaining to urban design, built form and heritage outcomes are found at Clause 15 of the Planning Policy Framework. Of particular significance, **Clause 15.01-1S** (Urban design) and **Clause 15.01-1R** (Urban Design – Metropolitan Melbourne) encourages development to achieve high quality architectural and urban design outcomes that contribute positively to neighbourhood character, minimises detrimental amenity impacts and achieves safety for future residents, and the community, through good design. The provisions of **Clause 15.02** (Sustainable Development) promotes energy and resource efficiency through improved building design, urban consolidation and promotion of sustainable transport.
- 11.6 **Clause 15.03-2S** (Aboriginal Cultural Heritage) seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- 11.7 Importantly, the Subject Land is identified in an area of Aboriginal Cultural Heritage Sensitivity.

"The Aboriginal Heritage Act 2006 (the Act) and Aboriginal Heritage Regulations 2018 provides for the protection and management of Victoria's Aboriginal heritage with streamlined processes linked to the Victorian planning system. The Act also provides clear

guidance to planners and developers about when, and how, Aboriginal cultural heritage needs to be considered, and in some situations work cannot proceed until compliance is met. Large developments and other high impact activities in culturally sensitive landscapes can cause significant harm to Aboriginal cultural heritage". [Source: DCPD website].

In this instance, as the proposed activity **is not exempt** under the Regulations of the Aboriginal Heritage Act 2006, the Permit Applicant is required to prepare and submit a Cultural Heritage Management Plan (CHMP) to Council. Accordingly, a CHMP has been prepared by a qualified Cultural Heritage Advisor (CHMP no. 17746, dated 23 April 2021, prepared by A.B. Heritage Consulting). The Plan was approved by Aboriginal Victoria on 14 May 2021.

- 11.8 The approved Plan contains the results of an assessment of the potential impact of the proposed activity on Aboriginal cultural heritage. Further, it outlines measures to be taken before, during and after the activity in order to manage and protect Aboriginal cultural heritage in the activity area.
- 11.9 Housing objectives are further advanced at **Clause 16**. This Clause aims to encourage increased diversity in housing to meet the needs of the community through different life stages and respond to market demand for housing. In much the same vein as **Clause 11**, this Clause advances notions of consolidation of existing urban areas, particularly in and around activity centres and employment corridors that are well served by all infrastructure and services.
- 11.10 The policies contained within **Clause 16.01-1S and Clause 16.01-1R** (Housing supply) encourage the provision of range of housing types to meet the increasingly diverse needs of the community. Emphasis is placed on development of well-designed medium density housing with respect to neighbourhood character. Further, this Clause aims to make better use of the existing infrastructure and provide more energy efficient housing. **Clause 16.01-2S** (Housing affordability) raises the objective of delivering more affordable housing closer to jobs, transport and services.
- 11.11 It is considered that the proposed development satisfies the aforementioned State strategies and policy direction. Specifically, the subject site is located on land earmarked for residential purposes, whereby residential development is an 'as of right' use under the zoning provisions. Subject to appropriate conditions on any permit issued, the development itself achieves an acceptable design outcome for the site and its immediate abutments, whilst enjoying convenient and direct access to community facilities and the like, including public transport nodes.

Local Planning Policy Framework

- 11.12 The City of Kingston's MSS at **Clause 21.07 - Housing** of the Kingston Planning Scheme, seeks to provide guidance to development in residential zoned land, mixed use zoned lands and land within activity centres. The Residential Land Use Framework Plan illustrates the range of housing outcomes sought across the City of Kingston.
- 11.13 Relevant objectives and strategies in **Clause 21.07**: Housing, include:
- *To provide a range of housing types across the municipality taking account of the differential capacity of local areas to accommodate different types and rates of housing change. This is achieved by recognising the differential potential of residential areas to accommodate housing change by supporting differential residential densities according to the following preferred housing outcomes for different areas identified in Table 1 of Clause 21.07 and identified in the Residential Land Use Framework Plan (incremental housing change areas).*

- *To ensure new residential development respects neighbourhood character and is site responsive, and that medium density dwellings are of the highest design quality. This is to be achieved through promoting new residential development, which is of a high standard, responds to the local context and positively contributes to the character and identity of the local neighbourhood.*
 - *To promote more environmentally sustainable forms of residential development. To be achieved through promoting medium density housing development in close proximity to public transport facilities, particularly train stations and to ensure best practice environmental design.*
 - *To manage the interface between residential development and adjoining or nearby sensitive/strategic land uses.*
 - *To ensure residential development does not exceed known physical infrastructure capacities.*
 - *To recognise and respond to special housing needs within the community.*
- 11.14 Council's Local Planning Policy at **Clause 21.07 (Housing)** essentially reinforces State Planning Policy relevant to housing, stressing the need to encourage urban consolidation in appropriate locations and to accommodate projected population increases.
- 11.15 **Clause 22.06 - Residential Development Policy** extends upon the provision contained at **Clause 21.07 - Housing**, relating to increased housing diversity areas, incremental housing change areas, minimal housing change areas, residential renewal areas and neighbourhood character. It provides design guidance on how new residential development should achieve architectural and urban design outcomes that positively respond to neighbourhood character.
- 11.16 Relevant objectives in **Clause 22.06-2 Residential Development Policy** include:
- *To promote a managed approach to housing change, taking account of the differential capacity of local areas in Kingston to accommodate increased housing diversity, incremental housing change, residential renewal or minimal housing change, as identified within the MSS.*
 - *To encourage new residential development to achieve architectural and urban design outcomes that positively respond to neighbourhood character having particular regard to that identified in the Kingston Neighbourhood Character Guidelines – August 2007.*
 - *To promote on-site car parking which is adequate to meet the anticipated needs of future residents.*
 - *To ensure that landscaping and trees remain a major element in the appearance and character of the municipality's residential environments.*
 - *To limit the amount and impact of increased stormwater runoff on local drainage systems.*
 - *To ensure that the siting and design of new residential development takes account of interfaces with sensitive and strategic land uses.*
- 11.17 **Clause 22.11 (Public Open Space Contributions)** forms the prevailing policy that guides Council to apply a land or cash public open space contribution, which is applicable to all subdivision applications. This policy identifies the important role that contributions play in funding new open space areas and facilitating capital improvements to existing public open space to meet the needs of the future population growth in Kingston.

- 11.18 Whilst the application at hand does not propose to subdivide the land, it is imperative to identify at this stage of the process whether a public open space contribution requirement is likely to be applied should the site be subdivided at a later date and, if so, whether the land is located in a 'cash' or 'land' preferred area. If in a land preferred area, the proposed design and layout must be considered as it will ultimately shape the subdivision configuration and whether any land is set aside for public open space purposes.
- 11.19 The subject site is located in area 10B (Carrum), which is a Cash Contribution Preferred Area on Map 1 of this clause.
- 11.20 As the site is located in a 'cash' preferred area, the public open space contribution requirements will be considered and advanced at the subdivision stage of the process. As such, there is no need to consider this matter any further at this point in time.
- 11.21 **Clause 22.12 – Stormwater Management** is applicable to the consideration of medium and large scale developments as specified within Table 1 of the policy. This clause seeks to improve the quality and reduce the impact of stormwater run-off, incorporate the use of WSUD principles in development and to ensure that developments are designed to meet best practice performance objectives.
- 11.22 It is considered that the proposed development generally complies with and satisfies the State and Local Planning Policy Framework guidelines which aim to encourage well-designed medium density housing in appropriate locations. This is discussed further in the Clause 55 assessment, later within this report.
- 11.23 **Clause 22.13 Environmentally Sustainable Development (ESD)** policy applies to the consideration of residential development of 3 or more dwellings (refer to Table 1 – ESD Application requirements). As required, the application for planning permit was accompanied by a Sustainable Design Assessment (BESS/STORM). The SDA and plans were referred to Council's ESD Advisor who raised no objection subject to updates made relating to stormwater management, bicycle parking, waste, vegetation and urban cooling matters. The updates required are considered minor and can be addressed by way of conditions on any permit issued. Subject to meeting these conditions, the proposal is considered to meet Council's expectations for environmentally sustainable design in accordance with Clause 22.13.

Zoning Provisions

- 11.24 Pursuant to **Clause 32.08-4**, a lot must provide for the minimum garden area as set out in the following table:

| Lot Size | Minimum percentage of a lot set aside as garden area |
|--------------------------------|---|
| 400-500m² | 25% |
| 501-650 m² | 30% |
| Above 650 m² | 35% |

- 11.25 It is considered that the proposal in its current format complies with the mandatory garden area requirement. A minimum of 35% of garden area has been provided for the development on the subject lot with 36% achieved.

12.0 CLAUSE 55 (RESCODE ASSESSMENT)

12.1 The proposal has been assessed against the objectives and standards of **Clause 55** (ResCode) of the Kingston Planning Scheme (refer to Appendix A). **Clause 55** requires that a development **must** meet all of the objectives, and all of the standards of this clause **should** be met. Variations to the standards are able to be considered where it is determined that the overall objective is met.

12.2 The table below provides a detailed discussion, where relevant, for any standards where concessions are sought. Overall, it is noted that the application achieves a high level of compliance with the ResCode provisions, with only minor variations sought, specifically three (3) of the thirty-three (33) ResCode standards.

12.3 CLAUSE 55: RESCODE TABLE ASSESSMENT

Two or more dwellings on a lot and residential buildings in a General Residential Zone – Schedule 3. *****MUST meet the objective, SHOULD meet the standard*****

| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
|---|--|---|
| <p>Clause 55.02-1 Neighbourhood Character objectives</p> <ul style="list-style-type: none"> • To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character. • To ensure that development responds to the features of the site and the surrounding area. | <p>Standard B1</p> <ul style="list-style-type: none"> • The design response must be appropriate to the neighbourhood and site. • The proposed design must respect the existing or preferred neighbourhood character and respond to site features. | <p>Complies with Standard & Objective</p> |
| <p>Clause 55.02-2 Residential Policy objectives</p> <ul style="list-style-type: none"> • To ensure that residential development is provided in accordance with any policy for housing in the MPS and the PPF. <p>To support medium densities in areas where development can take advantage of public transport and community infrastructure and services.</p> | <p>Standard B2</p> <p>An application must be accompanied by a written statement that describes how the development is consistent with relevant housing policy in the PPF & MPS</p> | <p>Complies with Standard & Objective</p> |

Assessment:

The below discussion is in response to both Clause 55.02-1 and Clause 55.02-2 above as the issues interconnect.

Section 11.2 of this report outlines the policy foundation of Clause 22.06, which is based on the principles outlined in the *Kingston Residential Strategy (September 2000)* and *Kingston Neighbourhood Character Guidelines (August 2007)*. In unity with the policy premise of the *Kingston Residential Strategy*, Clause 22.06 seeks to provide a managed approach to housing change, taking account of the differential

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15 September 2021

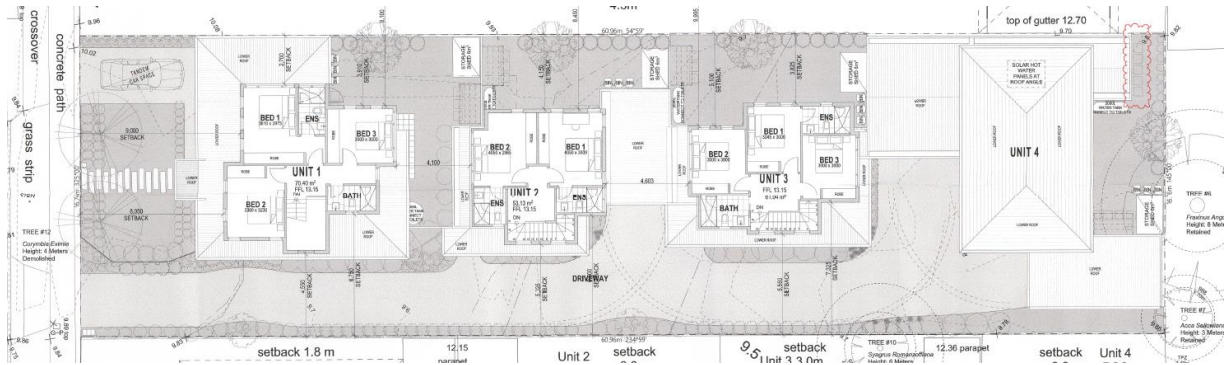
| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
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| | <p>capacity of local areas in Kingston to accommodate increased housing diversity, incremental housing change, residential renewal or minimal housing change, as identified within the MSS.</p> <p>Clause 22.06 nominates the site and its surrounds in a General Residential Zone Schedule 3 area for Incremental Housing Change Areas, and states:</p> <p style="padding-left: 40px;"><i>In suburban locations which are not within convenient walking distance of public transport and activity centres, encourage lower density housing forms with a predominance of single dwelling and the equivalent of dual occupancy developments on average sized lots. These areas are identified for 'incremental housing change' on the Residential Framework Plan within the MSS. The type of housing change anticipated in these areas will take the form of extensions to existing houses, new single dwellings or the equivalent of new two dwelling developments.</i></p> <p>As the Site is located within a General Residential Zone - Schedule 3, Clause 22.06 seeks to manage development pressures by instituting a gradual or 'incremental' rate of change, which is generally commensurate to that envisaged through the Schedule to the zone and with that experienced by the building typography found in the area.</p> <p>As outlined under section 3 of the report discussing the neighbourhood character, the surrounding area has undergone significant medium density development due to larger allotments of more than 1000 m² and in some areas (including the subject site) at 1200 m². The existing development has generally comprised of three (3) and four (4) dwellings with built form of single storey to the rear and any double storey sited to the front and middle of the development. This pattern of development is not typical for GRZ3, incremental change areas where lot sizes are much smaller.</p> <p>The neighbourhood context together with the lot size and dimensions of the subject site, offers the ability to accommodate a development in excess of what the policy seeks in incremental change areas. Despite the surrounding area consisting of mostly three (3) or four (4) dwelling developments, this alone is not determinative of the appropriate number of dwellings for the subject site. The specific design response and number of dwellings needs to be considered with respect to built form, external amenity and internal amenity outcomes. As identified throughout the Clause 55 assessment, the proposal has high compliance against the standards and objectives relating to these issues including overshadowing, overlooking, side and rear setbacks, private open space and site coverage amongst others.</p> <p>With respect to built form, the proposed upper level of the development reflects the predominant built form character of the surrounding area particularly where there is an absence of double storey at the rear of sites. The rear dwelling of the proposal will be single storey and the upper level of Dwelling 4 is of a modest size seeking to limit visual impact to its surrounds. This is achieved through generous side and rear boundary setbacks of between 5m to 8.6m to the sides and 11.7m to the rear. Setbacks are also achieved from the lower ground floor plate avoiding sheer walls and walls that are well-articulated and designed with varying materiality/finishes. These are all common architectural techniques to avoid visual bulk and respond to Council's Residential Development Policy under Clause 22.06 which seeks to "<i>Ensure that any upper storey components towards the rear of sites are sensitively designed to avoid unreasonable adverse amenity impacts on neighbours</i>".</p> <p>The upper level of the development is comparable to other double storey developments in the area including at no. 7 and 11 Graham Road. Within these developments the front and middle dwellings feature upper levels before dropping to single at the rear with similar and even smaller side and rear setbacks for the rear most upper level.</p> | |

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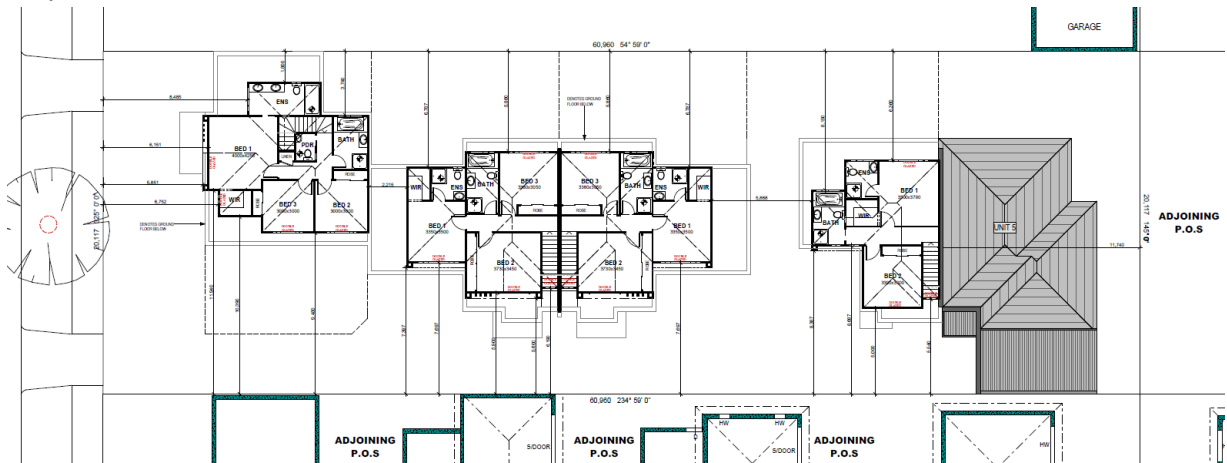
No. 7 Graham Road



No. 11 Graham Road



Proposal



It is noted that the proposal will feature combined upper levels for Dwelling 2 and 3. This part of the upper level has again been designed to avoid visual bulk through its generous side setbacks of between 5.6m to 7.6m which exceeds the side setbacks of between 3.7m to 7.3m in the existing development examples provided above. Again, the combined upper level will have well-articulated walls through varying setbacks avoiding straight unbroken walls as well as sheer walls with the lower level. Varied materials and finishes together with architectural features have also been incorporated to minimise its visual impact as per outcomes sought under Council's Residential Development Policy.

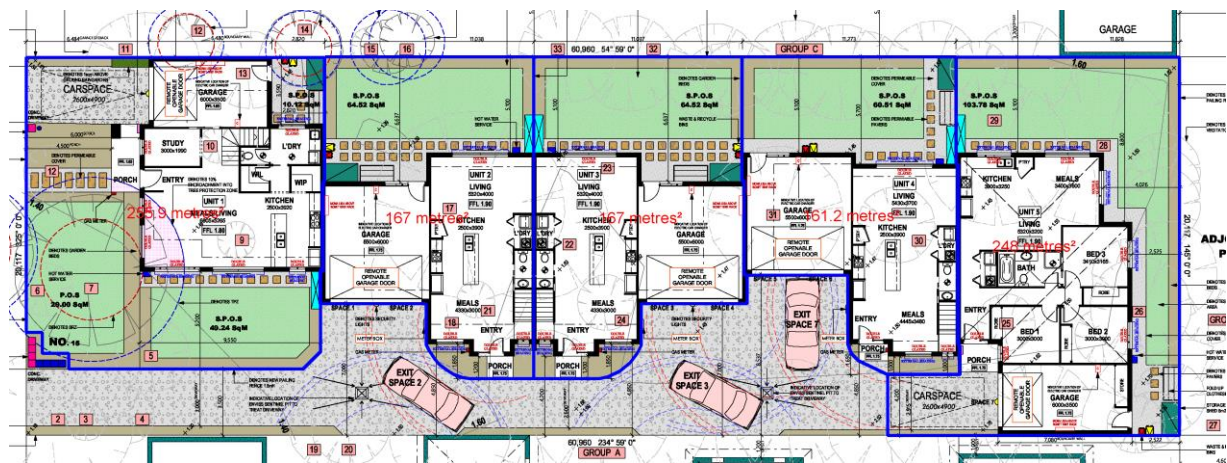
Spacings are achieved between upper levels including 2.2m between Dwelling 1 and 2 and 5.86m between Dwelling 3 and 4. Together with the increased side setbacks, these breaks will provide sufficient visual relief when viewed from the adjacent south and north properties.

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It is noted that the plans were amended post-advertising to address in part, objector concerns with built form to the rear. The upper level of Dwelling 4 has been reduced to a reasonably modest footprint, further minimising visual bulk.

The upper level will have no bearing on overshadowing to adjoining SPOS areas and habitable room windows, noting that the shadowing experienced at no. 4/17 Graham Road is a result of the adjacent garage of the single storey Dwelling 5. The proposal will also satisfy other amenity related standards under Clause 55 including overlooking, side and rear setbacks, walls on boundary and daylight to existing windows. The proposed development has appropriately demonstrated that the amenity of adjoining properties will be maintained.

Whilst density of the surrounding area is not a determinative factor alone for the appropriate number of dwellings for this proposal, it is noted that the development will consist of dwellings on allotments of between 160m² to 256m² as defined in blue below:



Allotments of between 160 to 170m² and even smaller are not uncommon for Graham Road as listed below:

- 125m² to 170m² for units 2 to 4 at no. 11 Graham Road;
- 155m² to 170m² for units 2 to 4 at no. 7 Graham Road; and
- 170m² to 190 m² for units 2 to 4 at no. 13 Graham Road.

Other policies under Clause 22.06 have been suitably addressed including landscaping, garage design and stormwater management.

Landscaping will be provided throughout the site including meaningful gardens in the front and rear setbacks. Sufficient areas are provided for canopy tree plantings within the front setback and private open space of each dwelling including the retention of an existing mature River She-oak tree to the front of Dwelling 1. Council's Vegetation Officer has offered no objection to the removal of existing vegetation and has recommended replanting by way of a landscape plan as a condition on any permit issued. Tree protection conditions are also recommended for existing trees on adjoining properties and the existing street tree that is to be retained.

Garages have been designed to minimise their visual impact to the street with the Dwelling 1 garage setback behind the front wall of the dwelling as encouraged by the policy.

Stormwater will be appropriately managed through conditions on any Permit issued as recommended by Council's Development Engineer.

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| <p>When considering how the proposal fits within the neighbourhood character of the area, the existing features of the surrounding area needs to be balanced together with how the development responds to the relevant local planning policy and Clause 55 standards and objectives. Accordingly, in light of the discussion above it is considered that the proposal has been appropriately designed to respond to the features of the subject site and its sensitive interfaces and will respect the existing neighbourhood character of the area.</p> | | |
| <p>Clause 55.02-3 Dwelling Diversity objective To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p> | <p>Standard B3 Developments of ten or more dwellings should provide a range of dwelling sizes and types, including:</p> <ul style="list-style-type: none"> • Dwellings with a different number of bedrooms. • At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level. | N/A |
| <p>Assessment: Less than 10 dwellings proposed.</p> | | |
| <p>Clause 55.02-4 Infrastructure objectives</p> <ul style="list-style-type: none"> • 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. | <p>Standard B4</p> <ul style="list-style-type: none"> • Connection to reticulated services/sewerage, electricity, gas and drainage services • Capacity of infrastructure and utility services should not be exceeded unreasonably • Provision should be made for upgrading and mitigation of the impact of services or infrastructure where little or no spare capacity exists | Will comply with Standard & Objective subject to imposed condition(s) |
| <p>Assessment: It is recommended that suitable condition(s) be included in any permit issued to address infrastructure considerations including stormwater management and works within the road reserve including vehicle crossings. Other infrastructure provisions including sewerage, gas and electricity will be managed separately by the relevant service authorities. Refer to conditions 1p, 9 to 10 (stormwater) and conditions 12 to 17 (works within road reserve).</p> | | |
| <p>Clause 55.02-5 Integration with the street objective</p> <ul style="list-style-type: none"> • To integrate the layout of development with the street. | <p>Standard B5</p> <ul style="list-style-type: none"> • Provides adequate vehicle and pedestrian links that maintain or enhance local accessibility. | Complies with Standard & Objective |
| | <ul style="list-style-type: none"> • Development oriented to front existing/proposed streets | Complies with Standard & Objective |
| | <ul style="list-style-type: none"> • High fencing in front of dwellings should be avoided if practicable. | Complies with Standard & Objective |
| | <ul style="list-style-type: none"> • Development next to existing public open space should be laid out to complement the open space. | N/A |
| <p>Assessment: The development offers a highly integrated outcome to the street by way of a transparent front yard (no front fencing), the retention of an existing mature tree within the front setback of Dwelling 1 and habitable windows sited towards the street for Dwelling 1 providing activation and surveillance to the streetscape.</p> | | |
| <p>Clause 55.03-1 Street setback objective</p> | <p>Standard B6 Walls of buildings should be set back from streets:</p> <ul style="list-style-type: none"> ▪ If no distance is specified in a schedule to the zone, the distance specified in Table B1 <p>Required: 5.65 metres</p> | Complies with Standard & Objective |

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| <ul style="list-style-type: none"> ▪ To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site. | | |
| <p>Assessment: The proposal meets the setback distance specified in this Standard. Required – 5.65m Proposed – 5.85m</p> | | |
| <p>Clause 55.03-2 Building height objective</p> <ul style="list-style-type: none"> ▪ To ensure that the height of buildings respects the existing or preferred neighbourhood character. | <p>Standard B7 Maximum: 9 metres and no more than 3 storeys under GRZ3</p> | Complies with Standard & Objective |
| <p>Assessment: The proposal meets the height parameters specified in this Standard with a proposed maximum height of 7.48m and two storeys.</p> | | |
| <p>Clause 55.03-3 Site Coverage objective</p> <ul style="list-style-type: none"> ▪ To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site. | <p>Standard B8 Maximum: GRZ3 - 50%</p> | Complies with Standard & Objective |
| <p>Assessment: The proposal achieves a site coverage statistic of 40%, which meets this Standard.</p> | | |
| <p>Clause 55.03-4 Permeability objectives</p> <ul style="list-style-type: none"> ▪ To reduce the impact of increased stormwater run-off on the drainage system. ▪ To facilitate on-site stormwater infiltration. | <p>Standard B9 At least: 20%</p> | Complies with Standard & Objective |
| <p>Assessment: The permeability figure proposed (i.e. 37.9%) exceeds that specified in the Standard.</p> | | |
| <p>Clause 55.03-5 Energy Efficiency objectives</p> <ul style="list-style-type: none"> ▪ To achieve and protect energy efficient dwellings and residential buildings. ▪ To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. | <p>Standard B10 Orientation, siting & design of buildings should make appropriate use of solar energy. Further, siting & design should ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Living areas & private open space should be located on the north side of the development, if practicable. Solar access to north-facing windows is maximised.</p> | Will comply with Standard & Objective subject to imposed conditions |
| <p>Assessment: Overall, the proposal provides an acceptable response to the energy efficiency outcomes sought under the standard. Whilst the orientation of Dwelling 1 does not achieve north-facing SPOS and living areas, on balance the proposal is acceptable as Dwellings 2 to 5 will achieve these orientations.</p> <p>To enhance natural light into dark corridors on the upper level of each dwelling, it is recommended that skylights be incorporated to Dwellings 1-3 as a condition on any permit issued. Refer to condition 1 e).</p> <p>Further, in accordance with Clause 22.13 (ESD policy), the applicant was required to provide a Sustainable Design Assessment (SDA) demonstrating best practice ESD design for the proposal. The</p> | | |

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| <p>SDA was referred to Council's ESD Advisor who responded with no objection subject to minor changes (see section 10 and 11 of report). These changes can be conditioned on any permit issued and will ensure the proposal will achieve ESD outcomes in line with Council's policy and the above standard and objective. Refer to conditions 1 q) and 8.</p> <p>There are no existing solar energy facilities on adjoining properties to the south that will be impacted by shadows from the proposed development.</p> | | |
| <p>Clause 55.03-6 Open Space objective</p> <ul style="list-style-type: none"> ▪ To integrate the layout of development with any public and communal open space provided in or adjacent to the development. | <p>Standard B11</p> <p>Public or communal open space should:</p> <ul style="list-style-type: none"> ▪ Be substantially fronted by dwellings ▪ Provide outlook for dwellings ▪ Be designed to protect natural features. ▪ Be accessible and useable. | N/A |
| <p>Assessment: There is no communal private open space adjoining the site.</p> | | |
| <p>Clause 55.03-7 Safety objectives</p> <ul style="list-style-type: none"> ▪ To ensure the layout of development provides for the safety and security of residents and property. | <p>Standard B12</p> <p>Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways.</p> <p>Planting should not create unsafe spaces along streets and accessways</p> <p>Good lighting, visibility and surveillance of car parks and internal accessways should be achieved.</p> <p>Private spaces should be protected from inappropriate use as public thoroughfares.</p> | Complies with Standard & Objective |
| <p>Assessment: The proposal provides an acceptable level of consideration for safety & security of residents. In part, this is evidenced by the highly visibly, identifiable & attainable dwelling entries, security lighting above garages and passive surveillance by way of habitable room windows sited along the common driveway.</p> | | |
| <p>Clause 55.03-8 Landscaping objectives</p> <ul style="list-style-type: none"> ▪ To encourage development that respects the landscape character of the neighbourhood. ▪ To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance. ▪ To provide appropriate landscaping. ▪ To encourage the retention of mature vegetation on the site. | <p>Standard B13</p> <p>In summary, landscape layout & design should:</p> <ul style="list-style-type: none"> ▪ Protect predominant landscape features of the neighbourhood. ▪ Take into account the soil type and drainage patterns of the site. ▪ Allow for intended vegetation growth and structural protection of buildings. ▪ Provide a safe, attractive and functional environment for residents. <p>In summary, development should:</p> <ul style="list-style-type: none"> ▪ Provide for the retention or planting of trees, where these are part of the character of the neighbourhood. ▪ Provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. ▪ Specify landscape themes, vegetation (location and species), paving and lighting. | Will comply with Standard & Objective subject to imposed condition(s) |
| <p>Assessment: The subject land has a significant amount of vegetation that will require removal for the development. The applicant's Arborist and Council's Vegetation Officer have determined that the vegetation is of low retention value except for tree no. 7 within the front setback which is proposed to be retained. Accordingly, Council's Vegetation Officer has offered no objection to the proposal subject to appropriate replanting via the provision of a landscape plan on any permit issued. Further, the Officer has recommended that tree no. 7 be retained as a condition and tree protection conditions for existing trees on adjacent properties including the street tree. Refer to conditions 1 r) and 3 to 7.</p> | | |

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| Clause 55.03-9 Access objective <ul style="list-style-type: none"> ▪ To ensure the number and design of vehicle crossovers respects the neighbourhood character. | Standard B14 The width of accessways or car spaces should not exceed: <ul style="list-style-type: none"> ▪ 33 per cent of the street frontage, or ▪ if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage. | Complies with Standard & Objective |
| | No more than one single-width crossover should be provided for each dwelling fronting a street. | Complies with Standard & Objective |
| | The location of crossovers should maximise the retention of on-street car parking spaces. | Complies with Standard & Objective |
| | The number of access points to a road in a Road Zone should be minimised. | N/A |
| | Access for service, emergency and delivery vehicles must be provided. | Complies with Standard & Objective |
| <p>Assessment: The proposal raises no concern with respect to on-site traffic or access related matters. The total width of the access at the front property boundary will be 29.83%, less than the maximum allowable of 40%. There will be sufficient distance between each crossing on Graham Road to accommodate an on-street car parking space.</p> | | |
| Clause 55.03-10 Parking location objectives <ul style="list-style-type: none"> ▪ To provide convenient parking for resident and visitor vehicles. ▪ To protect residents from vehicular noise within developments | Standard B15 Car parking facilities should: <ul style="list-style-type: none"> ▪ Be reasonably close and convenient to dwellings and residential buildings. ▪ Be secure. ▪ Be well ventilated if enclosed. Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway. | Variation sought & supported |
| <p>Assessment: The meals window for Dwellings 2 to 4 will be setback a minimum 0.4m, 0.5m and 1m to the common driveway as illustrated in the below plans. The required setback as per the standard is 1.5m as window sills will be low, less than 1.4m above the accessway level. A variation is therefore required to the standard and in this instance is supported as the reduced setback will not have any significant noise impact on the habitable meals area of these dwellings. The windows will be double-glazed providing an adequate level of mitigation from any vehicular noise and the adjacent garden beds provide an appropriate buffer. It is also noted that traffic movements on the common driveway will be limited given it services only four (4) dwellings.</p> | | |

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| <p>All other requirements of this standard have been met with proposed car parking to be located conveniently to dwellings and be well secured and ventilated.</p> | | |
| <p>Clause 55.04-1 Side and rear setbacks objective</p> <ul style="list-style-type: none"> To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. | <p>Standard B17</p> <p>A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:</p> <ul style="list-style-type: none"> 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. | <p>Complies with Standard & Objective</p> |
| <p>Assessment: The proposal satisfies and, in all cases, exceed the minimum required setbacks under standard B17. The minimum proposed setback to the boundary on the upper level is the Dwelling 1 ensuite wall to the north (side) boundary of 1.8m. Based on the wall height of 6m, a minimum setback of 1.72m is required. All other side and rear setbacks on the upper level exceed 5m which is well above the minimum required range of 1.7 to 2m.</p> | | |
| <p>Clause 55.04-2 Walls on boundaries objective</p> | <p>Standard B18</p> <p>A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary:</p> | <p>Complies with Standard & Objective</p> |

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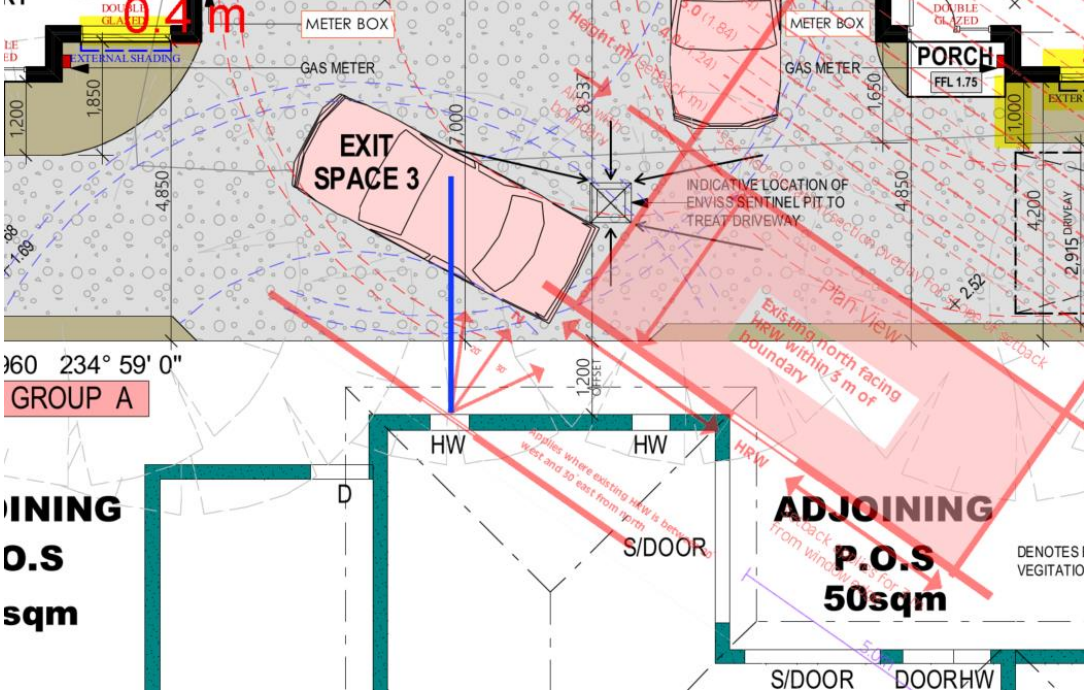
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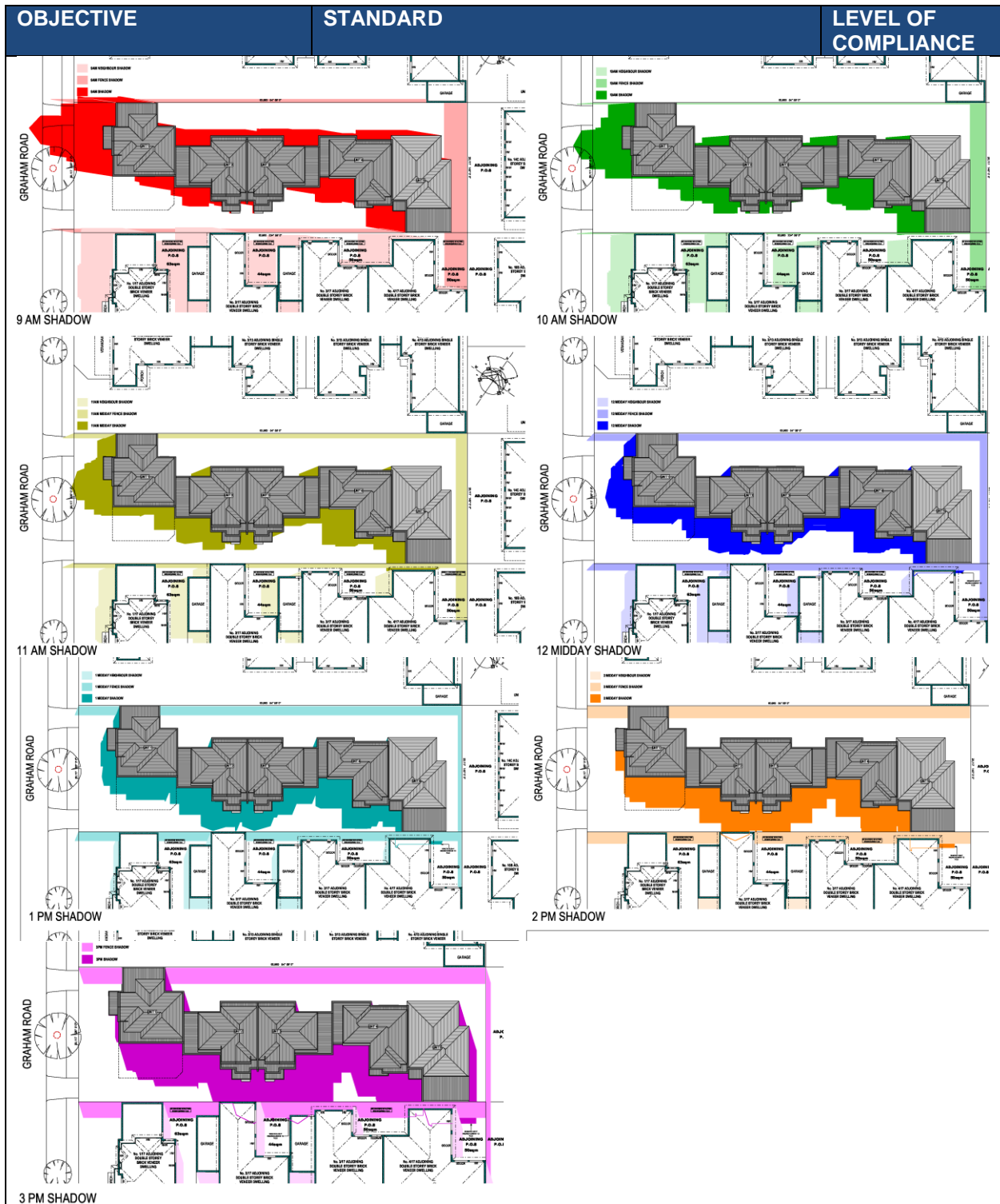
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| <ul style="list-style-type: none"> ▪ To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. | <ul style="list-style-type: none"> ▪ 10 m plus 25% of the remaining length of the boundary of an adjoining lot, or ▪ Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater. | |
| <p>Assessment: The proposal satisfies and exceeds the requirement of this schedule. The only walls proposed on the boundary include the Dwelling 1 garage wall on north (side) boundary and the Dwelling 5 garage wall on south (side) boundary.</p> <p><i>Maximum allowable length of wall on boundary – 22.74m for side boundaries (north and south)</i></p> <p><i>Proposed maximum length of wall on boundary – 6.48m (north boundary) and 7.08m (south boundary)</i></p> <p>The average height of the proposed walls on boundary will not exceed 3.2m and the overall height no more than 3.6m at any point.</p> | | |
| <p>Clause 55.04-3 Daylight to existing windows objective</p> <ul style="list-style-type: none"> ▪ To allow adequate daylight into existing habitable room windows. | <p>Standard B19 Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3m² and minimum dimension of 1m clear to the sky.</p> | Complies with Standard & Objective |
| | <p>Walls or carports more than 3m in height opposite an existing habitable room window should be set back from the window at least 50% of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.</p> | Complies with Standard & Objective |
| <p>Assessment: Given the axis of the allotment and siting of the dwellings, the proposal is generously setback from existing windows facing the subject site on adjoining properties.</p> | | |
| <p>Clause 55.04-4 North facing windows objective</p> <ul style="list-style-type: none"> ▪ To allow adequate solar access to existing north-facing habitable room windows. | <p>Standard B20 Buildings should be setback 1m if an existing HRW is within 3m of the abutting lot boundary (add 0.6m to this setback for every metre of height over 3.6m & add 1m for every metre of height over 6.9m)</p> | N/A |
| <p>Assessment: There are no north-facing windows facing the subject site. It is noted that the windows at no. 17 Graham Road are not considered north-facing as they fall outside 20 degrees west from the north point as set by the standard, see diagram below:</p> | | |

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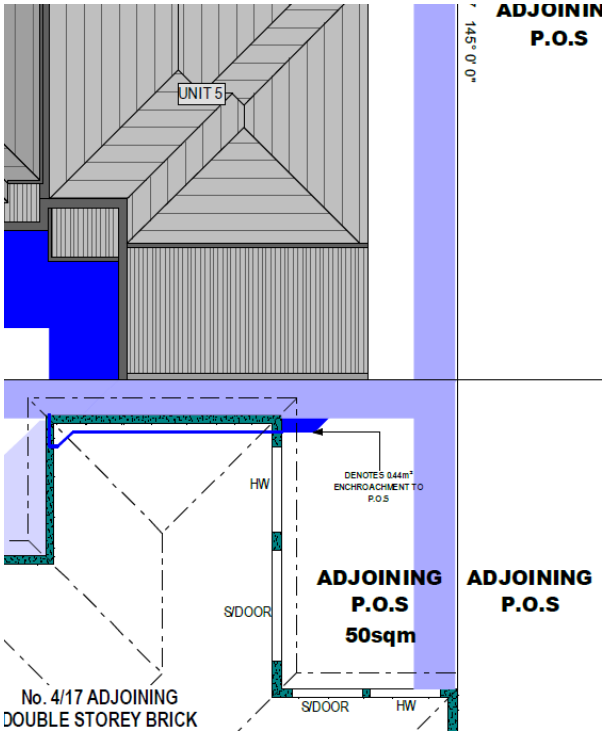
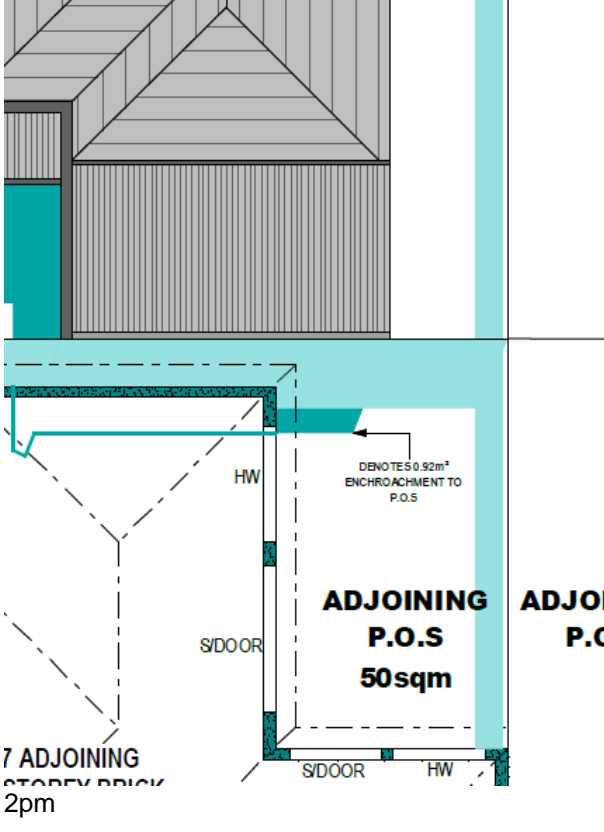
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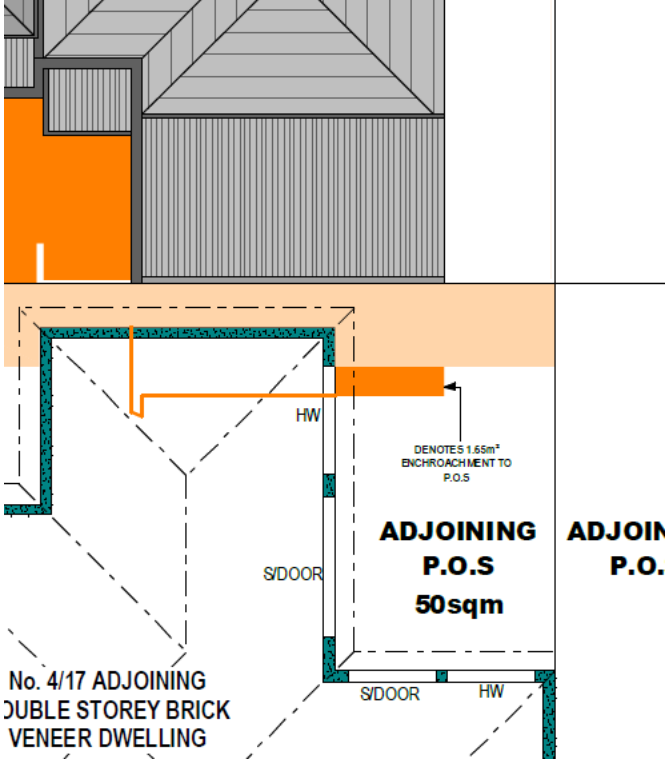
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|  <p>However, it is noted that if these windows were considered north-facing, the proposal is adequately setback in accordance with the standard.</p> | <p>Clause 55.04-5 Overshadowing open space objective</p> <ul style="list-style-type: none"> To ensure buildings do not significantly overshadow existing secluded private open space | <p>Standard B21 Where sunlight to the SPOS of an existing dwelling is reduced, at least 75%, or 40m² with min. 3m, whichever is the lesser area, of the SPOS should receive a min of 5hrs of sunlight btw 9am & 3pm on 22 September. If existing sunlight to the SPOS of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.</p> |
| <p>Assessment:</p> | <p>Variation sought & supported (subject to condition)</p> | |



New shadows created from the development will mostly fall within the subject site and within existing shadow casts particularly boundary fencing. However, from 12pm there will be additional shadows cast into the SPOS of no. 4/17 Graham Road as a result of the Dwelling 5 garage wall on boundary. As shown below, the amount of additional shadow will range between 0.44 m² to 2.07 m², increasing slightly at each hourly interval between 12pm to 3pm. This amount of additional shadow is deemed negligible and will not be a significant level that will detriment the amenity of the SPOS. Despite this, the length of the garage 5 wall on boundary exceeds the minimum requirements and can be reduced by 500mm. Consequently, the shadows into the adjoining SPOS will reduce resulting in a minimum encroachment of 0.2 m² at 12pm and maximum 1.5m² at 3pm. Subject to the condition, the proposed shadow is acceptable and meets the objective of this provision. Refer to **condition 1 c**).

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| <p>12pm</p>  <p>ADJOININ P.O.S</p> <p>145' 0"</p> <p>UNIT 5</p> <p>DENOTES 0.44m² ENCHROACHMENT TO P.O.S</p> <p>ADJOINING P.O.S 50sqm</p> <p>ADJOINING P.O.S</p> <p>HW</p> <p>SIDOOR</p> <p>No. 4/17 ADJOINING DOUBLE STOREY BRICK</p> <p>1pm</p>  <p>ADJOINING P.O.S 50sqm</p> <p>ADJOI P.O</p> <p>DENO TES 0.92m² ENCHROACHMENT TO P.O.S</p> <p>HW</p> <p>SIDOOR</p> <p>7 ADJOINING STOREY BRICK 2pm</p> | | |

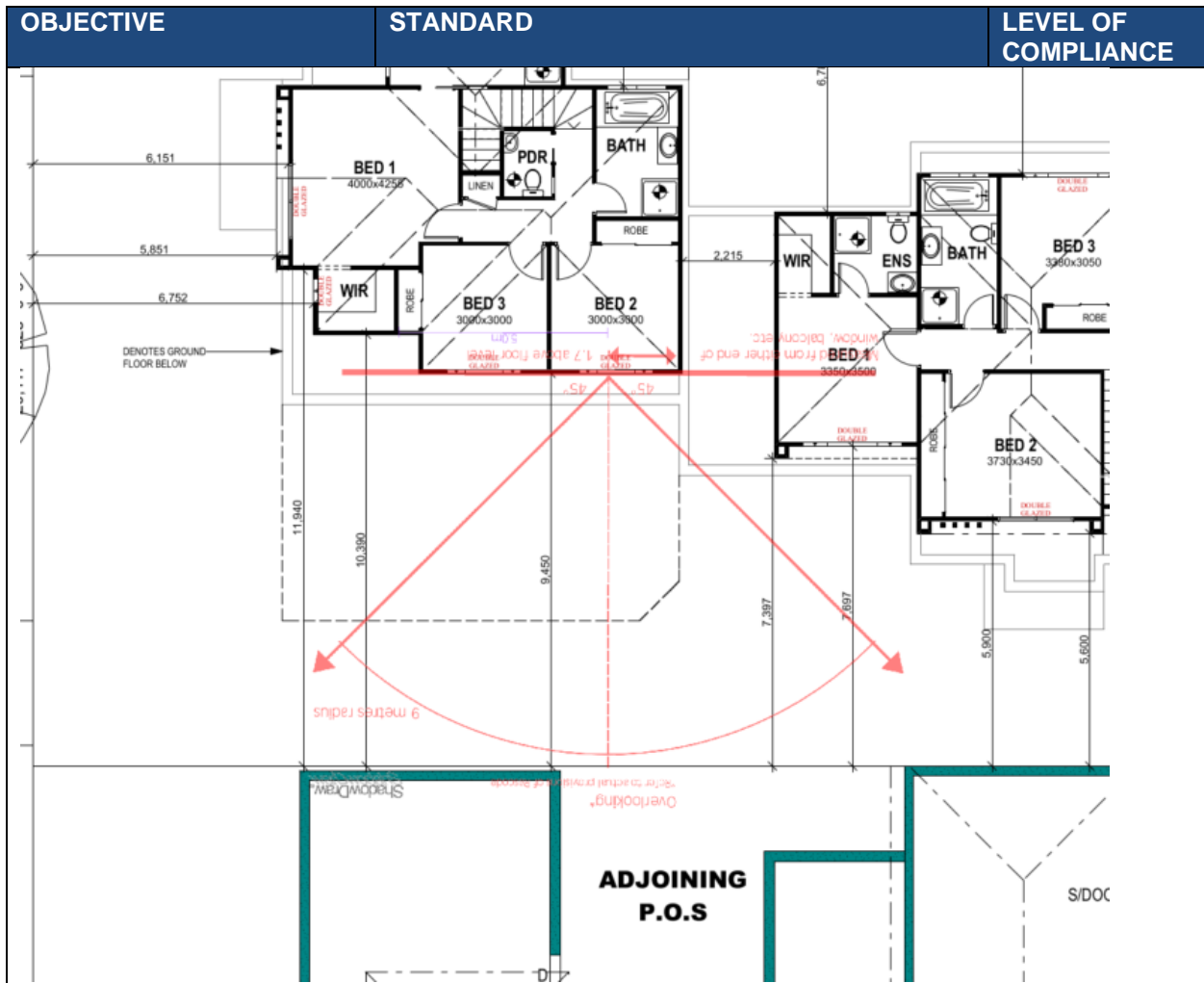
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|  <p>No. 4/17 ADJOINING DUBLE STOREY BRICK VENEER DWELLING</p> <p>3pm</p> <p>No. 4/17 ADJOINING IBLE STOREY BRICK ENEER DWELLING</p> | <p>DENOTES 1.65m² ENCHROACHMENT TO P.O.S</p> <p>ADJOINING P.O.S 50sqm</p> <p>ADJOIN P.O.</p> <p>DENOTES 2.07m² ENCHROACHMENT TO P.O.S</p> <p>ADJOINING P.O.S 50sqm</p> <p>ADJOINING P.O.S</p> | |

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| <p>Clause 55.04-6 Overlooking objective</p> <ul style="list-style-type: none"> ▪ To limit views into existing secluded private open space and habitable room windows. | <p>Standard B22</p> <p>A HRW, balcony, terrace, deck or patio should be located & designed to avoid direct views into the SPOS of an existing dwelling within 9m (refer to clause for exact specifications). Where within it should be either:</p> <ul style="list-style-type: none"> ▪ Offset a minimum of 1.5m from the edge of one window to the edge of the other. ▪ Have sill heights of at least 1.7m above floor level. ▪ Have fixed, obscure glazing in any part of the window below 1.7m above floor level. ▪ Have permanently fixed external screens to at least 1.7m above floor level & be no more than 25% transparent. | Complies with Standard & Objective |
| | <p>Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.</p> | Complies with Standard & Objective |
| | <p>Screens used to obscure a view should be:</p> <ul style="list-style-type: none"> ▪ Perforated panels or trellis with a maximum of 25% openings or solid translucent panels. ▪ Permanent, fixed and durable. ▪ Designed and coloured to blend in with the development. | Complies with Standard & Objective |
| <p>Assessment: All habitable room windows on the upper level of the proposed dwellings that will overlook adjoining SPOS and HRWs will be designed in accordance with the standard, specifically through the use of obscured glazing and external screens to a height of 1.7m above floor level.</p> <p>It is noted that the bedroom 2 and 3 windows of Dwelling 1 have not been designed in accordance with the standard as the adjacent SPOS is outside of the 9m overlooking arc as demonstrated below:</p> | | |



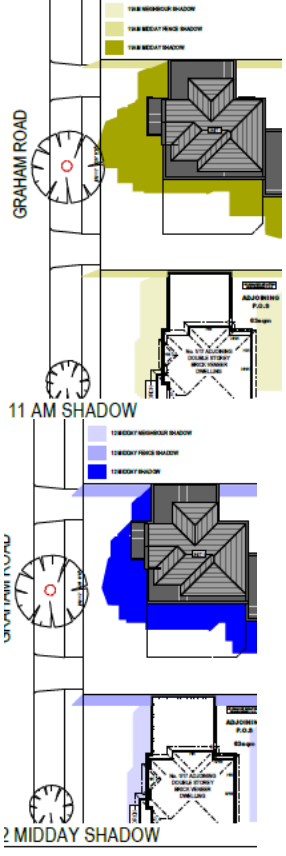
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| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
|--|---|---|
| <p>the proposed development to be located so as to not be directly adjacent existing bedroom windows on adjoining properties. Refer to conditions 11) and 20.</p> <p>It is noted that objectors raised concerns with noise from the new dwellings, specifically from SPOS areas. However, the use of dwellings and associated SPOS is as-of-right in residential areas and therefore noise emitting from the enjoyment of dwellings and their SPOS cannot be considered as part of the application.</p> | | |
| <p>Clause 55.05-1 Accessibility objective</p> <ul style="list-style-type: none"> ▪ To encourage the consideration of the needs of people with limited mobility in the design of developments. | <p>Standard B25</p> <p>The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.</p> | <p>Complies with Standard & Objective</p> |
| <p>Assessment: It is considered that the proposed layout and design of dwelling entries can accommodate for people of limited mobility particularly as there will be no significant change in levels across the site and dwellings.</p> | | |
| <p>Clause 55.05-2 Dwelling entry objective</p> <ul style="list-style-type: none"> ▪ To provide each dwelling or residential building with its own sense of identity. | <p>Standard B26</p> <p>Entries to dwellings and residential buildings should:</p> <ul style="list-style-type: none"> ▪ Be visible and easily identifiable from streets and other public areas. ▪ Provide shelter, a sense of personal address and a transitional space around the entry. | <p>Complies with Standard & Objective</p> |
| <p>Assessment: The entries to each dwelling are well designed and located to achieve high visibility from the street and common driveway as well as providing a sense of address and shelter for residents and visitors.</p> | | |
| <p>Clause 55.05-3 Daylight to new windows objective</p> <ul style="list-style-type: none"> ▪ To allow adequate daylight into new habitable room windows. | <p>Standard B27</p> <p>HRW should be located to face:</p> <ul style="list-style-type: none"> ▪ Outdoor space clear to the sky or a light court with a minimum area of 3m² and min. dimension of 1m clear to the sky or ▪ Verandah provided it is open for at least 1/3 of its perimeter, or ▪ A carport provided it has 2 or more open sides and is open for at least 1/3 of its perimeter. | <p>Complies with Standard & Objective</p> |
| <p>Assessment: All proposed windows will be provided with adequate solar access and natural daylight into primary and secondary living area in accordance with this standard.</p> | | |
| <p>Clause 55.05-4 Private open space objective</p> <ul style="list-style-type: none"> ▪ To provide adequate private open space for the reasonable recreation and service needs of residents. | <p>Standard B28</p> <p>A dwelling or residential building should have POS consisting of:</p> <ul style="list-style-type: none"> ▪ An area of 40m², with one part of the POS to consist of SPOS at the side or rear of the dwelling or residential building with a min. 40m², a min. dimension of 5m and convenient access from a living room. If a dwelling has more than 2 bedrooms an additional ground level POS area of 20m² with a minimum width of 3m is required to be provided for each additional bedroom, with a max. of 80m² of POS required for the dwelling. | <p>Complies with Standard & Objective</p> |
| <p>Assessment: Each dwelling has been provided with adequate POS that meets the area and dimension requirements specified above and will service the social, recreational, and passive needs of future residents. See below for specific calculations:</p> <p><i>Dwelling 1 (4 bedrooms)</i> – 49m² of SPOS with minimum 5m dimension; additional 73m² of POS with minimum 3m dimension in front setback. A total of 122m² of compliant POS. Complies.</p> | | |

| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
|---|---|--|
| <p><i>Dwelling 2 (3 bedrooms) – 64.5m² of SPOS with minimum 5m dimension. Complies.</i></p> <p><i>Dwelling 3 (3 bedrooms) – 66m² of SPOS with minimum 5m dimension. Complies.</i></p> <p><i>Dwelling 4 (2 bedrooms) – 56m² of SPOS with minimum 5m dimension and another 6m² of SPOS with less than 5m dimension. 62m² in total. Complies.</i></p> <p><i>Dwelling 5 (3 bedrooms) – 60m² of SPOS with minimum 5m dimension. 15m² of additional SPOS with minimum 3m dimension. In total, 103.78m². Complies.</i></p> | | |
| <p>Clause 55.05-5 Solar Access to Open Space</p> <ul style="list-style-type: none"> To allow solar access into the secluded private open space of new dwellings and residential buildings. | <p>Standard B29</p> <p>The private open space should be located on the north side of the dwelling or residential building, if appropriate.</p> | In part complies with Standard & Objective |
| | <p>The southern boundary of secluded private open space should be set back from any wall on the north of the space at least (2 + 0.9h) metres, where 'h' is the height of the wall.</p> | In part complies with Standard & Objective |
| <p>Assessment: Dwellings 2 to 5 will achieve north-facing SPOS, satisfying the standard. However, Dwelling 1 will have its SPOS located on its south-east side. Whilst not oriented fully north, the SPOS will still be provided with reasonable sunlight primarily in the AM as demonstrated on shadow diagrams below:</p> | | |
| <p>The diagrams show two rows of dwellings along Graham Road. The top row is labeled '9 AM SHADOW' and shows shadows cast in red. The bottom row is labeled '10 AM SHADOW' and shows shadows cast in green. Each row includes a plan view of the dwellings and a corresponding section view showing the internal layout and the location of the secluded private open space (SPOS). The 9 AM shadows are longer and cast from the west, while the 10 AM shadows are shorter and cast from the south-west. The SPOS areas are highlighted in red for the 9 AM diagram and green for the 10 AM diagram, demonstrating that they receive direct sunlight during the morning hours.</p> | | |

| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
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|  | | |
| <p>Clause 55.05-6 Storage objective</p> <ul style="list-style-type: none"> To provide adequate storage facilities for each dwelling. | <p>Standard B30</p> <p>Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.</p> | <p>Complies with Standard & Objective</p> |
| <p>Assessment: Secure storage areas have been provided for each dwelling within their respective SPOS areas. However, the storage shed for Dwelling 1 is inconveniently located within a small service yard, requiring movement of garden equipment through the garage or dwelling when accessing the primary POS areas. Therefore, it is recommended that a condition be included on any permit issued to require the shed to be relocated to the main SPOS area for improved convenience (refer to condition 1 i).</p> | | |
| <p>Clause 55.06-1 Design Detail objective</p> <ul style="list-style-type: none"> To encourage design detail that respects the existing or preferred neighbourhood character | <p>Standard B31</p> <p>The design of buildings, including:</p> <ul style="list-style-type: none"> Facade articulation and detailing Window and door proportions, Roof form, and Verandahs, eaves and parapets, <p>should respect the existing or preferred neighbourhood character. Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character.</p> | <p>Complies with Standard & Objective</p> |
| <p>Assessment: The design of the proposed development is respectful to the existing and emerging character of the area.</p> <p>The architectural response of the proposal offers a mix of contemporary and traditional styles. Contemporary features include rendered walls, flat and gabled architectural framing to Dwelling 1 to 4 facades and traditional styles include face brick and timber weatherboard walls and hip tile roofing.</p> | | |

| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
|--|--|------------------------------------|
| <p>The architectural mix is considered to be an appropriate response to the mixed character of the area that has been established from medium density development.</p> <p>Fenestration, eaves, framing and other detailing of the dwellings provide a positive design outcome for the area, particularly contemporary housing forms.</p> | | |
| <p>Clause 55.06-2 Front fences objective</p> <ul style="list-style-type: none"> ▪ To encourage front fence design that respects the existing or preferred neighbourhood character. | <p>Standard B32</p> <p>The design of front fences should complement the design of the dwelling or residential building and any front fences on adjoining properties.</p> | N/A |
| | <p>Schedule to GRZ2/3: A front fence within 3m of a street should not exceed:2m for streets in a RDZ1 or 1.2m for other streets</p> | N/A |
| <p>Assessment: No front fencing within 3m of the front property boundary is proposed as part of this development application.</p> | | |
| <p>Clause 55.06-3 Common property objectives</p> <ul style="list-style-type: none"> ▪ 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. | <p>Standard B33</p> <p>Developments should clearly delineate public, communal and private areas.</p> <p>Common property, where provided, should be functional and capable of efficient management.</p> | Complies with Standard & Objective |
| | <p>Assessment: Where common property is proposed (i.e. common driveway) it is functional, well-designed and capable of efficient management through an owner's corporation arrangement.</p> | |
| <p>Clause 55.06-4 Site services objectives</p> <ul style="list-style-type: none"> ▪ To ensure that site services can be installed and easily maintained. ▪ To ensure that site facilities are accessible, adequate and attractive. | <p>Standard B34</p> <p>Dwelling layout and design should provide sufficient space and facilities for services to be installed and maintained efficiently and economically. Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</p> | Complies with Standard & Objective |
| | <p>Assessment: Site services such as mailboxes, bin/recycling enclosures, metering and clotheslines have been nominated on the respective plans and located appropriately.</p> | |

13.0 RESPONSE TO GROUNDS OF OBJECTIONS

- 13.1 The objector concerns have been addressed throughout report with respect to concerns on neighbourhood character, inconsistency with housing policy, visual bulk, overlooking, overshadowing, vegetation removal, parking and traffic matters.
- 13.2 However, the following objector concerns have not been elaborated on as they fall outside planning considerations in accordance with the *Planning and Environment Act 1987* and Kingston Planning Scheme:
- Property devaluation;
 - Increase to residential noise; and
 - Impacts from demolition and construction (building matters).

13.3 Whilst the latter concern of impacts from construction is not controlled under the Planning and Environment Act 1987, it is noted that a condition has been recommended by Council's Construction Liaison Officer for a Construction Management Plan to be prepared by the developer. The Plan will assist in managing impacts during construction to adjoining properties and the street. Refer to condition 11.

14.0 CONCLUSION:

14.1 On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

14.2 As outlined above, it has been determined that prior to deciding on this application all factors pursuant to section 60(1) of the Act have been considered. Further to this, the proposal does not give rise to any significant social and economic effects.

14.3 The proposed development is considered appropriate for the Site, subject to conditions, as evidenced by:

- The compatibility of the design and siting with the surrounding area
- The mitigation of off-site amenity impacts
- A suitable level of compliance with all relevant policies, including **Clause 55** of the Kingston Planning Scheme

15.0 RECOMMENDATION

15.1 That the Planning Committee determine to support the proposal and issue a Notice of Decision to Grant a Permit to develop the land for five (5) dwellings at 15 Graham Road, Carrum subject to the following conditions:

1. Before the development starts amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the amended plans prepared by 'Prestige Plans', sheet no. S1 to S3 & P1 to PT10, revision no. 5 (dated 13/08/2021), received by Council on 16/08/2021, but modified to show:
 - a) The external window screening nominated as being permanently fixed with no more than 25% transparency.
 - b) Notation on plans specifying that obscured glazing is to be fixed.
 - c) The Dwelling 5 garage length reduced by 500mm from the rear to reduce shadowing onto the adjacent property at no. 4/17 Graham Road.
 - d) The storage shed associated with Dwelling 5 relocated away from the southern property boundary.
 - e) Operable skylights added above the first floor corridors of Dwelling 1 to 3, positioned in a central location.
 - f) Visual splays provided on either side of each driveway (where possible) in accordance with the design standards of Clause 52.06-9, including any changes required to landscaping and structures within the splays.
 - g) The pedestrian garage doors shown to swing outward so as to not encroach within the car parking area.
 - h) Each storage shed nominating as having a minimum storage volume of 6 m³.

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- i) The Dwelling 1 storage shed relocated to the primary SPOS area.
- j) The correct amount of private open space annotated for the front yard of Dwelling 1.
- k) The surface material of the Dwelling 1 driveways and car parking spaces nominated in an all-weather coloured concrete sealcoat, or similar.
- l) The location of all externally-located heating and cooling units, exhaust fans and the like, clearly shown and located in accordance with condition 20.
- m) The provision of a full colour palette, finishes and building materials schedule for all external elevations, external screening, fencing and driveways of the development with the fencing enclosing the SPOS of Dwelling 1 designed to complement the development to the satisfaction of the Responsible Authority.
- n) The internal driveways shown at least 500 millimetres from the side boundary at the front boundary.
- o) The double vehicle crossing on the northern end of the property frontage provided with a common layback with a triangle of grass between the infill section of the vehicle crossings to create a pedestrian refuge of a minimum 1 metre in width and noted as being constructed to the satisfaction of the Responsible Authority.
- p) the provision of minimum 2000 litre rainwater tank clearly nominated for each dwelling with water re-used for toilet flushing.
- q) All relevant commitments identified within the Sustainable Design Assessment, required under condition 8 of this permit, shown on plans.
- r) The provision of a landscape plan generally in accordance with the landscape plan prepared for this address by Prestige Plans (10/06/21 No.4) but amended to the satisfaction of the Responsible Authority to:
 - i. Add a 'Legend' to clearly identify surface to be used in each position;
 - ii. Substitute the proposed landscaping so that the species chosen comprise of a minimum 80% coastal indigenous species by plant type and total quantity;
 - iii. Substitute the canopy tree species (*Eucalyptus leucoxylon* (Dwarf Yellow Gum)) for an indigenous species capable of growing to a minimum mature height of 10 metres;
 - iv. Substitute the small tree species (*Pyrus callerana* 'Chanticleer' (Chanticleer Pear)) for an indigenous species capable of growing to a minimum mature height of 6 metres;
 - v. Substitute the species to be planted along the southern boundary for species that are capable of growing to a minimum of 3 metres in height;
 - vi. List all trees as being a minimum of 2 metres in height at the time of planting;
 - vii. Show the tree protection measures, including for street trees, accurately drawn to scale and labelled as per the endorsed Tree Management Plan; and
 - viii. Landscaping within the garden beds adjacent to the common driveway to be no more than 150mm in height.
- s) The location of tree protection measures illustrated to scale and labeled on the Ground Floor Plan as per the endorsed Tree Management Plan.
- t) Any changes as required by Condition 4.

Endorsed Plans

Ref: IC21/1461

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2. The development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Trees to be retained

3. The retention of the *Casuarina cunninghamiana* (River Sheoak) located within in the centre of the front setback.

Tree Management and Protection Plan

4. Concurrent with the endorsement of plans, a Tree Management Plan prepared by a suitably qualified arborist in accordance with AS4970-2009, must be submitted to and be endorsed by the Responsible Authority and incorporating:

a) A Tree Management Plan (written report) must provide details of:

- i. Any non-destructive root investigation undertaken to determine the location and distribution of roots of trees nominated on the Tree Protection Plan.
- ii. Proposed footings and construction methods for any buildings or structures within the Tree Protection Zone nominated on the Tree Protection Plan.
- iii. How excavation impacts, including soil level changes, on trees to be retained will be managed.
- iv. How the canopy of trees nominated on the Tree Protection Plan will be protected.
- v. Any other measures required to demonstrate the successful ongoing retention and viability post-construction of any trees nominated on the Tree Protection Plan.

b) A Tree Protection Plan (scale drawing) must provide details of:

- i. The Tree Protection Zone and Structural Root Zone, calculated in accordance with AS4970-2009, for all trees to be retained on the site and for all trees on neighbouring properties where the Tree Protection Zone falls partially within the subject site.
- ii. Tree protection fencing, or ground protection where required, provided in accordance with AS4970-2009.
- iii. Stages of development at which inspections are required to ensure tree protection measures are adhered to must be specified.
- iv. Appropriate signage on any tree protection fencing prohibiting access, excavation, changes in soil levels, or any storage within the Tree Protection Zone in accordance with AS4970-2009 unless with the prior written consent and under the direct supervision of the consulting arborist.
- v. Maintenance of the area(s) within the Tree Protection Zone in accordance with AS4970-2009.
- vi. Any pruning to be undertaken being in accordance with AS4373-2007.
- vii. A notation to refer to the Tree Management Plan.

5. All protection measures identified in the Tree Management Plan must be implemented, and development works undertaken on the land must be undertaken in accordance with the Tree Management Plan, to the satisfaction of the Responsible Authority.

6. Prior to the commencement of works, the name and contact details of the project arborist responsible for implementing the Tree Management Plan must be submitted to the Responsible Authority.

Street Tree

7. Tree Protection Fencing is to be established around the street trees prior to demolition and maintained until all works on site are complete.

- i. The fencing is to be a 1.8 metre high temporary fence constructed using steel or timber posts fixed in the ground or to a concrete pad, with the fence's side panels to be constructed of cyclone mesh wire or similar strong metal mesh or netting
- ii. The fencing is to encompass the entire nature strip with each end 3 metres from the base of the tree.

Sustainable Design Assessment

8. Prior to the endorsement of the plans required pursuant to Condition 1 of this permit, the provision of an updated Sustainable Design Assessment (SDA) generally in accordance with the Assessment prepared by 'Odin Solutions' must be submitted to and approved by the Responsible Authority. The SDA must include, but is not limited to, detailing initiatives for stormwater harvesting, insulation, building materials, daylighting, collective rainwater tanks and/or individual rainwater tanks, public and private landscape irrigation and car washing, energy efficient concepts, glazing and internal ventilation and the like.

Drainage and Water Sensitive Urban Design

9. Unless with the prior written consent of the Responsible Authority, before the development commences, the following Integrated Stormwater Management documents must be prepared, by a suitably qualified person, to the satisfaction of the Responsible Authority.
 - a) Stormwater Management/drainage (drainage) Plan(s) must be prepared, with supporting computations, showing the stormwater (drainage) works to the nominated point of discharge. The plan(s) must show all details of the proposed stormwater (drainage) works including all existing and proposed features that may have impact on the stormwater (drainage) works, including landscaping details.
 - b) The Stormwater Management (drainage) Plan must address the requirements specified within Council's "Civil Design requirements for Developers – Part A: Integrated Stormwater Management".
 - c) A STORM modelling report with results demonstrating water sensitive urban design treatments that achieve Victorian best practice objectives with a minimum 100% rating must be provided as part of the Stormwater Management (drainage) Plan to the satisfaction of the Responsible Authority. These may include the use of an infiltration or bio-retention system, rainwater tanks connected for reuse, or other treatments to the satisfaction of the Responsible Authority.
 - d) The water sensitive urban design treatments as per conditions 9 a), b) and c) above must be implemented on-site, unless an alternative agreement for stormwater quality in-lieu contribution is reached with the Responsible Authority.
10. Stormwater/drainage works must be implemented in accordance with the approved stormwater management/drainage plan(s) and to the satisfaction of the Responsible Authority including the following:
 - a) All stormwater/drainage works must be provided on the site so as to prevent overflows onto adjacent properties.
 - b) The implementation of stormwater/drainage detention system(s) which restricts stormwater discharge to the maximum allowable flowrate of 11.4L/s.
 - c) All stormwater/drainage works must be maintained to the satisfaction of the Responsible Authority.

Construction Management

11. Prior to the commencement of any buildings and works on the land (including demolition), a Construction Management Plan (CMP), to the satisfaction of the Responsible Authority, must be submitted to and approved by the Responsible Authority. The CMP must be prepared in

accordance with the City of Kingston Construction Management Policy and Construction Guidelines. The CMP must specify and deal with, but is not limited to, the following elements:

- a. Public Safety, Amenity and Site Security
- b. Traffic Management
- c. Stakeholder Management
- d. Operating Hours, Noise and Vibration Controls
- e. Air Quality and Dust Management
- f. Stormwater and Sediment Control
- g. Waste and Materials Re-use

When approved, the plan will be endorsed and will then form part of the permit and shall thereafter be complied with during the undertaking of all works.

Infrastructure and Road Works

12. Vehicle crossings must be constructed at a 90 degree alignment with the kerb on Graham Road and all internal driveways must align with the existing/proposed vehicle crossing.
13. Any relocation of pits/power poles or other services affected by this development must be relocated to the satisfaction of the relevant servicing authority and the Responsible Authority, at the cost of the owner/developer.
14. Property boundary and footpath levels must not be altered without the prior written consent from the Responsible Authority.
15. All vehicle crossings and reinstatements must be constructed to the satisfaction of the Responsible Authority.
16. The replacement of all footpaths, including offsets, must be constructed to the satisfaction of the Responsible Authority.
17. Any redundant vehicle crossings must be removed (including redundant portions of vehicle crossings) to the satisfaction of the Responsible Authority.

Cultural Heritage Management Plan

18. All works must be carried out in accordance with the Cultural Heritage Management Plan 17746 dated 23 April 2021 prepared by A.B. Heritage Consulting approved by Aboriginal Victoria on 14 May 2021.

General amenity conditions

19. All works on or facing the boundaries of adjoining properties must be finished and surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.
20. All externally-located heating and cooling units, exhaust fans and the like must not be located adjacent to bedroom windows on adjoining properties and must not be located where they will be highly visible from any public area to the satisfaction of the Responsible Authority.
21. All piping, ducting above the ground floor storey of the development (other than rainwater, guttering and downpipes) must be concealed to the satisfaction of the Responsible Authority.

Completion of Works

22. Prior to the occupation of the dwellings hereby permitted, all buildings and works and the conditions of this permit must be complied with to the satisfaction of the Responsible Authority, unless with the further prior written consent of the Responsible Authority.
23. Prior to the occupation of the dwellings hereby permitted, the landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority. Thereafter, the landscaping shall be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.

Expiry

24. This permit as it relates to development (buildings and works) will expire if one of the following circumstances applies:
 - a) The development is not started within two (2) years of the issue date of this permit.
 - b) The development is not completed within four (4) years of the issue date of this permit.

In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

Note: All buildings and works must be carried out in accordance with the approved Cultural Heritage Management Plan as required by the *Aboriginal Heritage Act 2006*. A copy of the approved CHMP must be held on site during the construction activity.

Note: A copy of the CMP is to be provided to the Planning Department and be made available for inspection prior to commencement of the development.

Note: Environment Protection Authority (EPA) Victoria set out the requirements pertaining to site construction hours and permissible noise levels.

Note: Prior to the commencement of the development you are required to obtain the necessary Building Permit.

Note: The applicant/owner must provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.

Note: The applicant/owner must provide a copy of this planning permit and any endorsed plans to any external contractor to ensure that all trees to be retained on site are protected during any works.

Note: Before removing / pruning any vegetation from the site, the applicant or any contractor engaged to remove any vegetation, should consult Council's Vegetation Management Officer to verify if a Local Laws Permits is required for the removal of such vegetation.

Note: Any landscape plan prepared in accordance with conditions must comply with Council's Landscape Checklist.

Note: The allocation of street numbering and addressing of properties is vested in Council. Any reference to addressing or dwelling/unit/apartment and street numbers or street names on any endorsed plan is indicative only. The onus is on the Permit Applicant/Land Owner to contact Council's Property Data Department to determine the official dwelling/unit/apartment street numbers, street name details and the like for the approved development.

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If the Permit Applicant/Land Owner adopts the street numbering or addressing from the endorsed plans, or where advertising and/or sales transact (off the plan) prior to Council's official allocation of the street numbering and addressing, it will be viewed to be non-compliant with the guideline and standard applied (Australian/New Zealand Standard for Rural & Urban Addressing / AS/NZS 4819:2011).

Note: The owner(s), occupiers and visitors of the development allowed by this permit may not be eligible for Council resident or visitor parking permits.

Appendices

Appendix 1 - KP-2021/152 - 15 Graham Road Carrum - CONSIDERED PLANS (Ref 21/196591)  [↓](#)

Author/s: Beau McKenzie, Principal Planner
Reviewed and Approved By: Alfred Carnovale, Manager City Development

4.2

KP-2021/152 - 15 GRAHAM ROAD, CARRUM

| | | |
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| 1 | KP-2021/152 - 15 Graham Road Carrum - CONSIDERED PLANS | 71 |
|---|---|----|

TOWN PLANNING PROPOSAL

FOR:

TIM LOCKWOOD

PROPOSED:

MULTI UNIT DEVELOPMENT

LOCATION:

15 GRAHAM ROAD
CARRUM



P R E S T I G E P L A N S

BUILDING DESIGN & TOWN PLANNING



NO.9 (3 UNITS)



NO.13 (4 UNITS)



NO.15 (SUBJECT SITE)



NO.17 (4 UNITS)



NO.19 (2 UNITS)



NO.21 (4 UNITS)



NO.16 (2 UNITS)

SITE ANALYSIS 1:500



- Mornington Peninsula Fwy 1.6Km. →
- Lakeview Shopping Centre 1.3km. ↗
- Bus Terminus 708 185m. ↑
- Eastlink 2.75km. ↘
- Riviera Reserve 1.0Km. ↙
- Patterson River Secondary College 1.0Km. ↓
- Carrum Primary School 520m. ↖

ANALYSIS LEGEND:

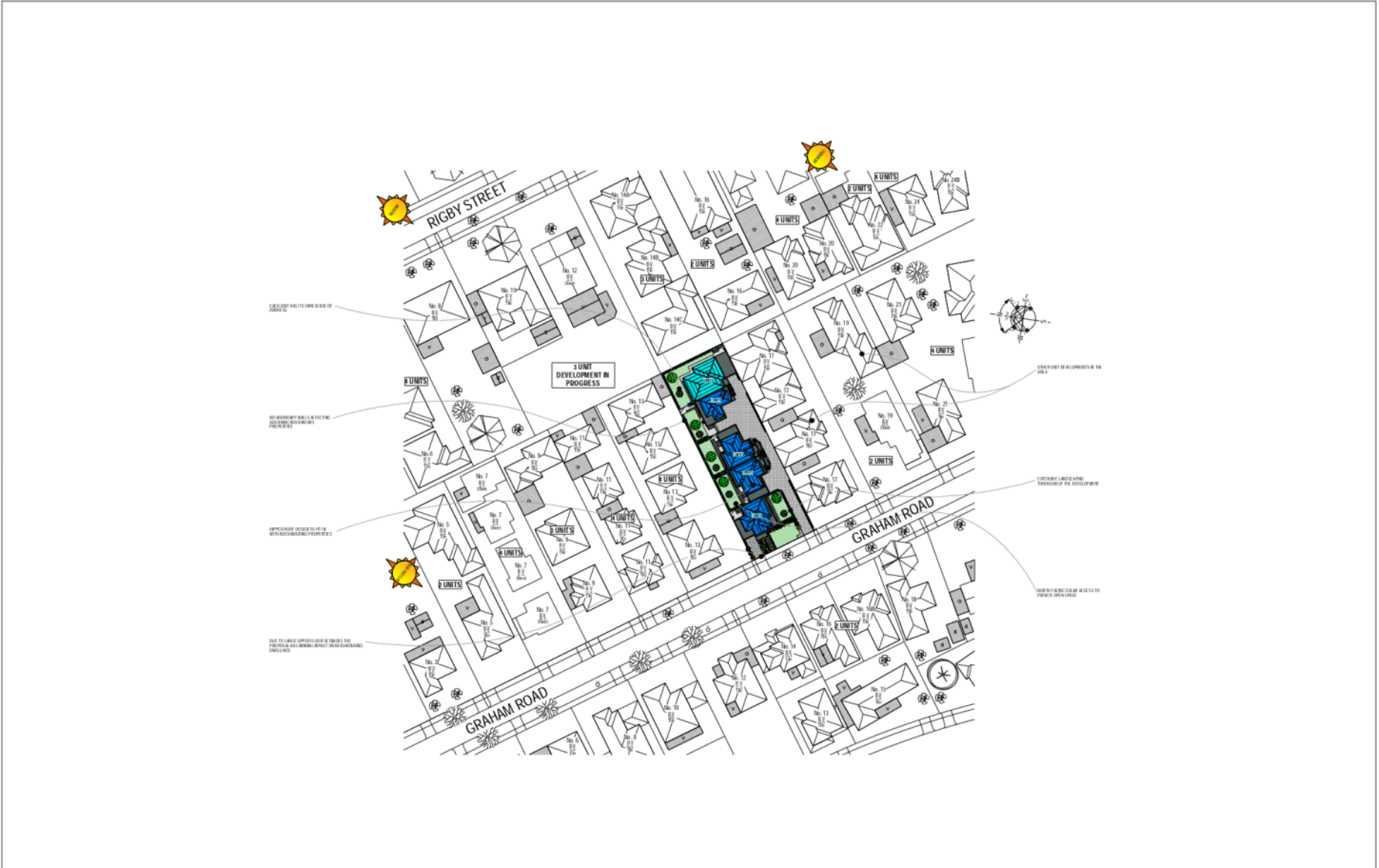
- (S) Setbacks (m)
- (ELEC) Electricity Pit
- (FH) Fire Hydrant
- (TEL) Telstra Pit
- (P.P.O) Power Pole
- (D) Street Drain
- (P.O.S) Open Spaces
- b.v Brick Veneer
- w.b Weatherboard
- ren. Rendered
- V Verandah
- G Garage
- P Pergola
- S Shed
- HW Habitable Room Window
- W Window
- C Carpet

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 Level 1, 139 Little Collins Street Melbourne 3000
 REG. No. DP-AD-45621 ACN: 617302240

REGISTERED
 Building Practitioner
MULTI UNIT DEVELOPMENT
SITE ANALYSIS

| No. | DATE | AMENDMENTS |
|-----|------------|--------------|
| 1 | 10/01/2021 | AS NOTED |
| 2 | 12/02/21 | 12. AS NOTED |
| 3 | 16/03/21 | 16. AS NOTED |
| 4 | 17/03/21 | 17. AS NOTED |
| 5 | 18/03/21 | 18. AS NOTED |

PROPOSED TOWN PLANNING APPLICATION FOR
TIM LOCKWOOD
15 GRAHAM ROAD
CARRUM
 DRAWN: A.P. | CHECKED: T.B.S. | DATE: 04/04/2021 | W/BRG CODE: 0000 | APPR: T.B.S. | INCL: 0000 | SHEET NO. 51 OF 10



DESIGN RESPONSE PLAN 1:500

CONTACT:
ANTHONY PUMA
 MOB: 0800 886 112
 EMAIL: anthony.puma@ppgplans.com.au
 Level 1, 530 Little Collins Street Melbourne 3008
 REG. No. UP-AD-45621 ACP: 617392242

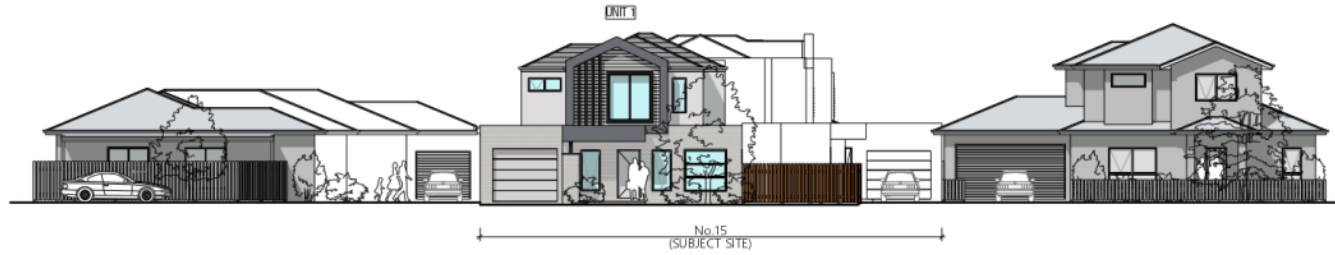
REGISTERED
 Building Practitioner

MULTI UNIT DEVELOPMENT
 DESIGN RESPONSE

| No. | DATE | AMENDMENTS |
|-----|---------|------------|
| 1 | 12/2021 | AS NOTED |
| 2 | 12/2021 | AS NOTED |
| 3 | 12/2021 | AS NOTED |
| 4 | 12/2021 | AS NOTED |
| 5 | 12/2021 | AS NOTED |
| 6 | 12/2021 | AS NOTED |

PROPOSED TOWN PLANNING APPLICATION FOR
TIM LOCKWOOD
 15 GRAHAM ROAD
 CARRUM

DRAWN: A.P. CONTRACT NO: ##### V.DWG DATE: ##### AREA: T.B.A. REVISION: ##### SHEET NO: S2 of 10



15 GRAHAM ROAD, CARRUM
STREETSCAPE



FRONT VIEW UNIT 1



FRONT VIEW UNIT 1



SIDE VIEW UNIT 2-5



CONTACT:
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REG. No. DP-AD-45621 ACN: 617302240



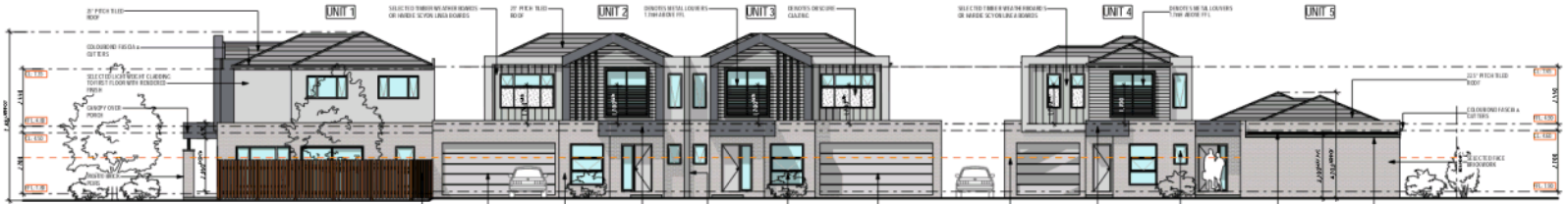
MULTI UNIT DEVELOPMENT
STREETSCAPE & 3D

| No. | DATE | AMENDMENTS |
|-----|----------|------------|
| 1 | 12/12/21 | AS SHOWN |
| 2 | 12/12/21 | AS SHOWN |
| 3 | 12/12/21 | AS SHOWN |
| 4 | 12/12/21 | AS SHOWN |
| 5 | 12/12/21 | AS SHOWN |

PROPOSED TOWN PLANNING APPLICATION FOR
TIM LOCKWOOD
15 GRAHAM ROAD
CARRUM

OWNER: A.P. | SURVEY: 1:500 | W.B.M.C. CODE: 4444 | ZONE: T.B.A. | I.C.L. NO.: 4444 | SHEET NO. 53 OF 10

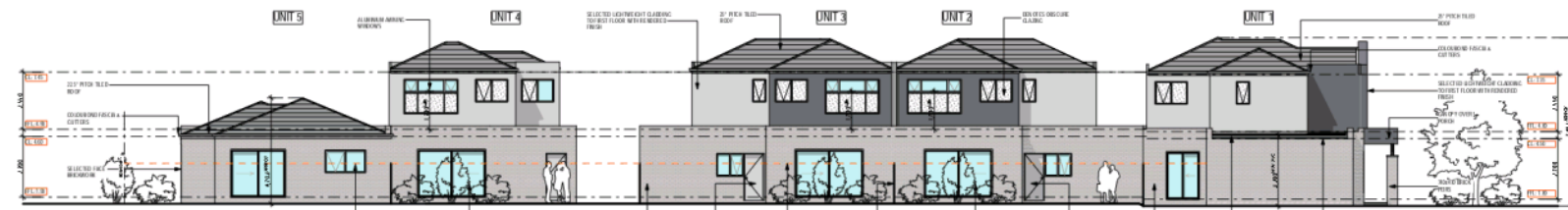
ALL LINING WINDOWS TO HAVE ABILITY TO BE LOCKED OPEN.
EACH UNIT TO HAVE A MAX #WIND LIGHTING DENSITY.
ALL WINDOWS/DOORS/SLIDING DOORS TO BE DOUBLE GLAZED EXCEPT BATHROOMS/GARAGES & ENSUITES.



SOUTH EAST ELEVATION SCALE 1:100



SOUTH WEST ELEVATION SCALE 1:100



NORTH WEST ELEVATION SCALE 1:100



NORTH EAST ELEVATION SCALE 1:100

CONTACT:
ANTHONY PUMA
MOB: 0800 886 712
EMAIL: anthony.puma@ppgplans.com.au
Level 1, 530 Little Collins Street Melbourne 3000
REG. NO. OP-AD-45621 ACRN: 611702242

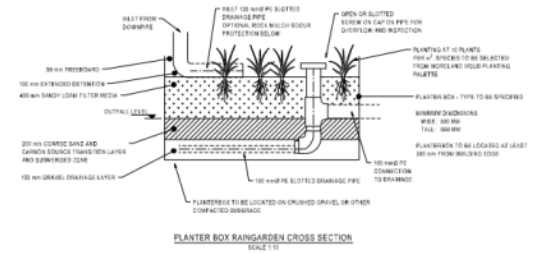
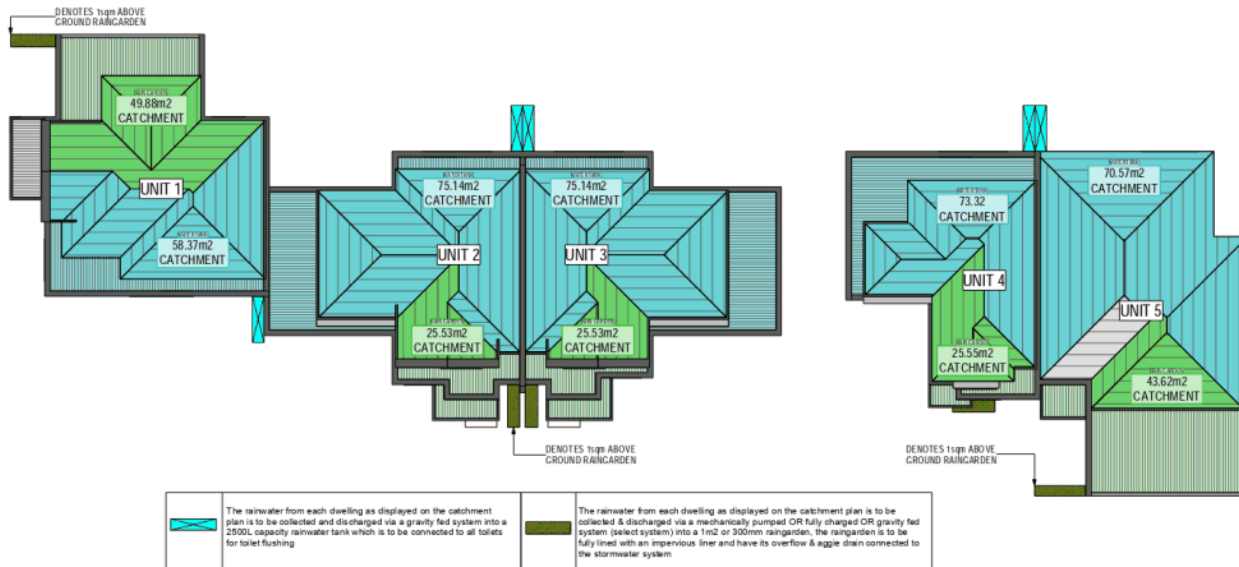
REGISTERED
Building Practitioner

**MULTI UNIT DEVELOPMENT
ELEVATIONS**

| No. | DATE | AMENDMENTS |
|-----|---------|------------|
| 1 | 12/2021 | AS NOTED |
| 2 | 12/2021 | AS NOTED |
| 3 | 12/2021 | AS NOTED |
| 4 | 12/2021 | AS NOTED |
| 5 | 12/2021 | AS NOTED |

DRAWN: A.P. CONTRACT NO: ##### W/BRIDGE: ##### AREA: T.B.A. RELIEF: ##### SHEET: P3 of 10

REFER TO WSUD REPORT PREPARED BY ODIN SOLUTIONS
 CATCHMENT DETAILS IN ACCORDANCE WITH WSUD REPORT AND
 STORM ASSESSMENT



STORMWATER CATCHMENT PLAN 1:100

CONTACT:
 ANTHONY PUMA
 0438 900888
 EMAIL: anthony.puma@puma.com.au
 Level 1, 139 Little Collins Street Melbourne 3000
 REG. No. DP-AD-45621 ACN: 617302242

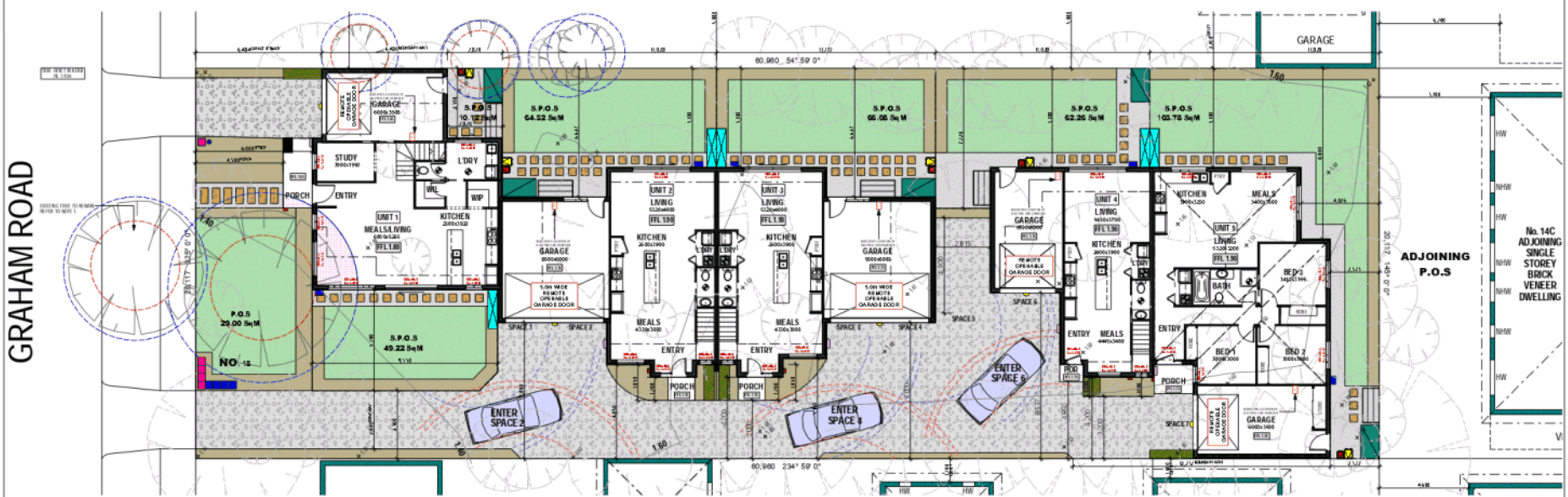
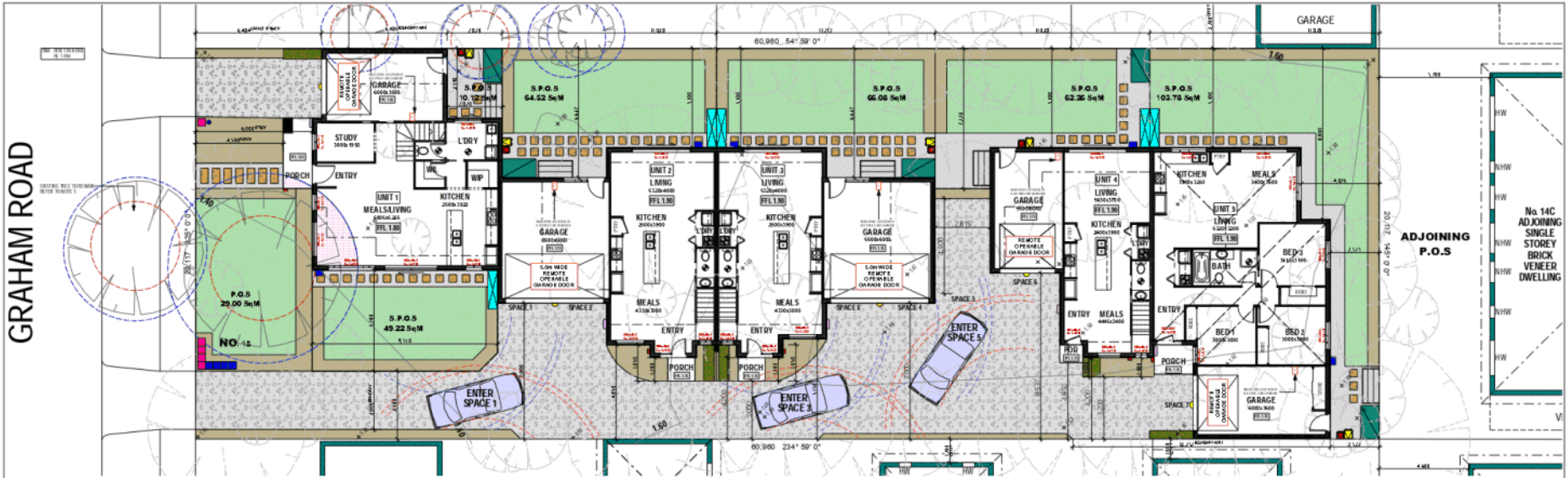
MULTI UNIT DEVELOPMENT
 WUSD STORM CATCHMENT

PLANTER BOX RAINGARDEN DETAILS

| No. | DATE | AMENDMENTS |
|-----|----------|------------|
| 1 | 10/10/21 | AS NOTED |
| 2 | 12/01/22 | AS NOTED |
| 3 | 10/01/22 | AS NOTED |
| 4 | 11/11/21 | AS NOTED |
| 5 | 11/11/21 | AS NOTED |
| 6 | 11/11/21 | AS NOTED |

PROPOSED TOWN PLANNING APPLICATION FOR
TIM LOCKWOOD
 15 GRAHAM ROAD
 CARLTON

Drawn: A.P. | Checked: [] | W. B. G. C. [] | Date: T.B.A. | Scale: [] | Sheet No: P4 of 10



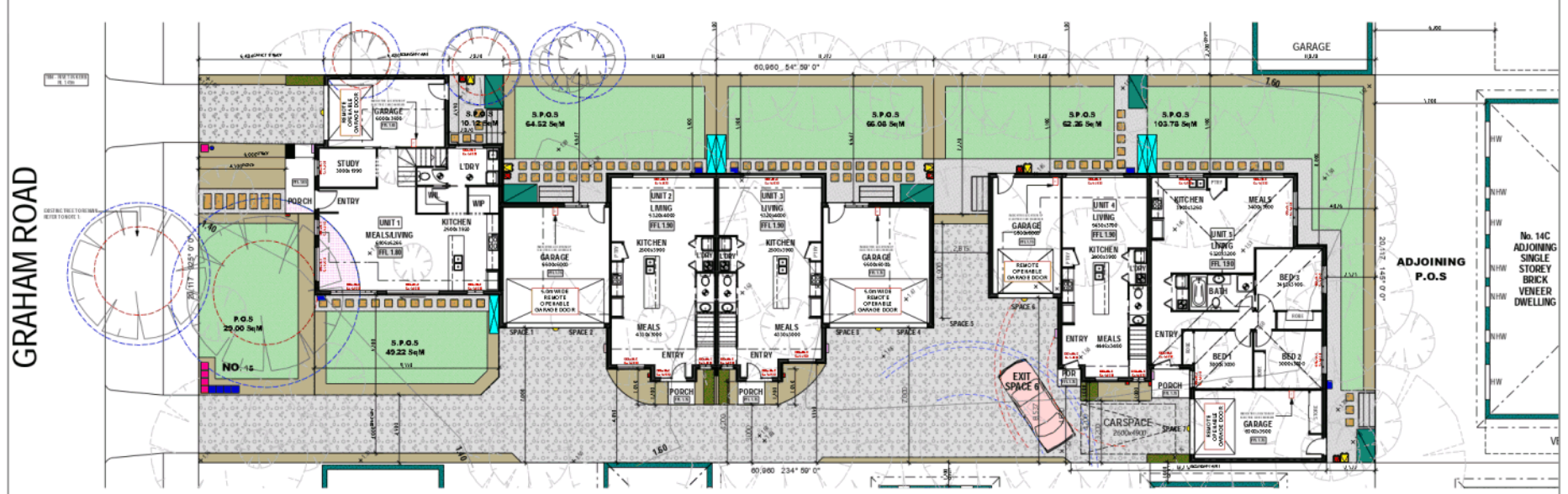
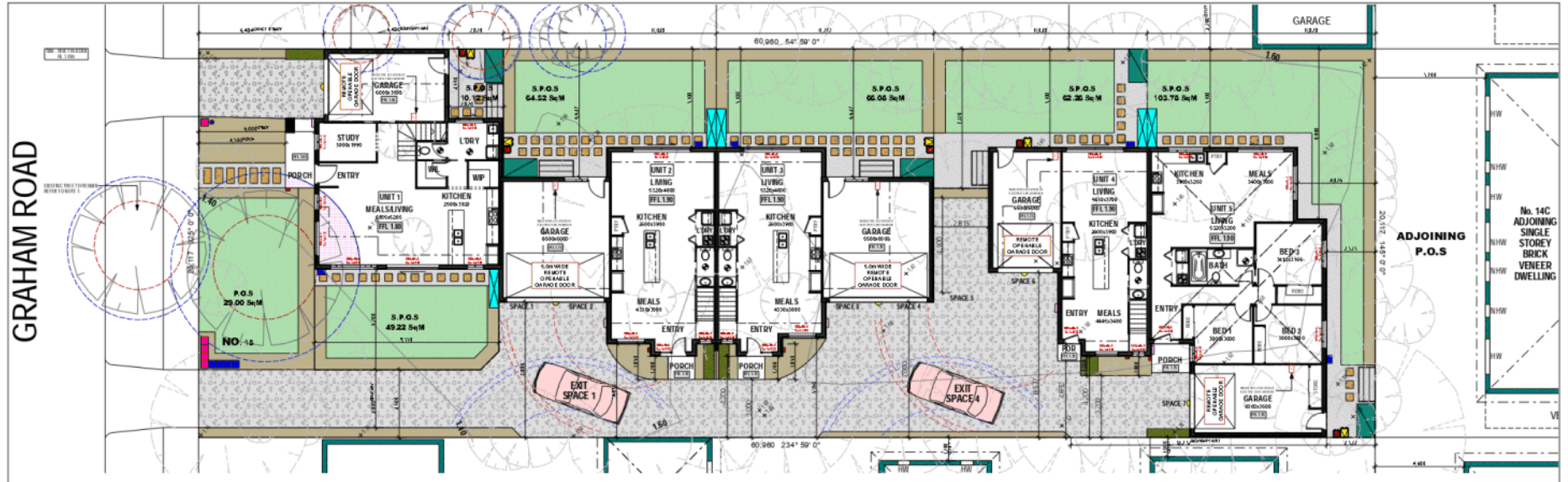
SWEPT PATH - ENTER PLAN 1:100

| | | |
|---|-------------------------------------|------------------------|
| <p>CONTACT: ANTHONY PUMA MOB: 0800 888 772 EMAIL: anthony.puma@ppb.com.au Level 1, 530 Little Collins Street Melbourne 3000 REG. No. UP-AD-45621 ACN: 617302242</p> | REGISTERED Building Practitioner | MULTI UNIT DEVELOPMENT |
| | | SWEPT PATH 1 - ENTER |
| | | |


| No. | DATE | AMENDMENTS |
|-----|------------|------------|
| 1 | 15/01/2021 | AS SHOWN |
| 2 | 15/01/2021 | AS SHOWN |
| 3 | 15/01/2021 | AS SHOWN |
| 4 | 15/01/2021 | AS SHOWN |
| 5 | 15/01/2021 | AS SHOWN |

PROPOSED TOWN PLANNING APPLICATION FOR
TIM LOCKWOOD
15 GRAHAM ROAD
CARRUM

OWNER: A.P. CONTRACTOR: ##### VENDOR: ##### ARCH: T.B.A. ENGINEER: ##### DRAFTER: P.S. = 10



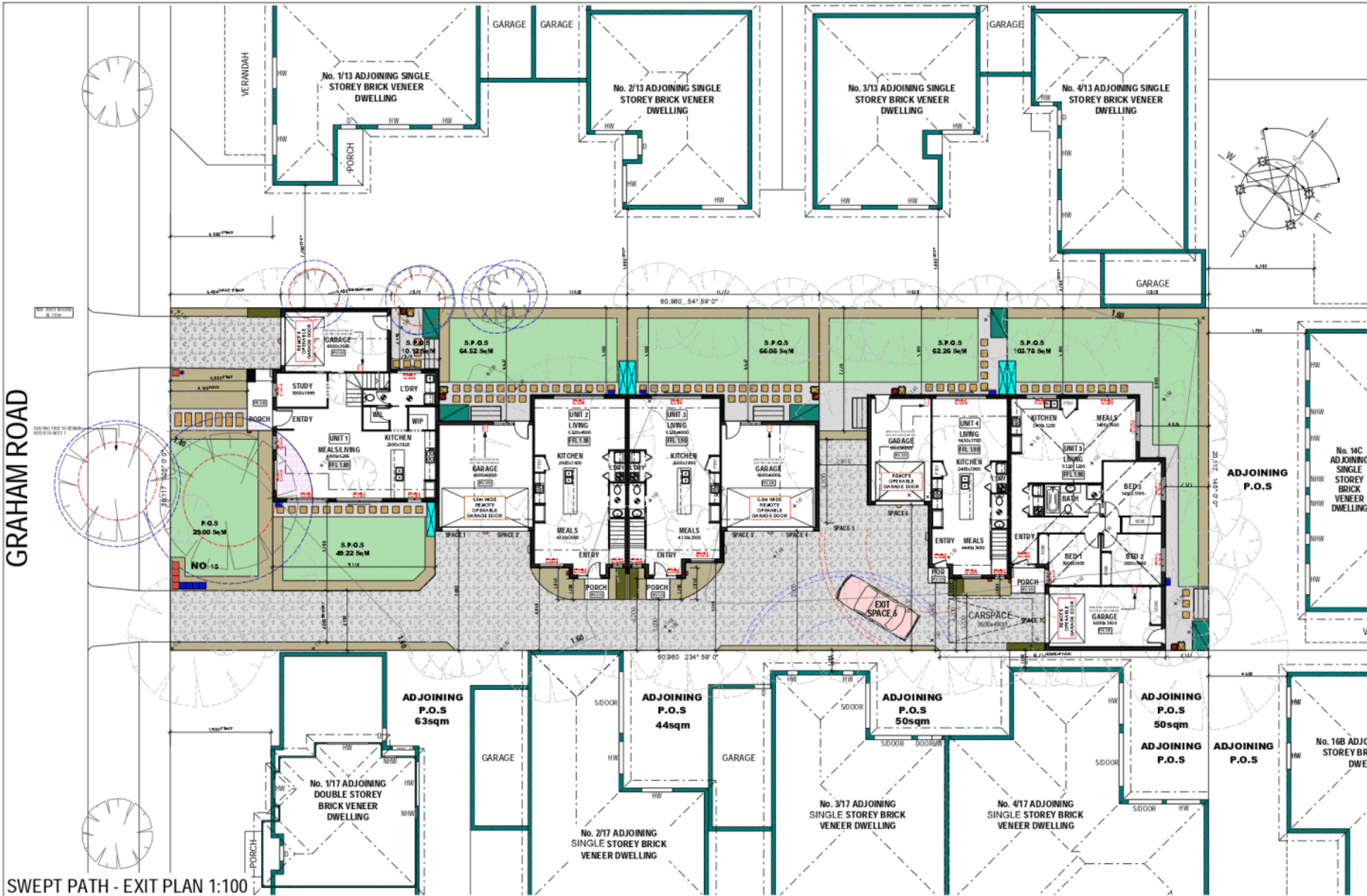
SWEPT PATH - EXIT PLAN 1:100

| | |
|---|-------------------------------|
|  <p>CONTACT: AUTHORITY PUMA BRIAN WOODWARD EMAIL: authority@puma.com.au Level 1, 139 Little Collins Street Melbourne 3000 REG. No. DP-AD-45621 ACN: 61730220</p> | <p>MULTI UNIT DEVELOPMENT</p> |
| | <p>SWEPT PATH 2 - EXIT</p> |


| No. | DATE | AMENDMENTS |
|-----|----------|------------|
| 1 | 15/01/21 | AS SHOWN |
| 2 | 15/01/21 | AS SHOWN |
| 3 | 15/01/21 | AS SHOWN |
| 4 | 15/01/21 | AS SHOWN |
| 5 | 15/01/21 | AS SHOWN |

PROPOSED TOWN PLANNING APPLICATION FOR
TIM LOCKWOOD
15 GRAHAM ROAD
CARRUM

FORM A.P. (REVISED 1/2018) 4566 W.B. NO. 4566 4566 T.B.A. 4566 4566 4566 4566 4566 4566



SWEPT PATH - EXIT PLAN 1:100


CONTACT:
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 EMAIL: anthony.puma@ppb.com.au
 Level 1, 530 Little Collins Street Melbourne 3008
 REG. No. OP-AD 45621 ACN: 617282242

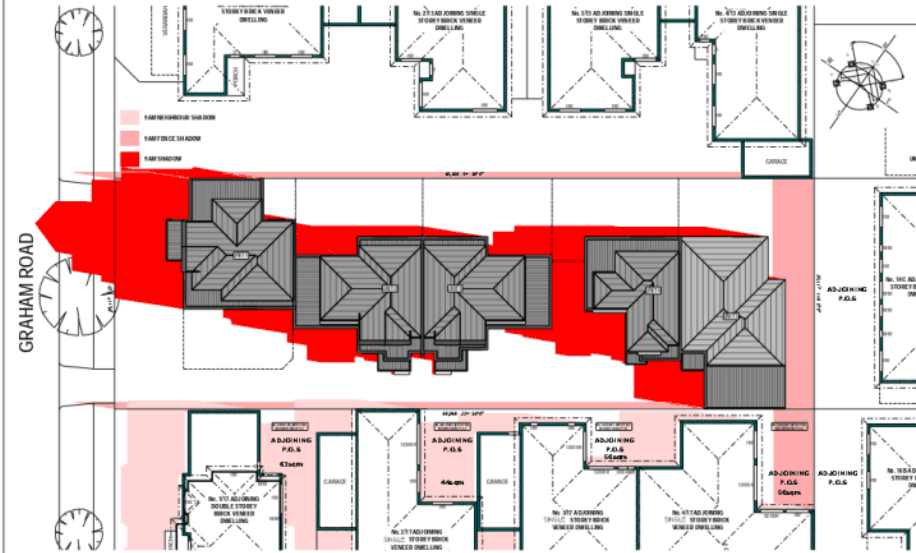
MULTI UNIT DEVELOPMENT
SWEPT PATH 3 - EXIT

| No. | DATE | AMENDMENTS |
|-----|------------|------------|
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| 2 | 12/01/2021 | AS SHOWN |
| 3 | 12/01/2021 | AS SHOWN |
| 4 | 12/01/2021 | AS SHOWN |
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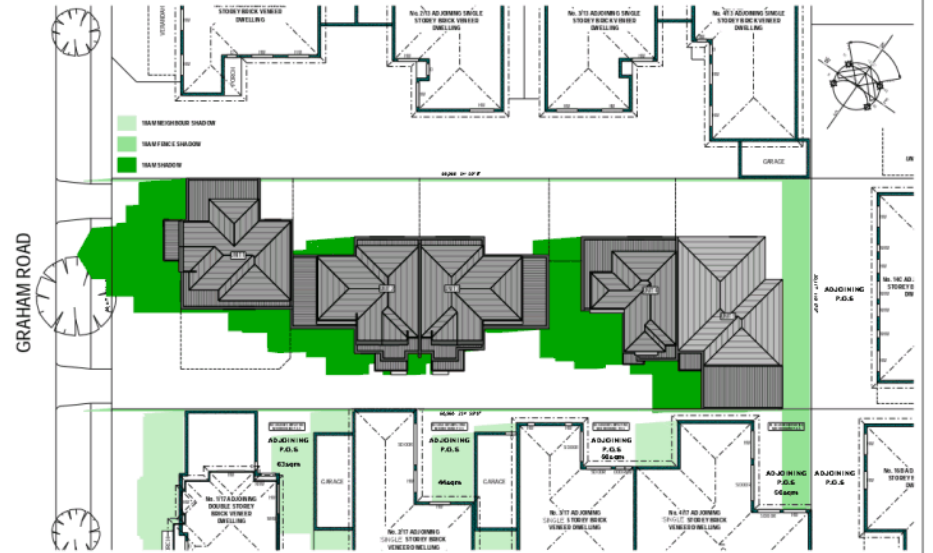
DRAWN: A.P. CONTRACT NO: ##### W/NO: DRC: ##### APPR: T.B.A. REVISION: ##### SHEET: P7 of 10

PROPOSED TOWN PLANNING APPLICATION FOR
TIM LOCKWOOD
 15 GRAHAM ROAD
 CARRUM

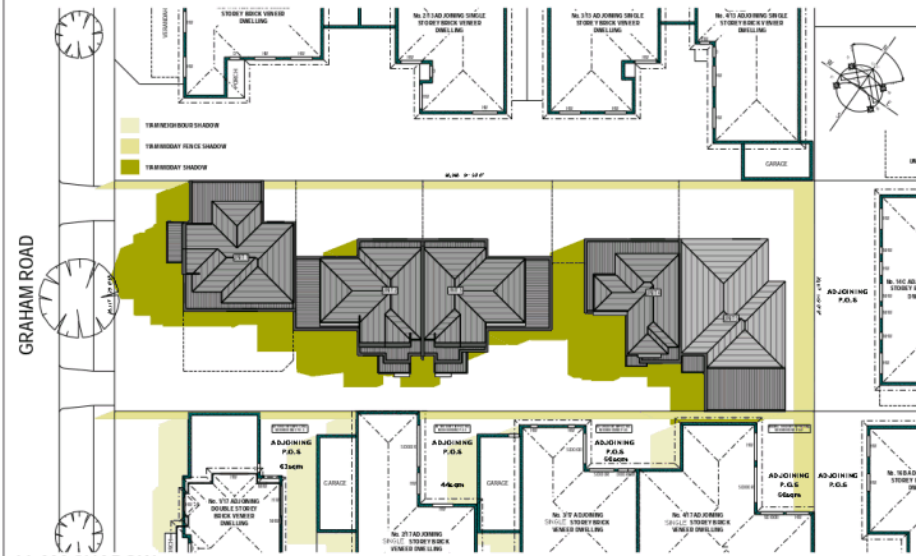
SHADOW DIAGRAMS



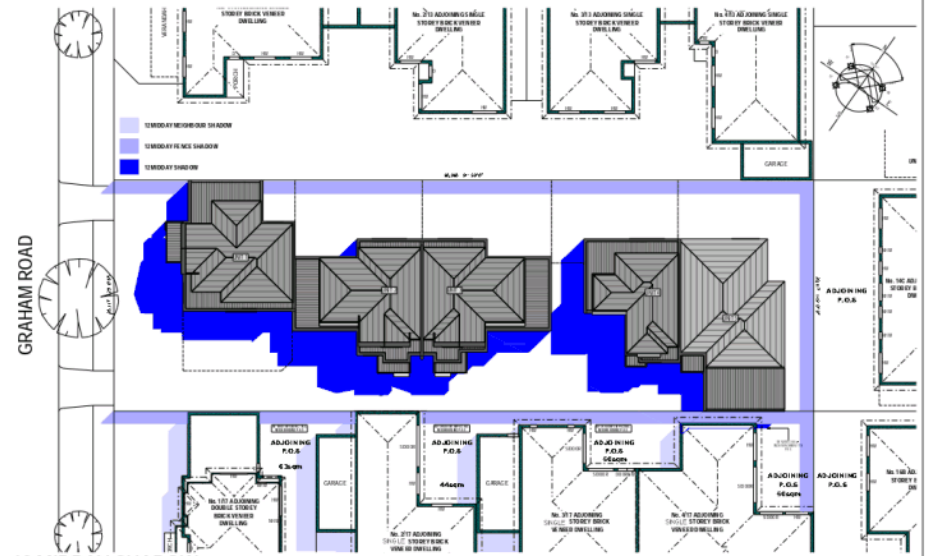
9 AM SHADOW



10 AM SHADOW



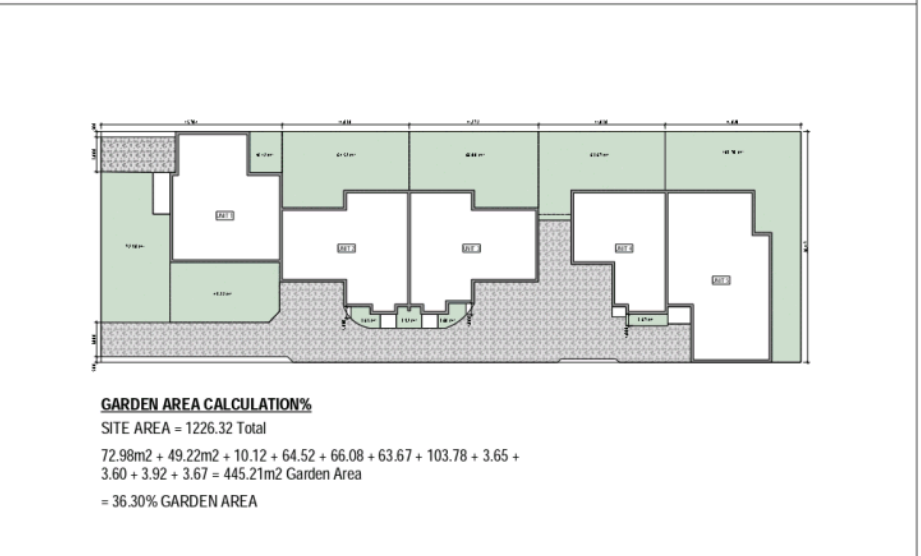
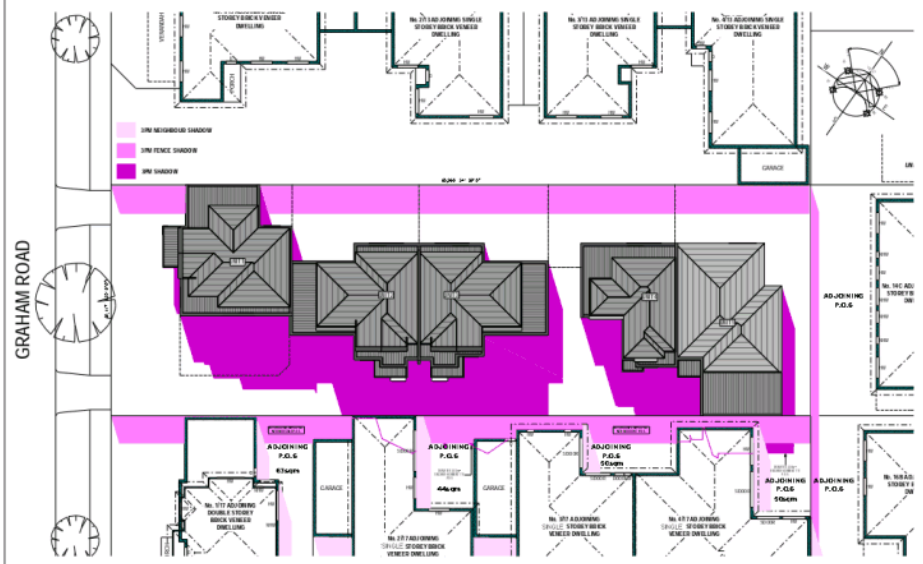
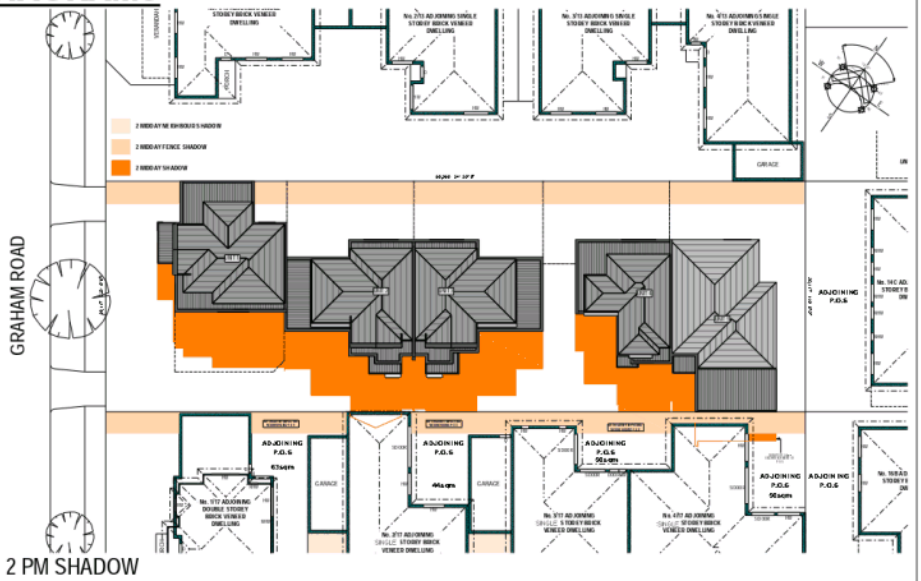
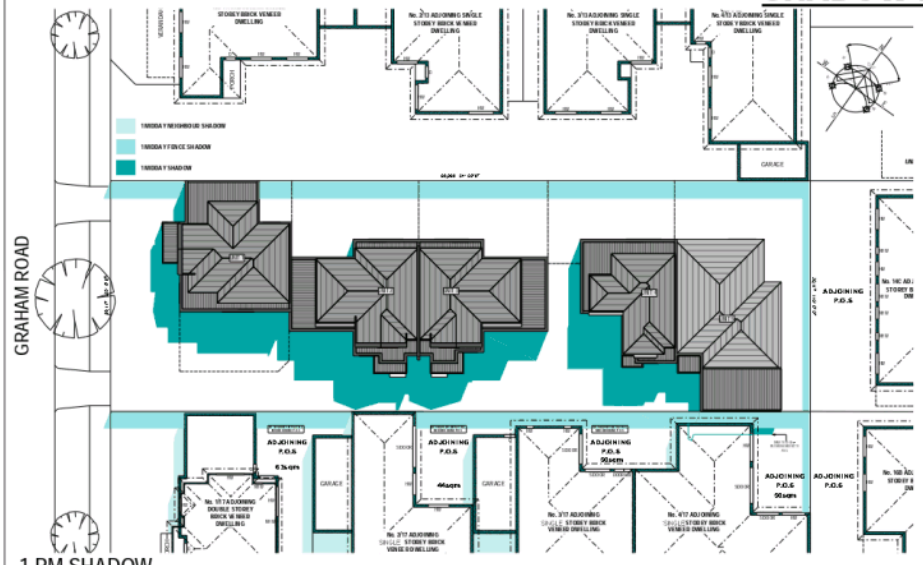
11 AM SHADOW



12 MIDDAY SHADOW

| | CONTACT: AUTHORITY PUMA BUILDING DIVISION EMAIL: authority.puma@ppma.com.au Level 1, 139 Little Collins Street Melbourne 3000 REG. No. DP-AD-4521 ACN: 61730220 | REGISTERED Building Practitioner | MULTI UNIT DEVELOPMENT SHADOW DIAGRAMS | <table border="1"> <thead> <tr> <th>No.</th> <th>DATE</th> <th>AMENDMENTS</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>12/01/21</td> <td>AS SHOWN</td> </tr> <tr> <td>2</td> <td>12/01/21</td> <td>AS SHOWN</td> </tr> <tr> <td>3</td> <td>12/01/21</td> <td>AS SHOWN</td> </tr> <tr> <td>4</td> <td>12/01/21</td> <td>AS SHOWN</td> </tr> <tr> <td>5</td> <td>12/01/21</td> <td>AS SHOWN</td> </tr> </tbody> </table> | No. | DATE | AMENDMENTS | 1 | 12/01/21 | AS SHOWN | 2 | 12/01/21 | AS SHOWN | 3 | 12/01/21 | AS SHOWN | 4 | 12/01/21 | AS SHOWN | 5 | 12/01/21 | AS SHOWN | PROPOSED TOWN PLANNING APPLICATION FOR TIM LOCKWOOD 15 GRAHAM ROAD CARRUM |
|--|--|-------------------------------------|---|---|-----|------|------------|---|----------|----------|---|----------|----------|---|----------|----------|---|----------|----------|---|----------|----------|--|
| | No. | DATE | AMENDMENTS | | | | | | | | | | | | | | | | | | | | |
| 1 | 12/01/21 | AS SHOWN | | | | | | | | | | | | | | | | | | | | | |
| 2 | 12/01/21 | AS SHOWN | | | | | | | | | | | | | | | | | | | | | |
| 3 | 12/01/21 | AS SHOWN | | | | | | | | | | | | | | | | | | | | | |
| 4 | 12/01/21 | AS SHOWN | | | | | | | | | | | | | | | | | | | | | |
| 5 | 12/01/21 | AS SHOWN | | | | | | | | | | | | | | | | | | | | | |
| DRAWN: AP CHECKED: T.B.S. DATE: 04/04/21 | | | SHEET NO. 01 OF 10 | | | | | | | | | | | | | | | | | | | | |

SHADOW DIAGRAMS



GARDEN AREA CALCULATION%
 SITE AREA = 1226.32 Total
 72.98m² + 49.22m² + 10.12 + 64.52 + 66.08 + 63.67 + 103.78 + 3.65 +
 3.60 + 3.92 + 3.67 = 445.21m² Garden Area
 = 36.30% GARDEN AREA

CONTACT:
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 Level 1, 530 Little Collins Street Melbourne 3008
 REG. No. UP-AD-45621 ACN: 611702242

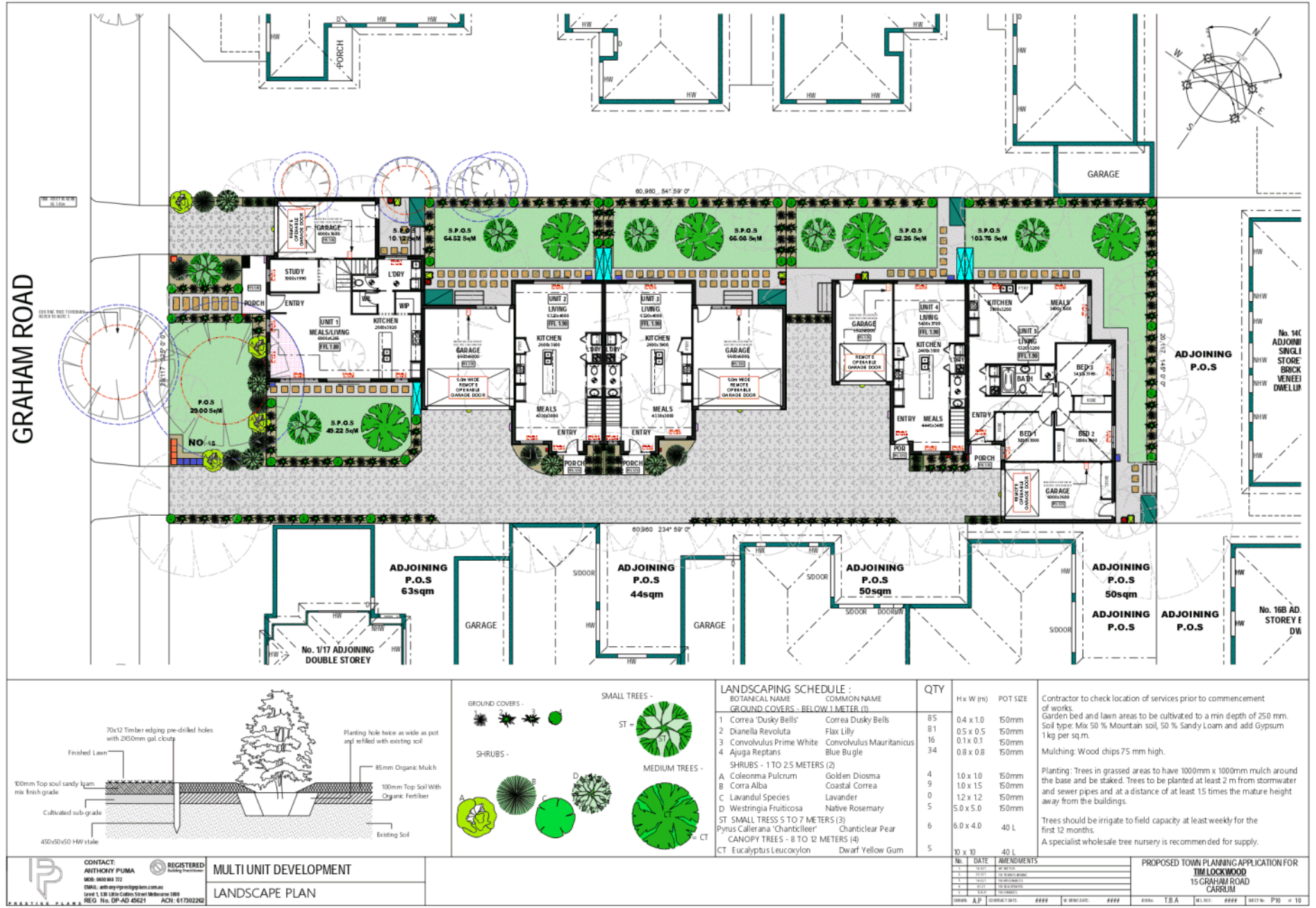
REGISTERED
 Building Practitioner

MULTI UNIT DEVELOPMENT
SHADOW DIAGRAMS

| No. | DATE | AMENDMENTS |
|-----|----------|------------|
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| 2 | 10/10/21 | AS NOTED |
| 3 | 10/10/21 | AS NOTED |
| 4 | 10/10/21 | AS NOTED |
| 5 | 10/10/21 | AS NOTED |

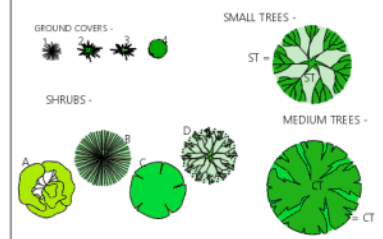
OWNER: A.P. CONTRACT NO: ##### W/ DRAWING: ##### AREA: T.B.A. REVISION: ##### SHEET: P9 of 10

PROPOSED TOWN PLANNING APPLICATION FOR
TIM LOCKWOOD
 15 GRAHAM ROAD
 CARRUM




CONTACT:
ANTHONY PUMA
 REG. No. 19018
 EMAIL: anthony@pumpdesign.com.au
 Level 1, 139 Little Collins Street Melbourne 3000
 REG. No. DP-AD-45621 ACN: 617302240

REGISTERED
BUILDING PRACTITIONER
MULTI UNIT DEVELOPMENT
LANDSCAPE PLAN



LANDSCAPING SCHEDULE :

| BOTANICAL NAME | COMMON NAME | QTY | H x W (m) | POT SIZE |
|--|-------------------------------|-----|-----------|----------|
| GROUND COVERS - BELOW 1 METER (1) | | | | |
| 1 | Correa 'Dusky Bells' | 85 | 0.4 x 1.0 | 50mm |
| 2 | Dianella Revoluta | 81 | 0.5 x 0.5 | 50mm |
| 3 | Convolvulus Prime White | 16 | 0.1 x 0.1 | 50mm |
| 4 | Ajuga Reptans | 34 | 0.8 x 0.8 | 50mm |
| SHRUBS - 1 TO 2.5 METERS (2) | | | | |
| A | Coleonma Pulcrum | 4 | 1.0 x 1.0 | 50mm |
| B | Corra Alba | 9 | 1.0 x 1.5 | 50mm |
| C | Lavandul Species | 0 | 1.2 x 1.2 | 50mm |
| D | Westringia Fruticosa | 5 | 5.0 x 5.0 | 50mm |
| SMALL TREES - 5 TO 7 METERS (3) | | | | |
| ST | Pyrus Callerana 'Chanticleer' | 6 | 6.0 x 4.0 | 40 L |
| CANOPY TREES - 8 TO 12 METERS (4) | | | | |
| CT | Eucalyptus Leucocylon | 5 | 10 x 10 | 40 L |

Contractor to check location of services prior to commencement of works.
 Garden bed and lawn areas to be cultivated to a min depth of 250 mm.
 Soil type: Mix 50 % Mountain soil, 50 % Sandy Loam and add Gypsum 1kg per sqm.
 Mulching: Wood chips 75 mm high.
 Planting: Trees in grassed areas to have 1000mm x 1000mm mulch around the base and be staked. Trees to be planted at least 2 m from stormwater and sewer pipes and at a distance of at least 15 times the mature height away from the buildings.
 Trees should be irrigate to field capacity at least weekly for the first 12 months.
 A specialist wholesale tree nursery is recommended for supply.

| No. | DATE | AMENDMENTS |
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| 1 | 15/01/2021 | AS SHOWN |
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| 3 | 15/01/2021 | AS SHOWN |
| 4 | 15/01/2021 | AS SHOWN |
| 5 | 15/01/2021 | AS SHOWN |

DRAWN: AP | CHECKED: [] | DATE: [] | W. BUREAU: [] | DESIGNED: T.B.A. | SCALE: [] | SHEET NO: P10 | 10

PROPOSED TOWN PLANNING APPLICATION FOR
TIM LOCKWOOD
15 GRAHAM ROAD
CARRUM

Planning Committee Meeting

15 September 2021

Agenda Item No: 4.3

KP-2018/801/A - 101 STATION STREET, ASPENDALE

Contact Officer: Girija Shrestha, Senior Statutory Planner

Purpose of Report

This report is for the Planning Committee to consider Planning Permit Application No. KP-2018/801/A - 101 Station Street, Aspendale.

Disclosure of Officer / Contractor Direct or Indirect Interest

This application requires a decision by Council as a staff member of the City Development Department has declared that they have an interest in the issue of a Planning Permit on the subject site. This person has not had any involvement with the consideration of the application or provided advice in relation to this application.

RECOMMENDATION

Had the Planning Committee be in a position to make a determination on the application, it be recommended to support the proposal to Amend the planning permit and endorsed plans to allow for:

- Redesign of Dwelling 5 to contain 3 bedrooms (formerly 2 bedrooms) by extending the third storey building footprint at 101 Station Street, Aspendale, subject to the conditions contained within this report.

| EXECUTIVE SUMMARY | | | |
|---|---|--|-------------------|
| Address | 101 Station Street, Aspendale | | |
| Legal Description | Lot 1 on TP 122703V | | |
| Applicant | FS Town Planning | | |
| Planning Officer | Girija Shrestha | | |
| PLANNING REQUIREMENTS | | | |
| Planning Scheme | Kingston | | |
| Zoning | Clause 32.08 – General Residential 2 Zone | | |
| Overlays | None | | |
| Particular Provisions | Clause 55 – Two or more dwellings on a Lot and Residential Buildings Clause 52.06 – Car Parking Clause 53.18 – Stormwater Management in Urban Development | | |
| Permit Trigger/s | Clause 32.08 – 6 – Construct two or more dwellings on a lot | | |
| APPLICATION / PROCESS | | | |
| Permit Allows | The construction of six dwellings on a lot in accordance with the endorsed plans | | |
| What amendment/s to the permit are being sought? | Amend the planning permit and endorsed plans to allow for: - Redesign of Dwelling 5 to contain 3 bedrooms (formerly 2 bedrooms) by extending the third storey building footprint | | |
| Reference No. | KP-2018/801/A | RFI Received | N/A |
| App. Received | 18/05/2021 | App. Amended | N/A |
| Site inspection | No | | |
| S.52 Advertising | Commenced: 3/06/2021 | Advertising Completed | Yes 21/06/2021 |
| S.55 Referrals | None | | |
| Internal referrals | N/A | | |
| Objection(s) | Six (TRIM checked on 10/08/2021) | | |
| Mandatory Garden area requirement | Complies | Mandatory Building Height requirement | Complies |
| LEGISLATIVE | | | |
| Covenant/other Restriction | No | Complies: N/A | |
| CHMP | EXEMPT | | |
| Considered Plans | Prepared by 'Kiril Architect', Drawing No's. TP02 to TP14 inclusive, project no. STS-101, submitted to Council on 18 May 2021 | | |

1.0 RELEVANT LAND HISTORY

- 1.1 The application is currently under review with VCAT pursuant to *section 79 of the Planning and Environment Act 1987* (failure by Council to grant a permit within the prescribed time). The application is listed for a short case hearing on 26 October 2021.
- 1.2 Planning Permit KP-2018/801 was issued on 31 January 2020 for *in accordance with the endorsed plans, construction of six dwellings on a lot*.
- 1.3 Pursuant to section 52 of the Act, Notice (advertising) of the Permit application was required. A total of nine (9) objections were received by the Department. The relevant grounds of objection to the Permit application are expressed as follows:
 - Parking and traffic concerns
 - Visual Bulk/Height

- Neighbourhood character
 - Density
 - Overshadowing
 - Overlooking
 - Loss of vegetation/lack of vegetation
 - Property de-valuation (not a valid planning consideration)
- 1.4 The Permit was a permit issued at the direction of the Victorian Civil and Administrative Tribunal (**Tribunal**) or a permit issued under Division 6 (Powers of Minister in relation to applications) of the *Planning and Environment Act 1987 (Act)* following Council's Notice of Refusal.
- 1.5 The permit expiry condition allowed two years to commence works and four years to complete from the date of permit issue. The Owner acted on the Permit, with the development is under construction. As the Permit has been acted, this section 72 amendment application can be considered.
- 1.6 The plans were endorsed on 7 September 2020.
- 1.7 The plans were amended via secondary consent on 14 October 2020 to modify finished floor level to accord with drainage requirements.
- 1.8 Planning Permit KP-2021/136 was issued by Kingston City Council on 13 May 2021 to subdivide the land into six (6) lots.
- 1.9 The proposed changes sought under this application do not undermine any agreement or offer put forward by the Permit Applicant during the consideration of the original proposal.

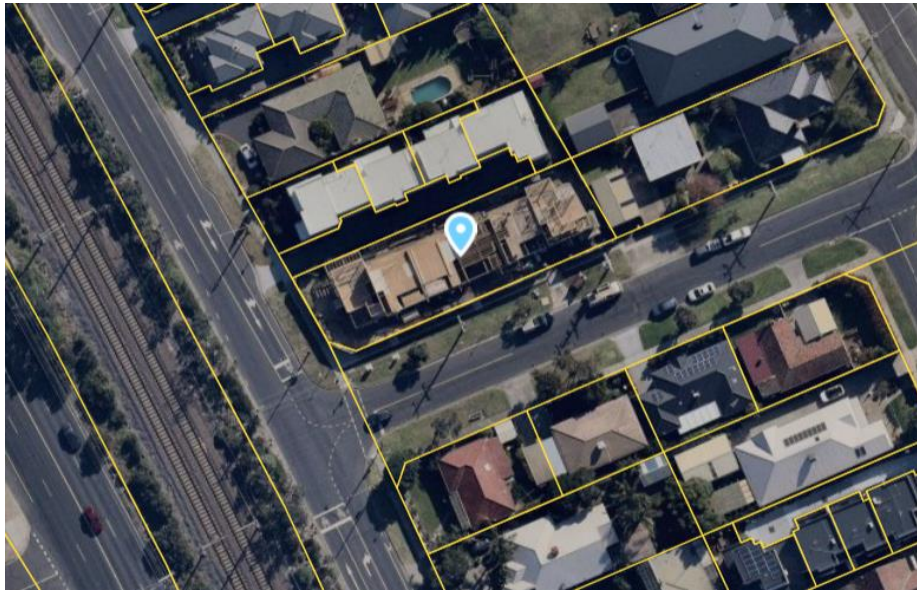
2.0 SITE PARTICULARS

| | |
|---------------------------------|--|
| Site configuration | The land is situated on the north-west intersection of Station Street and Laura Street. |
| Built form | Six dwellings under construction as approved under KP-2018/801. |
| Size (m²) | 759m ² |
| Topography | The land has a slight slope of approximately 0.5 metres that falls from the south-west corner to the north-east corner of the land. |
| Vegetation | No vegetation on the subject site. |
| Easement(s) | There is a 1.83m wide easement located along the site's north-east property boundary. |
| Footpath assets / access | There is one (1) single-width crossover towards the eastern side of the Laura Street frontage. Other crossovers have not been constructed. There is a traffic sign (no standing), power poles, drainage and telecommunication pits and two (2) young Red-flowering Gum street trees |

| | |
|-----------------------------------|---|
| | along the Laura Street frontage. There are no assets or infrastructure besides a footpath, along the Station Street frontage. |
| Covenant(s) / Restrictions | There are no restrictions listed on the Certificate of Title. |

3.0 SURROUNDING ENVIRONS

3.1 The following map illustrates the subject site in its surrounding context.



Source: Nearmap dated Apr 29, 2021

3.2 Land directly abutting the subject site and opposite is described as follows:

| | |
|--------------|---|
| North | No. 100 Station Street – As approved under Planning Permit KP-2013/478, four (4) double storey dwellings have been developed on this property. The development has a minimum setback of 5.5 metres from Station Street. Access is provided via a common driveway along the south-east side boundary shared with the subject site. The dwellings are contemporary in design with flat roofs and constructed with a combination of materials and finishes including render, vertical timber cladding and face brick work. There is no fencing along the front property boundary. There is no vegetation on the land that is in close proximity to the subject site that may be impacted by the proposed development. |
| East | No. 66 Laura Street – There is a single storey brick dwelling with hip tile roof. There is also a detached brick bungalow with flat metal roof to the rear closest to the subject site. A double garage and open car park spaces are situated along the shared boundary of the site which is accessed via a wide crossover from Laura Street to the south. The existing dwelling has a minimum front setback to Laura Street (facing east) of approximately 6.5 metres. There is no vegetation on the land that is in proximity to the subject site that may be impacted by the proposed development. There is a combination of high timber |

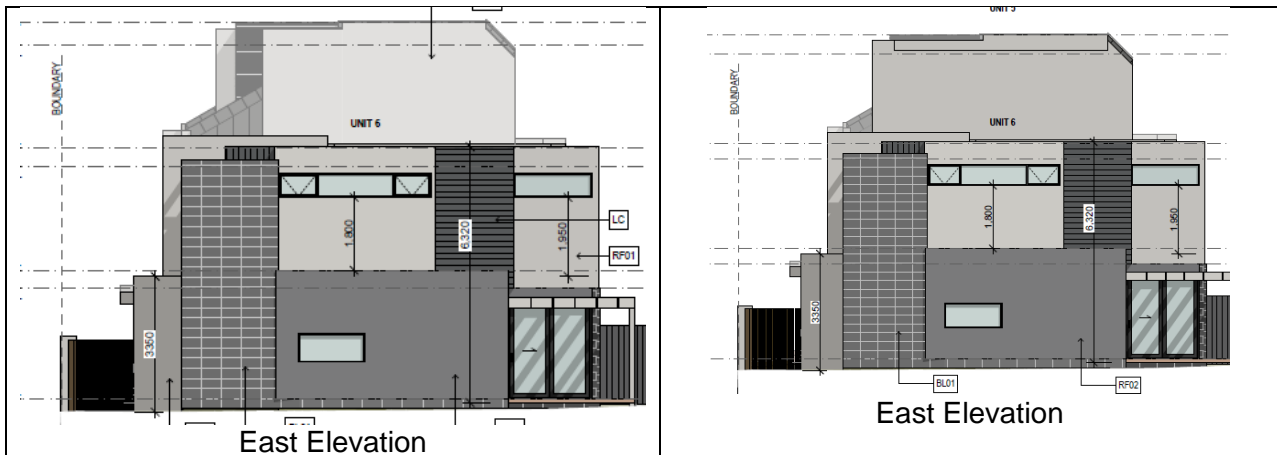
| | |
|--------------------------------|--|
| | paling fencing and a low brick wall along the Laura Street frontage of the site including around the bend. |
| West | Station Street and Frankston Railway Line. |
| South | <p>No. 102 Station Street – Single storey brick dwelling with hip tile roof located on the south-east corner of Station and Laura Street. The dwelling is setback 8.3 metres from the Station Street frontage. There is a single brick garage at the rear of the dwelling which is accessed via a double crossover (shared with 77 Laura Street) from Laura Street. A 2 metre high timber paling fence runs along each road frontage of this site.</p> <p>No. 77 Laura Street – Single storey brick dwelling with hip tile roof. The dwelling is setback 4.6 metres from Laura Street frontage. There is a single brick garage on the west side of the dwelling which is accessed via a double crossover (shared with 102 Station Street) from Laura Street. A 1.7 metre high white timber paling fence runs along the Laura Street frontage.</p> <p>No. 75 Laura Street – Single storey brick dwelling with hip concrete roof. The dwelling is setback 3 metres from Laura Street frontage. There is an attached single garage on the western side of the dwelling which is accessed via a single width crossover on Laura Street. A 0.8 metre high timber bollard fence runs along the Laura Street frontage.</p> |
| Neighbourhood character | <p>Located within close proximity to the Aspendale Neighbourhood Activity Centre. The surrounding area is predominantly residential, surrounding the Aspendale commercial and shopping precinct and rail station which encompasses a mix of retail uses/development. The site is within 300m of the Aspendale railway station and is well serviced by social and physical infrastructure.</p> <p>Whilst the emerging residential character is more typically two storey with double storey present at the rear, notably a new three storey dwelling is located 320m to the north at 77 Station St Aspendale, a substantial four storey apartment building is located near Edithvale Station at 195-197 Station Street Edithvale, and an approval was granted by VCAT for a 4 storey apartment building located 200 metres to the south at 122-123 Station Street Aspendale.</p> |

4.0 PROPOSED AMENDMENTS

- 4.1 The section 72 amendment request by the applicant is for the plans only.
- 4.2 The proposed modification relates to dwelling 5 only. The proposal seeks to extend the uppermost floor to provide one additional bedroom. A comparison of the latest approved plans and proposed plans are shown:

4.3 The comparison between approved plan and proposed modification is highlighted below (in red):





5.0 LEGISLATIVE PROVISIONS

5.1 The amendment has been requested pursuant to section 72 of the Act.

5.2 Section 72 of the Act states:

- (1) *A person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.*
- (2) *This section does not apply to-*
 - (a) *a permit or a part of a permit issued at the direction of the Tribunal, if the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or*
 - (b) *a permit issued under Division 6.*

5.3 It has been established that the Permit:

- was issued at the direction of the Tribunal, however no direction was made under section 85 that The Permit was not to be amended.

5.4 Section 73 of the Act states that sections 47 to 62 of the Act apply to the amendment application. This allows the Responsible Authority to apply the abovementioned sections of the Act to the amendment application as if it was an application for a permit. This includes reference to the permit expiry date, allowing the amended permit to be acted upon without needing to amend the expiry condition.

5.5 Accordingly, the relevant sections will be addressed in this report.

6.0 PLANNING PERMIT PROVISIONS

Zone

6.1 General Residential Zone (Schedule 2): Pursuant to Clause 32.08-6 of the Kingston Planning Scheme a planning permit is required to construct two (2) or more dwellings on a lot. A development must meet the requirements of Clause 55 of the Scheme. Schedule 2 to the General Residential Zone includes a variation to one (1) standard within Clause 55.

6.2 The purpose of this zone is:

- *To encourage development that respects the neighbourhood character of the area.*

- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport*

6.3 The proposed amendment continues to respect the neighbourhood character of the area and provides additional housing to the community. The subject site provides convenient access of public transport, being located within the Principal Public Transport Network.

6.4 Pursuant to **Clause 32.08-4**, a lot must provide for the minimum garden area as set out in the following table:

| Lot Size | Minimum percentage of a lot set aside as garden area |
|--------------------------------|---|
| 400-500m² | 25% |
| 501-650 m² | 30% |
| Above 650 m² | 35% |

6.5 The proposal requires 35% of garden area. It is noted that there is no change at the ground level or any cantilevered component, therefore the proposal remains compliant with the garden area requirement.

Overlay

6.6 There are no overlays affecting the subject land.

Particular Provisions

6.7 **Clause 52.06 - Car Parking** contains the following residential car parking rates:

| |
|--|
| 1 space to each 1 or 2 bedroom dwelling |
| 2 spaces to each 3 or more bedroom dwelling |
| 1 visitor space for every 5 dwellings |

This equates to a parking requirement of **two** spaces for the proposed amended Dwelling 5. Accordingly, this dwelling was provided with two car spaces, one located within a garage and one tandem car space. As the required number of car parking spaces was already provided on the site, a planning permit is not required for a reduced car parking rate pursuant to Clause 52.06-3.

It should be noted that the subject site is located within PPTN area where no visitor's carparking is required to be provided.

Clause 52.06 – 8 Design standards, includes vehicle movements, access, splays, garaging dimensions and tandem space dimensions. No changes are sought to current car parking arrangement. The proposal is considered to comply with the requirements of Clause 52.06-8.

6.8 **Clause 55 - Two or More Dwellings on a Lot & Residential Buildings** – (Refer to Appendix A for the Planning Officer's full assessment against this report).

General Provisions

6.9 The Decision Guidelines of **Clause 65.01** of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

7.0 ADVERTISING

7.1 The proposal was advertised by sending notices to adjoining and opposite property owners and occupiers and by maintaining a notice on site for fourteen (14) days. Six (6) objections to the proposal were received. The grounds of objection raised are summarised as follows:

- Inconsistent with underlying zone and below Clause 55
 - Clause 55.02-1 – Neighbourhood character
 - Clause 55.02-2 – Residential Policy
 - Clause 55.02-5 – Integration with the street
 - Clause 55.03-1 – Street setback
 - Clause 55.04 -1 – Side and rear setbacks
 - Clause 55.04-5 – Overshadowing open space objective (Loss of sunlight)
 - Clause 55.06-1 – Design detail
- Additional parking generation and associated traffic concerns
- Overdevelopment
- Design may be replicated on other dwellings

8.0 PLANNING CONSULTATION MEETING

8.1 A planning consultation meeting was organized on 28 July 2021 however, the objectors and the permit applicant did not attend, and the meeting was cancelled.

8.2 All the objections still remain.

9.0 REFERRALS

9.1 The application was not required to be referred to internal and external departments.

10.0 PLANNING CONSIDERATIONS:

Planning Policy Framework

10.1 The State Planning Policy Framework sets out the relevant state-wide policies for residential development at **Clause 11** (Settlement), **Clause 15** (Built Environment and Heritage) and **Clause 16** (Housing). Essentially, the provisions within these clauses seek to achieve the fundamental objectives and policy outcomes sought by 'Plan Melbourne 2017-2050: Metropolitan Planning Strategy' (Department of Environment, Land, Water and Planning, 2017).

10.2 The settlement policies at **Clause 11** seek to promote sustainable growth and development and deliver choice and opportunity through a network of settlements. Of particular relevance to housing, **Clause 11** promotes housing diversity and urban consolidation objectives in the established urban realm. **Clause 11.02-1S** (Supply of urban land) states that Planning Authorities should plan to accommodate projected population growth over at least a 15 year period, taking account of opportunities for redevelopment and intensification of existing

urban areas as well consideration being had for environmental aspects, sustainable development and the costs associated with providing infrastructure. This clause states:

Planning for urban growth should consider:

- *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*
- *Neighbourhood character and landscape considerations.*
- *The limits of land capability and natural hazards and environmental quality.*
- *Service limitations and the costs of providing infrastructure.*

10.3 **Clause 11.01-1R1** (Settlement – Metropolitan Melbourne) and **Clause 11.03-1S** (Activity centres) places particular emphasis on providing increased densities of housing in and around activity centres or sites that have good access to a range of services, facilities and transport options.

10.4 **Clause 11.02** (Managing Growth) main directive is to ensure a sufficient supply of land is made available for a variety of purposes, including residential. To achieve this, it takes into account sufficient land availability to meet forecasted demand. **Clause 11.03-1S** places particular emphasis on providing a diversity of housing, including forms of higher density housing, in defined activity centres to cater for different households that are close to jobs and services.

10.5 **Clause 15** (Built Environment and Heritage) seeks to promote development that is environmentally sustainable and to minimise detrimental impacts on the built and natural environment.

10.6 **Clause 15.01-1S** (Urban design) aims to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity

10.7 **Clause 15.03-2S (Aboriginal Cultural Heritage)** seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

10.8 The Subject Land is identified in an area of Aboriginal Cultural Heritage Sensitivity, however the proposed activity is **exempt** from requiring a Cultural Heritage Management Plan in accordance with the *Aboriginal Heritage Regulations 2018* as it sits outside of 200 metres from coastal waters and the lot size is less than 0.11 hectares. Specifically, the proposal meets the following exemption under the Regulations:

The construction of 3 or more dwellings on a lot or allotment is an exempt activity if the lot or allotment is—

(a) not within 200 metres of the coastal waters of Victoria, any sea within the limits of Victoria or the Murray River; and

(b) less than 0.11 hectares.

10.9 **Clause 16.01-1S** (Housing supply) seeks to facilitate well-located, integrated and diverse housing that meets community needs. One of the strategies is to encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

10.10 It is submitted that the proposed amendment satisfies the aforementioned State strategies and policy direction. Specifically, the subject site is located on land earmarked for residential purposes, whereby six dwellings have been approved on site and was considered to provide an acceptable design outcome for the site and its immediate abutments, whilst enjoying

convenient and direct access to community facilities and the like, including public transport nodes.

Local Planning Policy Framework

- 10.11 The City of Kingston's MSS at Clause **21.07-1 (Residential Development)** of the Kingston Planning Scheme, seeks to provide guidance to development in residential zoned land, mixed use zoned lands and land within activity centres. The Residential Land Use Framework Plan illustrates the range of housing outcomes sought across the City of Kingston.
- 10.12 **Clause 22.06-3** nominates the surrounding General Residential Zone Schedule 2 area for *Increased Housing Diversity Areas*, and states:
- Encourage increased residential densities and a wider diversity in housing types and sizes in areas which are within convenient walking distance of public transport and activity centres. These areas are identified for 'increased housing diversity' on the Residential Framework Plan within the MSS.*
- 10.13 It is submitted that the proposed development satisfies the aforementioned Planning Policy Framework.
- 10.14 **Clause 22.12 – Stormwater Management** is applicable to the consideration of medium and large scale developments as specified within Table 1 of the policy. This clause seeks to improve the quality and reduce the impact of stormwater run-off, incorporate the use of WSUD principles in development and to ensure that developments are designed to meet best practice performance objectives.
- 10.15 It is considered that the proposed development generally complies with the above guidelines and provides for an ability to incorporate WSUD and adequate space to include measures that can be used to reduce run-off.
- 10.16 **Clause 22.13 Environmentally Sustainable Development (ESD)** policy applies to the consideration of residential development of 3 or more dwellings. The amended plans continue to comply with the ESD requirements.



Particular Provisions

11.0 CLAUSE 55 (RESCODE ASSESSMENT)

- 11.1 The proposed amendment has been assessed against the objectives and standards of **Clause 55** (ResCode) of the Kingston Planning Scheme (refer to Appendix A). **Clause 55** requires that a development **must** meet all of the objectives, and all of the standards of this clause **should** be met. Variations to the standards are able to be considered where it is determined that the overall objective is met.
- 11.2 The table below provides a detailed discussion, where relevant, for any standards where concessions are sought. Overall, it is noted that the application achieves a high level of compliance with the ResCode provisions as there are only few provisions are applicable to the proposed changes. Other provisions are not relevant as these provisions were already assessed during original planning assessment.

11.3 CLAUSE 55: RESCODE TABLE ASSESSMENT

Two or more dwellings on a lot and residential buildings in a General Residential Zone – Schedule 2

| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
|---|--|---|
| <p>Clause 55.02-1 Neighbourhood Character objectives</p> <ul style="list-style-type: none"> To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character. To ensure that development responds to the features of the site and the surrounding area. | <p>Standard B1</p> <ul style="list-style-type: none"> The design response must be appropriate to the neighbourhood and site. The proposed design must respect the existing or preferred neighbourhood character and respond to site features. | <p>Complies with Standard & Objective</p> |
| <p>Assessment: As shown on the south elevation below, there are minor changes to the proposed built form. The upper floor of Dwelling 5 is proposed to mirror Dwelling 4 in terms of streets setback and façade design. Therefore, planning officers consider the proposed amendments is still respectful of the existing and emerging neighbourhood character of the area.</p> <p><u>Approved South Elevation</u></p>  <p><u>Proposed South Elevation</u></p>  | | |
| <p>Clause 55.02-2 Residential Policy objectives</p> <ul style="list-style-type: none"> To ensure that residential development is provided in accordance with any policy for housing in the MPS and the PPF. To support medium densities in areas where development can take advantage of public transport and community infrastructure and services. | <p>Standard B2</p> <ul style="list-style-type: none"> An application must be accompanied by a written statement that describes how the development is consistent with relevant housing policy in the PPF & MPS | <p>Complies with Standard & Objective</p> |
| <p>Assessment: It is considered that the proposed amendment, particularly adding one additional dwelling generally complies and satisfies the Scheme's Planning Policy Framework guidelines which aim to encourage well-designed medium density housing in appropriate locations.</p> | | |
| <p>Clause 55.02-3 Dwelling Diversity objective To encourage a range of</p> | <p>Standard B3 Developments of ten or more dwellings should provide a range of dwelling sizes and types, including:</p> | <p>N/A</p> |

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|--|---|------------------------------------|
| dwelling sizes and types in developments of ten or more dwellings. | <ul style="list-style-type: none"> Dwellings with a different number of bedrooms. At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level. | |
| Assessment: The proposal is less than 10 dwellings. | | |
| Clause 55.02-4 Infrastructure objectives <ul style="list-style-type: none"> To ensure development is provided with appropriate utility services and infrastructure. To ensure development does not unreasonably overload the capacity of utility services and infrastructure. | Standard B4 <ul style="list-style-type: none"> Connection to reticulated services/sewerage, electricity, gas and drainage services Capacity of infrastructure and utility services should not be exceeded unreasonably Provision should be made for upgrading and mitigation of the impact of services or infrastructure where little or no spare capacity exists | Complies with Standard & Objective |
| Assessment: The suitable conditions were included in the permit during the original permit and no changes in the infrastructure is required due to adding one additional room. | | |
| Clause 55.02-5 Integration with the street objective <ul style="list-style-type: none"> To integrate the layout of development with the street. | Standard B5 <ul style="list-style-type: none"> Provides adequate vehicle and pedestrian links that maintain or enhance local accessibility. | N/A |
| | <ul style="list-style-type: none"> Development oriented to front existing/proposed streets | N/A |
| | <ul style="list-style-type: none"> High fencing in front of dwellings should be avoided if practicable. | N/A |
| | <ul style="list-style-type: none"> Development next to existing public open space should be laid out to complement the open space. | N/A |
| Assessment: The amendment continues to provide for safe and functional connectivity with vehicles access provided exclusive access/egress points and no amendments were made to the integration with the street. | | |
| Clause 55.03-1 Street setback objective <ul style="list-style-type: none"> To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site. | Standard B6 Walls of buildings should be set back from streets: <ul style="list-style-type: none"> If no distance is specified in a schedule to the zone, the distance specified in Table B1 | N/A |
| Assessment: Dwelling 5 is proposed to be setback 3.84m from the street (formerly setback 5.0m) at the third floor. This is consistent with the approved design of the Dwelling 4. The approved street setback has been maintained. | | |
| Clause 55.03-2 Building height objective <ul style="list-style-type: none"> To ensure that the height of buildings respects the existing or preferred neighbourhood character. | Standard B7 Maximum: 11 metres | N/A |
| Assessment: No change on the overall height due to the proposed amendments. | | |
| Clause 55.03-3 Site Coverage objective <ul style="list-style-type: none"> To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site. | Standard B8 Maximum: - 60% | N/A |
| Assessment: No change on the overall site coverage due to the proposed amendments. | | |
| Clause 55.03-4 Permeability objectives <ul style="list-style-type: none"> To reduce the impact of increased stormwater run-off on the drainage system. To facilitate on-site stormwater infiltration. | Standard B9 At least: 20% | Complies with Standard & Objective |
| Assessment: No change on the overall permeability due to the proposed amendments. | | |

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|---|---|------------------------------------|
| Clause 55.03-5 Energy Efficiency objectives <ul style="list-style-type: none"> ▪ To achieve and protect energy efficient dwellings and residential buildings. ▪ To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. | Standard B10 Orientation, siting & design of buildings should make appropriate use of solar energy. Further, siting & design should ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Living areas & private open space should be located on the north side of the development, if practicable. Solar access to north-facing windows is maximised. | Complies with Standard & Objective |
| Assessment: Bedrooms associated with the amendment are designed to have access to natural light and is considered to comply with the efficiency principles. | | |
| Clause 55.03-6 Open Space objective <ul style="list-style-type: none"> ▪ To integrate the layout of development with any public and communal open space provided in or adjacent to the development. | Standard B11 Public or communal open space should: <ul style="list-style-type: none"> ▪ Be substantially fronted by dwellings ▪ Provide outlook for dwellings ▪ Be designed to protect natural features. ▪ Be accessible and useable. | N/A |
| Assessment: There is no communal private open space adjoining the site. | | |
| Clause 55.03-7 Safety objectives <ul style="list-style-type: none"> ▪ To ensure the layout of development provides for the safety and security of residents and property. | Standard B12 Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways. Planting should not create unsafe spaces along streets and accessways Good lighting, visibility and surveillance of car parks and internal accessways should be achieved. Private spaces should be protected from inappropriate use as public thoroughfares. | N/A |
| Assessment: No change on the entrance arrangement, planting, lighting, passive surveillance or location of private open space due to the proposed amendments. | | |
| Clause 55.03-8 Landscaping objectives <ul style="list-style-type: none"> ▪ To encourage development that respects the landscape character of the neighbourhood. ▪ To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance. ▪ To provide appropriate landscaping. ▪ To encourage the retention of mature vegetation on the site. | Standard B13 In summary, landscape layout & design should: <ul style="list-style-type: none"> ▪ Protect predominant landscape features of the neighbourhood. ▪ Take into account the soil type and drainage patterns of the site. ▪ Allow for intended vegetation growth and structural protection of buildings. ▪ Provide a safe, attractive and functional environment for residents. In summary, development should: <ul style="list-style-type: none"> ▪ Provide for the retention or planting of trees, where these are part of the character of the neighbourhood. ▪ Provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. ▪ Specify landscape themes, vegetation (location and species), paving and lighting. | N/A |
| Assessment: No change on the landscaping plan due to the proposed amendments. | | |
| Clause 55.03-9 Access objective <ul style="list-style-type: none"> ▪ To ensure the number and design of vehicle crossovers respects the neighbourhood character. | Standard B14 The width of accessways or car spaces should not exceed: <ul style="list-style-type: none"> ▪ 33 per cent of the street frontage, or ▪ if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage. | N/A |
| | No more than one single-width crossover should be provided for each dwelling fronting a street. | N/A |
| | The location of crossovers should maximise the retention of on-street car parking spaces. | N/A |
| | The number of access points to a road in a Road Zone should be minimised. | N/A |

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|---|--|------------------------------------|
| | Access for service, emergency and delivery vehicles must be provided. | N/A |
| Assessment: No change on the access arrangement of the proposed amendment than the approved development. | | |
| Clause 55.03-10 Parking location objectives <ul style="list-style-type: none"> To provide convenient parking for resident and visitor vehicles. To protect residents from vehicular noise within developments | Standard B15 Car parking facilities should: <ul style="list-style-type: none"> Be reasonably close and convenient to dwellings and residential buildings. Be secure. Be well ventilated if enclosed. Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway. | N/A |
| Assessment: No changes on the site car parking facilities due to proposed amendments. | | |
| Clause 55.04-1 Side and rear setbacks objective <ul style="list-style-type: none"> To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. | Standard B17 A new building not on or within 200mm of a boundary should be set back from side or rear boundaries: <ul style="list-style-type: none"> 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. | Complies with Standard & Objective |
| Assessment: No changes are sought to the north and west side setback. The uppermost floor of Dwelling 5's will still maintain a minimum 3.855m setback to the north boundary and 10.39m to 11.58m to the east boundary. The setback requirement exceeds the formula to Standard B17. | | |
| | | |
| Clause 55.04-2 Walls on boundaries objective <ul style="list-style-type: none"> To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. | Standard B18 A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary: <ul style="list-style-type: none"> 10 m plus 25% of the remaining length of the boundary of an adjoining lot, or Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater. | N/A |
| Assessment: No changes are proposed to this provision. | | |
| Clause 55.04-3 Daylight to existing windows objective <ul style="list-style-type: none"> To allow adequate daylight into existing habitable room | Standard B19 Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3m ² and minimum dimension | N/A |

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|--|---|------------------------------------|
| | Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard. | N/A |
| | Screens used to obscure a view should be: <ul style="list-style-type: none"> ▪ Perforated panels or trellis with a maximum of 25% openings or solid translucent panels. ▪ Permanent, fixed and durable. ▪ Designed and coloured to blend in with the development. | N/A |
| Assessment: The second floor HRW (bedroom) that are orientated towards the Laura Street do not meet the criteria for screening treatments and are designed to comply with standard B22. | | |
| Clause 55.04-7 Internal views objective <ul style="list-style-type: none"> ▪ To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development. | Standard B23 Windows and balconies should be designed to prevent overlooking of more than 50% of the SPOS of a lower-level dwelling or residential building directly below and within the same development. | N/A |
| Assessment: No internal overlooking will occur from proposed amendment. | | |
| Clause 55.04-8 Noise impacts objectives <ul style="list-style-type: none"> ▪ To contain noise sources in developments that may affect existing dwellings. ▪ To protect residents from external noise. | Standard B24 Noise sources should not be located near bedrooms of immediately adjacent existing dwellings. Noise sensitive rooms and SPOS of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties. Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms. | Complies with Standard & Objective |
| Assessment: The original proposal has taken into account any relevant surrounding noise sources that was proposed. | | |
| Clause 55.05-1 Accessibility objective <ul style="list-style-type: none"> ▪ To encourage the consideration of the needs of people with limited mobility in the design of developments. | Standard B25 The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility. | Complies with Standard & Objective |
| Assessment: There is no change on the approved layout and design of dwelling entries, which can accommodate for people of limited mobility. | | |
| Clause 55.05-2 Dwelling entry objective <ul style="list-style-type: none"> ▪ To provide each dwelling or residential building with its own sense of identity. | Standard B26 Entries to dwellings and residential buildings should: <ul style="list-style-type: none"> ▪ Be visible and easily identifiable from streets and other public areas. ▪ Provide shelter, a sense of personal address and a transitional space around the entry. | Complies with Standard & Objective |
| Assessment: There is no change on the approved entries to all dwellings which are clearly visible from the public realm. | | |
| Clause 55.05-3 Daylight to new windows objective <ul style="list-style-type: none"> ▪ To allow adequate daylight into new habitable room windows. | Standard B27 HRW should be located to face: <ul style="list-style-type: none"> ▪ Outdoor space clear to the sky or a light court with a minimum area of 3m² and min. dimension of 1m clear to the sky or ▪ Verandah provided it is open for at least 1/3 of its perimeter, or ▪ A carport provided it has 2 or more open sides and is open for at least 1/3 of its perimeter. | Complies with Standard & Objective |
| Assessment: It is considered that the proposed bedroom windows are provided with adequate solar access and natural daylight. | | |
| Clause 55.05-4 Private open space objective <ul style="list-style-type: none"> ▪ To provide adequate private open space for the reasonable recreation and service needs of residents. | Standard B28 A dwelling or residential building should have POS consisting of: <ul style="list-style-type: none"> ▪ An area of 40m², with one part of the POS to consist of SPOS at the side or rear of the dwelling or residential building with a min. 25m², a min. | Complies with Standard & Objective |

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|--|---|------------------------------------|
| | dimension of 3m and convenient access from a living room, or <ul style="list-style-type: none"> ▪ A balcony of 8m² with a min. width of 1.6m and convenient access from a living room, or A roof-top area of 10m² with a min. width of 2m and convenient access from a living room. | |
| Assessment: There is no changes on the POS amount from the original approved development. There is no additional POS requirement due to the one additional room and continue to comply. | | |
| Clause 55.05-5 Solar Access to Open Space <ul style="list-style-type: none"> ▪ To allow solar access into the secluded private open space of new dwellings and residential buildings. | Standard B29 The private open space should be located on the north side of the dwelling or residential building, if appropriate. | N/A |
| | The southern boundary of secluded private open space should be set back from any wall on the north of the space at least (2 + 0.9h) metres, where 'h' is the height of the wall. | N/A |
| Assessment: No change on the SPOS location. | | |
| Clause 55.05-6 Storage objective <ul style="list-style-type: none"> ▪ To provide adequate storage facilities for each dwelling. | Standard B30 Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space. | N/A |
| Assessment: No change on the storage areas. | | |
| Clause 55.06-1 Design Detail objective <ul style="list-style-type: none"> ▪ To encourage design detail that respects the existing or preferred neighbourhood character | Standard B31 The design of buildings, including: <ul style="list-style-type: none"> ▪ Facade articulation and detailing ▪ Window and door proportions, ▪ Roof form, and ▪ Verandahs, eaves and parapets, should respect the existing or preferred neighbourhood character. Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character. | Complies with Standard & Objective |
| Assessment: The design detailing associated with the amendment is considered to be consistent with the broader approved development and is considered to be respectful character of the area. | | |
| Clause 55.06-2 Front fences objective <ul style="list-style-type: none"> ▪ To encourage front fence design that respects the existing or preferred neighbourhood character. | Standard B32 The design of front fences should complement the design of the dwelling or residential building and any front fences on adjoining properties. | N/A |
| | Schedule to GR22/3: A front fence within 3m of a street should not exceed:2m for streets in a RDZ1 or 1.2m for other streets | N/A |
| Assessment: No front fencing is proposed or altered as part of this this application. | | |
| Clause 55.06-3 Common property objectives <ul style="list-style-type: none"> ▪ To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. ▪ To avoid future management difficulties in areas of common ownership. | Standard B33 Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management. | N/A |
| Assessment: No common property is proposed as part of this amendment. | | |
| Clause 55.06-4 Site services objectives <ul style="list-style-type: none"> ▪ To ensure that site services can be installed and easily maintained. ▪ To ensure that site facilities are accessible, adequate and attractive. | Standard B34 Dwelling layout and design should provide sufficient space and facilities for services to be installed and maintained efficiently and economically. Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development. | N/A |
| Assessment: Site and services remains as approved and no change due to the amendment. | | |

12.0 RESPONSE TO GROUNDS OF OBJECTIONS

12.1 The objector concerns have largely been addressed in the body of this report.

12.2 The following objector concerns, however, remain outstanding:

| Ground(s) | Response |
|---|---|
| <p>Inconsistent with underlying zone and Clause 55:</p> <ul style="list-style-type: none"> ○ Clause 55.02-1 - Neighbourhood character ○ Clause 55.02-2 - Residential Policy ○ Clause 55.02-5 - Integration with the street ○ Clause 55.03-1 - Street setback ○ Clause 55.04 -1 - Side and rear setbacks ○ Clause 55.04-5 - Overshadowing open space objective /Loss of sunlight ○ Clause 55.06-1 - Design detail | <p>An assessment against the zoning provisions (Section 6 of this report) and a full ResCode assessment (Section 11 of this report) has been undertaken. The proposal is considered to be compliant with the underlying zone and applicable ResCode standards.</p> |
| <p>Parking and traffic concerns</p> | <p>Two (2) on-site car parking spaces have been provided for Dwelling 5 which meets Clause 52.06 requirements. There is no change on the accessway arrangement, so the amendment would not have much additional impact from the proposed amendments.</p> |
| <p>Overdevelopment</p> | <p>The proposal includes a design which is consistent with the existing neighbourhood character/approved development. The proposal seeks to extend the building footprint by approximately 1.5 m to the eastern boundary, whilst still maintaining a 10.39m to 11.5m side setback from the uppermost floor. A 3.84m setback is maintained from southern boundary (street frontage side).</p> <p>The additional built form does not result in unreasonable off site amenity impacts, provides satisfactory internal amenity and is considered to be complaint with ResCode standards. The proposal has officer support and is not considered to be an overdevelopment of the site.</p> |
| <p>Design may be replicated on other dwellings</p> | <p>It is noted that Dwelling 1 - 4 are already designed to contain two bedrooms at the uppermost floor with a similar design to the current proposal. It is noted that Dwelling 6 is approved at two</p> |

storeys and any application to replication a similar footprint at the upmost floor would require a separated planning application, which would be required to undergo a full planning merits assessment.

13.0 CONCLUSION:

- 13.1 On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.
- 13.2 As outlined above, it has been determined that prior to deciding on this application all factors pursuant to section 60(1) of the Act have been considered. Further to this, the proposal does not give rise to any significant social and economic effects.
- 13.3 The proposed amendment is considered appropriate for the Site, subject to conditions, as evidenced by:
- The compatibility of the design and siting with the surrounding area
 - The mitigation of off-site amenity impacts
 - A suitable level of compliance with all relevant policies, including **Clause 55** of the Kingston Planning Scheme

Further, given the amendment is considered acceptable, section 74 of the Act requires that an amended permit must be issued.

15.0 RECOMMENDATION

- 15.1 Had the Planning Committee be in a position to make a determination on the application, it be recommended to form a position to support the proposal to Grant an Amended Permit for the construction of six dwellings on a lot in accordance with the endorsed plans, subject to the following conditions and the amended plans be endorsed to form part of this approval:
- 1 Before the development starts amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the amended plans prepared by 'Kiril Architect', Drawing No's. TP03 to TP09 Revision A (inclusive), project no. STS-101, plot date 24 January 2020 (and revised 18 May 2021), but modified to show:
 - (a) Correction of the dimension of the first-floor street setback to Station Street to be consistent with that of the ground floor level below;
 - (b) habitable room windows facing the railway of Dwelling 1 provided with double glazing in accordance with standard B24;
 - (c) the north-east boundary fencing nominated as having a height of at least 1.8 metres;
 - (d) all entry porches to include a solid roof section with a depth of not less than 750mm to provide shelter and consequential changes to maintain garden area of not less than 35% of the site area;
 - (e) provision of a minimum 2000 litre rainwater tank provided for each new dwelling and nominated as having water collected for toilet flushing;

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- (f) the provision of a longitudinal section of the reversefall driveway ramp of Unit 1 showing gradients, levels, distances, with headroom clearances complying with AS2890.1:2004 and the flood proof apex;
- (g) the provision of an apex of 150mm above the back of footpath level across the Station Street driveway;
- (h) the mailbox notation of Dwelling 6 located within the title boundary and conveniently accessed from the adjoining footpath;
- (i) all windows shown on floor plans and reflected on elevations;
- (j) full dimensions of the overhead storage within the garages and/or external sheds with at least 6 m³ provided in accordance with standard B30;
- (k) the surface material of all driveways / accessways and car parking spaces nominated in all-weather coloured concrete sealcoat, or similar;
- (l) the location of all externally-located heating and cooling units, exhaust fans and the like, clearly shown and in accordance with condition 17 of this Permit;
- (m) the provision of a full colour palette, finishes and building materials schedule for all external elevations, front fencing and driveways of the development;
- (n) all relevant commitments identified within the Sustainable Design Assessment/Sustainable Management Plan, required under condition 8 of this permit, shown on plans;
- (o) the provision of a landscape plan in accordance with the submitted development plan, with such plans to be prepared by a suitably qualified landscape professional to the satisfaction of the Responsible Authority and incorporating:
 - i a planting schedule of all proposed trees and shrubs, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant with all plants to be to the satisfaction of the Responsible Authority;
 - ii a survey, including, botanical names of all existing trees to be retained or removed on the site including Tree Protection Zones for trees to be retained calculated in accordance with AS4970-2009;
 - iii a survey including botanical names, of all existing trees on neighbouring properties where the Tree Protection Zones of such trees calculated in accordance with AS4970-2009 fall partially within the subject site;
 - iv the delineation of all garden beds, paving, grassed area, retaining walls, fences and other landscape works;
 - v a range of plant types from ground covers to large shrubs and trees, provided at adequate planting densities (e.g. plants 1 metre width at maturity planted 1 metre apart); with the species chosen to comprise of a 100% coastal indigenous species by plant type and total quantities;
 - vi one (1) *Eucalyptus pauciflora* 'Little Snowman' to be planted in the front setback of Unit 5 and Unit 6;

- vii one (1) *Banksia marginata* (Silver Banksia) to be planted in the front setback of Unit 2 and Unit 3;
 - viii one (1) *Banksia integrifolia* (Coast Banksia) to be planted in the secluded private open space of Unit 1;
 - ix one (1) canopy tree capable of growing to minimum mature dimensions of 6 metres in height and 4 metres in width to be planted in the secluded private open space of Units 2-5;
 - x all trees provided at a minimum of 2 metres in height at time of planting, medium to large shrubs to be provided at a minimum pot size of 200mm;
 - xi notes regarding site preparation, including the removal of all weeds, proposed mulch, soil types and thickness, subsoil preparation and any specific maintenance requirements;
 - xii tree protection measures including for street trees accurately drawn to scale and labelled.
- (p) tree protection measures including for street trees accurately drawn to scale and labelled on the Ground Floor Plan.

Endorsed Plans

- 2 The development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Street Trees

- 3 Tree Protection Fencing is to be established around the eastern-most *Corymbia ficifolia* (Red-flowering Gum) street tree located in the Laura Street nature strip prior to demolition and maintained until all works on site are complete.
- (a) The fencing is to be a 1.8-metre-high temporary fence constructed using steel or timber posts fixed in the ground or to a concrete pad, with the fence's side panels to be constructed of cyclone mesh wire or similar strong metal mesh or netting.
 - (b) The fencing is to encompass the entire nature strip with each end 3 metres from the base of the tree.
- 4 Prior to the construction of any crossovers as shown on the endorsed development plans, the western-most *Corymbia ficifolia* (Red-flowering Gum) street tree (Asset ID 71417) located in the Laura Street nature strip must be removed by Council at the expense of the Developer/Owner. Payment of the removal and replacement fee for this tree/s must be made to Kingston City Council's customer service in accordance with Council's Tree Management Policy at least 2 weeks prior to its required removal date.

Drainage and Water Sensitive Urban Design

- 5 Unless with the prior written consent of the Responsible Authority, before the development commences, the following Integrated Stormwater Management documents must be prepared, by a suitably qualified person, to the satisfaction of the Responsible Authority.
- (a) Stormwater Management/drainage (drainage) Plan(s) must be prepared, with supporting computations, showing the stormwater (drainage) works to the nominated

point of discharge. The plan(s) must show all details of the proposed stormwater (drainage) works including all existing and proposed features that may have impact on the stormwater (drainage) works, including landscaping details.

- (b) The Stormwater Management (drainage) Plan must address the requirements specified within Council's "Civil Design requirements for Developers – Part A: Integrated Stormwater Management".
 - (c) A STORM modelling report with results demonstrating water sensitive urban design treatments that achieve Victorian best practice objectives with a minimum 100% rating must be provided as part of the Stormwater Management (drainage) Plan to the satisfaction of the Responsible Authority. These may include the use of an infiltration or bio-retention system, rainwater tanks connected for reuse, or other treatments to the satisfaction of the Responsible Authority.
 - (d) The water sensitive urban design treatments as per conditions 5 a), b) and c) above must be implemented on-site, unless an alternative agreement for stormwater quality in-lieu contribution is reached with the Responsible Authority.
- 6 Stormwater/drainage works must be implemented in accordance with the approved stormwater management/drainage plan(s) and to the satisfaction of the Responsible Authority including the following:
- (a) All stormwater/drainage works must be provided on the site so as to prevent overflows onto adjacent properties.
 - (b) The implementation of stormwater/drainage detention system(s) which restricts stormwater discharge to the maximum allowable flowrate of 6.8L/s.
 - (c) All stormwater/drainage works must be maintained to the satisfaction of the Responsible Authority.
- 7 A flood proof apex (i.e. ridge level) protecting the proposed reverse fall driveway must be provided to protect the property from overland flows. This apex is to be a minimum of 150mm above the existing back of path level across the Station St driveway. This apex is to continue through any driveways or pathways that may cross it. The apex is to be a permanent structure (e.g. rise in concrete driveway/pathway, sleeper retaining wall, solid brick fence/wall). Low mounded soil on its own is unlikely to be acceptable due to the likelihood of future disturbance.

Sustainable Design Assessment

- 8 Prior to the endorsement of the plans required pursuant to Condition 1 of this permit, the provision of a Sustainable Design Assessment (SDA) to be prepared by a suitably qualified professional must be submitted to and approved by the Responsible Authority. The SDA must include, but is not limited to, detailing initiatives for stormwater harvesting, insulation, building materials, daylighting, collective rainwater tanks and/or individual rainwater tanks, public and private landscape irrigation and car washing, energy efficient concepts, glazing and internal ventilation and the like.

Construction Management

- 9 Prior to the commencement of any buildings and works on the land, a Construction Management Plan (CMP), to the satisfaction of the Responsible Authority, must be submitted

to and approved by the Responsible Authority. The CMP must be prepared in accordance with the City of Kingston Construction Management Policy and Construction Management Guidelines. The CMP must specify and deal with, but is not limited to, the following elements:

- (a) Public Safety, Amenity and Site Security
- (b) Traffic Management
- (c) Stakeholder Management
- (d) Operating Hours, Noise and Vibration Controls
- (e) Air Quality and Dust Management
- (f) Stormwater and Sediment Control
- (g) Waste and Materials Re-use

When approved, the plan will be endorsed and will then form part of the permit and shall thereafter be complied with during the undertaking of all works.

Infrastructure and Road Works

- 10 Vehicle crossings must be constructed at a 90 degree alignment with the kerb on Station Street and Laura Street and all internal driveways must align with the existing/proposed vehicle crossing.
- 11 Any relocation of pits/power poles or other services affected by this development must be relocated to the satisfaction of the relevant servicing authority and the Responsible Authority, at the cost of the owner/developer.
- 12 Prior to the commencement of the development, property boundary, footpath and vehicle crossing levels must be obtained from Council's Roads and Drains Department with all levels raised or lowered to the satisfaction of the Responsible Authority.
- 13 All reinstatements and vehicle crossings must be constructed to the satisfaction of the Responsible Authority.
- 14 The replacement of all footpaths, including offsets, must be constructed to the satisfaction of the Responsible Authority.
- 15 Any redundant vehicle crossings must be removed (including redundant portions of vehicle crossings) to the satisfaction of the Responsible Authority.

General amenity conditions

- 16 All works on or facing the boundaries of adjoining properties must be finished and surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.
- 17 All externally-located heating and cooling units, exhaust fans and the like must not be located adjacent to bedroom windows on adjoining properties and must not be located where they will be highly visible from any public area to the satisfaction of the Responsible Authority.
- 18 All piping, ducting above the ground floor storey of the development (other than rainwater, guttering and downpipes) must be concealed to the satisfaction of the Responsible Authority.

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Completion of Works

- 19 Prior to the occupation of the dwellings hereby permitted, all buildings and works and the conditions of this permit must be complied with to the satisfaction of the Responsible Authority, unless with the further prior written consent of the Responsible Authority.
- 20 Prior to the occupation of the dwellings hereby permitted, the landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.

Time Limits

- 21 In accordance with section 68 of the *Planning and Environment Act 1987* (the Act), this permit will expire if one of the following circumstances applies:

- The development is not started within two (2) years from the date of permit issue.
- The development is not completed within four (4) years from the date of permit issue.

In accordance with section 69 of the Act, the responsible authority may extend the periods referred to if a request is made in writing:

- before the permit expires; or
- within six (6) months after the permit expiry date, where the development allowed by the permit has not yet started; or
- within twelve (12) months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

THIS PERMIT WAS ISSUED AT THE DIRECTION OF VCAT AS FOLLOWS:

Date of Order

[31 January 2020] Planning Permit KP-2018/801 was issued in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P1410/2019

THIS PERMIT HAS BEEN AMENDED PURSUANT TO SECTION 72 OF THE PLANNING AND ENVIRONMENT ACT 1987 AS FOLLOWS:

| Amendment | Date of Amendment | Description of Amendment | Name of responsible authority that approved the amendment |
|------------------|---------------------------------------|---|--|
| A | (Date to be the same as Date Amended) | Amendment A pertains to advertised plan prepared by 'Kiril Architect', Drawing No's. TP05 to TP07 submitted to Council on 18 May 2021 which seeks to amend the planning permit and endorsed plans to allow for a redesign of Dwelling 5 to contain 3 bedrooms | City of Kingston |


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15 September 2021

| | | | |
|--|--|--|--|
| | | (formerly 2 bedrooms) by extending the building footprint of the third storey. | |
|--|--|--|--|

Appendices

Appendix 1 - KP-2018/801 - 101 Station Street Aspendale - CONSIDERED PLAN (Ref 21/193299) 

Author/s: Girija Shrestha, Senior Statutory Planner
Reviewed and Approved By: Beau McKenzie, Principal Planner
Alfred Carnovale, Manager City Development

4.3

KP-2018/801/A - 101 STATION STREET, ASPENDALE

| | | |
|---|--|-----|
| 1 | KP-2018/801 - 101 Station Street Aspendale - CONSIDERED PLAN..... | 113 |
|---|--|-----|



ARTISTIC IMPRESSION



LOCALITY PLAN



ARTISTIC IMPRESSION

| DRAWING INDEX | |
|---------------|---------------------|
| DRAWING No: | DRAWING: |
| TP 00 | COVER PAGE |
| TP 01 | EXISTING CONDITIONS |
| TP 02 | SITE PLAN |
| TP 03 | GROUND FLOOR PLAN |
| TP 04 | FIRST FLOOR PLAN |
| TP 05 | SECOND FLOOR PLAN |
| TP 06 | ROOF PLAN |
| TP 07 | ELEVATIONS |
| TP 08 | SECTIONS |
| TP 09 | GARDEN AREA |
| TP 10 | W.S.U.D. PLAN |
| TP 11 | SHADOW DIAGRAMS |
| TP 12 | SHADOW DIAGRAMS |
| TP 13 | ARTISTIC IMPRESSION |
| TP 14 | GARDEN AREA DETAILS |

101 STATION ST, ASPENDALE
 MULTI UNIT DEVELOPMENT
 TOWN PLANNING

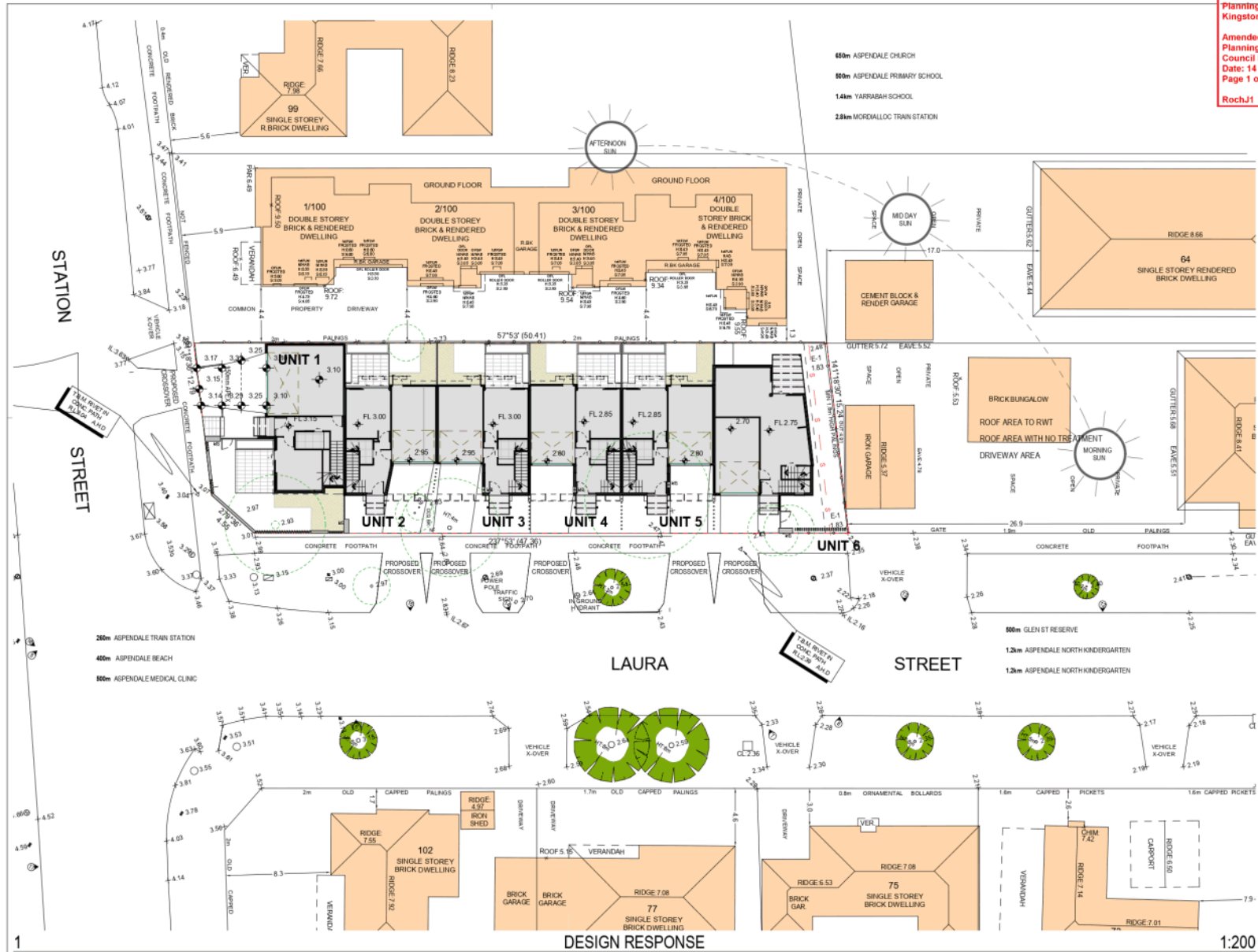
KIRIL
 ARCHITECTS

KINGSTON CITY COUNCIL
 Planning and Environment Act 1987
 Kingston Planning Scheme

Amended Plan endorsed as part of
 Planning Plan No: KP-2018/801
 Council Delegate: Jennifer Roche
 Date: 14 October 2020
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Jen Roche

RochJ1



| AREA SCHEDULE | |
|--------------------|--|
| DWELLING 1: | GROUND FLOOR 34.94m ² FIRST FLOOR 42.79m ² BALCONY 8.98m ² SECOND FLOOR 43.02m ² GARAGE 35.74m ² TOTAL 165.47m² |
| DWELLING 2: | GROUND FLOOR 31.74m ² FIRST FLOOR 56.62m ² BALCONY 10.94m ² SECOND FLOOR 47.6m ² GARAGE 22.79m ² TOTAL 170.69m² |
| DWELLING 3: | GROUND FLOOR 32.13m ² FIRST FLOOR 56.70m ² BALCONY 10.94m ² SECOND FLOOR 47.6m ² GARAGE 22.50m ² TOTAL 170.87m² |
| DWELLING 4: | GROUND FLOOR 32.15m ² FIRST FLOOR 56.53m ² BALCONY 10.94m ² SECOND FLOOR 47.59m ² GARAGE 23.41m ² TOTAL 170.60m² |
| DWELLING 5: | GROUND FLOOR 32.14m ² FIRST FLOOR 56.70m ² BALCONY 10.94m ² SECOND FLOOR 47.59m ² GARAGE 23.41m ² TOTAL 170.78m² |
| DWELLING 6: | GROUND FLOOR 50.77m ² FIRST FLOOR 63.73m ² GARAGE 22.50m ² TOTAL 137.00m² |
| LEGEND: | VEGETATION TO BE REMOVED (dashed green circle) EXISTING VEGETATION (solid green circle) |
| NOTES: | VEHICLE CROSSINGS CONSTRUCTED TO COUNCIL'S AND VIC ROADS STANDARDS. DIMENSIONS & LEVELS SHOWN ARE SUBJECT TO SURVEYOR'S SITE SURVEY. ALL LEVELS TAKEN FROM A.S.D. STORMWATER SHALL BE TAKEN TO LEGAL POINT OF DISCHARGE AS NOMINATED BY LOCAL AUTHORITY. SEWER OR SEPTIC SYSTEM SHALL BE IN ACCORDANCE WITH THE RELEVANT AUTHORITIES REQUIREMENTS. ALL GLASS IN ACCORDANCE WITH AS 1288 SMOKE DETECTORS TO BE INSTALLED AS PER B.C.A VOL. 2 PART 3.1.2. EXHAUST FANS DUCTED TO EXTERNAL AIR AS PER B.C.A VOL. 2 PART 3.8.5.2 (i) ARTICULATION JOINTS AS PER ENGINEERING |

| | | | | | | |
|---|--|---|--|---|--|--|
| <p>KIRIL ARCHITECTS</p> | <p>Kiril Architects Pty Ltd ABN 136 779 208 069 APOV (Registration No) 51610 A: 89 Beach Rd Melbourne VIC 3194 T: 0555 524 14, 0420 306 209 E: info@kirilarchitects.com.au</p> | <p>PROJECT MULTI UNIT DEVELOPMENT</p> | <p>ADDRESS 101 STATION ST, ASPENDALE</p> | <p>MELWAY REF 92 J5</p> | <p>SCALE AS SHOWN @ A2</p> | <p>DRAWING SITE PLAN</p> |
| | <p>These Plans cannot be reproduced without written consent. The holder of these plans does not have a licence to reproduce them in any form whatsoever. E:\Projects\101 Station St\Current Model\TP_101_Station_St_14.09.2020.dwg</p> | <p>CLIENT ANDY STERKOVIC</p> | <p>DATE CREATED APRIL 2018</p> | <p>PROJECT NO STS-101</p> | <p>DATE APRIL 2018</p> | <p>DRAWN BY K.J</p> |
| <p>CLIENT SIGNATURE & DATE</p> | | <p>MODIFIED BY K.J</p> | <p>PLAT DATE 24/01/2020</p> | <p>REVISION</p> | <p>DWG NO TP 02</p> | |

KINGSTON CITY COUNCIL
 Planning and Environment Act 1987
 Kingston Planning Scheme
 Amended Plan endorsed as part of
 Planning Permit No: KP-2018/01
 Council Delegate: Jennifer Ruchte
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PRIVATE OPEN SPACE SCHEDULE

| UNIT No. | SPOS m ² | POS m ² | BALCONY | TOTAL |
|----------|---------------------|--------------------|---------|-------|
| 1 | 51.55 | 19.57 | 8.38 | 80.54 |
| 2 | 25.01 | 9.97 | 10.34 | 45.32 |
| 3 | 25.23 | 13.65 | 10.34 | 49.22 |
| 4 | 25.25 | 12.13 | 10.34 | 47.72 |
| 5 | 25.04 | 11.59 | 10.34 | 47.97 |
| 6 | 59.59 | 6.0 | - | 65.59 |

ALL SURFACE MATERIAL OF DRIVEWAY/ ACCESSWAY AND CAR PARKING SPACES TO BE SEALED IN ALL WEATHERED COLOURED CONCRETE SEAL COAT OR SIMILAR.

WATER EFFICIENT GARDEN WITH THE SPECIES TO COMPRISE OF A 100% COASTAL INDIGENOUS SPECIES BY PLANT TYPE AND TOTAL QUANTITIES.

BUILDER TO PROVIDE BUILDING USERS GUIDE TO FUTURE OWNERS

ACHIEVE AVERAGE OF 6.1 NATHERS RATING

EACH DWELLING TO HAVE MAX ILLUMINATION POWER DENSITY OF 4W/M²

EACH GARAGE TO HAVE ELECTRICAL CONNECTION POINT FOR VEHICLE CHARGING

SPACES TO BE SEALED IN ALL WEATHERED COLOURED CONCRETE SEAL COAT OR SIMILAR.

ALL EXTERNAL LIGHTING CONTROLLED BY A MOTION DETECTOR.

ALL FIXTURES, FITTINGS AND APPLIANCES INSTALLED TO MEET THE WELS RATING AS PER BEST REPORT

HEATING, COOLING AND HOT WATER SYSTEMS TO ACHIEVE THE ENERGY EFFICIENCY AS PER BEST REPORT

DOUBLE GLAZING TO ALL LIVING AREA AND BEDROOMS



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PROJECT: MULTI UNIT DEVELOPMENT
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 E:\Projects\101 Station St\Current Model\FP_101_Station_St_14.09.2020.dwg

ADDRESS: 101 STATION ST, ASPENDALE
CLIENT: ANDY STERKOVIC
 CLIENT SIGNATURE & DATE

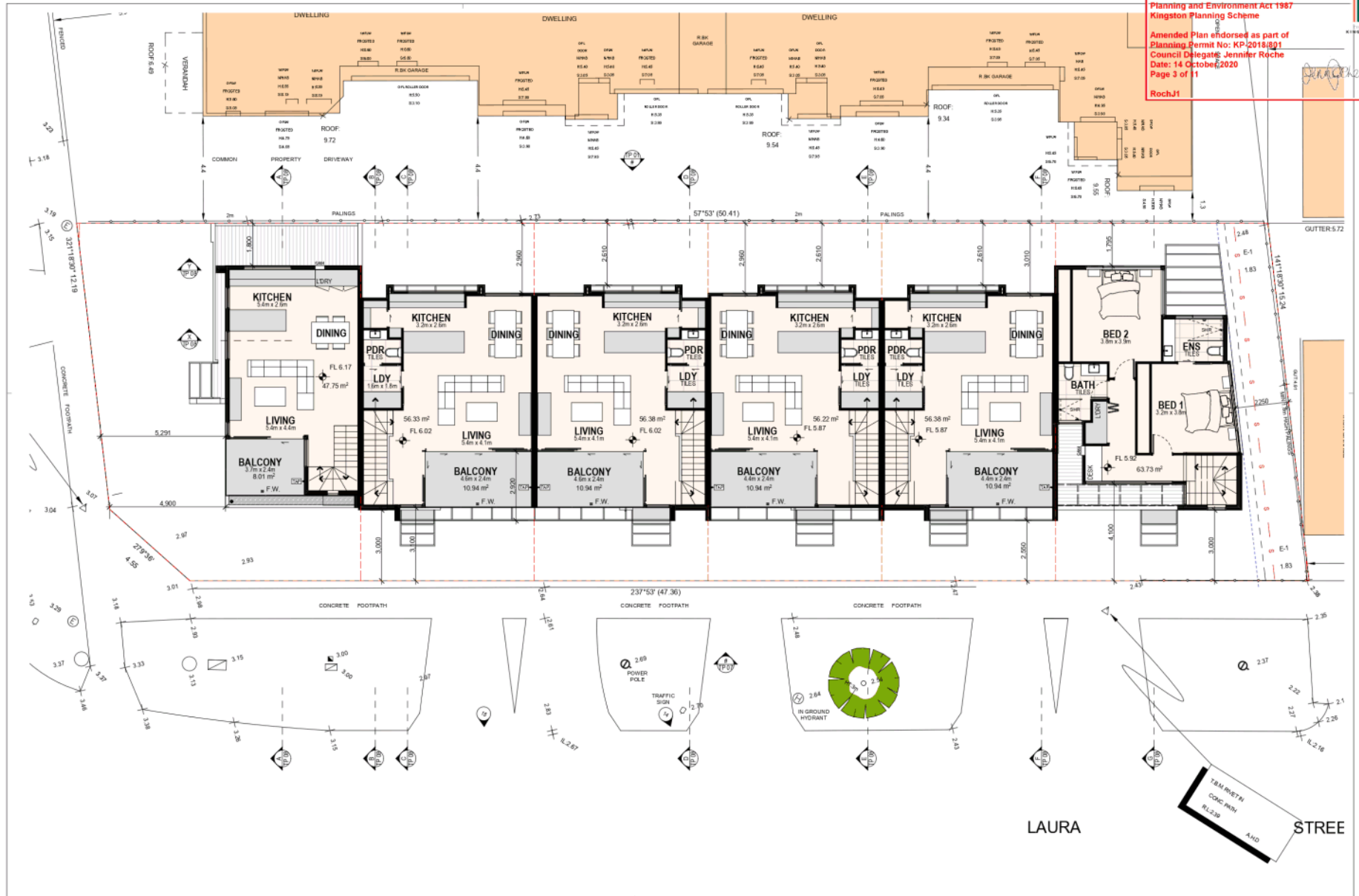
MELWAY REF: 92 J5 SCALE: 1:100 @ A2
 DATE CREATED: APRIL 2018 PROJECT NO: STS-101
 COUNCIL: KINGSTON DRAWN BY: KJ
 MODIFIED BY: KJ PLOT DATE: 24/01/2020

GROUND FLOOR PLAN
 ISSUE: TOWN PLANNING

DWG NO: TP 03
 REVISION: B



KINGSTON CITY COUNCIL
 Planning and Environment Act 1987
 Kingston Planning Scheme
 Amended Plan endorsed as part of
 Planning Permit No: KP-2018/801
 Council Delegate: Jennifer Ruchte
 Date: 14 October 2020
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 RochJ1



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PROJECT: **MULTI UNIT DEVELOPMENT**
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 E:\Projects\Project\101 Station Street\Current Model\FP_101_Station_St_14.09.2020.dwg

ADDRESS: **101 STATION ST, ASPENDALE**
 CLIENT: **ANDY STERKOVIC**
 CLIENT SIGNATURE AND DATE:

MELBURN REF: **92 J5** SCALE: **1:100 @ A2** DRAWING: **FIRST FLOOR PLAN**
 DATE CREATED: **APRIL 2018** PROJECT NO: **STS-101**
 COUNCIL: **KINGSTON** DRAWN BY: **K.J** ISSUE: **TOWN PLANNING**
 MODIFIED BY: **K.J** PLOT DATE: **24/01/2020**

DWG NO: **TP 04**
 REVISION: **A**



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PROJECT: **MULTI UNIT DEVELOPMENT**

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ADDRESS: **101 STATION ST, ASPENDALE**

CLIENT: **ANDY STERKOVIC**

CLIENT SIGNATURE & DATE:

MELWAY REF: **92 J5** SCALE: **1:100 @ A2** DRAWING: **SECOND FLOOR PLAN**

DATE CREATED: **APRIL 2018** PROJECT NO: **STS-101**

COUNCIL: **KINGSTON** DRAWN BY: **K.J** ISSUE: **TOWN PLANNING**

MODIFIED BY: **K.J** PLOT DATE: **24/01/2020**

DWG NO: **TP 05**

REVISION: **B**





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ADDRESS: **101 STATION ST, ASCENDALE**
CLIENT: **ANDY STERKOVIC**
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MELBURN REF: 92 J5 SCALE: 1:100 @ A2 DRAWING: **ROOF PLAN**
DATE CREATED: **APRIL 2018** PROJECT NO: **STS-101**
COUNCIL: **KINGSTON** DRAWN BY: **K.J** ISSUE: **TOWN PLANNING**
MODIFIED BY: **K.J** PLOT DATE: 24/01/2020

DWG NO: **TP 06**
REVISION: **01**





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PROJECT: **MULTI UNIT DEVELOPMENT**

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MELWAYS REF: **92 J5** SCALE: **1:100 @ A2** DRAWING: **ELEVATIONS**

DATE CREATED: **APRIL 2018** PROJECT NO: **STS-101**

COUNCIL: **KINGSTON** DRAWN BY: **KJ** ISSUE: **TOWN PLANNING**

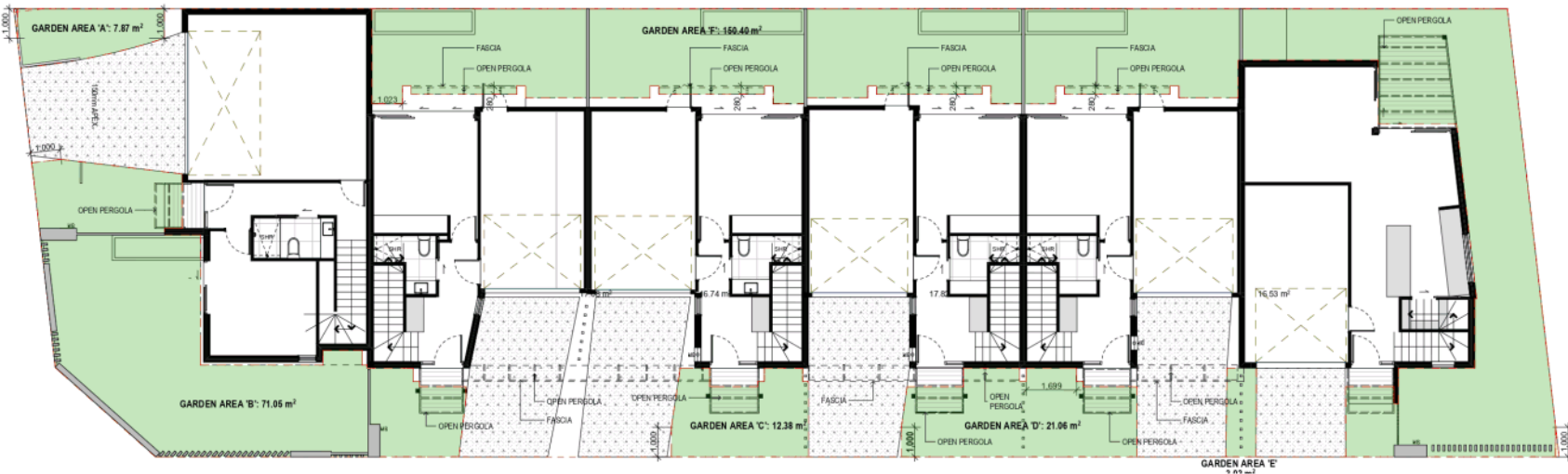
MODIFIED BY: **KJ** PLOT DATE: **24/01/2020**

DWG NO: **TP 07**

REVISION: **B**



| | | | | | |
|--|--|---|--|---|--|
| | Kiril Architects Pty Ltd ABN 136 778 208 009 A/59 Beach Rd Marlinvale VIC 3194 T: 0855 0542 14, 0420 308 209 E: info@kirilarchitects.com.au | PROJECT: MULTI UNIT DEVELOPMENT <small>These Plans cannot be reproduced without written consent. The holder of these plans does not have a licence to reproduce them in any form whatsoever. E:\Desktop\Kiril Architects\Projects\101_Station_St\Current Model\TP_101_Station_St_14.09.2020_2mxd.mxd</small> | ADDRESS: 101 STATION ST, ASPENDALE CLIENT: ANDY STERKOVIC CLIENT SIGNATURE & DATE: | MELBWAYS REF: 92 J5 SCALE: 1:100 @ A2 DRAWING: SECTIONS DATE CREATED: APRIL 2018 PROJECT NO: STS-101 COUNCIL: KINGSTON DRAWN BY: K.J ISSUE: TOWN PLANNING MODIFIED BY: K.J PLOT DATE: 24/01/2020 | DWG NO: TP 08 REVISION: A |
| | REVISION: A | | | | |



GARDEN AREA - GROUND FLOOR

1:100

| 101 STATION STREET ASPENDALE | m2 | % |
|------------------------------|-----------------|--------------|
| SITE AREA | 758.55 | |
| GARDEN AREA REQUIRED | 265.4925 | 35 |
| GARDEN AREA PROVIDED | 265.88 | 35.05 |
| AREA 'A' | 7.87 | |
| AREA 'B' | 71.05 | |
| AREA 'C' | 12.38 | |
| AREA 'D' | 21.15 | |
| AREA 'E' | 3.03 | |
| AREA 'F' | 150.4 | |



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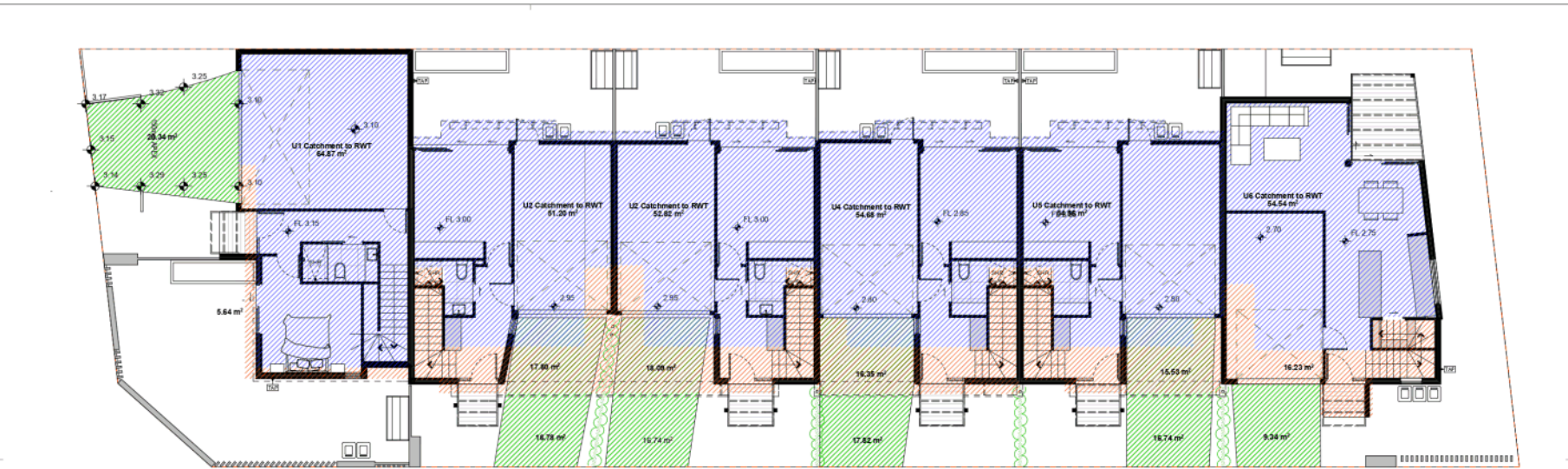
ADDRESS: **101 STATION ST, ASPENDALE**
 CLIENT: **ANDY STERKOVIC**
 CLIENT SIGNATURE & DATE:

MELWAYS REF: 92 J5 SCALE: 1:100 @ A2
 DATE CREATED: APRIL 2018 PROJECT NO: STS-101
 COUNCIL: KINGSTON DRAWN BY: K.J.
 MODIFIED BY: K.J. PLOT DATE: 24/01/2020

DRAWING: **GARDEN AREA**
 ISSUE: **TOWN PLANNING**

DWG NO: **TP 09**
 REVISION: **A**





Melbourne Water STORM Rating Report

TransactionID: 659639
 Municipality: KINGSTON
 Rainfall Station: KINGSTON
 Address: 101 Station St
 Appellate VIC 3195
 Assessor: Tanya Pierce
 Development Type: Residential - Multiunit
 Allotment Site (m2): 758.55
 STORM Rating %: 105

- ROOF AREA TO RWTS
- ROOF AREA WITH NO TREATMENT
- DRIVEWAY AREA

| Description | Impervious Area (m2) | Treatment Type | Treatment Area/Volume (m2 or L) | Occupants/ Number Of Bedrooms | Treatment % | Tank Water Supply Reliability (%) |
|-------------------|----------------------|----------------|---------------------------------|-------------------------------|-------------|-----------------------------------|
| Roof - Unit 1 | 64.87 | Rainwater Tank | 2,000.00 | 3 | 100.40 | 82.00 |
| Roof - Unit 1 | 5.64 | None | 0.00 | 0 | 0.00 | 0.00 |
| Driveway - Unit 1 | 20.34 | None | 0.00 | 0 | 0.00 | 0.00 |
| Roof - Unit 2 | 51.20 | Rainwater Tank | 2,000.00 | 3 | 170.00 | 82.00 |
| Roof - Unit 2 | 17.80 | None | 0.00 | 0 | 0.00 | 0.00 |
| Driveway - Unit 2 | 16.78 | None | 0.00 | 0 | 0.00 | 0.00 |
| Roof - Unit 3 | 52.85 | Rainwater Tank | 2,000.00 | 3 | 168.20 | 82.00 |
| Roof - Unit 3 | 18.09 | None | 0.00 | 0 | 0.00 | 0.00 |
| Driveway - Unit 3 | 16.74 | None | 0.00 | 0 | 0.00 | 0.00 |
| Roof - Unit 4 | 54.68 | Rainwater Tank | 2,000.00 | 3 | 167.10 | 82.00 |
| Roof - Unit 4 | 16.35 | None | 0.00 | 0 | 0.00 | 0.00 |
| Driveway - Unit 4 | 17.82 | None | 0.00 | 0 | 0.00 | 0.00 |
| Roof - Unit 5 | 54.55 | Rainwater Tank | 2,000.00 | 3 | 167.20 | 82.00 |
| Roof - Unit 5 | 15.53 | None | 0.00 | 0 | 0.00 | 0.00 |
| Driveway - Unit 5 | 16.74 | None | 0.00 | 0 | 0.00 | 0.00 |
| Roof - Unit 6 | 54.54 | Rainwater Tank | 2,000.00 | 2 | 153.00 | 87.60 |
| Roof - Unit 6 | 16.23 | None | 0.00 | 0 | 0.00 | 0.00 |
| Driveway - Unit 6 | 9.34 | None | 0.00 | 0 | 0.00 | 0.00 |

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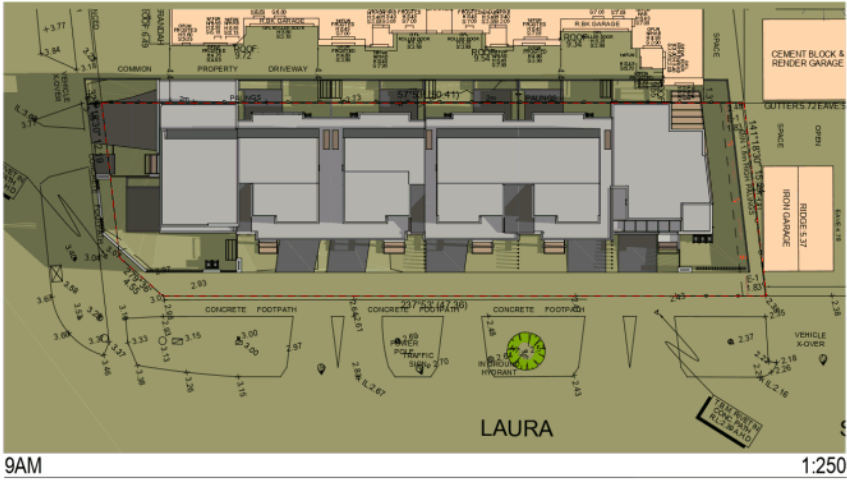
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ADDRESS: 101 STATION ST, ASCENDALE
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 CLIENT SIGNATURE & DATE:

MELWAYS REF: 92 J5 SCALE: 1:100 @ A2
 DATE CREATED: APRIL 2018 PROJECT NO: STS-101
 COUNCIL: KINGSTON DRAWN BY: K.J
 MODIFIED BY: K.J PLOT DATE: 24/01/2020

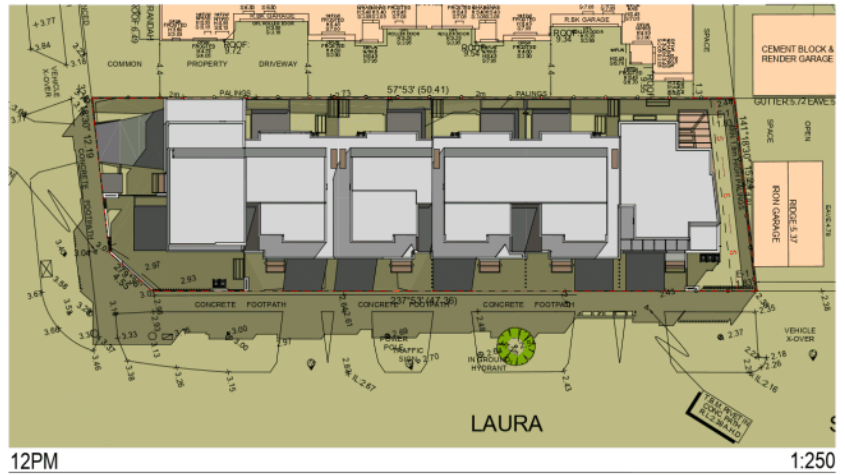
DRAWING: W.S.U.D PLAN
 ISSUE: TOWN PLANNING

DWG NO: TP 10
 REVISION:



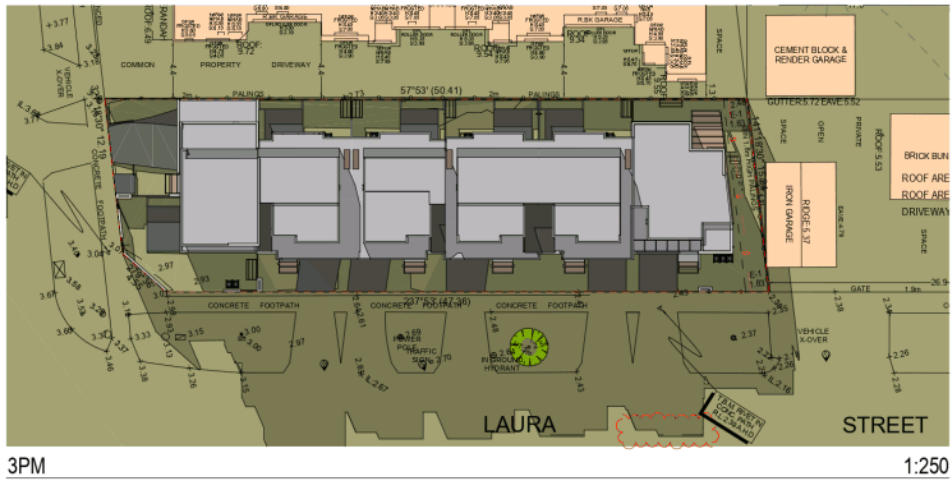
9AM

1:250



12PM

1:250



3PM

1:250



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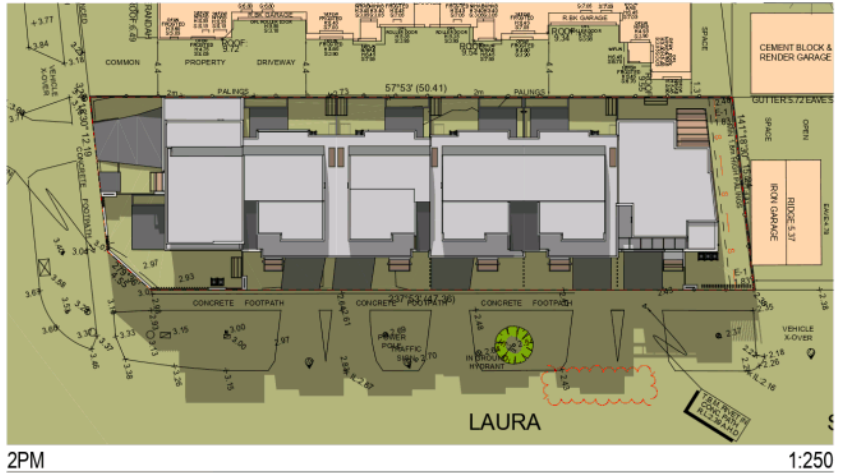
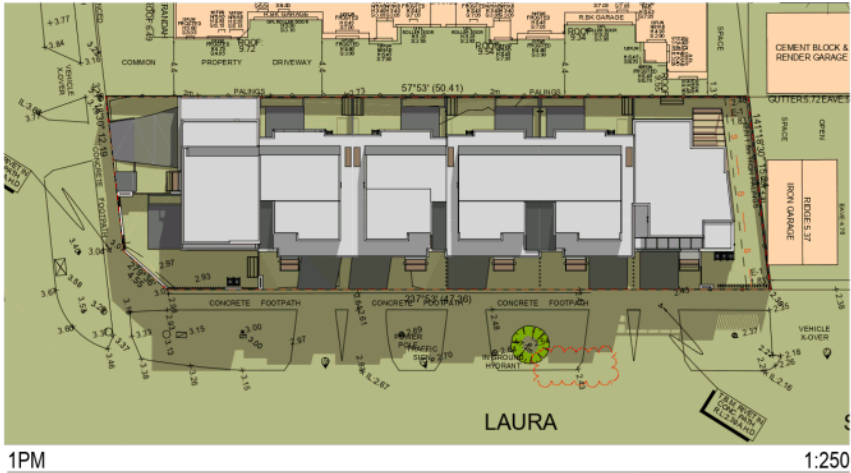
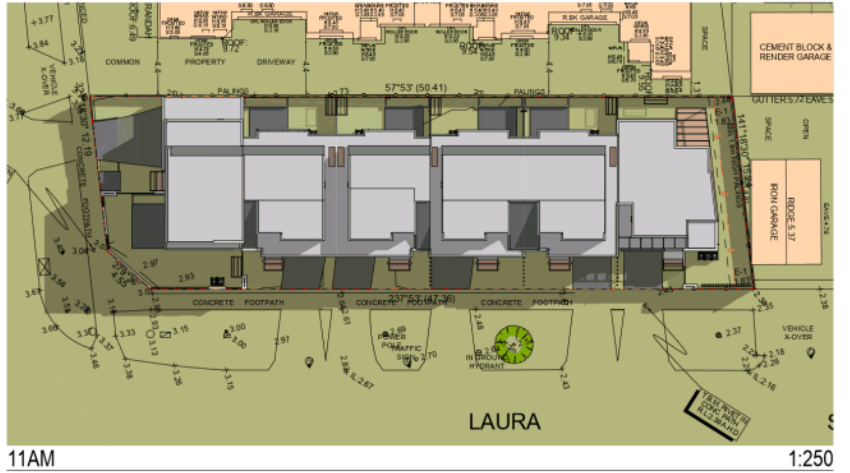
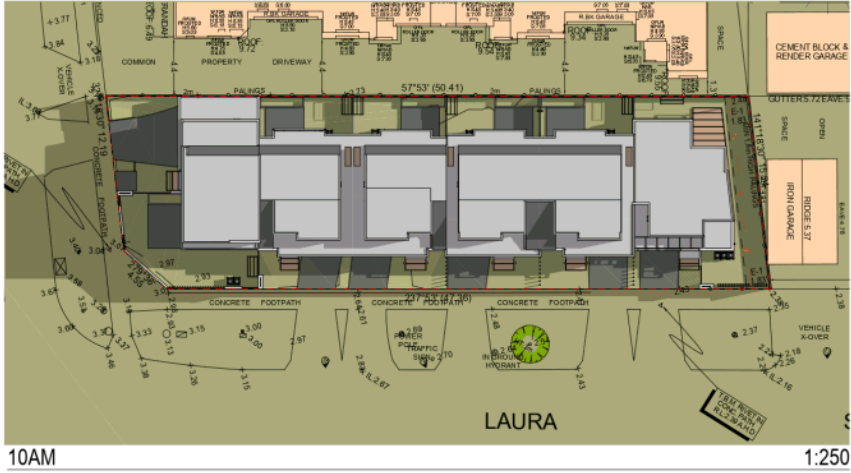
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ADDRESS: **101 STATION ST, SPENDALE**
 CLIENT: **ANDY STERKOVIC**
 CLIENT SIGNATURE & DATE:

MELWAY REF: **92 J5** SCALE: **1:100, 1:250 @ A2**
 DATE CREATED: **APRIL 2018** PROJECT NO: **STS-101**
 COUNCIL: **KINGSTON** DRAWN BY: **KJ**
 MODIFIED BY: **KJ** PLOT DATE: **24/01/2020**

DRAWING: **SHADOW DIAGRAMS**
 ISSUE: **TOWN PLANNING**

DWG NO: **TP 11**
 REVISION: **B**



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PROJECT: **MULTI UNIT DEVELOPMENT**

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ADDRESS: **101 STATION ST, ASPENDALE**

CLIENT: **ANDY STERKOVIC**

CLIENT SIGNATURE & DATE

MELBAYSREF: 92.15 SCALE: 1:250 @ A2
DATE CREATED: APRIL 2018 PROJECT#: STS-101
COUNCIL: KINGSTON DRAWN BY: K.J.
MODIFIED BY: K.J. PLOT DATE: 24/01/2020

DRAWING: **SHADOW DIAGRAMS**

ISSUE: **TOWN PLANNING**

DWG NO: **TP 12**

REVISION: **B**





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PROJECT **MULTI UNIT DEVELOPMENT**
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ADDRESS **101 STATION ST, ASCENDALE**
CLIENT **ANDEY STERKOVIC**
CLIENT SIGNATURE & DATE

| | | | |
|---------------|------------|-------------|------------|
| MELWAYS REF: | 92 J5 | SCALE: | @ A2 |
| DATE CREATED: | APRIL 2018 | PROJECT N°: | STS-101 |
| COUNCIL: | KINGSTON | DRAWN BY: | K.J |
| MODIFIED BY: | K.J | PLOT DATE: | 24/01/2020 |

DRAWING **ARTISTIC IMPRESSION**
ISSUE **TOWN PLANNING**

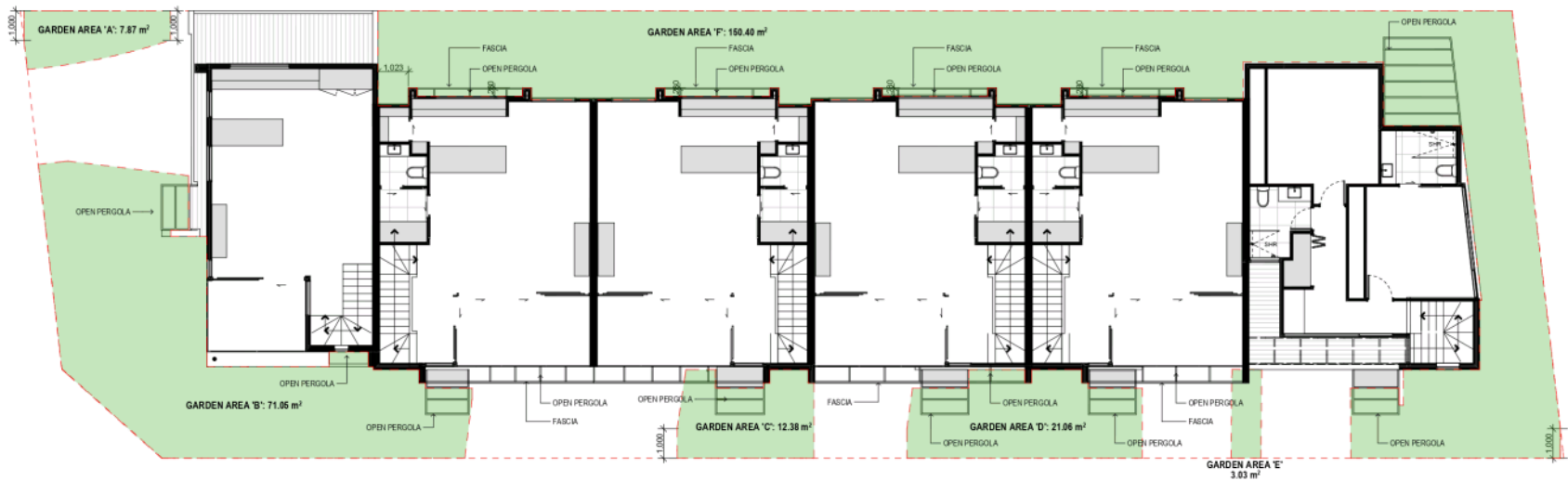
DWG N° **TP 13**
REVISION **B**





GARDEN AREA - SECOND FLOOR

1:100



GARDEN AREA - FIRST FLOOR

1:100

| | | | | | |
|--|--|---|--|---|--|
| | Kiril Architects Pty Ltd ABN 136 778 208 009 A/50 Beach Rd Marlinia VIC 3154 T: 0855 5543 14 G420 308 209 E: info@kirilarchitect.com.au | PROJECT: MULTI UNIT DEVELOPMENT <small>These Plans cannot be reproduced without written consent. The holder of these plans does not have a licence to reproduce them in any form whatsoever. E:\Projects\Kiril Architects\Projects\101_Station_St\Current Model\TP_101_Station_St_14.08.2020_arnoldmcp</small> | ADDRESS: 101 STATION ST, ASCENDALE CLIENT: ANDY STERKOVIC CLIENT SIGNATURE & DATE: | MELWAYS REF: 92 J5 SCALE: 1:100 @ A2 DRAWING: GARDEN AREA DETAILS DATE CREATED: APRIL 2018 PROJECT N°: STS-101 COUNCIL: KINGSTON DRAWN BY: K.J ISSUE: TOWN PLANNING MODIFIED BY: K.J PLOT DATE: 24/01/2020 | DWG N°: TP 14 REVISION: A |
|--|--|---|--|---|--|

Planning Committee Meeting

15 September 2021

Agenda Item No: 4.4

KP-2020/649 - 52 SCOTCH PARADE, BONBEACH

Contact Officer: Alfred Carnovale, Manager City Development

Purpose of Report

This report is for Council to consider Planning Permit Application No. KP-2020/649 - 52 Scotch Parade, Bonbeach.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That the Planning Committee determine to support the proposal and issue a Notice of Decision to grant a Planning Permit to allow the development of land for two (2) dwellings at 52 Scotch Parade, Bonbeach, subject to the conditions contained within this report.

This application requires a decision by Council as a Council Officer has an interest in the site.

| EXECUTIVE SUMMARY | | | |
|--|---|--|------------------|
| Address | 52 Scotch Parade, Bonbeach, VIC 3196 | | |
| Legal Description | Lot 15 on LP11989 | | |
| Applicant | The North Planning Pty Ltd | | |
| Planning Officer | Alfred Carnovale | | |
| PLANNING REQUIREMENTS | | | |
| Planning Scheme | Kingston | | |
| Zoning | Clause 32.08 – General Residential 3 Zone | | |
| Overlays | None | | |
| Particular Provisions | Clause 55 – Two or more dwellings on a Lot and Residential Buildings Clause 52.06 – Car Parking | | |
| Permit Trigger/s | Clause 32.08 – 6 – Construct two or more dwellings on a lot | | |
| APPLICATION / PROCESS | | | |
| Proposal | The development of land for two (2) dwellings | | |
| Reference No. | KP-2020/649 | RFI Received | 06 January 2021 |
| App. Received | 04 November 2020 | App. Amended | 04 August 2021 |
| Site inspection | Yes | | |
| S.52 Advertising | Commenced: 04 February 2021 | Advertising Completed | 18 February 2021 |
| S.55 Referrals | None | | |
| Internal referrals | Yes - Roads and Drains, Vegetation and Development Traffic Engineering | | |
| Objection(s) | One (1) (TRIM checked on 13/08/2021) | | |
| Mandatory Garden area requirement | Complies | Mandatory Building Height requirement | Complies |
| Vegetation removal | Yes | Trees over 8 metres in height | No |
| LEGISLATIVE | | | |
| Covenant/other Restriction | No | Complies: N/A | |
| CHMP | EXEMPT | | |
| Considered Plans | Roke Design Studios Pty Ltd, Issue No TP-02 Job No. 20-101 Sheets 1 to 9 inclusive, Revision E, dated on 04.08.2021 | | |

1.0 RELEVANT LAND HISTORY

1.1 There are no recent planning decisions relevant to the assessment of this application.

2.0 SITE PARTICULARS

2.1 The following photograph shows the site from the street.



Image 1: 52 Scotch Parade, Bonbeach – Site Photo (19/03/21)

| | |
|------------------------------------|--|
| <p>Built form</p> | <p>The site is currently developed with a single storey, hipped roofed, weatherboard dwelling constructed on a red brick plinth. It is a detached dwelling and has an asymmetrical presentation to the street. Accompanying structures include a carport located along the southern (side) boundary and a covered verandah along the northern boundary, running adjacent to the side of the house. The existing dwelling is set back 7.5m from its respective front property boundary.</p> |
| <p>Size (m²)</p> | <p>The site is a regular shaped allotment with a frontage of 16.77m to Scotch Parade and a depth of 46.33m, with an overall area of 777m²</p> |
| <p>Topography</p> | <p>The land is generally flat with no discernible slope.</p> |
| <p>Fencing</p> | <p>The front (east) property boundary is marked by a 2.0m high paling fence.</p> <p>South Boundary (side): 2.0m high paling fence abutting no 49 Troy Street and 1.7m high palings for the remainder.</p> <p>North Boundary (side): 1.7m high paling fence.</p> <p>West: 2.0m high paling fence.</p> |
| <p>Vegetation</p> | <p>The site supports small trees and shrubs in the rear garden, however is void of any significant vegetation. There is no street tree in front of the site. Neighbouring properties to the south, north and west have trees and shrubs proximate to the boundary line, four of which are over 8m in height.</p> |

| | |
|-----------------------------------|--|
| Easement(s) | None. |
| Footpath assets / access | Two (2) existing crossovers, one adjacent to the south (side) common boundary and the other adjacent to the north (side) common boundary. No power poles, bollards or street trees are located along the frontage. |
| Covenant(s) / Restrictions | There are no covenants or restrictions listed on the Certificate of Title. The proposed development does not result in any breach of restriction |

3.0 SURROUNDING ENVIRONS

- 3.1 The site is located within an established residential area and retains a significant amount of original housing stock. The character is slowly evolving, with examples of single replacement dwellings and multi-unit development (predominantly two dwellings) nearby. These provide increased housing diversity; but reduce the consistency of the built form character. Newer single replacement dwellings opposite the site and within the area more broadly tend to provide larger dwelling footprints and are one to two storeys in scale.
- 3.2 Building styles are highly varied, reflective of different contemporary infill development forms and the lack of stylistic repetition in original building stock, some of which is dated offers little contribution to the character of the area. Building footprints and layouts vary due to this and provide for a relatively robust environment for new development. Dwelling materiality is varied, however light-coloured weatherboards remain dominant. Dwelling siting is irregular and varied, but generally includes a generous front setback of between 7-10m, and often includes development along one side boundary. High front fences (up to 2m) are commonplace, with varying levels of transparency. Where prevalent, these are to the detriment of the established garden character of the area.
- 3.3 Key attributes of the area’s character include the generous front garden setback to buildings, combined with common design themes of pitched roof forms (often complex hipped or hipped and gabled ended roofs) and which include eaves, dwelling materiality (white or light-coloured weatherboard – although there is variation here), vertically emphasised fenestration and the presence of garden areas to the frontage.

3.4 The following map and site photos illustrate the subject site in its surrounding context.



Image 2: Nearmap aerial with site outlined in red (photo – 11 January 2021)



Image 3 – streetscape presentation of 52 Scotch Parade, with fence and hedge of 49 Troy Street evident to the left of frame. (Site photo 19/03/21)



Image 4 – directly opposite site at No 63 Scotch Parade – two-storey replacement dwelling. (Site photo 19/03/21)



Image 5 – diagonally opposite site at No 61 Scotch Parade –replacement dwelling (Site photo 19/03/21)



Image 6: High fencing along west side of Scotch Parade between Broadway and Troy Street. (Site photo 19/03/21)

3.5 Land directly abutting the subject site and opposite is described as follows:

| | |
|--------------|---|
| North | The property at 50 Scotch Parade, Bonbeach is to the north. This site comprises a single-storey cream coloured, brick veneer dwelling with pitched concrete tiled roof. The dwelling is served by a single vehicle crossover to the north (side) of its frontage. This dwelling has a 9.2 metre front setback from Scotch Parade, and a 1.9m setback from the common boundary with the subject site. The property has two trees over 8m in height, along with 4 smaller trees, in close proximity to the common boundary. |
| East | Scotch Parade is located immediately to the east. Further east (directly opposite) is No 63 Scotch Parade. This site comprises a two-storey weatherboard dwelling, setback 8.9m from the frontage that has a hipped and gabled-ended roof form. The property is served by a circular driveway. This dwelling, along with No 61, are contemporary dwellings that have replaced original dwellings on the land. |
| South | <p>The site has three residential interfaces to the south. The abutments are to the rear boundaries of dwellings with frontage to Troy Street.</p> <p>No 49 is located on the corner of Scotch Parade and Troy Street. It is a single storey, cream brick dwelling with pitched tiled roof. While it has its front door entry facing Scotch Parade, the building effectively has its side boundary presentation to Scotch Parade, with a setback of 2.9m. A 2.0m high galvanised iron (including lattice topper) fence marks the boundary. The building is setback 10.1m from the rear (common) boundary, with vehicle access located from a shared double crossover with the subject site and parking to the rear (in addition to a garage located off Troy Street). A 5m high James Stirling Pittosporum hedge (which has been trimmed recently to approx. 3m in height) is located on the common boundary.</p> |

| | |
|-------------|--|
| | Nos 45 and 47 Troy Street are single storey dwellings of cream brick construction setback 18.7m and 20m respectively from their rear boundary abutments to the subject site. The property at No 45 has a galvanised iron bungalow in the rear garden, running along the width of the lot and setback 1.8m from the rear boundary. The bungalow includes 3 habitable room windows in its northern façade. |
| West | The rear garden of 5 Harold Street abuts the site to the rear. The property is developed with a single storey weatherboard dwelling, setback 19.6m from the rear (common) boundary. This property has 2 trees over 8m high proximate to the rear boundary. |

4.0 PROPOSAL

4.1 A summary of the proposal is provided in the table below.

| | |
|-----------------------------------|--|
| Description |  <p>Image 7: Proposed streetscape elevation to Scotch Parade.</p> <p>Demolish the existing dwelling and associated outbuildings on the land to develop the land for the construction of two (2) side-by-side dwellings.</p> |
| Storeys | Double storey. |
| Maximum building height | 8.985m to the roof ridge (9m mandatory maximum height), wall heights up to 6m to the first floor (measured to under the eave). |
| Bedrooms (including study) | 4 bedrooms, one with a small study at the entry, one with a separate study area fronting the street. |
| Car parking | <p>A total of 5 car parking spaces are proposed.</p> <p>Dwelling 1: 2 car spaces within the proposed double garage, and 1 tandem space in the driveway.</p> |

| | | | |
|-------------------------------------|---|---|--------|
| | Dwelling 2: 1 car spaces within the proposed garage, and 1 tandem space in the driveway | | |
| Front setback | The proposal seeks a front setback of 7.6m to the main façade, with a projecting 1.2m porch to each dwelling. | | |
| Private Open Space | <p>Dwelling 1</p> <p>Total private open space area of 136.49m².</p> <p>Secluded private open space of 66.95m² with a minimum dimension of 5m; and</p> <p>Secluded open space of 48.02m² with a dimension between 1.7m-2.38m.</p> <p>(Total SPOS of 114.97m²)</p> | <p>Dwelling 2</p> <p>Total private open space of 137.75m².</p> <p>Secluded private open space of 66.95m² with a minimum dimension of 5m; and</p> <p>Secluded open space of 48.02m² with a dimension between 1.7m-2.38m.</p> <p>(Total SPOS of 114.97m²)</p> | |
| Site Coverage | 52.8% | Permeability | 33.83% |
| Access | Both existing crossovers are to be utilised to serve the proposed dwellings. | | |
| Vegetation removal/retention | <p>Proposal is to remove all existing vegetation on the lot. There is no significant vegetation located on subject site.</p> <p>There are 4 trees over 8m in height on neighbouring properties that are proximate to the boundary, including two trees to the rear (west) and two to the north.</p> <p>In addition, there is a 3-5m high pittosporum hedge located along the boundary line to the south (within No 49 Troy St), 4 trees within 47 Troy Street, a further 2 trees to the rear (west, 4 in total) and a further 4 trees to the north (6 in total) on neighbouring properties within close proximity to common boundaries.</p> | | |
| Building materials | Pale grey render to lower levels and grey weatherboard cladding to first floor and front façade, white aluminium framed windows, colorbond roof and garage doors both in 'surfmist'. | | |

5.0 PLANNING PERMIT PROVISIONS

Zone

- 5.1 General Residential Zone (Schedule 3): Pursuant to Clause 32.08-6 of the Kingston Planning Scheme a planning permit is required to construct two (2) or more dwellings on a lot. A development must meet the requirements of Clause 55 of the Scheme. Schedule 3 to the General Residential Zone includes variations to the maximum site coverage percentage, the

minimum private open space dimensions, the front fence height, and the maximum building height.

Overlay

- 5.2 There are no Overlays that apply to the subject site.

Particular Provisions

- 5.3 **Clause 52.06 - Car Parking** contains the following residential car parking rates:

1 space to each 1 or 2 bedroom dwelling

2 spaces to each 3 or more bedroom dwelling

1 visitor space for every 5 dwellings

This equates to a parking requirement of 4 spaces for the proposed development. (No visitor spaces are required as the proposal is for fewer than 5 dwellings.)

As the required number of car parking spaces are provided on the site, a planning permit is not required for a reduced car parking rate pursuant to Clause 52.06-3.

Clause 52.06 – 8 Design standards, includes access, garaging dimensions, and tandem space dimensions have been reviewed and are considered compliant.

Existing crossovers are proposed to be utilised for the development; however they do not meet current standards and are required to be relocated and reconstructed.

Clause 53.18 (Stormwater Management in Urban Development) of the Planning scheme states that any development and subdivision on the site is to maximise the retention and reuse of stormwater, and protect drainage infrastructure and receiving waters from sedimentation and contamination.

The proposal includes a 2000L water tank for each dwelling, located within the side setback/ancillary open space.

Clause 55 - Two or More Dwellings on a Lot & Residential Buildings – of the Planning Scheme requires that a development must meet all of the objectives and should meet all of the standards of the provision. Variations to the standards can be considered where it is determined that the overall objective is met

General Provisions

- 5.4 The Decision Guidelines of **Clause 65.01** of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purposes of the General Residential Zone, orderly planning and the impact on amenity.

6.0 RELEVANT POLICIES

6.1 Planning Policy Framework (PPF)

Clause 11 Settlement

Clause 15 Built Environment and Heritage

Clause 16 Housing

6.2 Local Planning Policy Framework (LPP)

Clause 21.06 – Built Environment and Heritage

Clause 21.07 Housing

Clause 22.06 Residential Development Policy

Clause 22.11 Public Open Space Contributions

Other

6.3 Neighbourhood Character Area Guidelines (Incorporated Document under **Clause 21.07** – Housing of the LPPF). The land is located within Area Number 74 of the Neighbourhood Character Guidelines.

6.4 Designing Contextual Housing Guidelines (April 2003, updated October 2018 – reference document within **Clause 22.06** – Residential Development Policy). The Designing Contextual Housing Guidelines offer a range of design techniques and suggestions to assist with residential design, which is responsive to local character.

7.0 ADVERTISING

7.1 The proposal was advertised by sending notices to adjoining and opposite property owners and occupiers and by maintaining a notice on site for fourteen (14) days. one (1) objection to the proposal was received. The grounds of objection raised are summarised as follows:

- Overlooking/loss of privacy
- Impact on existing boundary vegetation/hedge
- Finish to the boundary wall to the south.

8.0 PLANNING CONSULTATION

8.1 The objector was contacted by the planning officer on 05 March 2021 to discuss their concerns, with this information then being relayed to the applicant.

8.2 The applicant has submitted amended plans (discussed below) to address the objector concerns. Council officers have emailed the objector with follow up information regarding their concerns and the amended plans, no objector response has been received and the objection still stands.

9.0 SECTION 57A – AMENDMENT TO PLANS

9.1 The applicant submitted amended plans pursuant to S57A of the Planning and Environment Act 1987. These were received by Council on 4 August 2021.

9.2 The plans were designed to address officer and the objector concerns and show the following changes to the proposal:

- Reduction in the garage of Dwelling 2 from double to single width, and inclusion of a separate study area to the frontage of this dwelling;
- Reduction in driveway area associated with Dwelling 2 and increase in front garden area to reflect the change to the garage width;
- Minor façade changes to reflect the changes to windows for the study (ground floor of Dwelling 2) and to alter the porch treatment from pitched to a parapet style;
- Removal of the proposed highlight window to the south side of Bedroom 2, Dwelling 2;
- First floor leisure room window raised to a highlight window (first floor, south side, dwelling 2); and

- Provision of a rendered treatment to the on-boundary garage wall of dwelling 2 (south elevation).

9.3 The changes to the garage width, study location and porches were made to address concerns raised from officers about the dominance of garages to the frontage. The changes to alter windows on the southern side of the dwelling 2; and render the ground level wall were to address concerns of the neighbouring objector at No 47 Troy Street.

9.4 The changes proposed in the S57A plans are minor. They do not increase the height or footprint of the development, do not reduce setbacks and do not provide new windows that could overlook neighbouring properties. The amendments made to the plans will not have any adverse material impacts on neighbouring properties. It was determined that the changes did not require further Notification under S52 of the Planning and Environment Act.

10.0 REFERRALS

10.1 The application was referred as set out in the tables below.

Internal Referrals

| Department / Area | Comments |
|--|--|
| Council’s Vegetation Management Officer | No objection raised, subject to conditions included on any permit issued relating to the provision of both a Tree Management and Protection Plan and a Landscape Plan that includes 80% indigenous planting and standard conditions relating to implementation of both. (see conditions no 1i) and 4). The referral comments also indicated that the pathways to the front doors should be removed as they unnecessarily increase the impervious area at the front of the site. The S57A amended plans rectify this issue as they provide additional garden area to the front of Dwelling 2 – as such the pathways are able to remain. |
| Council’s Development Approval’s Engineer | No objection raised, however a requirement that the 2000L rainwater tanks are clearly labelled as connected for toilet flushing (condition 1d) and subject to conditions included on any permit issued relating to preparation of a stormwater management plan (Conditions 7 and 8) |
| Roads and Drains | No objection raised, subject to conditions included on any permit issued relating to standard infrastructure, road works and fencing within the title boundaries (conditions 9-13). They also requested alignment of the existing and proposed vehicle crossings to the driveways, a minimum setback distance of 500 millimetres between the driveways and side boundary along the frontage and a pedestrian refuge no less than 1 metre wide between the crossover to 49 Troy Street. (conditions 1a) 1b) 1c) and 1g)). |

11.0 PLANNING CONSIDERATIONS:

Planning Policy Framework

11.1 The Planning Policy Framework sets out the relevant state-wide policies for residential development at **Clause 11** (Settlement), **Clause 15** (Built Environment and Heritage) and **Clause 16** (Housing). Essentially, the provisions within these clauses seek to achieve the fundamental objectives and policy outcomes sought by ‘Plan Melbourne 2017-2050:

Metropolitan Planning Strategy' (Department of Environment, Land, Water and Planning, 2017).

- 11.2 The settlement policies at **Clause 11** seek to promote sustainable growth and development and deliver choice and opportunity through a network of settlements. Of particular relevance to housing, **Clause 11** promotes housing diversity and urban consolidation objectives in the established urban realm. **Clause 11.02-1S** (Supply of urban land) states that Planning Authorities should plan to accommodate projected population growth over at least a 15-year period, taking account of opportunities for redevelopment and intensification of existing urban areas as well consideration being had for environmental aspects, sustainable development and the costs associated with providing infrastructure. This clause states:

Planning for urban growth should consider:

- *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*
- *Neighbourhood character and landscape considerations.*
- *The limits of land capability and natural hazards and environmental quality.*
- *Service limitations and the costs of providing infrastructure.*

- 11.3 **Clause 11.01-1R1** (Settlement – Metropolitan Melbourne) and **Clause 11.03-1S** (Activity centres) places particular emphasis on providing increased densities of housing in and around activity centres or sites that have good access to a range of services, facilities and transport options.
- 11.4 **Clause 11.02** (Managing Growth) main directive is to ensure a sufficient supply of land is made available for a variety of purposes, including residential. To achieve this, it takes into account sufficient land availability to meet forecasted demand. **Clause 11.03-1S** places particular emphasis on providing a diversity of housing, including forms of higher density housing, in defined activity centres to cater for different households that are close to jobs and services.
- 11.5 **Clause 15** (Built Environment and Heritage) aims to ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.
- 11.6 Policies pertaining to urban design, built form and heritage outcomes are found at Clause 15 of the Planning Policy Framework. Of particular significance, **Clause 15.01-1S** (Urban design) and **Clause 15.01-1R** (Urban Design – Metropolitan Melbourne) encourages development to achieve high quality architectural and urban design outcomes that contribute positively to neighbourhood character, minimises detrimental amenity impacts and achieves safety for future residents, and the community, through good design. The provisions of **Clause 15.02** (Sustainable Development) promote energy and resource efficiency through improved building design, urban consolidation and promotion of sustainable transport.
- 11.7 **Clause 15.03-2S (Aboriginal Cultural Heritage)** seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- 11.8 The Subject Land is identified in an area of Aboriginal Cultural Heritage Sensitivity, however the Planning Officer has completed the Aboriginal Heritage Planning Tool on the Aboriginal Victoria website and established that the proposed activity is **exempt** from requiring a Cultural Heritage Management Plan as it is for two dwellings on a lot (reg. 9 of the *Aboriginal Heritage Regulations* 2018).

- 11.9 Housing objectives are further advanced at **Clause 16**. This Clause aims to encourage increased diversity in housing to meet the needs of the community through different life stages and respond to market demand for housing. In much the same vein as **Clause 11**, this Clause advances notions of consolidation of existing urban areas, particularly in and around activity centres and employment corridors that are well served by all infrastructure and services.
- 11.10 The policies contained within **Clause 16.01-1R** (Housing supply – Metropolitan Melbourne) encourages local authorities to identify areas for minimal, incremental and high change. It encourages more intensive housing development in areas best served by transport, jobs and services, while also furthering the creation of 20-minute neighbourhoods. **Clause 16.01-2S** (Housing affordability) raises the objective of delivering more affordable housing closer to jobs, transport and services.
- 11.11 It is submitted that the proposed development satisfies the aforementioned strategies and policy directions within the PPF. Specifically, the subject site is located on land earmarked for residential purposes, whereby residential development is an 'as of right' use under the zoning provisions. The proposed two-dwelling development is of a suitable intensity for the location and would provide an increase in housing diversity in an area with convenient and direct access to community facilities and existing infrastructure, including public transport nodes.
- 11.12 The building design is broadly acceptable and would achieve Clause 15 aims to provide high quality development outcomes. This includes the boundary-to-boundary form, the materiality and scale and would provide a generally suitable response to the area's neighbourhood character. Detailed design concerns with the building presentation and dominance of the double garages were addressed by the permit applicant through the submission of S57A amended plans and are acceptable.

Local Planning Policy Framework

- 11.13 The City of Kingston's MSS at **Clause 21.07 (Housing)** provides guidance for the development of land in residential and mixed use zones and land within activity centres.
- 11.14 The Residential Land Use Framework Plan illustrates the range of housing outcomes sought across the City of Kingston. The site is located within an Incremental Change area. The policy states:
- 'the type of housing change anticipated in these areas will take the form of extensions to existing houses, new single dwellings or the equivalent of new two dwelling developments on average sized lots. The existing single dwelling character of these areas is to be retained'.
- 11.15 The policy provides for the preferred housing outcomes across the different strategic areas, encourages greater housing diversity and seeks to accommodate projected population increases in a manner that respects the neighbourhood character of an area. Relevant objectives and strategies are contained at **Clause 21.07-1: Residential Development**. These reinforce the Planning Policy Framework relevant to housing, and include:
- To provide a range of housing types across the municipality to increase housing diversity and cater for the changing housing needs of current and future populations, taking account of the capacity of local areas in Kingston to accommodate different types and rates of housing change. This is to be achieved through encouraging residential development within activity centres via mixed-use development, and on transitional sites at the periphery of activity centres.

- To ensure new residential development respects neighbourhood character and is site responsive, and that medium density dwellings are of the highest design quality. This is to be achieved through promoting new residential development, which is of a high standard, responds to the local context and positively contributes to the character and identity of the local neighbourhood.
 - To promote more environmentally sustainable forms of residential development. To be achieved through ensuring development responds to best practice environmental design guidelines in relation to energy efficiency, waste and recycling and stormwater management.
 - To ensure residential development does not exceed known physical infrastructure capacities.
- 11.16 Council's Local Planning Policy at **Clause 21.07** essentially reinforces the Planning Policy Framework relevant to housing, stressing the need to encourage urban consolidation in appropriate locations and to accommodate projected population increases.
- 11.17 **Clause 22.06 - Residential Development Policy** extends upon the provision contained at **Clause 21.07 - Housing**. The policy seeks to manage housing development based on identified capacity of local areas to accommodate change. It utilises the designations provided in **Clause 21.07** relating to increased housing diversity areas, incremental housing change areas, minimal housing change areas, residential renewal areas and neighbourhood character. It provides design guidance on how new residential development should achieve architectural and urban design outcomes that positively respond to neighbourhood character.
- 11.18 Relevant objectives in **Clause 22.06-2 Residential Development Policy** include:
- To promote a managed approach to housing change, taking account of the differential capacity of local areas in Kingston to accommodate increased housing diversity, incremental housing change, residential renewal or minimal housing change, as identified within the MSS.
 - To encourage new residential development to achieve architectural and urban design outcomes that positively respond to neighbourhood character having particular regard to that identified in the Kingston Neighbourhood Character Guidelines – August 2007.
 - To promote on-site car parking which is adequate to meet the anticipated needs of future residents.
 - To ensure that landscaping and trees remain a major element in the appearance and character of the municipality's residential environments.
 - To limit the amount and impact of increased stormwater runoff on local drainage systems.
 - To ensure that the siting and design of new residential development takes account of interfaces with sensitive and strategic land uses.
- 11.19 **Clause 22.06-3 (Policy)** includes the following relevant policies that are of direct relevance to this application:
- Neighbourhood character:
 - Ensure that new development is responsive to the character elements identified in the Kingston Neighbourhood Character Guidelines – August 2007, particularly those identified as making a major or critical contribution to neighbourhood character.

- In areas where building placement makes a major contribution to neighbourhood character, design new development to reinforce the established rhythm of buildings in the street and retain the existing single dwelling character of the streetscape.
 - Design duplex and side-by-side development to have a visual interconnection with the street rather than presenting merely as garages and front doors only. Staggered front building lines and variation in designs and materials should be used to avoid poor urban design impacts upon streetscapes.
 - Incremental housing change areas:
 - In areas identified for incremental housing change, ensure that new housing development is responsive to maintaining the existing and preferred single dwelling/lower density nature of these areas.
 - Built form, siting and scale of development:
 - Encourage the two-storey component of new medium density housing to be located towards the front of a site;
 - Ensure that any upper storey components towards the rear of sites are sensitively designed to avoid unreasonable adverse amenity impacts on neighbours; and
 - Encourage well-articulated and graduated elevations in order to avoid 'box-like' double storey designs, thus reducing visual bulk.
 - Car parking and access:
 - Ensuring that where garages are located in the street elevation, they are set back a greater distance than the front wall of the building. Ensuring that garages and carports are sited so that a tandem car parking space can be provided in front of the garage or carport.
- 11.20 The two dwelling proposal is a suitable intensity for an 'incremental change' location. The proposal is for two x 4-bedroom dwellings in a side-by-side configuration. While it does not provide diversity of dwelling size (replacing an existing family dwelling with family dwellings) it does provide an increase in the number of dwellings on the land. This is in a location that is accessible to services and infrastructure and furthers the policy aspiration to support 20-minute neighbourhoods. Additionally, the smaller lot size provides some diversity of choice in relation to garden size (and affordability) for families within the area.
- 11.21 The Residential Development Policy requires consideration of the physical context of the site. The policy requires that the proposal responds sensitively to the existing character of the area. Consideration must be given to the detailed policy provisions above, the Kingston Neighbourhood Character Guidelines, and Council's reference document 'Designing Contextual Housing' (updated October 2018).
- 11.22 The proposed side-by-side development form is not characteristic of the immediate site context, however new developments in the surrounding area are increasingly in this format. The key issue relates to building presentation in a boundary-to-boundary form, expressing development across the width of the lot with no significant setbacks and no side boundary landscaping or setbacks.
- 11.23 The lot pattern and siting provisions are identified as 'varied' in the character guidelines (Area 74) and are important characteristics in this area. A site inspection reveals varied siting patterns, with asymmetrical development presentation evident, but not necessarily dominant. Newer development includes flat fronted (or limited variation) development extending close to boundaries, while the prevalence of high fencing in this location has eroded the importance of siting to the overall character. Dwellings in the immediate location

retain at least one side setback (for most properties), however the role that the spacing plays in understanding the character of the area has been diminished over time. While still apparent, for it to be important to character it needs to be both prevalent, and a key factor in understanding the character of the area.

- 11.24 The character of street is informed more by generous front setbacks, building roof forms and materiality, rather than development siting. The proposal provides a generous and contextually appropriate front setback, incorporates pitched and gable roof forms, and uses characteristic weatherboard cladding to respond to the area. Many properties give the appearance of on-boundary or boundary-to-boundary construction through the encroachment of sheds, carports and (hard) landscaping elements/fencing to the boundary line. Given this 'impression' of boundary construction that is evident, combined with the highly varied and eclectic dwelling siting patterns and high front fences the dwelling siting as an element of the area's character is less significant. The proposal incorporates positive design responses to the area's character in terms of materials, setbacks, projecting porch and roof forms and as a result will sit comfortably in the streetscape. It is therefore it is considered that the proposed boundary-to-boundary siting of the development will be an acceptable response to the area's character.
- 11.25 The development proposes a two-storey development form in an area that remains predominantly single storey in scale. The siting of the first-floor components is towards the frontage, while the design includes deeper upper-level setbacks, eaves and the presentation of single storey rooflines to the frontage - all in keeping with policy recommendations.
- 11.26 The proposed development scale, boundary-to-boundary form and aesthetic response are generally appropriate. The detailed design outcomes seeks to reduce the impact of garages on the street frontage through provision of one single and one double garage, and both properties incorporating wide entries, one with a study adjacent to the entry.
- 11.27 Policy at 22.06 – Neighbourhood character - recommends that a design provide more than just a garage door and entry to the street – habitable room windows are encouraged. Car parking and access has its objective to reduces the impact of garages on the streetscape, with performance measures seeking they are setback further than the main façade, setback sufficiently to allow tandem parking on site, and deigned within the main building roofline. In addition, the 'Designing Contextual Housing' reference document recommends garage and driveway designs should limit impervious areas, provide landscaping along the side boundaries adjacent to driveways and provide for single width driveways.
- 11.28 The proposal generally meets the intent of Clause 22.06 by setting the garages behind the front porch entry, setting back sufficiently to allow for a tandem space and integrating the design into the main roofline. The S57A plans include amendments to ensure the street presentation is more than just a garage and entry to the street. The use of a single garage and double garage with habitable room windows to the frontage of each dwelling will ensure that garages at the frontage do not dominate the streetscape presentation. The provision of a single garage with tandem space for Dwelling 2 also provides for an improved garden area to the front of the site, enabling more landscaping to the frontage.
- 11.29 The applicant has submitted numerous photographs of similar development forms within the City of Kingston in support of the proposed layout. The examples shown indicate a proportion of developments in a similar layout to that proposed.
- 11.30 As such the proposed boundary-to-boundary form of development can be accommodated on the site, the inclusion of habitable windows to the frontage is an appropriate design response and will provide for a suitable landscaped garden that will allow the development to sit comfortably in its context.

- 11.31 The proposal is considered to meet the aims of policy at **Clause 21.07 (Housing)** and **Clause 22.06 – Residential Development**.
- 11.32 **Clause 22.11 (Public Open Space Contributions)** forms the prevailing policy that guides Council to apply a land or cash public open space contribution, which is applicable to all subdivision applications. This policy identifies the important role that contributions play in funding new open space areas and facilitating capital improvements to existing public open space to meet the needs of the future population growth in Kingston.
- 11.33 Whilst the application at hand does not propose to subdivide the land, it is imperative to identify at this stage of the process whether a public open space contribution requirement is likely to be applied should the site be subdivided later and, if so, whether the land is located in a ‘cash’ or ‘land’ preferred area. If in a land preferred area, the proposed design and layout must be considered as it will ultimately shape the subdivision configuration and whether any land is set aside for public open space purposes.
- 11.34 As two (2) dwellings are proposed, any future subdivision is likely to result in two (2) allotments. An application to subdivide land into two (2) lots where Council considers it unlikely that each lot will be further subdivided is exempt from a public open space contribution, pursuant to **Clause 52.01 – Public Open Space Contribution and Subdivision**. As such, there is no need to consider this matter further.
- 11.35 It is considered that the proposed development generally complies and satisfies the planning policy framework guidelines which aim to encourage well-designed medium density housing in appropriate locations.
- 11.36 The proposal is an identified ‘incremental change’ area where the development of two dwellings on a lot is typically supported. Policy at **Clause 21.07** requires the design to ‘display sensitivity’ in relation to context (character) and existing standards of amenity. **Clause 22.06** further emphasises the design responses anticipated for residential development. The proposal represents a suitable response to policy.

Zoning Provisions

- 11.37 Pursuant to **Clause 32.08-4**, a lot must provide for the minimum garden area as set out in the following table:

| Lot Size | Minimum percentage of a lot set aside as garden area |
|--------------------------------|---|
| 400-500m² | 25% |
| 501-650 m² | 30% |
| Above 650 m² | 35% |

- 11.38 As the site is greater than 777m² in area, a mandatory garden area provision of 35% is required for this development.
- 11.39 It is considered that the proposal in its current format complies with the mandatory garden area requirement. Based on the amended plans a minimum of 36.5% of garden area has been provided for the entire lot.

Particular Provisions

Agenda

- 11.40 As identified earlier in Section 5.4 of this report, a planning permit is not triggered for a reduction in the car parking requirement as **Clause 52.06** requires the provision of 4 on-site car parking spaces (and no visitor spaces are required) and the proposed development incorporates 5 spaces. This would meet the statutory parking rate of 4 spaces.
- 11.41 The proposal has been assessed the relevant design standards in Clause 52.06-9 of the Planning Scheme as follows:
- 11.42 Design standard 1 – Accessways: The proposal seeks to retain the existing vehicle crossings and reuse them for the development. Vehicles are not required to exit the driveway in a forward direction. The driveways and crossovers are slightly misaligned and do not meet current standards. This can be addressed by condition (1a).
- 11.43 Design standard 2 – Car parking spaces: The proposal provides a minimum of two car parking spaces for each dwelling. One property is proposed to have a double garage and an additional space on the driveway, the other has a single garage and tandem space. The development plans for consideration contain adequate clearance areas on all driveways and meet the minimum internal length and width dimensions for garages. The proposal meets design standard 2.
- 11.44 Design standard 3 – Ramp gradients: The proposal contains driveway lengths less than 20 metres. The development plans do not indicate the driveway grades. A gradient will be required for drainage purposes, but the land is flat it will comply with the standard
- 11.45 Design standard 4 – Ramp gradients: The proposal does not contain any mechanical car parking for the dwellings.
- 11.46 Design standard 5 – Urban design: The proposal includes one single and one double garage and have been designed to include habitable room windows to Dwelling2 (and a widened entry with glazing to Dwelling1). This provides an acceptable degree of relationship between the dwelling and the public realm and meets the standard.
- 11.47 Design standard 6 – Safety: The proposal promotes safety with the driveways being directly accessible from the street.
- 11.48 Design standard 7 – Landscaping: The proposal provides for an acceptable area dedicated to lawn and garden area to the frontage. This is suitable to soften the appearance of car parking structures on the ground floor level.
- 11.49 Overall, the proposal is consistent with the design standards found in the car parking provisions.
- 11.50 **Clause 53.18 – Stormwater Management in Urban Development** The proposal is required to meet the stormwater management objectives pursuant to clause 53.18-5 of the Planning Scheme as the buildings and works exceed more than 50 square metres in total area. Please refer to section 10 – referrals- of this report.

12.0 CLAUSE 55 (RESCODE ASSESSMENT)

- 12.1 The proposal has been assessed against the objectives and standards of **Clause 55** (ResCode) of the Kingston Planning Scheme. **Clause 55** requires that a development **must** meet all of the objectives, and all of the standards of this clause **should** be met. Variations to the standards are able to be considered where it is determined that the overall objective is met.

12.2 The table below provides a detailed discussion, where relevant, for any standards where concessions are sought. Overall, it is noted that the application achieves a high level of compliance with the ResCode provisions.

12.3 CLAUSE 55: RESCODE TABLE ASSESSMENT

Two or more dwellings on a lot and residential buildings in a General Residential Zone – Schedule 3. *****MUST meet the objective, SHOULD meet the standard*****

| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
|---|--|---|
| <p>Clause 55.02-1 Neighbourhood Character objectives</p> <ul style="list-style-type: none"> • To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character. • To ensure that development responds to the features of the site and the surrounding area. | <p>Standard B1</p> <ul style="list-style-type: none"> • The design response must be appropriate to the neighbourhood and site. • The proposed design must respect the existing or preferred neighbourhood character and respond to site features. | <p>Complies with Standard & Objective</p> |
| <p>Assessment: The subject site is located within a predominantly residential area within Character Area 74. The character guidelines identify the key elements as the building footprint, roof form, materials and fencing. Development is predominantly single storey in scale and displays an informal garden character. The present character is still largely derived from original housing stock, with some evident redevelopment of single dwellings and to a lesser extent multi-unit development within the immediate context. Relevant policies seek to retain the key elements of existing character through redevelopment.</p> <p>Building styles are eclectic- even where original dwellings still dominate. This results in building footprints that are notable for their variability and provides room for differences in building design and siting. Boundary-to-boundary development is not common in the immediate locale. The eclectic development styles and characteristic variable building footprints will allow this form to be accommodated. The design response has provided characteristic materials (weatherboard) and design aesthetic (hipped and gabled ended roof forms with eaves, vertical oriented windows) and includes improved fencing outcomes to the street (currently 2.0m high paling, proposed to be 1.2m high timber picket). Combined with the 7.6m front setback, the proposal will generally be appropriate. The proposal would provide for adequate surveillance opportunities and landscaping to the frontage.</p> | | |
| <p>Clause 55.02-2 Residential Policy objectives</p> <ul style="list-style-type: none"> • To ensure that residential development is provided in accordance with any policy for housing in the MPS and the PPF. • To support medium densities in areas where development can take advantage of public transport and community infrastructure and services. | <p>Standard B2</p> <ul style="list-style-type: none"> ▪ An application must be accompanied by a written statement that describes how the development is consistent with relevant housing policy in the PPF & MPS | <p>Complies with Standard & Objective</p> |

**City of Kingston
Planning Committee Meeting**

Agenda

15 September 2021

| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
|--|--|---|
| <p>Assessment: Section 11.12 of this report outlines the policy foundation of Clause 22.06, which is based on the principles outlined in the <i>Kingston Residential Strategy (September 2000)</i> and <i>Kingston Neighbourhood Character Guidelines (August 2007)</i>. In unity with the policy premise of the <i>Kingston Residential Strategy</i>, Clause 22.06 seeks to provide a managed approach to housing change, taking account of the differential capacity of local areas in Kingston to accommodate increased housing diversity, incremental housing change, residential renewal or minimal housing change, as identified within the MSS.</p> <p>Clause 22.06 nominates the site and its surrounds in a General Residential Zone Schedule 3 area for Incremental Housing Change Areas, and states:</p> <p style="text-align: center;"><i>In suburban locations which are not within convenient walking distance of public transport and activity centres, encourage lower density housing forms with a predominance of single dwelling and the equivalent of dual occupancy developments on average sized lots. These areas are identified for 'incremental housing change' on the Residential Framework Plan within the MSS. The type of housing change anticipated in these areas will take the form of extensions to existing houses, new single dwellings or the equivalent of new two dwelling developments.</i></p> <p>As the site is located within a Residential 3 Zone, Clause 22.06 seeks to manage development pressures by instituting a gradual or 'incremental' rate of change, which is generally commensurate to that envisaged through the Schedule to the zone and with that experienced by the building typography found in the area.</p> <p>The proposal for two dwellings in a side-by-side configuration and is of a scale and intensity that meets the intended level of housing growth for this location.</p> <p>It is considered that the proposed development generally complies and satisfies the Scheme's Planning Policy Framework guidelines which aim to encourage well-designed medium density housing in appropriate locations.</p> | | |
| <p>Clause 55.02-3 Dwelling Diversity objective To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p> | <p>Standard B3 Developments of ten or more dwellings should provide a range of dwelling sizes and types, including:</p> <ul style="list-style-type: none"> • Dwellings with a different number of bedrooms. • At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level. | <p>N/A</p> |
| <p>Assessment: The proposal is for two dwellings and this standard is not applicable.</p> | | |
| <p>Clause 55.02-4 Infrastructure objectives</p> <ul style="list-style-type: none"> • 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. | <p>Standard B4</p> <ul style="list-style-type: none"> • Connection to reticulated services/sewerage, electricity, gas and drainage services • Capacity of infrastructure and utility services should not be exceeded unreasonably • Provision should be made for upgrading and mitigation of the impact of services or infrastructure where little or no spare capacity exists | <p>Complies with Standard & Objective</p> |
| <p>Assessment: The site is in an established area with access to existing infrastructure and services. There is no indication that the proposal will overload the capacity of existing infrastructure. It is recommended that suitable condition(s) be included in any permit issued to address infrastructure considerations.</p> | | |

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| Clause 55.02-5 Integration with the street objective <ul style="list-style-type: none"> • To integrate the layout of development with the street. | Standard B5 <ul style="list-style-type: none"> • Provides adequate vehicle and pedestrian links that maintain or enhance local accessibility. | Complies with Standard & Objective |
| | <ul style="list-style-type: none"> • Development oriented to front existing/proposed streets | Complies with Standard & Objective |
| | <ul style="list-style-type: none"> • High fencing in front of dwellings should be avoided if practicable. | Complies with Standard & Objective |
| | <ul style="list-style-type: none"> • Development next to existing public open space should be laid out to complement the open space. | N/A |
| <p>Assessment: The development utilises existing crossovers and can provide for safe and functional connectivity to the street. Conditions (1a-1c and 1g) are required to ensure the crossovers are reconstructed in alignment with the driveways and are designed to meet current standards, including the need for a pedestrian refuge where the crossing is conjoined with the neighbouring access. The development is oriented to the street, high fencing is avoided.</p> | | |
| Clause 55.03-1 Street setback objective <ul style="list-style-type: none"> ▪ To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site. | Standard B6 Walls of buildings should be set back from streets: <ul style="list-style-type: none"> ▪ If no distance is specified in a schedule to the zone, the distance specified in Table B1 Required: 9m | Variation sought & supported |
| <p>Assessment: The site is located adjacent to one property with frontage to Scotch Parade (No 50) and one property located on a corner with its side presentation to Scotch Parade (No 49 Troy St).</p> <p>No 49 Troy Street has its front door accessible from mid-way along the Scotch Parade frontage, however, has its main frontage to Troy Street. The property has a long run of 2m high galvanised iron fencing along the Scotch Parade frontage adjacent to the site. As such, the relevant development context within the table to Standard B6 is '<i>There is an existing building on one abutting allotment facing the same street and no existing building on the other abutting allotment facing the same street, and the site is not on a corner</i>'.</p> <p>The standard requires that the front setback of the proposed development match the adjoining property that fronts the same street – or 9m whichever is the lesser. In this case, the property at 50 Scotch Parade is setback 9.2m, as such 9m is the lesser and is the applicable front setback.</p> <p>The applicant has undertaken an assessment of the front setback taking the 2.9m side setback of 49 Troy Street and providing the average of adjoining setbacks (6.05m), which is not correct for the context.</p> <p>Notwithstanding this, the proposed 7.6m front setback will sit comfortably within the street. The area has a variety of front setback depths evident, and the proposal will allow for a transition between the deeper 9.2m setback at No 50 and the 2.9m setback to the building at 49 Troy Street, In addition, the existing dwelling on the site is setback 7.5m and the proposed outcome is therefore similar. The proposal provides for a varied outcome that meets the objective of the clause and can be supported.</p> | | |
| Clause 55.03-2 Building height objective <ul style="list-style-type: none"> ▪ To ensure that the height of buildings respects the existing or preferred neighbourhood character. | Standard B7 Maximum: 9 metres (Mandatory 9 metres and no more than 3 storeys under GRZ3) | Complies with Standard & Objective |

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| <p>Assessment: The proposal has a maximum of two-storeys and a height from NGL to the top of the highest roof form of 8.985m and meets the height parameters specified in this Standard.</p> | | |
| <p>Clause 55.03-3 Site Coverage objective</p> <ul style="list-style-type: none"> ▪ To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site. | <p>Standard B8</p> <p>Maximum: GRZ3 - 50%</p> | <p>Variation sought & supported</p> |
| <p>Assessment: The proposal achieves a site coverage statistic of 52.8%, and does not meet the varied standard of 50%. The objective of the clause is to ensure that the site coverage respects neighbourhood character and responds to features of the site, while the decision guidelines include considerations regarding the design response and whether the proposal provides acceptable visual bulk.</p> <p>The proposal exceeds the site coverage numeric by 2.8% - which equates to approximately 20m². This is not significant given the overall acceptability of the form of the development, the generous ground (and first) level setbacks that exceed Standard B17, and good provision of useable private open space. The side-by-side, boundary-to-boundary presentation of the dwellings is a departure from the established development pattern and could be construed as more visually bulky. As assessed, the form will be acceptable from a neighbourhood character perspective. The breadth of the built form has been visually reduced using projecting porches, overhanging eaves, reduced first floor development with single storey pitched roof evident at ground level, and side setbacks at first floor. The site coverage variation is acceptable and will not provide a significant departure from the character of the area.</p> | | |
| <p>Clause 55.03-4 Permeability objectives</p> <ul style="list-style-type: none"> ▪ To reduce the impact of increased stormwater run-off on the drainage system. ▪ To facilitate on-site stormwater infiltration. | <p>Standard B9</p> <p>At least: 20%</p> | <p>Complies with Standard & Objective</p> |
| <p>Assessment: The permeability figure proposed (33.83%) exceeds that specified in the Standard. The development plans for consideration show a minimum 2,000 litre rainwater tank in the dwelling 1 and 2 service yard area, but should state that the rainwater tanks are collected to toilets for flushing. Please refer to condition 1d) in the recommendations section of this report.</p> | | |
| <p>Clause 55.03-5 Energy Efficiency objectives</p> <ul style="list-style-type: none"> ▪ To achieve and protect energy efficient dwellings and residential buildings. ▪ To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. | <p>Standard B10</p> <p>Orientation, siting & design of buildings should make appropriate use of solar energy. Further, siting & design should ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</p> <p>Living areas & private open space should be located on the north side of the development, if practicable.</p> <p>Solar access to north-facing windows is maximised.</p> | <p>Complies with Standard & Objective</p> |
| <p>Assessment: The proposed internal layout of both dwellings includes a predominantly east facing living area, with additional glazing to the north for dwelling 1 and south for dwelling 2. The primary secluded private open space areas are oriented to the east also but will benefit from northern solar access. The proposed internal layout is acceptable and there will be no impact on any solar panels on neighbouring properties.</p> | | |
| <p>Clause 55.03-6 Open Space objective</p> | <p>Standard B11</p> <p>Public or communal open space should:</p> | <p>N/A</p> |

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| <ul style="list-style-type: none"> ▪ To integrate the layout of development with any public and communal open space provided in or adjacent to the development. | <ul style="list-style-type: none"> ▪ Be substantially fronted by dwellings ▪ Provide outlook for dwellings ▪ Be designed to protect natural features. ▪ Be accessible and useable. | |
| <p>Assessment: There is no communal private open space as part of the development or adjoining the site.</p> | | |
| <p>Clause 55.03-7 Safety objectives</p> <ul style="list-style-type: none"> ▪ To ensure the layout of development provides for the safety and security of residents and property. | <p>Standard B12 Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways. Planting should not create unsafe spaces along streets and accessways Good lighting, visibility and surveillance of car parks and internal accessways should be achieved. Private spaces should be protected from inappropriate use as public thoroughfares.</p> | <p>Complies with Standard & Objective</p> |
| <p>Assessment: The side-by-side design allows both proposed dwellings to have their front door and address directly to the street. The low front fence and use of porch treatments to the frontage ensure that these entries are safe and highly visible. There is no internal accessway and no unsafe spaces are created on the site. The proposal includes one double garage and one single garage to the frontage of the proposed dwellings. Each dwelling has either a wide hallway or a study to the front. While small areas, they provide for habitable room frontage and reduces the impression of the garages to the street. The first floor includes habitable room windows that provide a sense of surveillance of both private property and the street and the standard an objective are satisfied.</p> | | |
| <p>Clause 55.03-8 Landscaping objectives</p> <ul style="list-style-type: none"> ▪ To encourage development that respects the landscape character of the neighbourhood. ▪ To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance. ▪ To provide appropriate landscaping. ▪ To encourage the retention of mature vegetation on the site. | <p>Standard B13 In summary, landscape layout & design should:</p> <ul style="list-style-type: none"> ▪ Protect predominant landscape features of the neighbourhood. ▪ Take into account the soil type and drainage patterns of the site. ▪ Allow for intended vegetation growth and structural protection of buildings. ▪ Provide a safe, attractive and functional environment for residents. <p>In summary, development should:</p> <ul style="list-style-type: none"> ▪ Provide for the retention or planting of trees, where these are part of the character of the neighbourhood. ▪ Provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. ▪ Specify landscape themes, vegetation (location and species), paving and lighting. | <p>Will comply with Standard & Objective subject to imposed condition(s)</p> |
| <p>Assessment: The proposal was not accompanied by a landscape plan. Existing Trees: The proposal is to remove all existing trees from the site. This is supported by Council's Vegetation Management Officer as the trees are small exotic species. The built form includes some encroachment on neighbouring trees, including the hedge along the boundary at No 49 Troy Street. The objection from this neighbour raised concern with the impact on the trees caused by the location of Garage 2 (this hedge is a tree group referred to as Tree 1 in the applicant's Arboricultural report).</p> | | |

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| <p>Council's Vegetation Management Officer has reviewed the applicant's arboricultural assessment and the objection and indicated that the hedge (and trees 2 and 3 within No 47 Troy Street, and 17-20 within 50 Scotch Parade – being the trees near the front of the site) will be satisfactorily retained as there are 'pre-existing intrusions' into the TPZs of these trees caused by the driveways and paving and are unlikely to be detrimentally impacted by the proposal. Additionally, tree group 1 (the hedge) is a hardy species that is highly tolerant of root disturbance and pruning.</p> <p>There are 4 significant trees (2 to the rear and 2 to the north) that are over 8m in height. These trees have either minor (less than 10 per cent) or no intrusion into their respective TPZs and will not be detrimentally impacted by the proposal.</p> <p>A Tree Management and Protection Plan is required by condition 4 to ensure suitable protection is provided during construction.</p> <p>Proposed Landscaping: The proposed front setback is 7.6m in depth, with an area of open space provided in the frontage of each dwelling, and a 700-800mm landscape strip alongside the boundary fence adjacent to each driveway. This would provide some softening of the building from the street and would allow for a canopy tree to be planted in front of each dwelling. The section 57A amended plans have provided for increased landscape area to the street frontage through a reduction in the driveway area for dwelling 2. This ensures that the proposal is not dominated by the driveways and will relate well to the existing landscaping of front lawn and trees/shrubs that characterises the area.</p> <p>The rear garden and the proposed side setbacks will allow for landscaping to both soften the building form from neighbouring views and provide a suitable garden setting for the development. Given the site's proximity to the ecologically sensitive Edithvale-Seaford Wetlands, Council's Tree Management Officer has indicated that the landscaping should utilise predominantly indigenous species (80% coastal indigenous species).</p> <p>As a condition of any permit issued, a detailed landscape plan will be required that includes predominantly indigenous species; and a Tree management and protection plan will be required.</p> | | |
| <p>Clause 55.03-9 Access objective</p> <ul style="list-style-type: none"> ▪ To ensure the number and design of vehicle crossovers respects the neighbourhood character. | <p>Standard B14 The width of accessways or car spaces should not exceed:</p> <ul style="list-style-type: none"> ▪ 33 per cent of the street frontage, or ▪ if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage. | Complies with Standard & Objective |
| | No more than one single-width crossover should be provided for each dwelling fronting a street. | Complies with Standard & Objective |
| | The location of crossovers should maximise the retention of on-street car parking spaces. | Complies with Standard & Objective |
| | The number of access points to a road in a Road Zone should be minimised. | N/A |
| | Access for service, emergency and delivery vehicles must be provided. | Complies with Standard & Objective |
| <p>Assessment: The proposal seeks to utilise the two existing single crossovers to provide access to the development. This provides for two 3m crossovers, totally 35 %of the frontage. As the width of the lot is 16.77m (<20m) this complies with the standard. As noted within the referrals section, the crossovers need to be reconstructed to current standards and must include a pedestrian refuge to the crossover shared with No 49 Troy Street. The proposal raises no concern with respect to traffic or access related matters, subject to conditions to modify the vehicle crossings and standard conditions – see conditions 1a) to 1c) and 1g) in the recommendations.</p> | | |
| <p>Clause 55.03-10 Parking location objectives</p> | <p>Standard B15 Car parking facilities should:</p> | Complies with Standard & Objective |

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| <ul style="list-style-type: none"> ▪ To provide convenient parking for resident and visitor vehicles. ▪ To protect residents from vehicular noise within developments | <ul style="list-style-type: none"> ▪ Be reasonably close and convenient to dwellings and residential buildings. ▪ Be secure. ▪ Be well ventilated if enclosed. <p>Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</p> | |
| <p>Assessment: The proposal includes a double garage and a tandem space for dwelling 1 and a single garage and tandem space for dwelling 2. The spaces are convenient and secure. The development raises no concern with respect to the layout and design of on-site car parking.</p> | | |
| <p>Clause 55.04-1 Side and rear setbacks objective</p> <ul style="list-style-type: none"> ▪ To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. | <p>Standard B17</p> <p>A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:</p> <ul style="list-style-type: none"> ▪ 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. | <p>Complies with Standard & Objective</p> |

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| Assessment | | |
|  | | |
| <p>North Side: Proposed ground floor setback minimum of 1.73m (1m required for max. 3.08m wall height) First floor setback minimum is 2.490m (1.711m required for max. 5.97m wall height – exceeds setback by 0.770m) The proposal exceeds the B17 required setbacks along the north elevation.</p> <p>South Side: Proposed ground floor setback minimum of 1.73m (1m required for max 3.08m wall height) First floor setback minimum of 2.490m (1.67m minimum setback for wall height of 5.845m – exceeds setback by 0.82m)</p> <p>West Side: The proposed rear setback is 7.99m at ground level and 18.25m at first floor. A minimum setback of 1m at ground level and 1.72m at first floor. The proposal significantly exceeds these setbacks. The proposal exceeds the formula to Standard B17. The side-by-side layout of the development allows for both dwellings to face the street and allows the proposed first floor component of the dwellings to not extend beyond the development footprint of the neighbour to the north. This alignment minimises the impression of building bulk from the neighbour. The retention of a deep rear setback allows for co-location of open space and retention of the backyard character of the area. To the south the proposal is constructed to the rear of three properties fronting Troy Street. The setbacks exceed B17 minimum standards and provide suitable articulation to the form to ensure no unreasonable bulk is presented to this elevation. The proposal satisfies the standard and objective of this clause.</p> | | |
| <p>Clause 55.04-2 Walls on boundaries objective</p> <ul style="list-style-type: none"> ▪ To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. | <p>Standard B18</p> <p>A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary:</p> <ul style="list-style-type: none"> ▪ 10 m plus 25% of the remaining length of the boundary of an adjoining lot, or ▪ Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater. | <p>Complies with Standard & Objective</p> |
| <p>Assessment: The proposal includes two walls on the boundary as follows: North Boundary: 8.29m long garage wall, to a maximum height of 3.035m. The wall does not exceed the allowable boundary construction (19.08m) nor the allowable height.</p> | | |

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| <p>South Boundary: 8.269m long garage wall to a maximum height of 3.03m. The wall does not exceed the allowable boundary construction as it is less than 10m. The proposal meets the requirement of this schedule.</p> | | |
| <p>Clause 55.04-3 Daylight to existing windows objective</p> <ul style="list-style-type: none"> ▪ To allow adequate daylight into existing habitable room windows. | <p>Standard B19 Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3m² and minimum dimension of 1m clear to the sky.</p> | Complies with Standard & Objective |
| | <p>Walls or carports more than 3m in height opposite an existing habitable room window should be set back from the window at least 50% of the height of the new wall if the wall is within a 55-degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.</p> | Complies with Standard & Objective |
| <p>Assessment: The neighbouring site to the north has 3 habitable room windows within 1.9m of the boundary. Daylight provisions are met within their own site at ground floor. At first floor level, the proposed development is setback 2.49m providing a total setback from the windows of 4.39m. A wall height of 5.97m requires a setback of 2.985m which is exceeded in the proposal.</p> <p>To the south, the property at No 45 Troy Street has a habitable bungalow with north facing windows located 1.8m from the boundary. These windows are located opposite single storey development and comply with Standard B19 within their own site.</p> <p>Given the axis of the allotment and siting of the dwelling(s), the proposal will not have an unreasonable impact upon daylight to existing habitable room windows.</p> | | |
| <p>Clause 55.04-4 North facing windows objective</p> <ul style="list-style-type: none"> ▪ To allow adequate solar access to existing north-facing habitable room windows. | <p>Standard B20 Buildings should be setback 1m if an existing HRW is within 3m of the abutting lot boundary (add 0.6m to this setback for every metre of height over 3.6m & add 1m for every metre of height over 6.9m)</p> | Complies with Standard & Objective |
| <p>Assessment: The bungalow at the rear of No 45 Troy Street has three north facing habitable room windows setback 1.8m from the common boundary. The proposal is single storey where it sits opposite these windows and is setback 2.38m from the boundary (1m required). These setbacks exceed the standard and the proposal will not detrimentally impact neighbouring daylight access.</p> | | |
| <p>Clause 55.04-5 Overshadowing open space objective</p> <ul style="list-style-type: none"> ▪ To ensure buildings do not significantly overshadow existing secluded private open space | <p>Standard B21 Where sunlight to the SPOS of an existing dwelling is reduced, at least 75%, or 40m² with min. 3m, whichever is the lesser area, of the SPOS should receive a min of 5hrs of sunlight btw 9am & 3pm on 22 September. If existing sunlight to the SPOS of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.</p> | Complies with Standard & Objective |
| <p>Assessment: The proposal does not cast shadows on the property at 50 Scotch Parade. The proposal will cast shadows over the garden areas of properties at No 47 and No 49 Scotch Parade at 12pm and through the afternoon. At 12pm the shadow on No 47 is limited to the area adjacent to the fence line and existing trees, while to No 49 it is adjacent to the fence line for approximately 50% of the width of the property. In both cases more than 75% of the secluded open space area remains free of shadow.</p> <p>Shadows increase in depth through the afternoon and by 3pm shadowing is concentrated along the northern fence line and in the north-eastern corner of the garden of No 47, while shadows project deeper into the open space area of No 49. Again, more than 75% of the garden area of both properties remain free of shadow and the proposal complies with the Overshadowing standard. The proposal meets both the standard and objective of this clause.</p> | | |

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| <p>Clause 55.04-6 Overlooking objective</p> <ul style="list-style-type: none"> ▪ To limit views into existing secluded private open space and habitable room windows. | <p>Standard B22</p> <p>A HRW, balcony, terrace, deck or patio should be located & designed to avoid direct views into the SPOS of an existing dwelling within 9m (refer to clause for exact specifications). Where within it should be either:</p> <ul style="list-style-type: none"> ▪ Offset a minimum of 1.5m from the edge of one window to the edge of the other. ▪ Have sill heights of at least 1.7m above floor level. ▪ Have fixed, obscure glazing in any part of the window below 1.7m above floor level. ▪ Have permanently fixed external screens to at least 1.7m above floor level & be no more than 25% transparent. | Complies with Standard & Objective |
| | <p>Obscure glazing in any part of the window below 1.7 metres above floor level may be operable provided that there are no direct views as specified in this standard.</p> | Complies with Standard & Objective |
| | <p>Screens used to obscure a view should be:</p> <ul style="list-style-type: none"> ▪ Perforated panels or trellis with a maximum of 25% openings or solid translucent panels. ▪ Permanent, fixed and durable. ▪ Designed and coloured to blend in with the development. | Complies with Standard & Objective |
| <p>Assessment: Ground floor windows are screened by the existing 1.7m high paling fences to the north and south boundaries, and 2.0m high palings to the rear.</p> <p>All first floor HRW that are orientated towards a common side boundary have been screened accordingly using either 1.7m sill heights, or fixed obscure glazing to 1.7m with operable window hoppers above. The first floor west (rear) facing windows to Bed 4 of each dwelling have not been screened. These windows are 18.2m from the rear boundary. The overlooking arcs provided with the application indicate that the main view will be over the roofs of the ground floor development, and where they extend beyond the boundary (to the north and south) the view is limited by vegetation or the roof of the bungalow (in the case of No 49). This complies with the standard and will not lead to unacceptable viewing within 9m of the windows.</p> <p>The owner of No 49 Troy Street has raised overlooking and loss of privacy as issues in their objection. Key concerns relate to the inclusion of a window (high sill) to bedroom 2 of dwelling 2 as this room also has a window that overlooks the street in the east elevation; and the inclusion of a large window with obscure glazing to the first-floor leisure room (as opposed to a high-level window). The concern is that these windows will reduce the sense of privacy to the garden and dwelling at No 49.</p> <p>To alleviate these concerns from the Advertised plans, the applicant has prepared amended plans submitted under S57A of the Planning and Environment Act. These plans have addressed the objector concerns by deleting the highlight bedroom window on the south elevation, and making the leisure room window a highlight window.</p> | | |
| <p>Clause 55.04-7 Internal views objective</p> <ul style="list-style-type: none"> ▪ To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development. | <p>Standard B23</p> <p>Windows and balconies should be designed to prevent overlooking of more than 50% of the SPOS of a lower-level dwelling or residential building directly below and within the same development.</p> | Complies with Standard & Objective |
| <p>Assessment: No unreasonable internal overlooking will occur.</p> | | |
| <p>Clause 55.04-8 Noise impacts objectives</p> | <p>Standard B24</p> <p>Noise sources should not be located near bedrooms of immediately adjacent existing dwellings.</p> | Complies with Standard & Objective |

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| <ul style="list-style-type: none"> ▪ To contain noise sources in developments that may affect existing dwellings. ▪ To protect residents from external noise. | Noise sensitive rooms and SPOS of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties. Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms. | |
| <p>Assessment: The plans do not indicate the location of heating and cooling units for the proposal. These are not to be visible from any adjoining properties and public areas. Condition 1f) requires this.</p> | | |
| <p>Clause 55.05-1 Accessibility objective</p> <ul style="list-style-type: none"> ▪ To encourage the consideration of the needs of people with limited mobility in the design of developments. | <p>Standard B25</p> <p>The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.</p> | Complies with Standard & Objective |
| <p>Assessment: It is considered that the proposed layout and design of dwelling entries can accommodate for people of limited mobility. The entry areas are 0.15m above the garage level which can accommodate a ramp to facilitate access if required. The internal layout provides for a bedroom, bathroom and living areas on the ground floor, and direct, level access to the open space.</p> | | |
| <p>Clause 55.05-2 Dwelling entry objective</p> <ul style="list-style-type: none"> ▪ To provide each dwelling or residential building with its own sense of identity. | <p>Standard B26</p> <p>Entries to dwellings and residential buildings should:</p> <ul style="list-style-type: none"> ▪ Be visible and easily identifiable from streets and other public areas. ▪ Provide shelter, a sense of personal address and a transitional space around the entry. | Complies with Standard & Objective |
| <p>Assessment: The proposed entries to both dwellings face the street frontage, are marked by porches that provide shelter and transitional space and are clearly visible from the public realm.</p> | | |
| <p>Clause 55.05-3 Daylight to new windows objective</p> <ul style="list-style-type: none"> ▪ To allow adequate daylight into new habitable room windows. | <p>Standard B27</p> <p>HRW should be located to face:</p> <ul style="list-style-type: none"> ▪ Outdoor space clear to the sky or a light court with a minimum area of 3m² and min. dimension of 1m clear to the sky or ▪ Verandah provided it is open for at least 1/3 of its perimeter, or ▪ A carport provided it has 2 or more open sides and is open for at least 1/3 of its perimeter. | Complies with Standard & Objective |
| <p>Assessment: New ground floor windows are located a minimum of 1.7m from the boundary, and first floor windows are a minimum of 2.49m. All proposed window locations allow for adequate solar access and natural daylight.</p> | | |
| <p>Clause 55.05-4 Private open space objective</p> <ul style="list-style-type: none"> ▪ To provide adequate private open space for the reasonable recreation and service needs of residents. | <p>Standard B28</p> <p>GRZ3 – A dwelling or residential building should have POS consisting of:</p> <ul style="list-style-type: none"> ▪ An area of 40m², with one part of the POS to consist of SPOS at the side or rear of the dwelling or residential building with a min. 40m², a min. dimension of 5m and convenient access from a living room. If a dwelling has more than 2 bedrooms an additional ground level POS area of 20m² with a minimum width of 3m is required to be provided for each additional bedroom, with a max. of 80m² of POS required for the dwelling. | Complies with Standard & Objective |
| <p>Assessment: The standard requires each dwelling to provide 80m² of open space, 40m² of which needs to be secluded and have a minimum dimension of 5m, while the remaining 40m² is not required to be secluded but must have a minimum dimension of 3m.</p> | | |

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| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
|--|---|------------------------------------|
| <p>Both dwellings are provided with a similar amount and identical configuration of open space. Each dwelling meets the revised schedule by providing most of the required open space to the rear. The gardens have dimensions of 8.39m(D1) or 8.19m (D2) by 7.99m exceeding the minimum dimension of 5m (providing approximately 66m²). This area exceeds the 40m² requirement at 5m in width and provides highly useable space. These areas are directly accessible from the main open plan living areas and will receive both eastern and northern solar access.</p> <p>In addition to this main area of open space, each property has a further area of secluded open space of 48m² along the side of the dwelling. These spaces vary in depth from 1.73m to 2.38m and provide useful additional space for each dwelling. While these areas do not meet the minimum 3m dimension, they are not so narrow to be unusable. They provide both outlook (windows are provided to this area) and useable space for services, bins, clotheslines etc to keep the main open space area free for recreational purposes. Access is provided to these areas directly from the laundry. This allows each dwelling has approximately 114m² of secluded private open space, which exceeds the quantum required by the standard by 34m² (although not ALL at the required depth).</p> <p>To meet the quantum of space at the required depth, each dwelling requires 14m² of private open space with a minimum dimension of 3m (66m² plus 14m² to provide a total of 80m²). The open space within the front garden of each property is over 20m² in area and the majority of this is over 3m in width.</p> <p>Overall, the amount of private open space provided per dwelling exceeds the revised standard. While the proposal does not provide the full quantum of open space at the required depth to the rear of the site, the total provision meets (and exceeds) the revised standard. In addition, the spaces are generously proportioned, highly useable, well-oriented and will provide for the reasonable recreational needs of future residents.</p> <p>As such, each dwelling has been provided with adequate POS that meets the area and dimension requirements specified above and will service the social, recreational and passive needs of future residents.</p> | | |
| <p>Clause 55.05-5 Solar Access to Open Space</p> <ul style="list-style-type: none"> ▪ To allow solar access into the secluded private open space of new dwellings and residential buildings. | <p>Standard B29 The private open space should be located on the north side of the dwelling or residential building, if appropriate.</p> | N/A |
| | <p>The southern boundary of secluded private open space should be set back from any wall on the north of the space at least (2 + 0.9h) metres, where 'h' is the height of the wall.</p> | N/A |
| <p>Assessment: No south facing primary POS is proposed as part of this development. The only south facing area of SPOS is the additional service area to the south side of dwelling 2 – this is ancillary space with the main SPOS to the east of the dwellings.</p> | | |
| <p>Clause 55.05-6 Storage objective</p> <ul style="list-style-type: none"> ▪ To provide adequate storage facilities for each dwelling. | <p>Standard B30 Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.</p> | Complies with Standard & Objective |
| <p>Assessment: The proposal includes secure storage for each dwelling within their respective garages. The double garage is over-dimensioned (7m long) to accommodate the storage area, while dwelling 2 has an inset area for this purpose. These are well-located and accessible and meet the standard.</p> | | |
| <p>Clause 55.06-1 Design Detail objective</p> <ul style="list-style-type: none"> ▪ To encourage design detail that respects the existing or preferred neighbourhood character | <p>Standard B31 The design of buildings, including:</p> <ul style="list-style-type: none"> ▪ Facade articulation and detailing ▪ Window and door proportions, ▪ Roof form, and ▪ Verandahs, eaves and parapets, <p>should respect the existing or preferred neighbourhood character. Garages and carports should be visually compatible with the development</p> | Complies with Standard & Objective |

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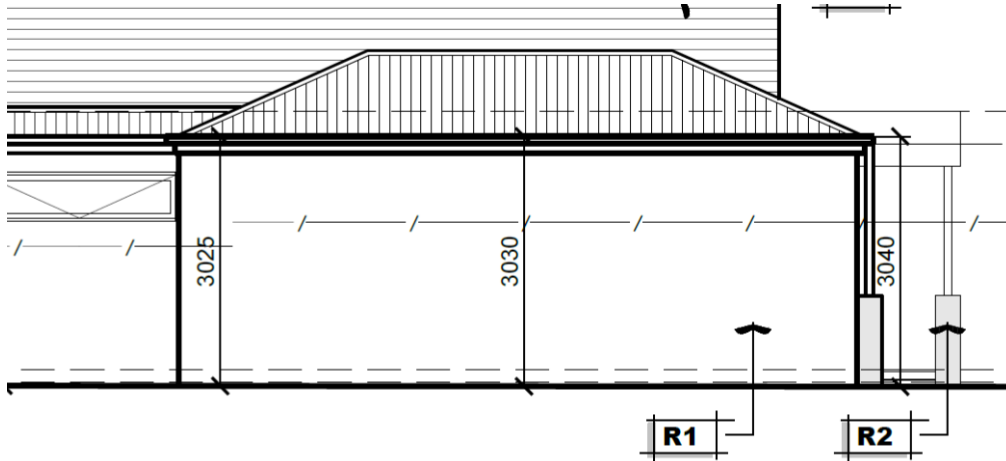
Agenda

15 September 2021

| OBJECTIVE | STANDARD | LEVEL OF COMPLIANCE |
|--|--|------------------------------------|
| | and the existing or preferred neighbourhood character. | |
| <p>Assessment: The proposal has been designed to generally respect the key design themes of dwellings within Neighbourhood Character Area 74. This includes the use of a front porch to provide a varied building footprint, and reflect porch elements characteristic of the area, inclusion of pitched roof forms incorporating both gables and hips and utilising projecting eaves, the timber weatherboard cladding in a light colour (combined with render), and provision of an appropriate front fence treatment. The design incorporates appropriate fenestration, with traditional, vertically emphasised proportions. The upper-level setback allows for modulation of the street façade and reduces the visual bulk of the development. These treatments are appropriate.</p> <p>The proposed garages to the front of the site have been incorporated within the roofline and are setback further than the porch and entry, and they will not dominate the street frontage. The garages are compatible with the development and will provide a suitable outcome from a streetscape standpoint.</p> | | |
| <p>Clause 55.06-2 Front fences objective</p> <ul style="list-style-type: none"> ▪ To encourage front fence design that respects the existing or preferred neighbourhood character. | <p>Standard B32 The design of front fences should complement the design of the dwelling or residential building and any front fences on adjoining properties.</p> | Complies with Standard & Objective |
| | <p>Schedule to GRZ3: A front fence within 3m of a street should not exceed:2m for streets in a RDZ1 or 1.2m for other streets</p> | Complies with Standard & Objective |
| <p>Assessment: A 1.2m high timber picket front fence is proposed for the site frontage. This is in keeping with the style of the proposed dwellings. Fences in this location are varied, but commonly high and the proposal will improve the interface to the street. The fence meets the standard to the Zone.</p> | | |
| <p>Clause 55.06-3 Common property objectives</p> <ul style="list-style-type: none"> ▪ 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. | <p>Standard B33 Developments should clearly delineate public, communal and private areas.</p> <p>Common property, where provided, should be functional and capable of efficient management.</p> | N/A |
| <p>Assessment: No common property is proposed as part of this development.</p> | | |
| <p>Clause 55.06-4 Site services objectives</p> <ul style="list-style-type: none"> ▪ To ensure that site services can be installed and easily maintained. ▪ To ensure that site facilities are accessible, adequate and attractive. | <p>Standard B34 Dwelling layout and design should provide sufficient space and facilities for services to be installed and maintained efficiently and economically.</p> <p>Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</p> | Complies with Standard & Objective |
| <p>Assessment: It is understood that all the facilities required for the development can be accommodated within the development. Site services such as mailboxes and bin/recycling storage locations have been nominated on the respective plans – with mailboxes shown located within the fence, and bins located to the rear of the garages, while the hot water service and condenser is located in the ancillary area of open space to the side of the dwellings. These are located appropriately. The plans should indicate clotheslines and this will be required by condition 1g).</p> | | |

13.0 RESPONSE TO GROUNDS OF OBJECTIONS

- 13.1 The objector concerns have largely been addressed in the body of this report. The remaining ground relates to the treatment of the south facing boundary wall which partially replaces the paling fence with No 49 Troy Street. The objector has sought that this wall be shown as rendered. A review of the plans indicates that this is the intention, noting that building access may be hampered by the existing boundary hedge.



South elevation showing treatment of wall as grey render.

14.0 CONCLUSION:

- 14.1 On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.
- 14.2 As outlined above, it has been determined that prior to deciding on this application all factors pursuant to section 60(1) of the Act have been considered. Further to this, the proposal does not give rise to any significant social and economic effects.
- 14.3 The proposed development is considered appropriate for the Site, subject to conditions, as evidenced by:
- The compatibility of the design and siting with the surrounding area
 - The mitigation of off-site amenity impacts
 - A suitable level of compliance with all relevant policies, including Clause 55 of the Kingston Planning Scheme.
- 14.4 The variations sought to the front setback and site coverage provisions are suitable in the context and will not give rise to unacceptable amenity or public realm impacts.

15.0 RECOMMENDATION

- 15.1 That Planning Committee determine to support the proposal and issue a Notice of Decision to Grant a Permit to develop land for two (2) dwellings at 52 Scotch Parade, Bonbeach, subject to the following conditions:
1. Before the development starts amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the advertised plans prepared by Roke

Design Studios Pty Ltd, Issue No TP-02 comprising Job No. 20-101 Sheets 1 to 9 inclusive, Revision E, dated 04.08.2021, but modified to show:

- a. Vehicle crossings must be constructed at a 90-degree alignment with the kerb on Scotch Parade and all internal driveways must align with the existing / proposed vehicle crossing.
- b. The internal driveways must be at least 500mm from the side boundary at the front boundary.
- c. A standard on street parking bay at least 5.4m between vehicle crossings must be shown on the plans.
- d. a notation stating that the minimum 2000L rainwater tanks are nominated for each new dwelling and connected to toilets for flushing.
- e. the provision of clotheslines to dwellings 1 and 2.
- f. the location of all externally-located heating and cooling units, exhaust fans and the like, clearly shown.
- g. provision of a longitudinal section of the reverse fall driveway with levels and grades to AHD, and designed in accordance with Clause 52.06 of the Kingston Planning Scheme
- h. the provision of a full colour palette, finishes and building materials schedule for all external elevations and driveways of the development.
- i. the provision of a landscape plan in accordance with the submitted development plan, with such plans to be prepared by a suitably qualified landscape professional to the satisfaction of the Responsible Authority and incorporating:
 - i) A planting schedule of all proposed trees and shrubs, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant;
 - ii) A survey, including, botanical names of all existing trees to be retained or removed on the site including Tree Protection Zones for trees to be retained calculated in accordance with AS4970-2009;
 - iii) A survey including botanical names, of all existing trees on neighbouring properties where the Tree Protection Zones of such trees calculated in accordance with AS4970-2009 fall partially within the subject site;
 - iv) The delineation of all garden beds, paving, grassed area, retaining walls, fences and other landscape works;
 - v) A range of plant types from ground covers to large shrubs and trees, provided at adequate planting densities (e.g. plants 1 metre width at maturity planted 1 metre apart); with the species chosen to comprise of a minimum 80% coastal indigenous species by plant type and total quantities;
 - vi) Two (2) coastal indigenous canopy trees capable of growing to minimum mature dimensions of 10 metres in height and 5 metres in width to be planted in the front setback of the property;
 - vii) One (1) coastal indigenous canopy tree capable of growing to minimum mature dimensions of 10 metres in height and 5 metres in width to be planted in the secluded private open space of each dwelling;
 - viii) All trees provided at a minimum of 2 metres in height at time of planting, medium to large shrubs to be provided at a minimum pot size of 200mm;

- ix) Notes regarding site preparation, including the removal of all weeds, proposed mulch, soil types and thickness, subsoil preparation and any specific maintenance requirements;
- j. The location of tree protection measures illustrated to scale and labeled on the Ground Floor Plan as per the endorsed Tree Management Plan.
- k. Any changes as required by the Tree Management and Protection Plan in Condition 4.

Endorsed Plans

- 2. The development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.
- 3. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced

Tree Management and Protection Plan

- 4. Concurrent with the endorsement of plans, a Tree Management Plan prepared by a suitably qualified arborist in accordance with AS4970-2009, must be submitted to and be endorsed by the Responsible Authority and incorporating:
 - a) A Tree Management Plan (written report) must provide details of:
 - i) Tree protection measures that will be utilized to ensure all trees to be retained remain viable post-construction.
 - ii) Stages of development at which inspections are required to ensure tree protection measures are adhered to must be specified.
 - b) A Tree Protection Plan (scale drawing) must provide details of:
 - i) The Tree Protection Zone and Structural Root Zone for all trees to be retained on the site and for all trees on neighboring properties where any part of the Tree Protection Zone falls within the subject site.
 - ii) The location of tree protection measures to be utilized.
 - iii) A notation to refer to the Tree Management Plan.
- 5. All protection measures identified in the Tree Management Plan must be implemented, and development works undertaken on the land must be undertaken in accordance with the Tree Management Plan, to the satisfaction of the Responsible Authority.
- 6. Prior to the commencement of works, the name and contact details of the project arborist responsible for implementing the Tree Management Plan must be submitted to the Responsible Authority.

Drainage and Water Sensitive Urban Design

- 7. Unless with the prior written consent of the responsible authority, before the development commences, the following Integrated Stormwater Management documents must be prepared, by a suitably qualified person, to the satisfaction of the responsible authority:
 - a) Stormwater management (drainage) plan(s) must be prepared as per Council's "Civil Design Requirements for Developers- Part A – Integrated Stormwater Management", with supporting computations, showing the stormwater (drainage) works to the nominated point of discharge. The plan(s) must show all details of the proposed stormwater (drainage) works including all existing and proposed features that may have impact on the stormwater (drainage) works, including landscaping details.

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8. Stormwater (drainage) works must be implemented in accordance with the approved stormwater management (drainage) plan(s) and to the satisfaction of the responsible authority including the following:
 - a) All stormwater (drainage) works must be provided on the site so as to prevent overflows onto adjacent properties.
 - b) The implementation of stormwater (drainage) detention system(s) which restricts stormwater discharge to the maximum allowable flowrate of 7.2L/s.
 - c) All stormwater (drainage) works must be maintained to the satisfaction of the Responsible Authority.

Infrastructure and Road Works

9. Property boundary and footpath levels must not be altered without the prior written consent from the Responsible Authority.
10. The replacement of all footpaths, including offsets, must be constructed to the satisfaction of the Responsible Authority.
11. All reinstatements and vehicle crossings must be constructed to the satisfaction of the Responsible Authority.
12. All redundant vehicle crossings must be removed (including redundant portions of vehicle crossings) to the satisfaction of the Responsible Authority.
13. All front and side fences must be contained wholly on the title property boundaries of the subject land.

General amenity conditions

14. All works on or facing the boundaries of adjoining properties must be finished and surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.
15. All externally-located heating and cooling units, exhaust fans and the like must not be located adjacent to bedroom windows on adjoining properties and must not be located where they will be highly visible from any public area to the satisfaction of the Responsible Authority.
16. All piping, ducting above the ground floor storey of the development (other than rainwater, guttering and downpipes) must be concealed to the satisfaction of the Responsible Authority.

Completion of Works

17. Prior to the occupation of dwellings hereby permitted, all buildings and works and the conditions of this permit must be complied with to the satisfaction of the Responsible Authority, unless with the further prior written consent of the Responsible Authority.
18. Prior to the occupation of the dwellings hereby permitted, the landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority. Thereafter, the landscaping shall be maintained to the satisfaction of the Responsible Authority.


Time Limits

19. In accordance with section 68 of the *Planning and Environment Act 1987* (the Act), this permit will expire if one of the following circumstances applies:
 - The development is not started within two (2) years from the date of permit issue.
 - The development is not completed within four (4) years from the date of permit issue.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

- Note:** Environment Protection Authority (EPA) Victoria set out the requirements pertaining to site construction hours and permissible noise levels.
- Note:** Prior to the commencement of the development you are required to obtain the necessary Building Permit.
- Note:** The applicant/owner must provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.
- Note:** The applicant/owner must provide a copy of this planning permit and any endorsed plans to any external contractor to ensure that all trees to be retained on site are protected during any works.
- Note:** Any landscape plan prepared in accordance with conditions must comply with Council's Landscape Checklist.
- Note:** The allocation of street numbering and addressing of properties is vested in Council. Any reference to addressing or dwelling/unit/apartment and street numbers or street names on any endorsed plan is indicative only. The onus is on the Permit Applicant/Land Owner to contact Council's Property Data Department to determine the official dwelling/unit/apartment street numbers, street name details and the like for the approved development.
- If the Permit Applicant/Land Owner adopts the street numbering or addressing from the endorsed plans, or where advertising and/or sales transact (off the plan) prior to Council's official allocation of the street numbering and addressing, it will be viewed to be non-compliant with the guideline and standard applied (Australian/New Zealand Standard for Rural & Urban Addressing / AS/NZS 4819:2011).
- Note:** The owner(s), occupiers and visitors of the development allowed by this permit may not be eligible for Council resident or visitor parking permits.

Appendices

Appendix 1 - KP-2020/649 - 52 Scotch Parade, BONBEACH VIC 3196 - development plans for consideration (Ref 21/70905) 

Author/s: Alfred Carnovale, Manager City Development
Reviewed and Approved By: Jonathan Guttman, General Manager Planning and Development

4.4

KP-2020/649 - 52 SCOTCH PARADE, BONBEACH

- 1 KP-2020/649 - 52 Scotch Parade, BONBEACH VIC 3196 -
development plans for consideration..... 167

ADVERTISED PLANS
Documentation May
Be Subject to Copyright

MGAM zone 55

Feature & Level Survey

52 Scotch Parade, Bonbeach



- Legend**
- X 104 Existing Surface
 - + 107 Floor Level
 - + 108 Roof Level
 - 201 Single Tree > 2m
 - 308 Side Entry Drainage Pit
 - 309 Ground Drainage Pit
 - 310 Junction Drainage Pit
 - 322 Kerb Outlet
 - 427 Invert of Kerb/Channel
 - 458 Back of Kerb/Channel
 - X 410 Pedestrian Path
 - - - 411 Driveway
 - 601 Signs
 - X 601 House
 - X 602 Minor Building
 - X 603 Major Building
 - X 604 Verandah/Deck
 - 605 Window
 - 606 Door
 - X 617 Wall
 - X 618 Chimney
 - X 628 Steps
 - X 629 Ramp
 - X 632 Eave
 - X 633 Parapet
 - X 634 Ridge Line
 - X 635 Spreading Gutter
 - 712 Electricity Pole only
 - 713 Electricity Pole with Light
 - 716 Electricity Pit
 - - - 717 Overhead Electricity Line
 - 721 Telecommunications Pit
 - 728 Gas Meter
 - 741 Sewerage Pit
 - 763 Fire Hydrant
 - 764 Water Meter
 - 903 House
 - X 904 Gate
 - 950 Boundary
 - Cadastral Map Base
 - - - Cadastral Map Base - Proposed

Nabtime
Date of Survey 1st September 2020

For Title Re-establishment Survey showing relationship between fences and Title Boundaries refer to survey drawing No. 20512R

Survey is on MGA Bearing and Co-ordinates
Subtract 7°42'20" for title

Direction of Photographs shown thus Refer to drawing 20512PH for photos

Levels shown thus are to Australian Height Datum via Lindhurst PM136 with a stated value of RL 1.230

Tree heights shown thus are approximate only

Contour Interval 0.2 metres

Property Information shown thus or is not based on Survey and has been obtained from the Digital Cadastral Map Base.

Location of buildings beyond site fences and shown as dashed lines are indicative only

* Windows noted HAB N448 UNCL (unclassified) have been determined by aerial visual appearance at the time of survey. Land Dimensions Pty Ltd can accept no responsibility for any person or corporation who may rely on this for any purpose. All window types should be verified on site by a designer or planning consultant.

Services shown hereon have been located by field survey. Other hidden underground services may exist and prior to any demolition, excavation or construction on the site, the relevant authority or Dial before you Dig should be contacted for possible location of further underground services.

This plan has been prepared for Chris Pippo and is not to be reproduced for use by any other person or corporation without the prior written consent of Land Dimensions Pty Ltd.

| Date | Version | Amendment |
|------|---------|-----------|
| | | |

Job Reference No. 20612

Scale 1:200 Lengths are in metres

Drawn AW Checked NO Date 9/9/2020

Drawing number 20512FL Version -

Original sheet also A1 Sheet 1 of 1

Client Chris Pippo

LAND DIMENSIONS

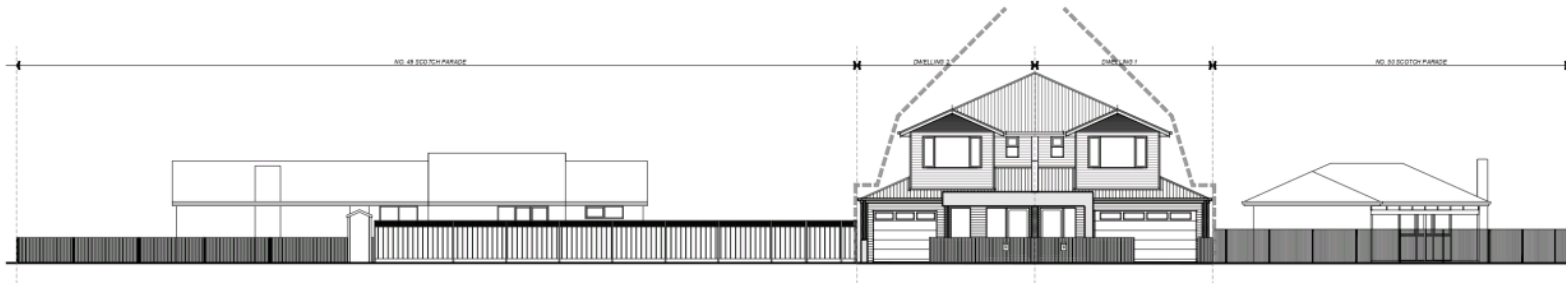
A/C/N: 129 548 054
PO Box 1266
Melbourne VIC 3001
Level 1 Suite 2, 327 Swanston Street
Melbourne VIC 3001
P: 03 9398 0399
W: www.landdimensions.com.au

ARCHITECTURAL DRAWINGS

- 01 STREETScape ELEVATION
- 02 SITE ANALYSIS
- 03 DESIGN RESPONSE
- 04 PROPOSED GROUND FLOOR PLAN
- 05 PROPOSED FIRST FLOOR PLAN
- 06 PROPOSED ROOF PLAN
- 07 GARDEN AREA PLAN
- 08 PROPOSED ELEVATIONS
- 09 SHADOW DIAGRAMS 9am, 12pm, 3pm




PROPOSED DOUBLE STOREY DWELLINGS AND GARAGES DEVELOPMENT AT 52 SCOTCH PARADE, BONBEACH

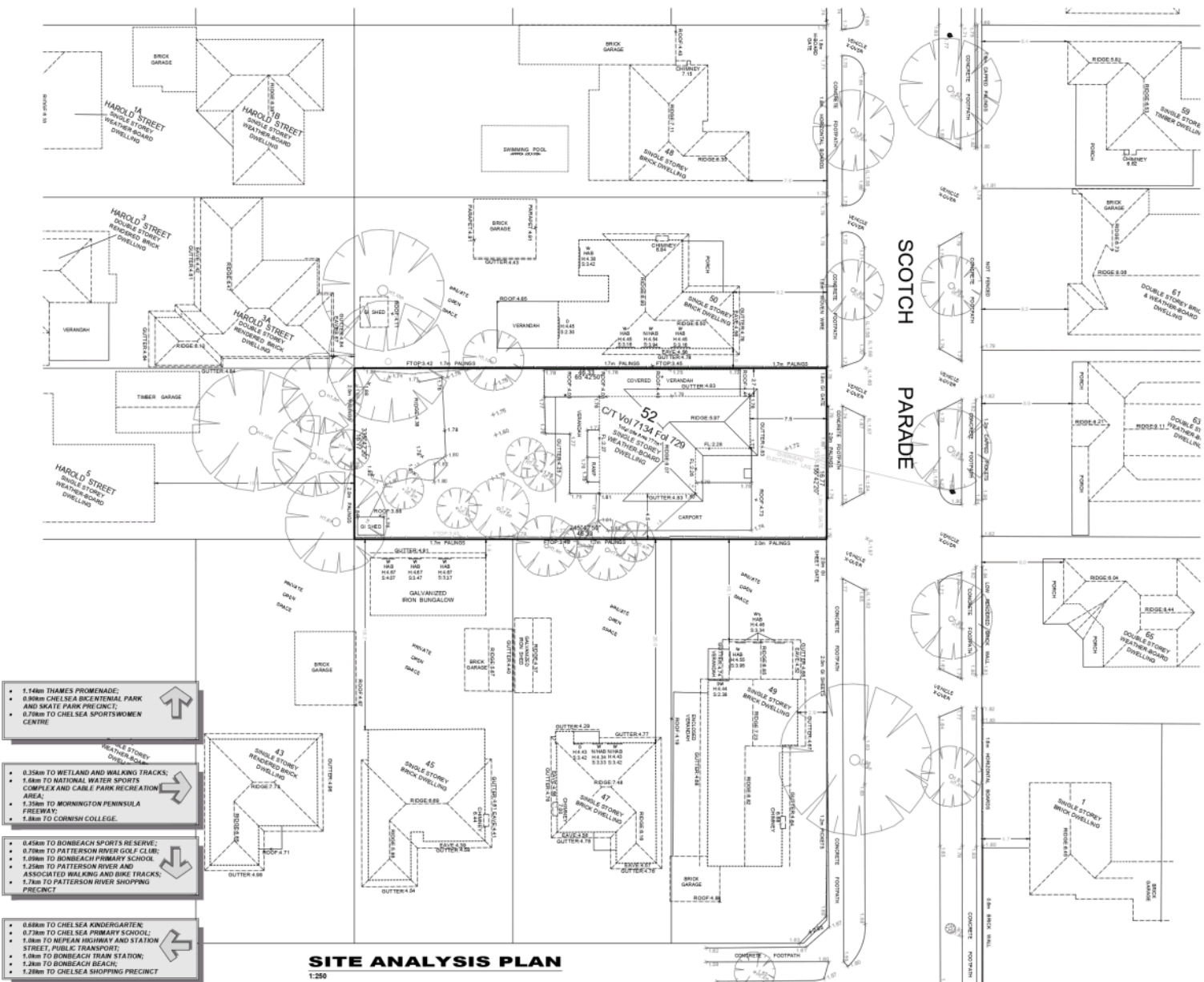
FOR MR AND MRS PIPPO



PROPOSED STREETScape ELEVATION

1:150

| | | |
|--|---|-------------|
| Job: Proposed double storey dwellings and garages development | | |
| Client: Mr C and Mrs J Pippo | | |
| Address: 52 Scotch Parade Bonbeach | | |
| Drawing: Town Planning Drawings | | |
| Date: October 2020 | | |
| Scale: 1:100 @ A2 - 1:200 @ A3 | | |
| Job no. 20 - 101 |  | |
| Drawn by: pm/gk | | |
| Sheet 02 of 9 | | |
| Issue no. TP - 02 | | |
| No. | REVISION/REVIEW | DATE |
| - | ISSUED FOR CLIENT REVIEW AND COMMENTS | 09.10.2020 |
| - | ISSUED FOR CLIENT REVIEW AND COMMENTS | 14.10.2020 |
| A | ISSUED FOR CLIENT REVIEW AND COMMENTS | 20.10.2020 |
| B | COUNCIL APY | 02.12.2020 |
| C | COUNCIL APY | 17.12.2020 |
| D | COUNCIL APY | 05.01.2021 |
| E | CLIENT CHANGES | 06.01.2021 |
| <small>6-1148 CHESTERVILLE RD MOONBERRI 3110 PH: 9553 4888 JAMES FUSSELL DIRECTOR GARRY KESSEY DRAFTER</small> | | |
|  | | |
|  | | |



SITE ANALYSIS PLAN
1:250

- 1.14km THAMES PROMENADE;
 - 0.90km CHELSEA BICENTENNIAL PARK AND SKATE PARK PRECINCT;
 - 0.70km TO CHELSEA SPORTSWOMEN CENTRE
- ↑
- 0.35km TO WETLAND AND WALKING TRACKS;
 - 1.0km TO NATIONAL WATER SPORTS COMPLEX AND CABLE PARK RECREATION AREA;
 - 1.35km TO MORNINGTON PENINSULA FRESHWAY;
 - 1.8km TO CORNISH COLLEGE.
-
- 0.45km TO BONBEACH SPORTS RESERVE;
 - 0.70km TO PATTERSON RIVER GOLF CLUB;
 - 1.09km TO BONBEACH PRIMARY SCHOOL;
 - 1.25km TO PATTERSON RIVER AND ASSOCIATED WALKING AND BIKE TRACKS;
 - 1.7km TO PATTERSON RIVER SHOPPING PRECINCT
- ↓
- 0.68km TO CHELSEA KINDERGARTEN;
 - 0.73km TO CHELSEA PRIMARY SCHOOL;
 - 1.0km TO NEPEAN INFRWAY AND STATION STREET, PUBLIC TRANSPORT;
 - 1.0km TO BONBEACH TRAIN STATION;
 - 1.2km TO BONBEACH BEACH;
 - 1.2km TO CHELSEA SHOPPING PRECINCT
- ↙

OPPORTUNITIES
THE SITE IS WITHIN CLOSE PROXIMITY TO A NUMBER OF PUBLIC OPEN SPACE RESERVES WITH SPORTING FACILITIES EDUCATIONAL INSTITUTES AND SHOPPING CENTRES.
THE EXISTING SITE HAS A SINGLE STOREY WEATHERBOARD HOUSE WITH ASSOCIATED VERANDAHS AND CARPORT.
THE SUBJECT SITE HAS FENCING ON ALL BOUNDARIES IN GOOD CONDITION.
THE SITE IS WITHIN CLOSE ACCESS TO MAJOR ARTERIAL ROUTES AND PUBLIC TRANSPORT.
GOOD NORTHERN ORIENTATION.
SITE HAS AN AREA OF 777m² WHICH PROVIDES OPPORTUNITY FOR DEVELOPMENTS
THERE ARE NO EXISTING TREES ON THE SITE WORTHY OF RETENTION
THERE IS A MIXTURE ARCHITECTURAL STYLES AND VISUAL BLANK TO STREETSCAPE AND VARIED FRONT FENCES SOLD AND OPEN IN STYLE
ADJOINING DWELLINGS ARE SET WELL BACK FROM SUBJECT SITE

CONSTRAINTS
THE ADJOINING HABITABLE ROOM WINDOWS AND SECLUDED PRIVATE OPEN SPACES NEED TO BE PROTECTED FROM OVERLOOKING AND OVERSHADOWING.

| | |
|---------------|---|
| Job: | Proposed double storey dwellings and garage development |
| Client: | Mr C and Mrs J Pizzo |
| Address: | 52 Scotch Parade Bonbeach |
| Drawing: | Town Planning Drawings |
| Date: | October 2020 |
| Scale: | 1:100 @ A2 - 1:200 @ A3 |
| Job no.: | 20 - 101 |
| Drawn by: | pm/gk |
| Sheet 02 of 9 | |
| Issue no.: | TP - 02 |



| No. | REVISION/AMENDMENT | DATE |
|-----|---------------------------------------|------------|
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| D | COUNCIL API | 06.01.2021 |
| E | CLIENT CHANGES | 04.08.2021 |

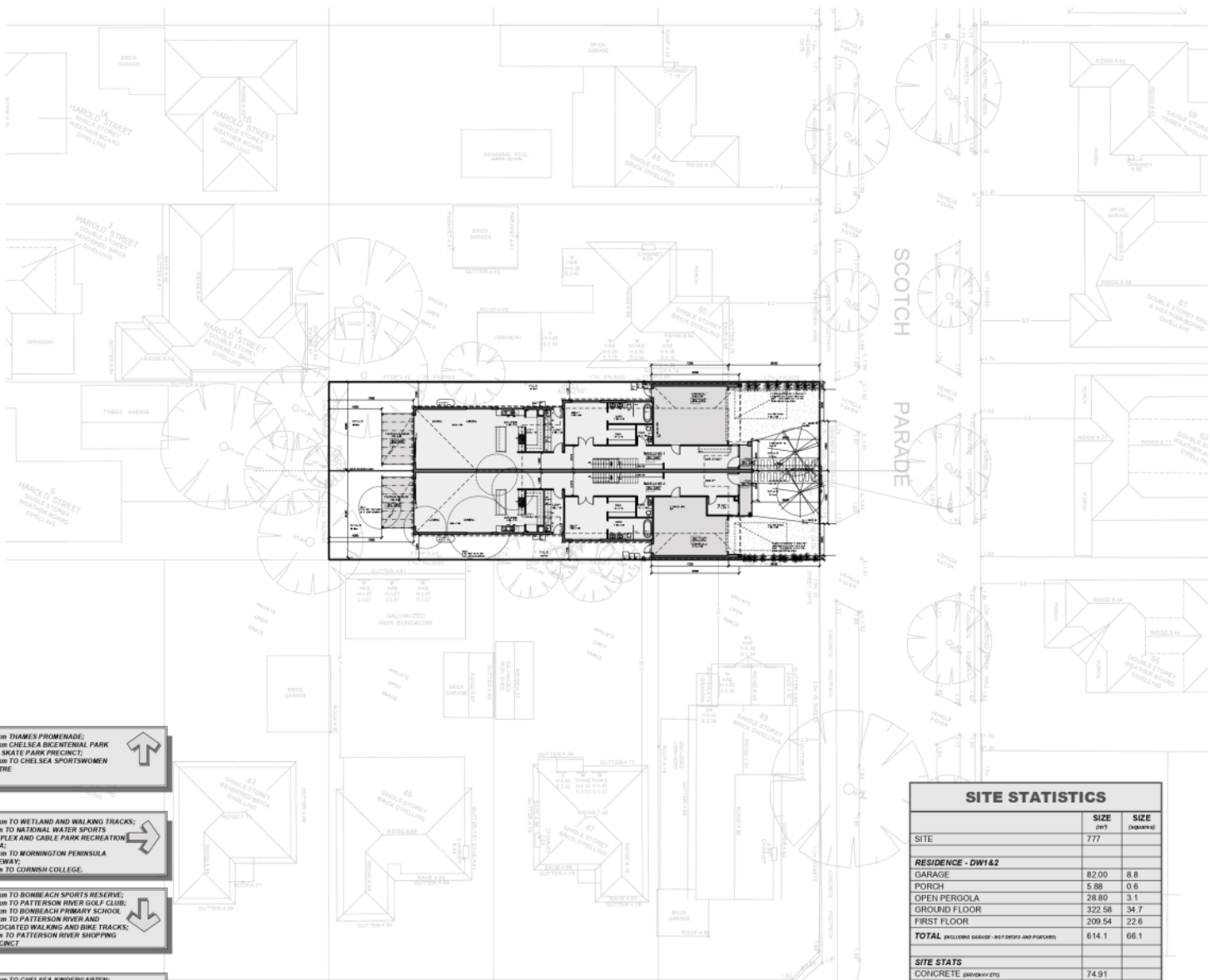
61148 CHESTERVILLE RD
MOONBERRIE VIC 3109
PH: 9553 4596

JAMES ASSOCIATES
1 BRADSHAW
GARRY ASSOCIATES
12-14 DUNDAS ST

Roke
DESIGN STUDIOS

REGISTERED
Building Practitioner

bolv
Safety. Integrity. Innovation.



CAR PARKING

ALL DWELLINGS HAVE BEEN PROVIDED WITH LOCK-UP DOUBLE GARAGES WITH INTERNAL SECURITY ENTRANCES. BOTH DWELLING GARAGES ARE ACCESSED VIA EXISTING CROSSOVERS IN SCOTCH PARADE.

STREET SETBACK

THE PROPOSED STREET SETBACK TO BOTH DWELLINGS WILL BE 7.60m WITH GARAGES SETBACK TO 8.40m. SIDE SETBACKS WILL BE BETWEEN 1.73m AND 2.38m AT GROUND LEVEL WITH GARAGES LOCATED ON PROPERTY BOUNDARIES. THE UPPER LEVEL WILL BE SETBACK 8.60m AND TO 9.0m FROM THE STREET FRONTAGE WITH SIDE VARYING FROM 2.49m TO 4.04m.

PRIVATE OPEN SPACE

EACH DWELLING IS PROVIDED WITH SECLUDED PRIVATE OPEN SPACE AT THE REAR OF THE DWELLING COMPRISING 66.93m² WITH ADDITIONAL OPEN SPACE LOCATED TO THE SIDES OF 48.02m². FRONT YARD AREAS OF 24.07m² IS ALSO PROVIDED.

FENCING

EXISTING SIDE AND REAR TIMBER FENCES TO BE RETAINED. THE EXISTING FRONT FENCE 2.0m TALLS TO IS TO BE REMOVED AND REPLACED WITH A LOW LEVEL 1.20m HIGH PICKET STYLE FENCE.

DESIGN

THE DOUBLE STOREY DWELLINGS ARE IN KEEPING WITH A NUMBER OF HOUSES IN THE SURROUNDING AREA. THE DESIGN IS FOR PITCHED COLORBOND ROOF WITH SECTIONS OF WEATHERBOARD AND RIB-DECK. THERE ARE A NUMBER OF DOUBLE STOREY DWELLINGS IN THE SURROUNDING AREA.

| | |
|---------------|--|
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| Date: | October 2020 |
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| Drawn by: | pm/gk |
| Sheet 09 of 9 | |
| Issue no. | TP - 02 |



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MOONBERRILL 3110
PH: 8553 4886

JAMES FUSCONE
11 BRADSHAW ST
GARRY-ADOLF
12 MADONNA ST

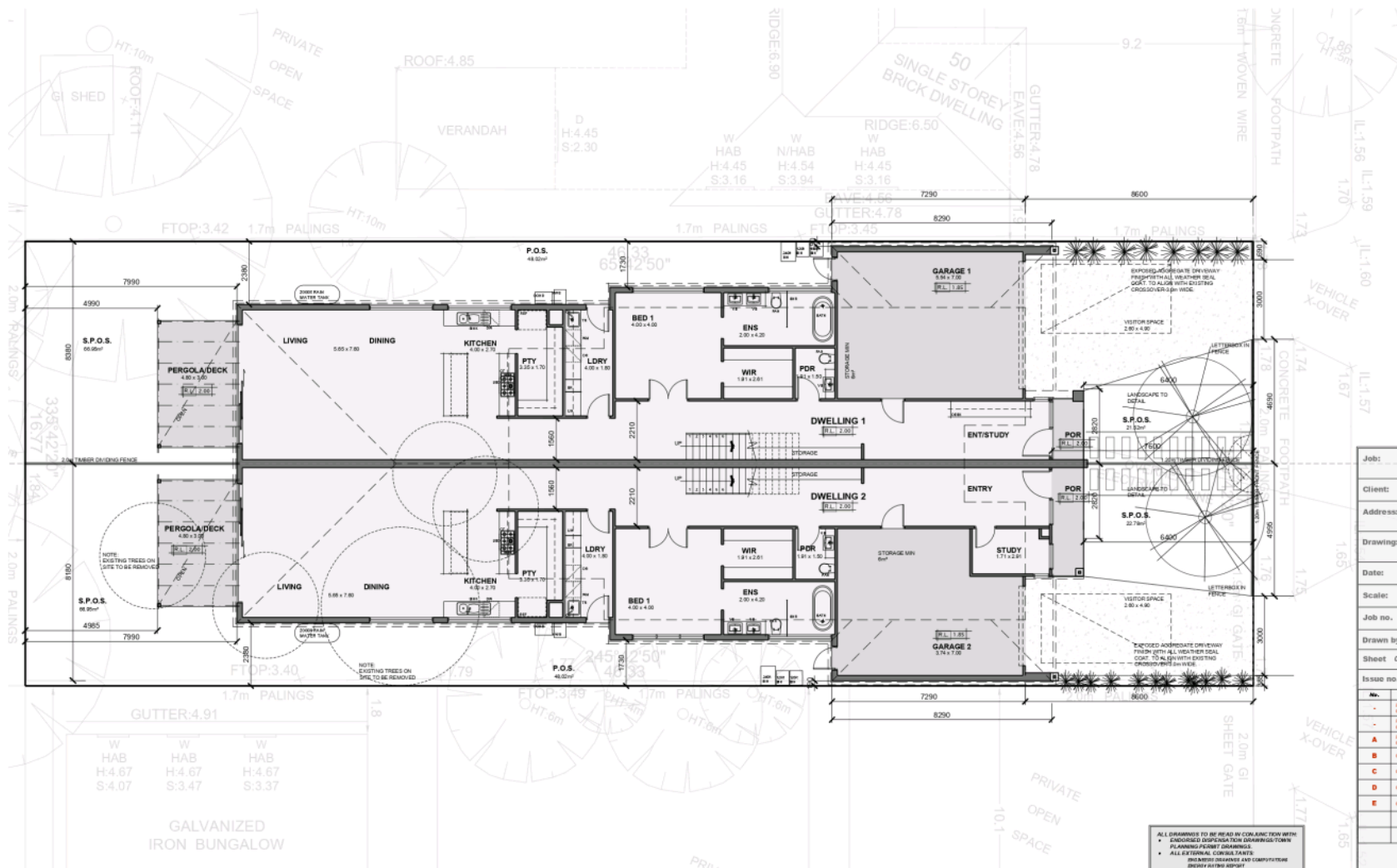
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| SITE STATISTICS | | |
|---|-----------------------------|-----------------------------|
| | SIZE (m ²) | SIZE (sqm) |
| SITE | 777 | |
| RESIDENCE - DW1&2 | | |
| GARAGE | 82.00 | 8.8 |
| PORCH | 5.88 | 0.6 |
| OPEN PERGOLA | 28.80 | 3.1 |
| GROUND FLOOR | 322.58 | 34.7 |
| FIRST FLOOR | 209.54 | 22.6 |
| TOTAL (EXCLUDING DRIVEWAY, NOT DECKS AND PATIOS) | 614.1 | 66.1 |
| SITE STATS | | |
| CONCRETE (PERM/IMP/ETG) | 74.91 | |
| SITE COVERAGE (EXCLUDING PERVIOUSLY COVERED) | 52.8% | 155.60m ² 20%MIN |
| PERMEABILITY (ALL PERMEABLE SURFACES) | 33.8262 | 20%MIN |
| GARDEN AREA (ALL PERMEABLE AREAS OVER 1.0m WIDE) | 270.11m ² 35.92% | 271.35m ² 35%MIN |

- 1.1km THAMES PROMENADE;
 - 0.90km CHELSEA BICENTENIAL PARK AND SKATE PARK PRECINCT;
 - 0.70km TO CHELSEA SPORTSWOMEN CENTRE
- 0.35km TO WETLAND AND WALKING TRACKS;
 - 1.0km TO NATIONAL WATER SPORTS COMPLEX AND CABLE PARK RECREATION AREA;
 - 1.30km TO MORNINGTON PENINSULA FREEWAY;
 - 1.8km TO CORNISH COLLEGE.
- 0.45km TO BONBEACH SPORTS RESERVE;
 - 0.70km TO PATTERSON RIVER GOLF CLUB;
 - 1.0km TO BONBEACH PRIMARY SCHOOL;
 - 1.20km TO PATTERSON RIVER AND ASSOCIATED WALKING AND BIKE TRACKS;
 - 1.70km TO PATTERSON RIVER SHOPPING PRECINCT.
- 0.88km TO CHELSEA KINDERGARTEN;
 - 0.72km TO CHELSEA PRIMARY SCHOOL;
 - 1.0km TO NEPTUN BRIDGEWAY AND STATION STREET, PUBLIC TRANSPORT;
 - 1.0km TO BONBEACH TRAIN STATION;
 - 1.2km TO BONBEACH BEACH;
 - 1.20km TO CHELSEA SHOPPING PRECINCT

DESIGN RESPONSE PLAN

1:20



PROPOSED GROUND FLOOR PLAN

1:100

| SITE STATISTICS | | |
|--|------------------------|-----------------|
| SITE | SIZE (m ²) | SIZE (hectares) |
| RESIDENCE - DW1 | | |
| GARAGE | 37.24 | 4.0 |
| PORCH | 5.10 | 0.5 |
| OPEN PERGOLA | 28.80 | 3.1 |
| GROUND FLOOR | 166.86 | 18.0 |
| FIRST FLOOR | 104.77 | 11.3 |
| TOTAL (INCLUDING GARAGE, NOT DECKS AND PERGOLA) | 308.9 | 33.2 |

| SITE STATISTICS | | |
|--|------------------------|-----------------|
| SITE | SIZE (m ²) | SIZE (hectares) |
| RESIDENCE - DW2 | | |
| GARAGE | 41.00 | 4.4 |
| PORCH | 2.90 | 0.3 |
| OPEN PERGOLA | 28.80 | 3.1 |
| GROUND FLOOR | 161.29 | 17.4 |
| FIRST FLOOR | 104.77 | 11.3 |
| TOTAL (INCLUDING GARAGE, NOT DECKS AND PERGOLA) | 307.1 | 33.1 |

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH EXHIBITED NOTIFICATION DOCUMENTATION.
 PLANNING PERMIT DRAWINGS.
 ALL EXTERNAL CURB CUTS.
 EXHIBITED DRAWINGS AND COMPUTATIONS.
 STREET ADDRESS SERVICE.
 POLICE PLAN AND SURVEY.
 SOIL SURVEY.

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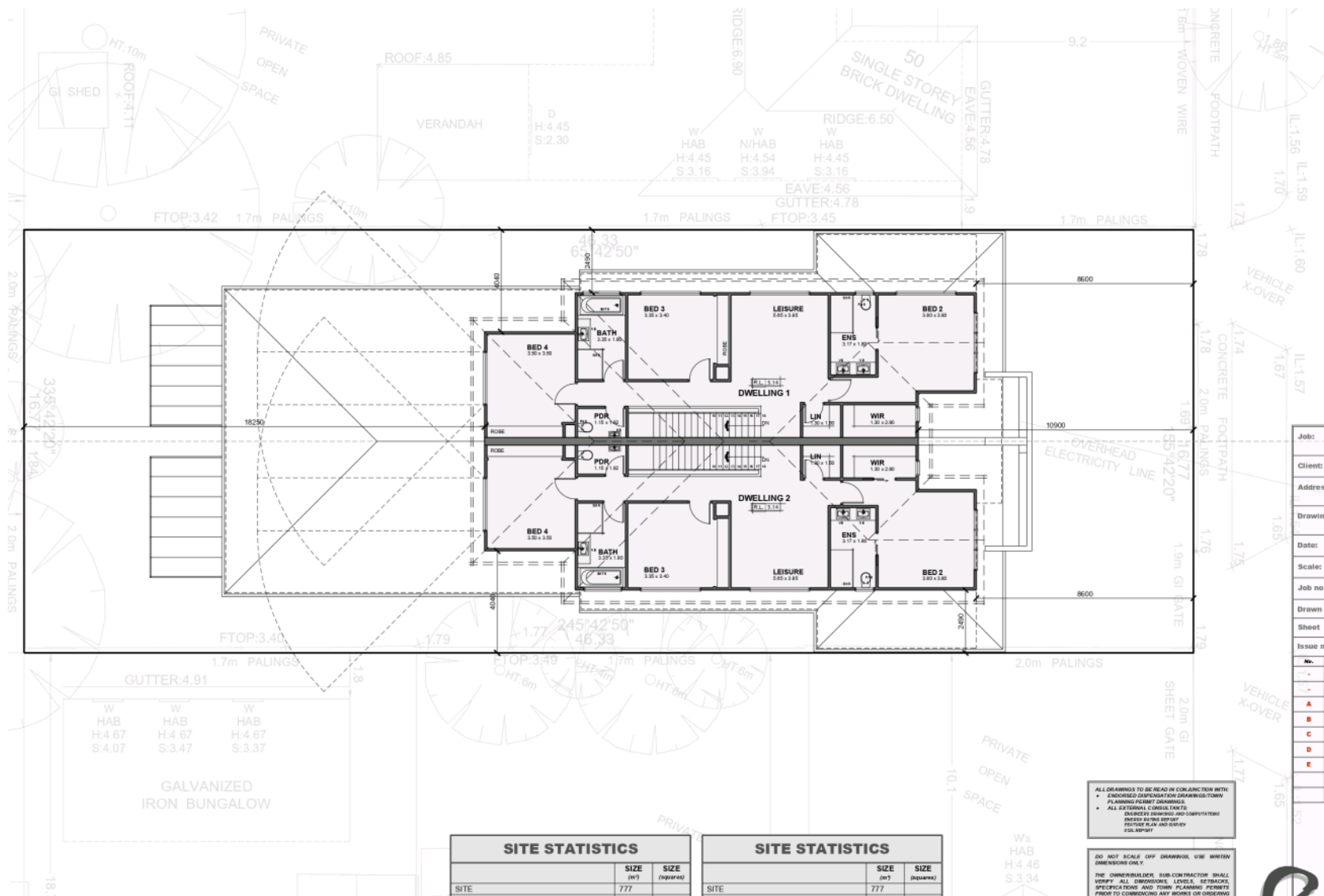
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 JAMES FROST'S
 1 BRADSHAW
 GARRY KOSOFF
 12/40-12/17

RoKe
 DESIGN STUDIOS

REGISTERED Building Practitioner **bobv** Safety, Integrity, Innovation, King



PROPOSED FIRST FLOOR PLAN
1:100

| SITE STATISTICS | | | |
|---|------------------------|-----------------------------|--|
| | SIZE (m ²) | SIZE (sqm/ft ²) | |
| SITE | 777 | | |
| RESIDENCE - DW1 | | | |
| GARAGE | 37.24 | 4.0 | |
| PORCH | 5.10 | 0.5 | |
| OPEN PERGOLA | 28.80 | 3.1 | |
| GROUND FLOOR | 166.86 | 18.0 | |
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| TOTAL (INCLUDING GARAGE - NOT DECKS AND PORCHES) | 308.9 | 33.2 | |

| SITE STATISTICS | | | |
|---|------------------------|-----------------------------|--|
| | SIZE (m ²) | SIZE (sqm/ft ²) | |
| SITE | 777 | | |
| RESIDENCE - DW2 | | | |
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| PORCH | 2.90 | 0.3 | |
| OPEN PERGOLA | 28.80 | 3.1 | |
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| FIRST FLOOR | 104.77 | 11.3 | |
| TOTAL (INCLUDING GARAGE - NOT DECKS AND PORCHES) | 307.1 | 33.1 | |

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 • ALL EXTERNAL COUNCIL FIRMS
 • OWNER'S DIMENSIONS AND CONSTRUCTION INTENT PLANS DEPOSIT PROJECT PLAN AND SURVEY S/L REPORT

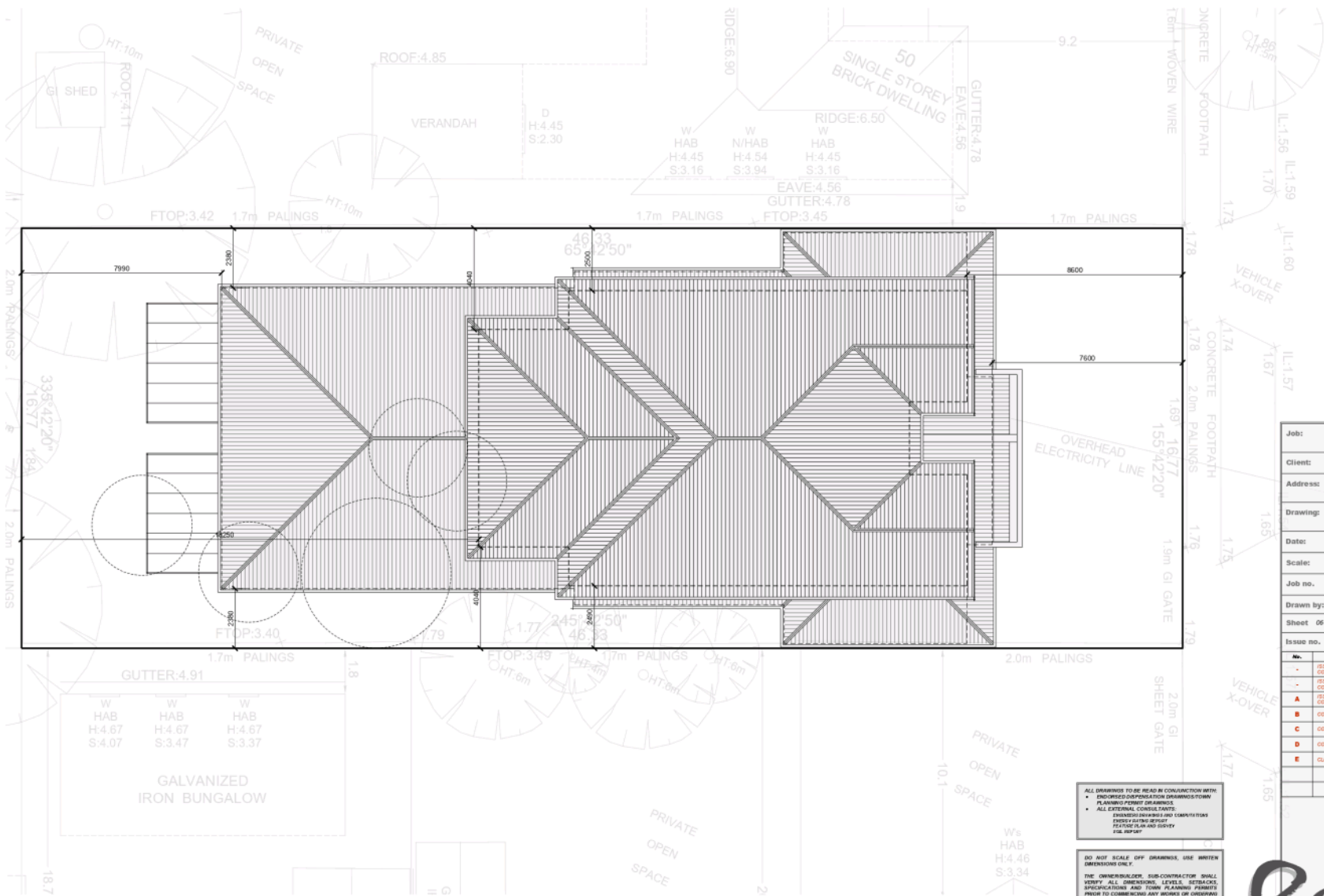
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| E | CLIENT CHANGES | 06.01.2021 |



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PROPOSED ROOF PLAN

1:100

TCH PARADE

| | |
|---------------|--|
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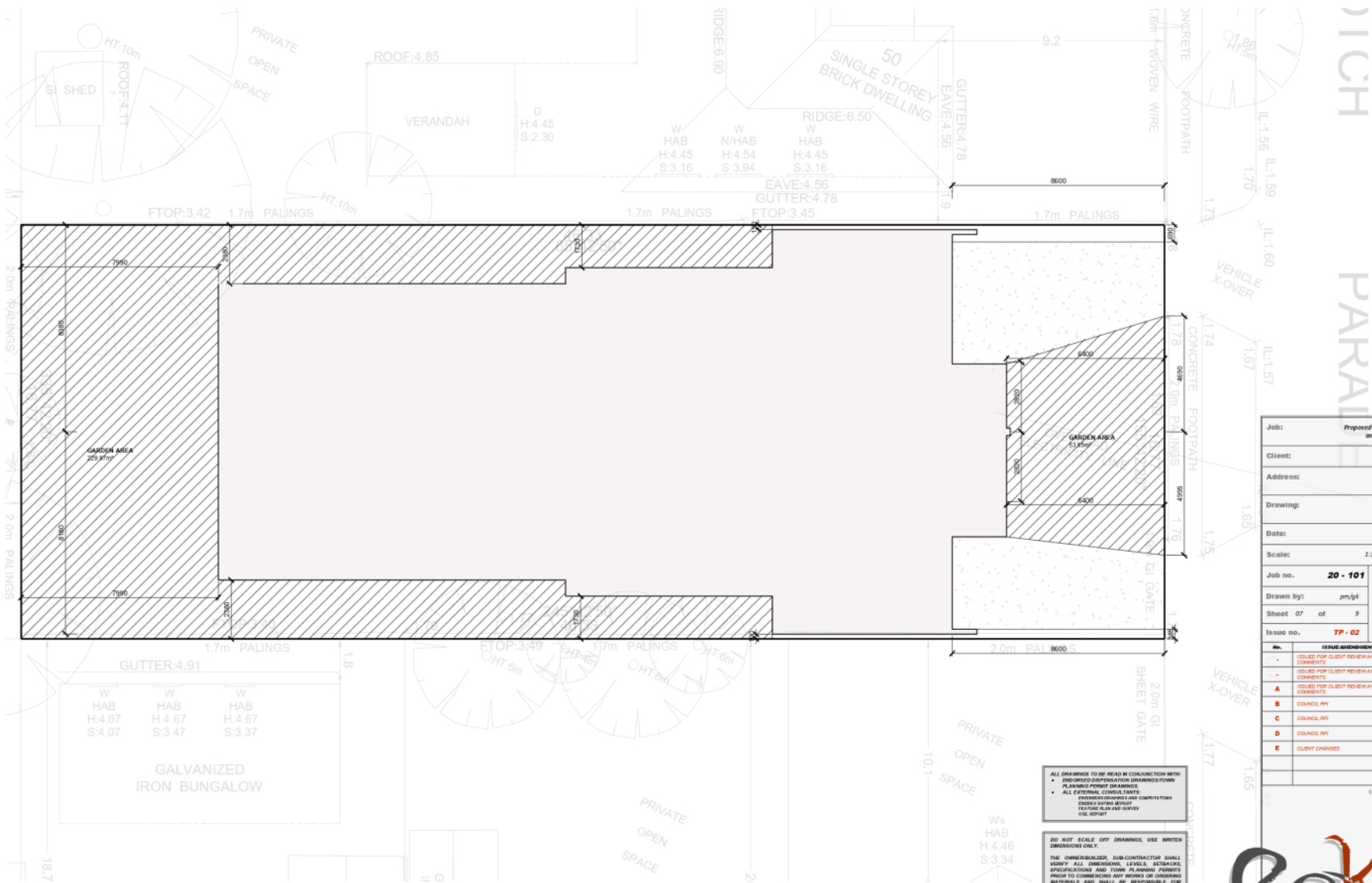


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GARDEN AREA PLAN
1:100

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH
 • COVENANTS/CONDITIONS FOR DEVELOPMENT
 • PLANNING PERMIT CONDITIONS
 • ALL EXTERNAL CONSULTANTS
 • ENGINEERING AND SURVEYING
 • EROSION CONTROL REPORT
 • SITE PLAN AND WATER
 • FIRE REPORT

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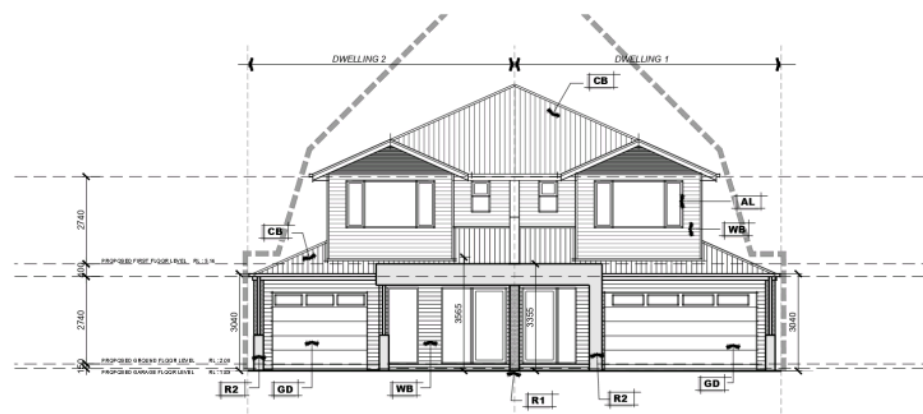
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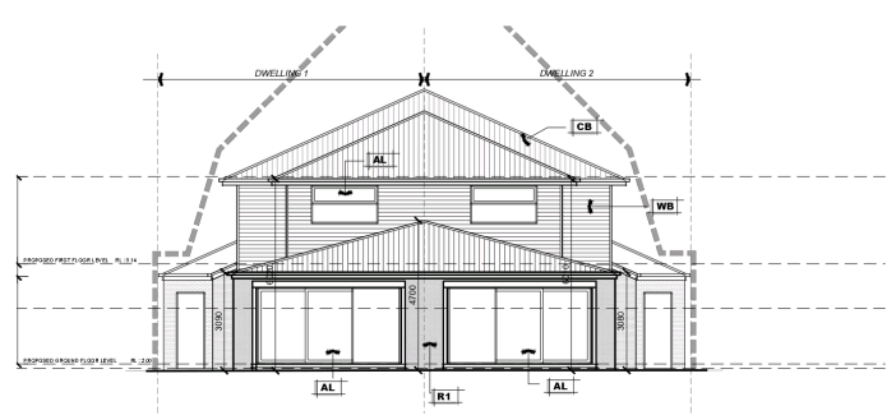
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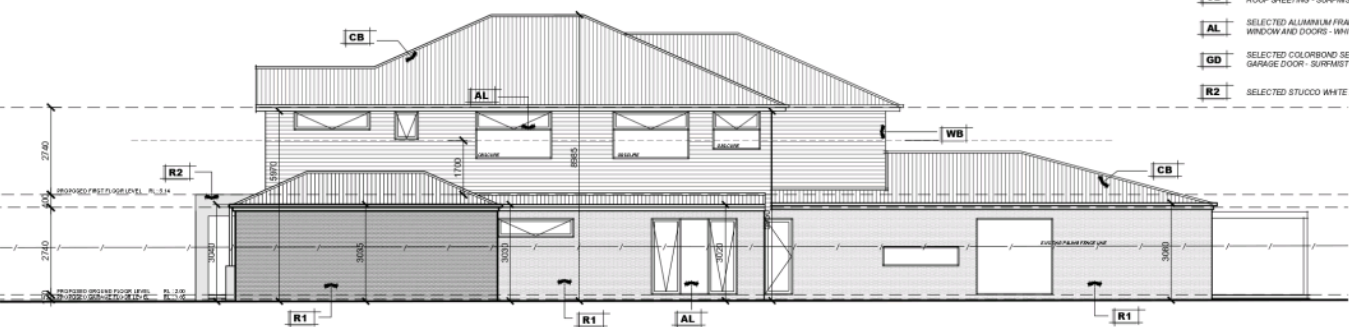
PROPOSED EAST ELEVATION
1:100



PROPOSED WEST ELEVATION
1:100



PROPOSED SOUTH ELEVATION
1:100



PROPOSED NORTH ELEVATION
1:100

- R1** SELECTED PALE GREY RENDER FINISH
- WB** SELECTED WEATHERBOARD FINISH - PALE GREY
- CB** SELECTED COLORBOND CORRUGATED ROOF SHEETING - SURFIMAT
- AL** SELECTED ALUMINUM FRAME WINDOW AND DOORS - WHITE
- GD** SELECTED COLORBOND SECTIONAL GARAGE DOOR - SURFIMAT
- R2** SELECTED STUCCO WHITE RENDER

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH:
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 • ALL EXTERNAL CONSULTANTS' BUSINESS DRAWINGS AND COMPUTATIONS
 FROM ALL WORK SHOWN
 FOR THE PLAN AND DESIGN
 AND IMPACT

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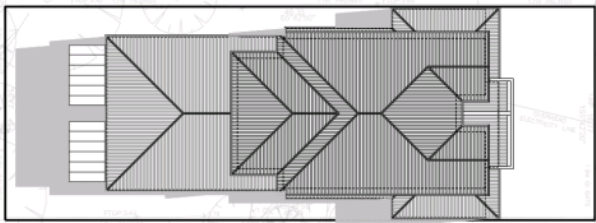
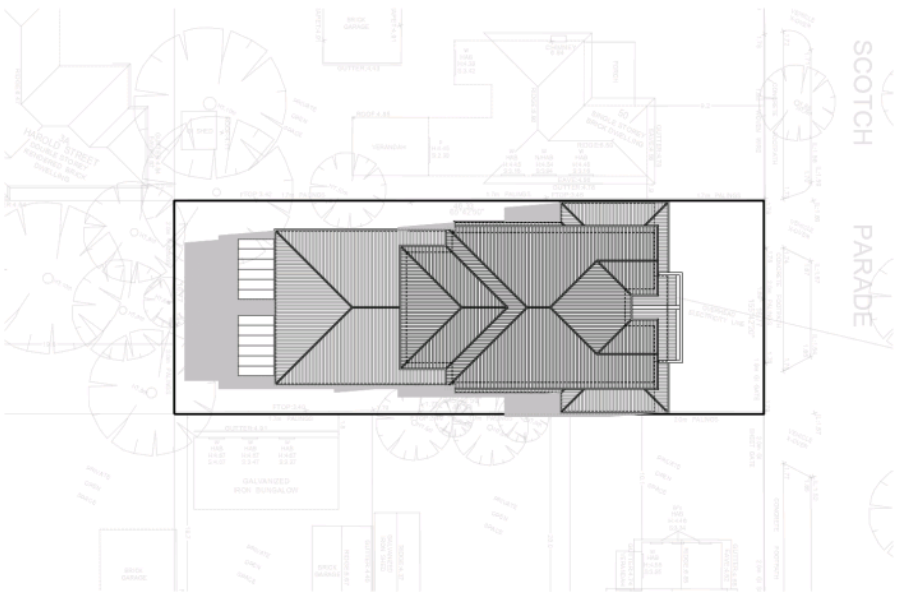
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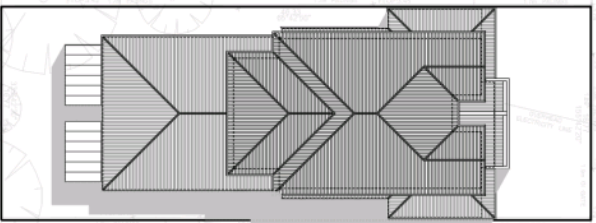
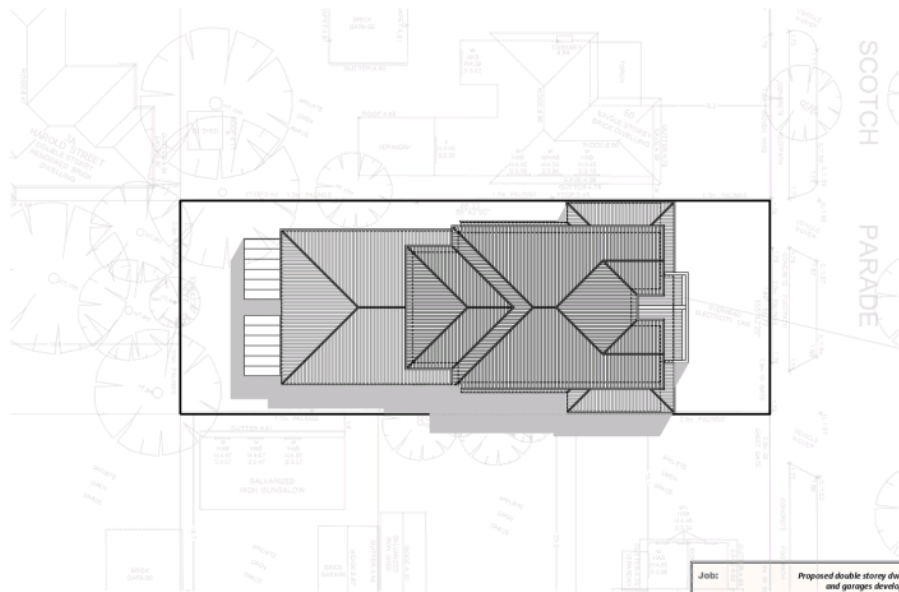


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 PH: 9553 4888
 JAMES FROST
 1/ SHADERS
 GARY KOSBY
 0840-1217

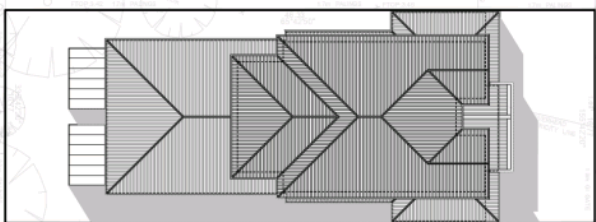
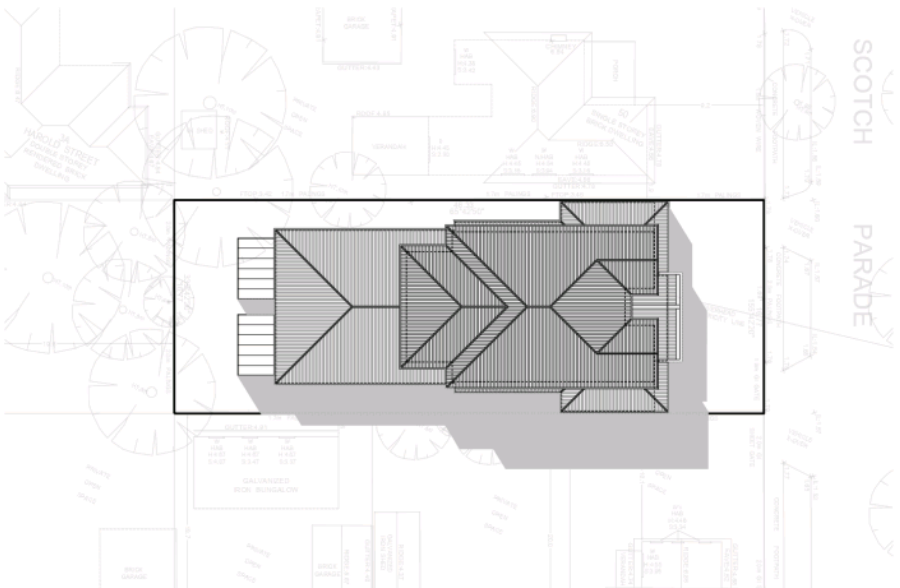




SHADOW DIAGRAM 9am
1:250



SHADOW DIAGRAM 12pm
1:250



SHADOW DIAGRAM 3pm
1:250

ALL DRAWINGS TO BE READ IN CONJUNCTION WITH:
 • ENVOIRED DISPENSA PER DISEGNIANDO TOWN PLANNING PERMIT CONDITIONS
 • ALL CRITICAL CONTROL POINTS
 • ENVOIRED DRAWINGS AND CONTROL POINTS
 DESIGN AND/OR REPORT
 PER THE PLANNING DEPARTMENT
 SEE REPORT

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 MOONBERRI 3110
 PH: 9853 4886
 JAMES FISCHETT
 ARCHITECT
 GARRY ADOLF
 DRAFTER

REGISTERED
 Building Practitioner







Planning Committee Meeting

15 September 2021

Agenda Item No: 4.5

KP-2001/648/B - PARKDALE YACHT CLUB, 131 - 132 BAY TRAIL, PARKDALE

Contact Officer: Tim Yildirim, Statutory Planner

Purpose of Report

This report is for the Planning Committee to consider Planning Permit Application No. KP-2001/648/B - 131 - 132 Bay Trail, Parkdale.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That the Planning Committee determine to support the proposal and issue a Notice of Decision to grant an amended planning permit for an extension to the on premise Liquor License at 131 - 132 Bay Trail, Parkdale, subject to the conditions contained within this report.

This application requires a decision by Council, due to the following reason:

- The application is one of major significance (on Crown land managed by Council)

| EXECUTIVE SUMMARY - AMENDMENT TO PLANNING PERMIT PURSUANT TO SECTION 72 OF THE PLANNING & ENVIRONMENT ACT 1987 | | | |
|---|---|------------------------------|--------------|
| Address | 131 – 132 Bay Trail PARKDALE VIC 3195 | | |
| Legal Description | Crown Allotment 19A, Section 24 Parish of Mordialloc, on Crown Diagram (CD) 062857T | | |
| Applicant | Peter Monkhouse | | |
| Planning Officer | Tim Yildirim | | |
| PLANNING REQUIREMENTS | | | |
| Planning Scheme | Kingston | | |
| Zoning | Clause 36.02 – Public Park and Recreation Zone | | |
| Overlays | Clause 43.02 – Design and Development Overlay (Schedule 1) | | |
| Particular Provisions | Clause 52.06 – Car Parking Clause 52.27 – Licensed Premises | | |
| Permit Trigger/s | Clause 52.27 – A Permit is required to use land to sell or consume liquor where <i>the area that liquor is allowed to be consumed or supplied under a licence is to be increased.</i> | | |
| APPLICATION / PROCESS | | | |
| Permit Allows | To Use this site for a Restricted Club Liquor License. | | |
| What amendment/s to the permit are being sought? | This application seeks to Amend Planning Permit KP-2001/648/A by: <ul style="list-style-type: none"> • proposing alterations and an extension to the existing Restricted Club Licence (liquor licence) Red Line Plan; and • alterations to conditions | | |
| Reference No. | KP-2001/648/B | RFI Received | 29.06.2021 |
| App. Received | 30 April 2021 | App. Amended | N/A |
| S.52 Advertising | Commenced: 5 July 2021 | Advertising Completed | 22 July 2021 |
| S.55 Referrals | None | | |
| Internal referrals | N/A | | |
| Objection(s) | One (1) | | |
| LEGISLATIVE | | | |
| Covenant/other Restriction | No | Complies: N/A | |
| CHMP Considered Plans | EXEMPT Haskell, titled Parkdale Yacht Club, Revision C1, dated 13.04.2021, submitted to Council on 17.06.2021 | | |

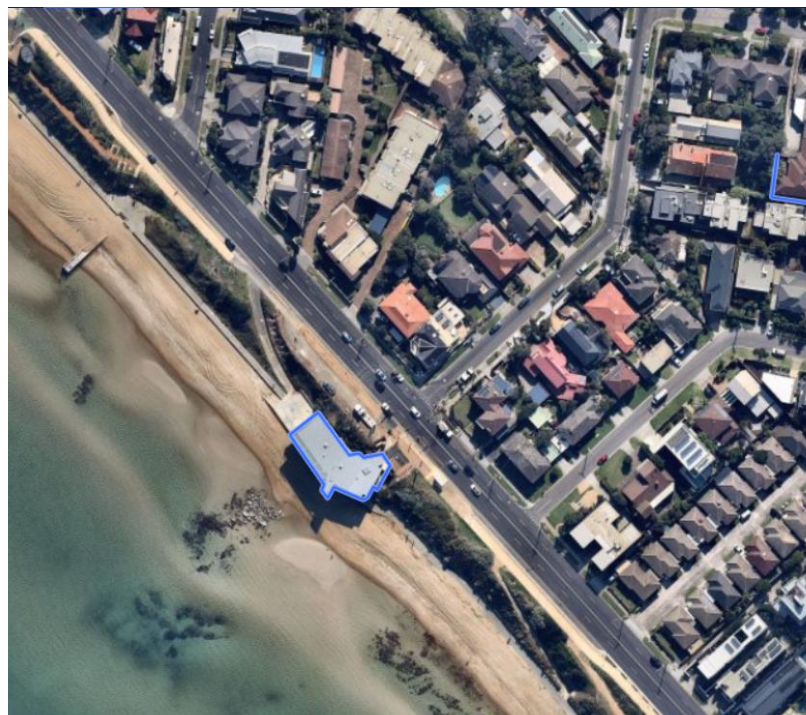
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1.0 RELEVANT LAND HISTORY

- 1.1 Planning Permit KP-2001/648 was issued by Kingston City Council on 29 September 2001 *to use the site for a restricted club liquor license.*
- 1.2 Amended Planning Permit KP-2001/648/A was issued by Kingston City Council on 25 June 2008 for *an extension to the hours of the on-premise liquor license applicable to this site.* Associated plans were endorsed on 3 July 2008.
- 1.3 Planning Permit KP-2018/902 was issued by Kingston City Council on 28 May 2019 to *use the land for a Restricted Recreation Facility (Yacht Club).* Associated Plans were endorsed on 28 June 2019. The associated Venue Management Plan was endorsed by Council on 20 December 2019.

2.0 SUBJECT LAND

- 2.1 The photographs below illustrate the existing building on the subject site, in its surrounding context.



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- 2.2 The subject site is located on the Parkdale foreshore Crown Land, on the south-west side of Beach Road, opposite the intersection between Beach Road and Monaco Street. The site / building is irregular in shape with an overall area of 337m². The site has a fall of approximately 7 metres towards the west (rear) of the site falling from Beach Road to the foreshore.
- 2.3 The site is occupied by a recently constructed two (2) storey brick, render and cladding building, used for the purposes of a Yacht Club. The main entry to the building is via a first floor foyer, adjacent to the pedestrian footpath along Beach Road.
- 2.4 To the rear / south-west (foreshore interface), the building presents a Boat Storage facility at ground level, and a Balcony, Race Control and Admin/Social area at first floor. Internally, the building comprises of Change / Locker Rooms and storage area at ground floor, and lavatories, a meeting/training room, additional storage, a Kitchen and a Bar at first floor.
- 2.5 The subject site is located on Crown Allotment 19A, Section 24 Parish of Mordialloc, on Crown Diagram (CD) 062857T. There are no Restrictions listed on Title.

3.0 PROPOSED AMENDMENTS

3.1 A summary of the proposal is provided in the table below.

| | | | | | | | |
|--|--|--------------------|--------------------------|--|----------------------|--|------------------|
| Description | <p>This Section 72 Amendment Application seeks to alter and extend the Red Line Plan associated with the existing Restricted Club Licence (liquor licence) to the Parkdale Yacht Club. This alteration and minor extension to the Red Line Plan is sought in order to align the 'current' Red Line Plan (which relates to the previous building on site) with the newly constructed building on site.</p> <p>The proposal will comply with the expiry provisions as the use commenced prior to the expiry contained in the Permit and the amended permit will rely on s.76B as to when the amended permit can begin.</p> | | | | | | |
| Hours | <p>This amendment application does not explicitly seek to modify the hours of operation, as controlled by Condition 2 of the (current) Permit KP-2001/648. The applicant's response provided states that they will adhere to the current approval which has been assumed the 2018 Permit approval KP-2018/902 as they cannot operate outside of these designated hours. Please see below for current hours of operation under Planning Permit KP-2001/648/A:</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>2. The use (on-premise liquor licence) hereby permitted, must be restricted to the following times:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Monday to Saturday</td> <td style="padding: 2px;">11.00am –12.00 Midnight;</td> </tr> <tr> <td style="padding: 2px;">Sundays – during Daylight Savings Period</td> <td style="padding: 2px;">11.00am –9.00pm; and</td> </tr> <tr> <td style="padding: 2px;">Sundays – during non-Daylight Savings Period</td> <td style="padding: 2px;">11.00am –6.30pm.</td> </tr> </table> <p style="margin-top: 5px;">Or otherwise as approved by the Responsible Authority.</p> </div> <p>Condition 4 of Planning Permit KP-2018/902 restricts the hours of operation to the following:</p> <p style="margin-left: 40px;">2. <i>The use must operate only between the hours of:</i></p> <ul style="list-style-type: none"> • <i>Monday to Thursday</i> <i>6.00am to 10.30pm</i> • <i>Friday to Saturday</i> <i>6.00am to 12.00am Midnight</i> • <i>Sundays</i> <i>6.00am to 10.30pm</i> <p style="margin-left: 40px;"><i>Or otherwise as approved by the Responsible Authority in writing.</i></p> | Monday to Saturday | 11.00am –12.00 Midnight; | Sundays – during Daylight Savings Period | 11.00am –9.00pm; and | Sundays – during non-Daylight Savings Period | 11.00am –6.30pm. |
| Monday to Saturday | 11.00am –12.00 Midnight; | | | | | | |
| Sundays – during Daylight Savings Period | 11.00am –9.00pm; and | | | | | | |
| Sundays – during non-Daylight Savings Period | 11.00am –6.30pm. | | | | | | |

Having regard to the hours of operation set out by Condition 2 of Planning Permit KP-2001/648/A, it is recommended to amend Condition 2 so as to align with the night-time (pm) hours of operation permitted by planning permit KP-2018/902. The morning (am) hours will remain at 11:00am as this is consistent with required service of alcohol times.

It is noted that planning permit KP-2018/902 relates to the new club building operation and to rely on the current 2001 Permit would not be in keeping with the permissible times under the 2018 Permit. Therefore, the modified condition below will be in keeping with this 2001 Permit and the 2018 Permit:

2. *The use must operate only between the hours of:*

- *Monday to Thursday* 11.00am to 10.30pm
- *Friday to Saturday* 11.00am to 12.00am
Midnight
- *Sundays* 11.00am to 10.30pm

Or otherwise as approved by the Responsible Authority in writing.

Please note that the applicant has consented to the proposed hours in writing. It is further noted that as part of any amended permit issued, Condition 2 will be referred to as Condition 3, due to introduction of a Condition 1 requirement.

Patrons

There are no specific conditional controls on the existing permit relating to maximum patrons permitted on site at any one time. Condition 3 of the permit requires:

3. Prior to the commencement of the use hereby permitted, the applicant must, in consultation with local residents, Victoria Police and Council, prepare a Management Plan, to Council satisfaction, detailing how the operation of the Parkdale Yacht Club will deal with issues relating to noise, anti-social behaviour on the site and in the surrounding streets, car parking / traffic issues and the management of functions on the site, with this Management Plan to be submitted to and approved by Council.

As part of this amendment application, the applicant indicates a maximum of 170 patrons are proposed (to be made a condition of any amended permit issued), which is reflected in the issued Occupancy Permit:

OCCUPANCY PERMIT

This occupancy permit must be displayed in the following approved location:
manager's office or lobby

| | | | |
|---|---|--|--|
| Owner details | Cameron Gregory Kingston City Council PO Box 1000 MENTONE 3194 | | |
| Builder details | Ivan Korosa FIMMA Constructions Pty Ltd 87-97 Ricketts Road MOUNT WAVERLEY 3149 | | |
| Property details | Parkdale Yacht Club, 131-132 Bay Trail (aka 181 Beach Road) PARKDALE 3195 Lot: LP/PS: Volume: Folio: | | |
| Municipal district | Kingston City Council | | |
| Nature of building work: | Construction of double storey yacht club. | | |
| Stage 2: Completion of works | | | |
| Building details | | | |
| Class of building | 9b, 7b | | |
| Maximum floor load | 4 kPa | | |
| Maximum number of people to be accommodated | 170 | | |

See TRIM Record: 21/146742 for copy.

Planning Permit KP-2018/902, issued by Kingston City Council on 28 May 2019 to use the land for a Restricted Recreation Facility (Yacht Club), does not contain any conditional requirements related to maximum patron numbers. However, the Council Report prepared by the Planning Officer (dated 23 April 2019) stated the club had a maximum of 198 members.


Further, the following conditions are also contained on permit KP-2018/902 (Condition 2 and 3):

2. *Prior to the commencement of the use as approved, a template of the Casual Third Party Hire Agreement is to be prepared in accordance with Kingston City Council's Lease and Licence Policy 2018 and must be submitted to Responsible Authority. This template agreement must include, but is not limited to the following information:*
 - a) *The suggested strategies for the management of patrons departing the premises;*
 - b) *The suggested measures to be undertaken to manage noise emanating from the premises after 10pm;*
 - c) *A section which provides for a nominated contact person and details for each event; and*
 - d) *A copy of the planning permit and conditions;*
3. *Prior to the commencement of the use, a register must be prepared which manages and records any complaints regarding the operation of the premises during events held by third parties.*

Whilst existing measures are already in place, a condition of any amended permit issued is to require the provision of an updated Management Plan, to the satisfaction of the Responsible Authority.

Internal
Layout

No formal seating arrangements are provided for. The main 'Social' area to be utilised is akin to a hall room (i.e. no tables or seating), with the room to be set up dependant on the type of function it is leased out for.

| | |
|-----------------------------|---|
| Car parking / Access | <p>Carparking associated with the yacht club is provided via informal (non-lined marked) spaces located in the front of the building:</p>  An aerial photograph showing a road with several cars parked along the side. A building is visible in the foreground, and a yellow barrier runs along the edge of the road. The parking spaces are informal and not lined. |
| Signage | <p>No signage is proposed as part of this application</p> |

PLANNING PERMIT PROVISIONS

Zone

- 3.2 The subject site is located within the Public Park and Recreation Zone (PPRZ). Pursuant to Clause 36.02 of the Kingston Planning Scheme, a planning permit **is not** required in this instance and no buildings or works are proposed.

Overlay

- 3.3 Pursuant to **Clause 43.02** – Design and Development Overlay, a Planning Permit is required to *construct a building or construct or carry out works*. As no buildings or works form part of this application for an amended planning permit, a permit is not required in respect of the Design and Development Overlay (Schedule 1).

Particular Provisions

- 3.4 Pursuant to **Clause 52.06-6** – Car Parking, *where a use of land is not specified on the table, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the Responsible Authority.*
- 3.5 It is noted that the Yacht Club operation, as approved under planning permit KP-2018/902 (in which this amendment application to the Restricted Club License relates to) considered car parking provisions and the Responsible Authority determined that car parking was considered to be acceptable and to Council’s satisfaction.
- 3.6 Car Parking: Pursuant to **Clause 52.06** of the Kingston Planning Scheme, a planning permit is not required in relation to the existing Yacht Club, as no increase in floor area to the existing use is occurring.
- 3.7 Pursuant to Clause 52.29 0 Land Adjacent to a Road Zone, Category 1, a planning permit is not required as this application does not seek to create or alter access to a road in a Road Zone, Category 1.

3.8 Licensed Premises: Pursuant to **Clause 52.27**, a planning permit **is** required to use the land to sell or consume liquor as a licence is required under the *Liquor Control Reform Act 1998* for the following reason:

- *The area that liquor is allowed to be consumed or supplied under a licence is to be increased.*

General Provisions

3.9 The Decision Guidelines of **Clause 65.01** of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

4.0 RELEVANT POLICIES

4.1 Planning Policy Framework (PPF)

- Clause 11 Settlement
- Clause 13 Environmental Risks and Amenity
- Clause 15 Built Environment and Heritage
- Clause 17 Economic Development

4.2 Local Planning Policy Framework (LPP)

- Clause 21.03 Environment and Landscape Values
- Clause 21.04 Vision
- Clause 21.08 Economic Development

5.0 ADVERTISING

5.1 The proposal was advertised by sending notices to adjoining and opposite property owners and occupiers and by maintaining a notice on site for fourteen (14) days. One (1) objection to the proposal was received. The grounds of objection raised are summarised as follows:

- Inability to manage the venue re patrons who have consumed too much alcohol on premises.
- No contact point for on-site Manager.

6.0 PLANNING CONSULTATION MEETING

6.1 The objectors were contacted by the planning officer on 22 July 2021 to discuss their concerns, with this information then being relayed to the applicant.

6.2 The objector concerns were unable to be resolved, and the objections still stand.

7.0 AMENDMENT TO PLANS

7.1 There were no formal amendments made by the permit applicant post the advertising period.

8.0 REFERRALS

8.1 No external referrals, pursuant to Section 55 of the *Planning and Environment Act (1987)*, were required in respect of this amendment application.

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8.2 The application did, however, require the advice of an external Expert Ecologist, in accordance with an adopted Notice of Motion by Council. The application was referred to BIOSIS, who advised that there is no Clause 52.17 trigger and that there was no concern with the proposal.

9.0 PLANNING CONSIDERATIONS:

Planning Policy Framework

9.1 The application has been assessed against the Planning Policy Framework and it is considered that the proposal is consistent with relevant policies contained within this section of the Kingston Planning Scheme.

9.2 The proposal allows for the continued use of the site for a licensed Yacht Club, in an area designated for such uses where appropriate, thus supporting **Clause 11** Settlement, **Clause 13** (Environmental Risks), **Clause 17** (Economic Development) and **Clause 18** Transport, which are closely aligned with the objectives and policy outcomes sought by 'Plan Melbourne: Metropolitan Planning Strategy' (Department of Transport, Planning and Local Infrastructure, 2014).

9.3 **Clause 11** (Settlement) seeks to encourage the continued supply of community facilities, in appropriate locations, which are highly accessible to the community. **Clause 11.03-4S** aims to accommodate a network of diverse coastal services that provide for a broad range of opportunities.

9.4 **Clause 13.05** (Noise Abatement) seeks to assist the control of noise effects on sensitive land uses ensuring that community amenity is not reduced by noise emission(s). Given the site's location and historical nature of operation, situated on public land adjacent to the foreshore, it is not considered that any additional noise impacts will result from the proposed modifications (alignment) of the Red Line Plan to match the new building on site. Furthermore, conditions of the existing permit (existing condition 3 – referred to as Condition 4 in Section 13 of this Report) requires the preparation of a Management Plan regarding how the club will deal with anti-social, loud behaviour – a condition of any amended permit issued is to require the Management Plan to be updated (to the satisfaction of the Responsible Authority), noting the current approved plan relates to the previous building on site.

9.5 **Clause 15** (Built Environment and Heritage) aims to ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.

9.6 Clause **15.03-2S (Aboriginal Cultural Heritage)** seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

9.7 The Subject Land **is** identified in an area of Aboriginal Cultural Heritage Sensitivity, however the proposed activity is **exempt** from requiring a Cultural Heritage Management Plan, as Pursuant to Regulation 58(1) of the *Aboriginal Heritage Regulations* 2018, the proposed liquor licensing is not a use/purpose specified in regulation 46(1)(b).

9.8 **Clause 17.02-1S Business** seeks to encourage developments which meet communities' needs for retail, entertainment, office and other commercial services and provide net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities. **Clause 17.04-2S** aims to provide for suitably located coastal recreational opportunities, in a location that is easily accessible and adjacent to activities on both land and water.

9.9 The proposal will provide for the sale and consumption of liquor within an existing Yacht Club, and in association with functions to be held on site, which is consistent with the

objectives of this clause, providing an accessible premise for the needs of entertainment and other commercial services, as appropriate.

- 9.10 It is submitted that the proposal generally satisfies the aforementioned State strategies and policy directives.

Local Planning Policy Framework

- 9.11 The application has been assessed against the Local Planning Policy Framework and it is considered that the proposed use is consistent with relevant policies contained within this section of the Kingston Planning Scheme.
- 9.12 The strategic framework plan at **Clause 21.01 - Vision and Strategic Framework** identifies the site as being situated within the 'Foreshore / Residential Environs Area', and seeks to promote *commercial related opportunities so as to enhance the overall foreshore experience, while protecting the integrity of natural coastal ecosystems*. The site is located in an area serviced with existing infrastructure and has good access to Beach Road and Warrigal Road, allowing for ease of transport of goods. **Clause 21.01-2** seeks to balance recreation related opportunities so as to enhance the overall foreshore experience, whilst protecting the integrity of the natural ecosystem.
- 9.13 **Clause 21.03 - Environment and Landscape Values**, aims to protect sensitive areas against inappropriate commercial activity and manage the increasing development pressures for recreation, both on and adjacent to the foreshore.
- 9.14 **Clause 21.08-3 - Tourism**, promotes Beach Road as a foreshore tourist boulevard, and seeks to enhance the scenic, landscape, urban design and recreational opportunities.
- 9.15 The proposed amendment to the existing Restricted Club License will continue to enable functions to be held and for food and drinks to be served, in an efficient and appropriate manner, without unduly affecting the amenity of the greater area, subject to conditions on any amended permit issued.
- 9.16 It is submitted that subject to appropriate conditions on any permit issued, the proposed realignment of the Red Line Plan, to match the new building on site, will achieve an acceptable outcome for the site, its immediate abutments and surrounds. The application has been assessed against the Local Planning Policy Framework and it is considered that the proposal is consistent with relevant policies contained within this section of the Kingston Planning Scheme.

Particular Provisions

- 9.17 **Clause 52.27 – Licensed Premises** outlines that before deciding on an application, the responsible authority must consider, as appropriate:
- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
 - *The impact of the sale or consumption of liquor permitted by the liquor licence on the amenity of the surrounding area.*
 - *The impact of the hours of operation on the amenity of the surrounding area.*
 - *The impact of the number of patrons on the amenity of the surrounding area.*
- 9.18 The following areas for discussion are drawn from **Practice Note 61** (Licensed Premises: Assessing Cumulative Impact) prepared by the Department of Planning and Community Development (now Department of Transport Planning and Local Infrastructure) to assist in

the assessment of cumulative impact associated with licenced premises. The practice note states that the following five areas should be considered when assessing cumulative impact:

1. *Planning policy context*
2. *Surrounding land use mix and amenity*
3. *The mix of licensed premises*
4. *Transport and dispersal*
5. *Impact mitigation*

Planning policy context

- 9.19 A review of the application against the planning policy context is found above in section 9 of the report, with the proposal found to be consistent with relevant policies contained within the Kingston Planning Scheme.

Surrounding land use mix and amenity

- 9.20 Having regard to the location of the subject site, including its residential surrounds, it is considered that the expectation for amenity in this area would be high in this area.
- 9.21 It is considered that the proposed increase to the area in which liquor may be served is reasonable given the nature of the newly constructed Yacht Club within the established Foreshore area, which had prior operation occurring in association with the previous building on the site.
- 9.22 There are several sensitive residential uses within proximity of the site. Accordingly, it is recommended to include the following condition on any permit issued:
- *emptying of bottles into garbage bins located external to the building is permitted only between the hours of 8.00am and 10.00pm on any given day, to the satisfaction of the Responsible Authority.*

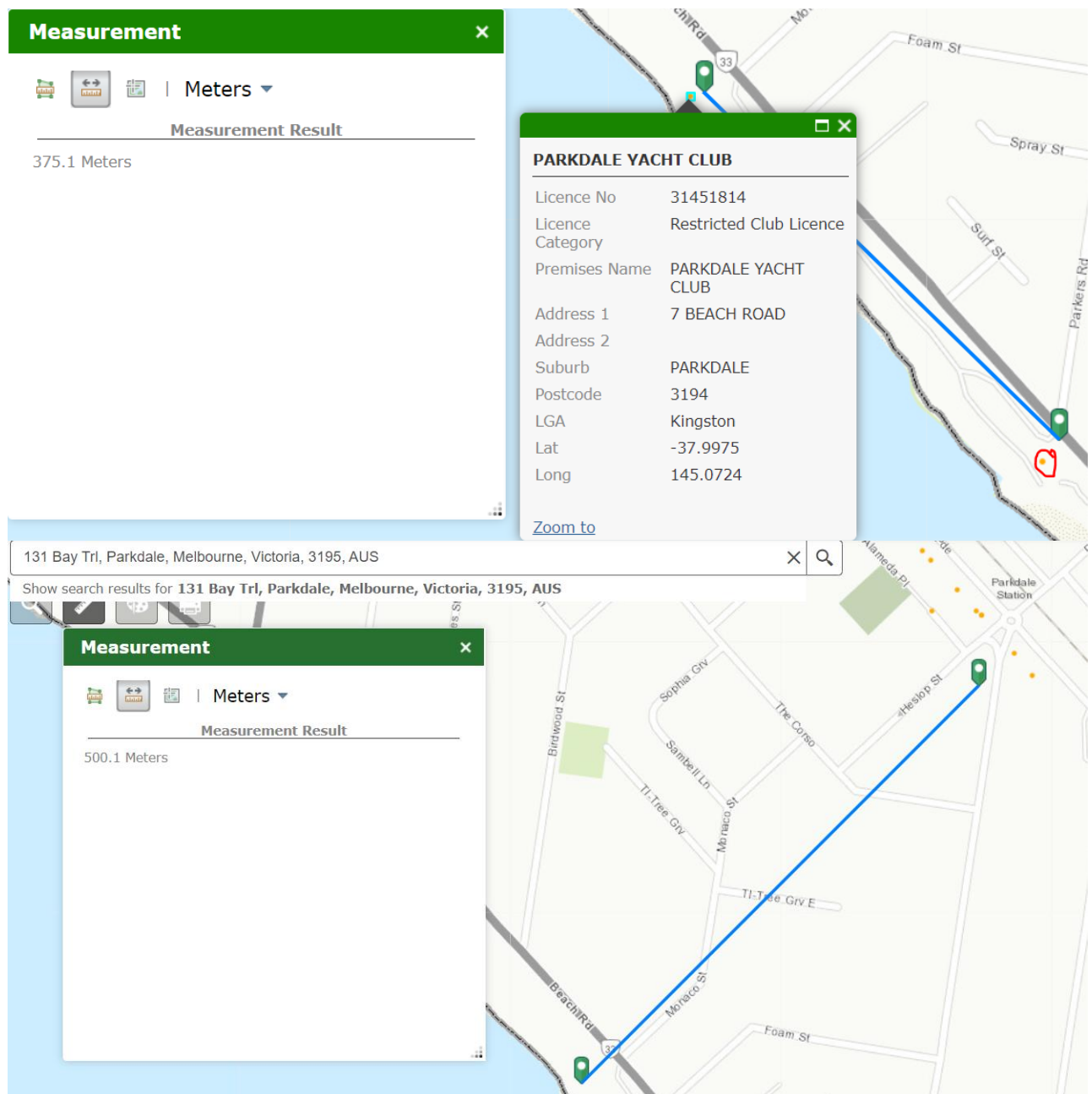
The mix of licensed premises

- 9.23 In the absence of any benchmarks within the Kingston Planning Scheme to measure cumulative impact, the Planning Department relies on the assessment methodology for cumulative impact in the VCAT decision *Swancom Pty Ltd v Yarra CC* (Red Dot) [2009] VCAT 923 as an appropriate methodology for the assessment of this proposal.
- 9.24 The assessment methodology has three (3) key considerations:
- *What is the density of licensed premises in the area?*
 - *What is the mix and type of licensed premises in the area?*
 - *What are the existing amenity levels of the area?*
- 9.25 The permit applicant notes trading hours associated with the serving of liquor will remain in accordance with the existing condition of the permit. However, it is noted that the recently issued permit, KP-2018/902, contains updated hours of operation conditions, and therefore

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as part of any amended permit issued, the hours of operation pertaining to planning permit KP-2001/648/A are to be amended to align with KP-2018/902.

- 9.26 Council's Planning Officer has undertaken a survey of the licensed premises within the surrounding area, and found that within the immediate area (within a radius of 500m) there was only one (1) other licensed premises (noting the additional licensed premises' to the north-east of the subject site, as shown in the second image below, are just outside of the 500 metre threshold):



- 9.27 The one (1) licensed premises within 500 metres of the subject site is:

- The Parkdale Beach Café and Kiosk, at No. 151 Bay Trail Parkdale.

- 9.28 The alteration to the existing red line plan proposed is unlikely to generate unreasonable levels of noise or result in unruly patron behavior on the basis that:
- An updated Patron Management Plan is to be provided by way of a condition on any amended permit issued, which will control and regulate the dispersal of patrons from the premises and mitigate amenity impacts to surrounding residential properties in the later hours.
 - All other components of operation are to remain as is.

- 9.29 For these reasons it is considered that the proposed alteration and extension to the Red Line Plan, is unlikely to generate any adverse amenity impacts or nuisance to the broader area.

Transport and dispersal

- 9.30 Given the nature of the existing premises as a Yacht Club, it is anticipated that most of patrons would be present primarily for the purposes of social interaction, with opportunity to consume both food and drink. It is reasonable to suggest that there would be a balance of private transportation use as well as paid options (i.e. Taxi or Uber).
- 9.31 Ample provision for on-street parking is available in the surrounding area, including parking along Beach Road and adjacent to the Club entrance.

Impact mitigation

- 9.32 The proposed extension to the existing licence includes appropriate restrictions that will reduce the potential amenity impacts associated with the operations occurring on site (i.e. Patronage Management Plan). The proposed licence is considered appropriate for the proposed use within the surrounding area (subject to conditions on any amended permit issued, relating to permissible noise levels).
- 9.33 The submission notes that:
- *after 9 pm all emptying of waste and bottles into rubbish (wheelie) bins will occur in the Store Room within the Clubhouse. The wheelie bins will then be stored in the Store Room overnight and transported to the external bin enclosure the next day in daylight hours.*
- 9.34 See Responsible Authority response at 9.22 of this Report.
- 9.35 Approving the modified Red Line Plan should not result in material impact on the existing amenity of the surrounding area, as the modified, wholly internal, red-line licensed area would be modest and the patron numbers would be limited (to no more than 170 internally).
- 9.36 As a result, it is considered unlikely that there will be significant detrimental impact on the amenity of the surrounding area, given that the Yacht Club will reflect the previous club operations on the site, that the hours of operation would remain consistent with the new club and that approval is unlikely to result in any significant increase in nuisance behaviour.

10.0 RESPONSE TO GROUNDS OF OBJECTIONS

10.1 The objector concerns have largely been addressed in the body of this report.

10.2 The following objector concerns, however, remain outstanding:

| Ground(s) | Response |
|--|---|
| Inability to manage the venue re patrons who have consumed too much alcohol on premises. | <p>As part of any amended permit issued, existing Condition 3 (now referred to as Condition 4) is to be amended to require updated Patron Management Plan.</p> <p>Additional conditions of any amended permit issued, in relation to an updated Patronage Management Plan, should require:</p> <ul style="list-style-type: none"> - Details of standard procedures to be undertaken by staff in the event of complaints by a member of the public, the Victoria Police, an ‘authorised officer’ of the Responsible Authority, or an officer of Liquor Licensing Victoria. - The identification of all noise sources (including, but not necessarily limited to, patrons on the premises, patrons, entering and leaving the premises) likely to impact on nearby residents - Details of the measures to be undertaken to address all noise sources identified, including on and off-site noise attenuation measures. <p>All of the above is to be to the satisfaction of the Responsible Authority.</p> |
| No contact point for on-site Manager. | As per response above – Standard Procedural details for complaints are to be provided by way of conditions on any amended permit issued. |

11.0 CONCLUSION:

11.1 On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

11.2 As outlined above, it has been determined that prior to deciding on this application all factors pursuant to section 60(1) of the Act have been considered. Further to this, the proposal does not give rise to any significant social and economic effects.

11.3 The proposed development is considered appropriate for the Site, subject to conditions, as evidenced by:

- The proposal should not have a detrimental impact on surrounding properties (subject to appropriate conditions);
- Appropriate management measures have been demonstrated coupled with recommended condition(s) to be included on any permit issued for further management plan to be developed;
- Good access to public and alternative means of transport; and,

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- The proposal satisfies the requirements of the Kingston Planning Scheme, including the SPPF, MSS and Particular Provision.

13.0 RECOMMENDATION

13.1 That Planning Committee determine to support the proposal and issue a **Notice of Decision to Grant an Amended Planning Permit To Use this site for a Restricted Club Liquor Licence**, at 131 – 132 Bay Trail PARKDALE VIC 3195, subject to the following conditions:

1. Before the use commences, the following amended document must be submitted to and approved by the Responsible Authority (when approved, the document will be endorsed and will then form part of the permit):

a. The provision of a Management Plan, as required by Condition 4.

Endorsed Plans

2. Once the use has started it must be continued to the satisfaction of the Responsible Authority.

3. The use (on-premise liquor licence) hereby permitted, must be restricted to the following times:

- Monday to Thursday 11.00am to 10.30pm
- Friday to Saturday 11.00am to 12.00am Midnight
- Sundays 11.00am to 10.30pm

Or as otherwise approved by the Responsible Authority.

4. Prior to the commencement of the use hereby permitted, the applicant must, in consultation with local residents, Victoria Police and Council, prepare a Management Plan, to Council satisfaction, detailing how the operation of the Parkdale Yacht Club will deal with issues relating to noise, anti-social behaviour on the site and in the surrounding streets, car parking / traffic issues and the management of functions on the site, with this Management Plan to be submitted to and approved by Council. The Management Plan must also contain details of:

- a. Standard procedures to be undertaken by staff in the event of complaints by a member of the public, the Victoria Police, an 'authorised officer' of the Responsible Authority, or an officer of Liquor Licensing Victoria;
- b. The identification of all noise sources (including, but not necessarily limited to, patrons on the premises, patrons, entering and leaving the premises) likely to impact on nearby residents; and
- c. Details of the measures to be undertaken to address all noise sources identified, including on and off-site noise attenuation measures.

5. The approved Management Plan must be implemented within ninety (90) days of the date of its approval.

6. Not more than 170 patrons are permitted on site, at any given time.

7. Emptying of bottles into garbage bins located external to the building is permitted only between the hours of 8.00am and 10.00pm on any given day, to the satisfaction of the Responsible Authority.

8. The amenity of the area must not be detrimentally affected by the use, through the:

- i. Transport of materials, goods or commodities to or from the land.
- ii. Appearance of any building, works or materials.

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- iii. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
 - iv. Presence of vermin.
9. No good or packaging materials must be stored or left exposed outside the building so as to be visible to the public from a road or other public space.
10. Advertising signage to encourage patrons to depart the premises quietly in the evening must be displayed to the satisfaction of the Responsible Authority.
11. The “permissible Noise levels” as established in accordance with the State Environment Protection Policy No. N-1 must not be exceeded.
12. The requirements of the State Environment Protection Policy No. N-2 (Control of Music Noise from Public Premises) must be complied with at all times.

Expiry of Permit:

In accordance with Section 68 of the *Planning and Environment Act* (1987), this permit will expire if one of the following circumstances applies:

- The development and use are not started before 3 July 2010.
- The development is not completed before 3 July 2012.

In accordance with Section 69 of the *Planning and Environment Act* (1987), the Responsible Authority may extend the period referred to if a request is made in writing before the permit expires, or within three months afterwards.

Note: It is noted that the development includes a storage shed and eaves to be built over an easement, Separate consent from Council and the relevant service authority is required to build over the easement and will need to be obtained prior to the issue of a building permit.

Note: Prior to the commencement of the development you are required to obtain the necessary Building Permit.

Note: The applicant/owner must provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.

Note: Before removing/pruning any vegetation from the site, the applicant or contractor engaged to remove vegetation, should consult with Council’s Vegetation Management Officer to verify if a Local Law Permit is required for the removal of such vegetation.

THIS PERMIT HAS BEEN AMENDED PURSUANT TO SECTION 72 OF THE PLANNING AND ENVIRONMENT ACT 1987 AS FOLLOWS:

| Amendment | Date of Amendment | Description of Amendment | Name of responsible authority that approved the amendment |
|------------------|--------------------------|---------------------------------|--|
| | | | |

**City of Kingston
Planning Committee Meeting**

Agenda

15 September 2021

| | | | |
|---|-------------|--|------------------|
| A | 3 July 2008 | <p>An extension to the hours of the on-premise liquor license applicable to this site, in accordance with the endorsed plans.</p> <p>The scope of changes pertaining to Amendment A include:</p> <ul style="list-style-type: none"> - Modification to Condition 2, for increased hours of operation. | City of Kingston |
| B | XXX | <p>Amendment B relates to Advertised plans prepared by Haskell, titled Parkdale Yacht Club, Revision C1, dated 13.04.2021, submitted to Council on 17.06.2021.</p> <p>The scope of changes pertaining to Amendment B include:</p> <ul style="list-style-type: none"> - Condition 1 requirements, and subsequent renumbering of residual conditions. - Amendment to Condition 3 (formally Condition 2) - Amendment to Condition 4 (formally Condition 3) - Introduction of Condition 6 & 7 and subsequent renumbering of residual conditions. | City of Kingston |

**City of Kingston
Planning Committee Meeting**

Agenda

15 September 2021

Appendices

Appendix 1 - Considered Submission and Plans (Ref 21/184708)  [↓](#)

Author/s: Tim Yildirim, Statutory Planner
Reviewed and Approved By: Nicole Bartley, Team Leader Statutory Planning
Alfred Carnovale, Manager City Development

4.5

KP-2001/648/B - PARKDALE YACHT CLUB, 131 - 132 BAY TRAIL, PARKDALE

| | | |
|---|--------------------------------------|-----|
| 1 | Considered Submission and Plans..... | 203 |
|---|--------------------------------------|-----|

**ADVERTISED PLANS
Documentation May
Be Subject to Copyright**

Re Parkdale Yacht Club - Extension to on premise liquor licence – Application No: KP-2001/648/B

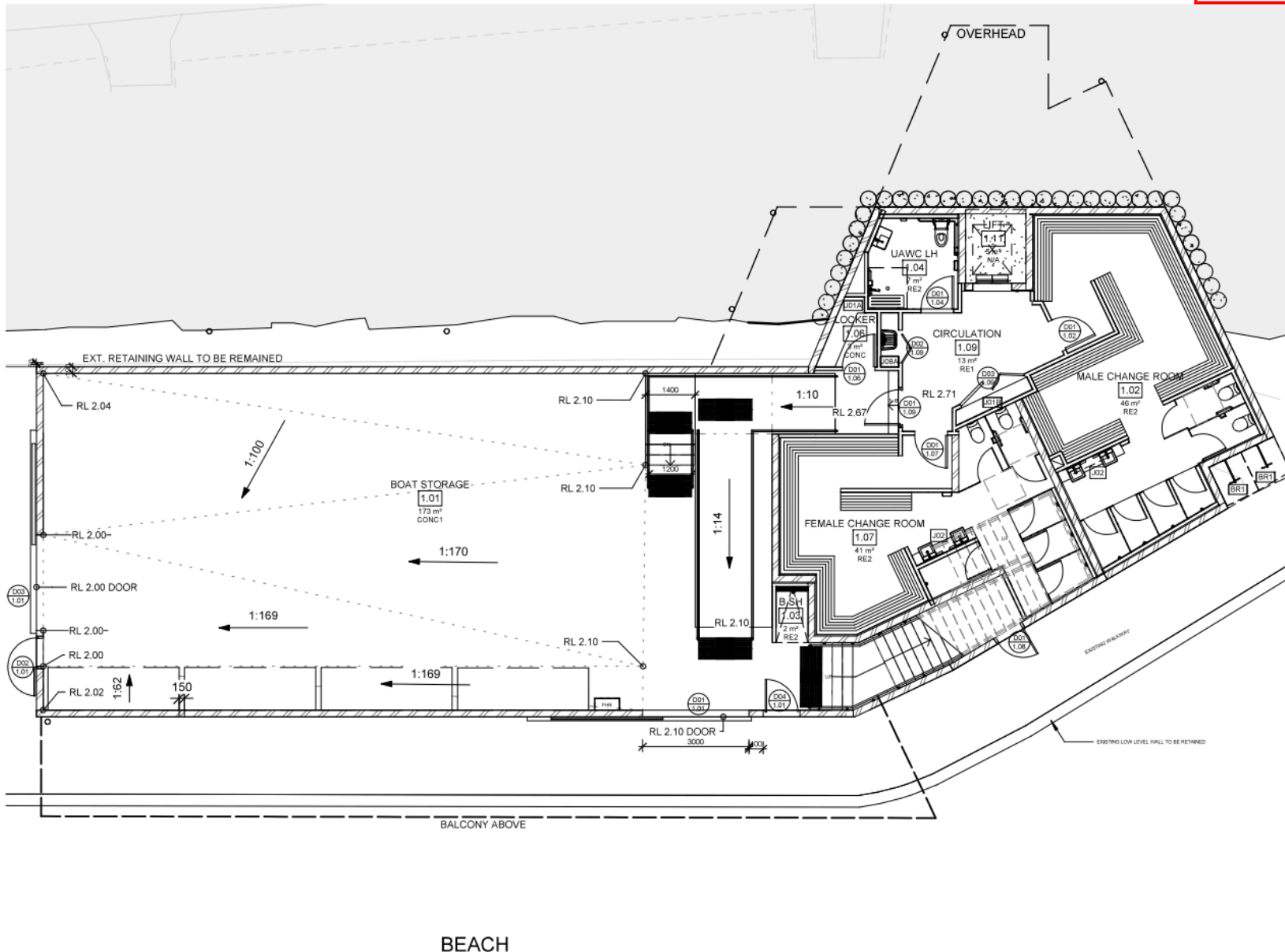
Your letter of 25th May 2021 referenced our application for a planning permit and requested additional information. This is provided below.

By way of context please note that City of Kingston has recently completed the build of a new Clubhouse at Parkdale Yacht Club. The new Clubhouse has the same footprint as the old Clubhouse but marginally increased (say 10%) public areas. Parkdale Yacht Club has historically had, and still has, a valid liquor licence. As I understand it, this application is about a variation to our existing liquor licence.

Notwithstanding the above, in answer to your questions I advise:

Maximum number of patrons proposed on premise will be increased marginally to 170. Please see attached Occupancy Certificate;
We currently have no employees;
No modification is sought to approved hours of operation; and
We propose that after 9 pm all emptying of waste and bottles into rubbish (wheelie) bins will occur in the Store Room within the Clubhouse. The wheelie bins will then be stored in the Store Room overnight and transported to the external bin enclosure the next day in daylight hours.

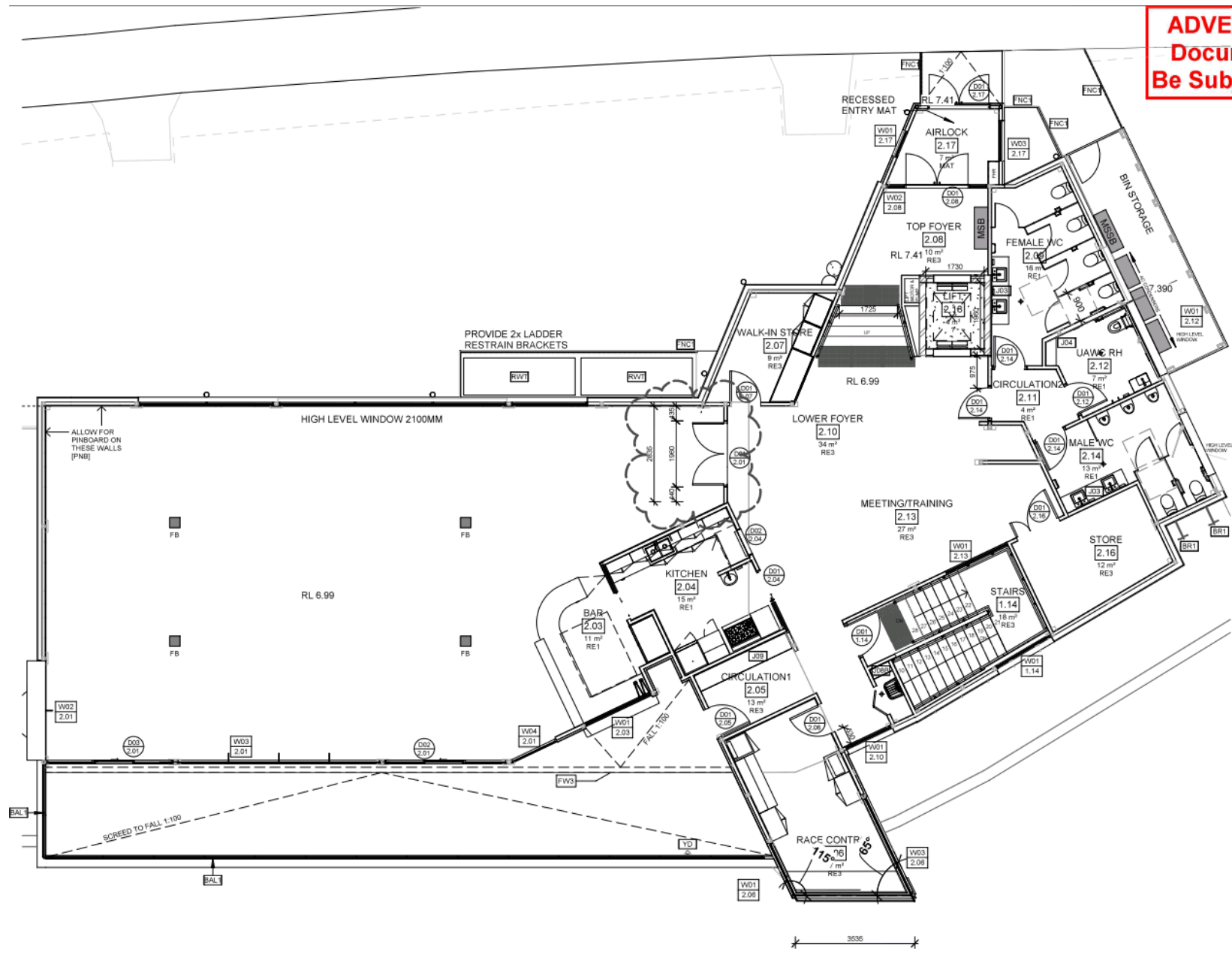
ADVERTISED PLANS
 Documentation May
 Be Subject to Copyright



| | |
|-----------------------------------|--|
| Client | |
| CITY OF KINGSTON | |
| Project | |
| PARKDALE YACHT CLUB | |
| 181 BEACH ROAD, PARKDALE VIC 3195 | |
| Drawing Title | |
| GROUND FLOOR LAYOUT PLAN | |
| File | P:\projects\13038 Parkdale Yacht Club\Design\Drawings\Rev1\13038 Parkdale Yacht Club\13038_Parkdale_Yacht_Club.dwg |
| Coordinated | EC Scale 1 : 100 |
| Project Architect | KB Date 14/03/21 10:34 PM |
| Project Director | DH REV C1 |
| Drawing Number | North |
| 13038 - CD003 | |

Haskell
 architects
 Level 1, 420 Summer Street, West Melbourne VIC 3003, Australia
 Tel +61 3 9652 0700 Fax +61 3 9652 0701 Email
 haskell@haskell.com.au

ADVERTISED PLANS
CD CONSTRUCTION 13/05/20
Documentation May
Be Subject to Copyright



| | | |
|-------------------|---|--------------------------|
| Client | CITY OF KINGSTON | |
| Project | PARKDALE YACHT CLUB | |
| | 181 BEACH ROAD, PARKDALE VIC 3195 | |
| Drawing Title | FIRST FLOOR LAYOUT PLAN | |
| File | P:\projects\13038 Parkdale Yacht Club\General | |
| Coordinated | EC | Scale 1 : 100 |
| Project Architect | KB | Date 14/04/2017 11:48 AM |
| Project Director | DH | REV C1 |
| Drawing Number | North | |
| | 13038 - CD004 | |

Haskell
 architects
 Level 1, 520 Spencer Street, West Melbourne VIC 3003, Australia
 Tel +61 3 9652 0700 Fax +61 3 9652 0701 Email
 haskell@gmail.com.au

Appendix 1
 4.5 KP-2001/648/B - Parkdale Yacht Club, 131 - 132 Bay Trail, Parkdale - Considered Submission and Plans

ADVERTISED PLANS
Documentation May
Be Subject to Copyright

Rev. Description By Date

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TENDER OPTIONS

TENDER OPTION 1
DATE SUBMITTED: 12/11/13

TENDER OPTION 2
DATE SUBMITTED: 12/11/13

TENDER OPTION 3
DATE SUBMITTED: 12/11/13

TENDER OPTION 4
DATE SUBMITTED: 12/11/13

TENDER OPTION 5
DATE SUBMITTED: 12/11/13

NOTE: THESE PLANS ARE FOR INFORMATION ONLY AND ARE NOT TO BE USED FOR CONSTRUCTION. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE ARCHITECT ACCEPTS NO LIABILITY FOR ANY DAMAGE OR LOSS OF ANY KIND ARISING FROM THE USE OF THESE PLANS.

FOR CONSTRUCTION

- Consultants
- STRUCTURAL/CIVIL CONSULTANTS
ACOR CONSULTING Pty Ltd
Level 1, 173 Burke Road Glen Iris VIC 3146
+61 3 9556 4255
 - SERVICES CONSULTANT
ERAS
Level 1, 115 Parkville Street Melbourne VIC 3000
+61 3 9411 5222
 - BUILDING SURVEYOR
REDTENTAS
428A Toor Street Brighton VIC 3146
+61 3 9595 0288
 - DCA CONSULTANT
EQUAL ACCESS
800 Deakin Street Clayton VIC 3168
+61 3 9071 8222
 - FIRE SAFETY ENGINEER
NUM DESIGN
Level 1, 481 Bourke Street Melbourne VIC 3000
+61 3 9522 4422

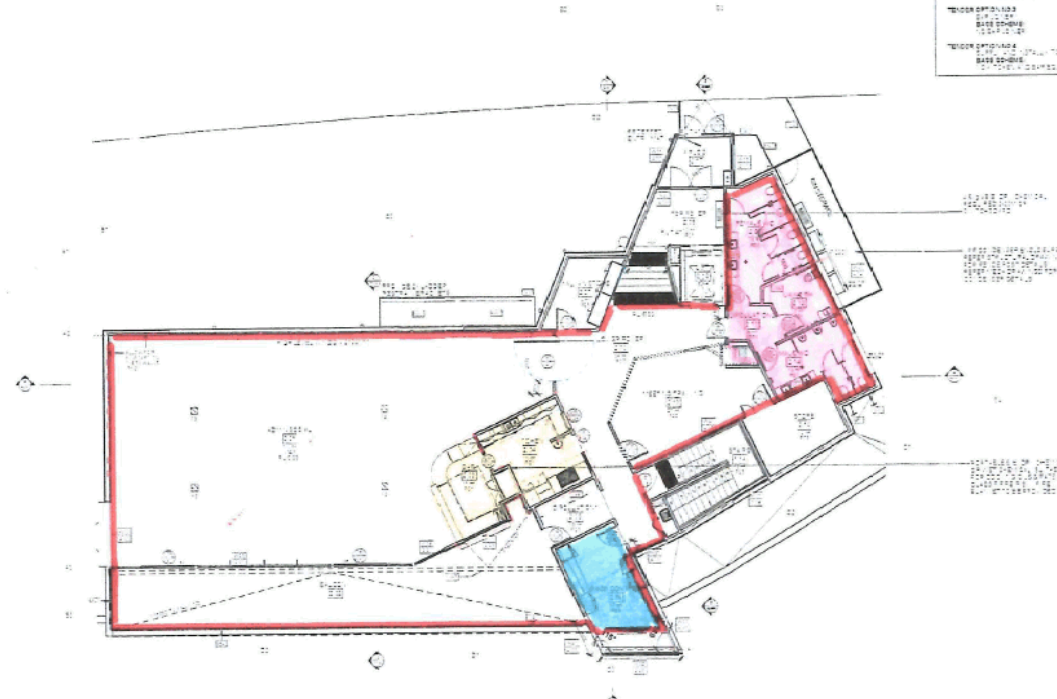
Client: **CITY OF KINGSTON**

Project: **PARKDALE YACHT CLUB**
161 BEACH ROAD PARKDALE VIC 3165

Drawing Title: **FIRST FLOOR PLAN**

| | | | |
|-----------------------|-------------|-------|--------------|
| File: 13038-A1302.dwg | | | |
| Drawn | Auto | Scale | As Indicated |
| Project | KS | Date | 11/11/13 |
| Project Director | DW | Rev | 01 |
| Drawing Number | 13038-A1302 | | |

Haskell
architects
41/11 COLLEGE STREET, COLLEGE PARK VIC 3091
TEL: 03 9594 2200 FAX: 03 9594 2201



1 FIRST FLOOR PLAN
11/11/13

- TOILETS
- KITCHEN + BAR
- OFFICE

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS 2011 (AS/NZS 1171:2011) AND ALL APPLICABLE STANDARDS.
2. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
3. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING.
4. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING.
5. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING.
6. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING.
7. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING.

Planning Committee Meeting

15 September 2021

Agenda Item No: 4.6

KP-2020/772 - 32-44 KEYS ROAD, CHELTENHAM

Contact Officer: Nikolas Muhllechner, Planning Appeals Coordinator

Purpose of Report

This report is for the Planning Committee to consider planning permit application No. KP-2020/772 – 32-44 Keys Road, Cheltenham.

Disclosure of Officer/Contractor Direct or Indirect Interest

No Council officer/s and/or contractor/s who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

RECOMMENDATION

That the Planning Committee determine to support the proposal and issue a planning permit to allow the construction of buildings up to three storeys containing twenty-nine (29) warehouses and associated offices and alterations to the access to a road in a Road Zone, Category 1 at 32-44 Keys Road, Cheltenham, subject to the conditions contained within this report.

This application requires a decision by Council as the development involves the removal of ten (10) or more trees (where a planning permit is not specifically required by the Kingston Planning Scheme for their removal) in the following circumstances:

- i. A tree with a trunk circumference greater than 110 centimetres measured at its base; or
- ii. A multi-stemmed tree where the circumference of its exterior stems measured at its base is greater than 110 centimetres.

| EXECUTIVE SUMMARY | | | |
|---|--|------------------------------|--|
| Address | 32-44 Keys Road, CHELTENHAM VIC 3192 | | |
| Legal Description | Lot 1 on Plan of Subdivision 323778E | | |
| Applicant | IROAMD3 Pty Ltd | | |
| Planning Officer | Nikolas Muhllechner | | |
| PLANNING REQUIREMENTS | | | |
| Planning Scheme | Kingston | | |
| Zoning | Clause 33.01 – Industrial 1 Zone | | |
| Overlays | None | | |
| Particular Provisions | Clause 52.06 – Car Parking Clause 52.29 – Land Adjacent to a Road Zone, Category 1 Clause 53.18 – Stormwater Management in Urban Development | | |
| Permit Trigger/s | Clause 33.01-4 – To construct a building or construct or carry out works. Clause 52.29-2 – To alter access to a Road Zone, Category 1. | | |
| APPLICATION / PROCESS | | | |
| Proposal | The construction of buildings up to three storeys containing twenty-nine (29) warehouses and associated offices and alterations to the access to a road in a Road Zone, Category 1. | | |
| Reference No. | KP-2020/772 | RFI Received | 19 July 2021 |
| App. Received | 23 December 2020 | App. Amended | NA |
| Site Inspection | 12 January 2021 | | |
| S.52 Advertising | Exempt pursuant to Clause 33.01-4 | Advertising Completed | NA |
| S.55 Referrals | Department of Transport | | |
| Internal Referrals | Traffic engineer Development approvals engineer Roads and drains Construction management Waste management Sustainable design advisor Vegetation management officer Ecology consultant | | |
| Objection(s) | Nil (TRIM checked on 18 August 2021) | | |
| Vegetation | Trees > 8m | Twelve (12) | Trees to be Removed (110cm circ.) Eleven (11) |
| LEGISLATIVE | | | |
| Covenant/Other Restriction | No | Complies: NA | |
| Aboriginal Cultural Sensitivity Area | NA | | |
| Considered Plans | Prepared by IROAMD3, sheets TP00, TP12 (revision C, dated 22 December 2020); TP01-TP02, TP04-TP05, TP13 (revision E, dated 19 March 2021); TP02.1 (no revision, dated June 2020); TP03 (revision E, dated 4 June 2021); TP06-TP09, TP11 (revision D, dated 4 February 2021); TP10 (revision A, dated 4 February 2021); TP14-TP15 (revision H, dated 19 March 2021); TP16-TP17 (revision G, dated 19 March 2021); TP18-TP30, TP32-TP33 (revision B, dated 19 March 2021); TP31 (revision A, dated 3 March 2021); TP34-35 (revision F, dated 19 March 2021). | | |

1.0 KEY ISSUES

1.1. The main issues arising from this proposal relate to:

- Built form and design.
- Car parking and traffic.
- Vegetation removal and landscaping.

2.0 RELEVANT LAND HISTORY

2.1. Council records indicate that there is no relevant planning history relating to this site.

3.0 SUBJECT SITE

3.1. The subject site is located on the southern side of Keys Road, in Cheltenham. It is irregular in shape with a frontage width of 115.45 metres to Keys Road, a maximum depth of 124.22 metres along the eastern boundary and a frontage to Kylie Place in the south of 69.05 metres, resulting in an overall area of approximately 1.347 hectares or 13,470 square metres.

3.2. The site has a fall of approximately 2.9 metres from the north-east corner to the south-west corner of the site. Vehicle access to the site is via two (2) double width crossover located to the east and west of the Keys Road frontage, as well as another double width crossover to the east of the Kylie Place frontage.



Image 1: View of the subject site from the northern side of Keys Road (12 January 2021).



Image 2: Aerial image of the subject site and surrounds (NearMap, 29 April 2021).

| | |
|-------------------------------|---|
| Built Form | The subject site was previously developed with an industrial scale building. However, the site is currently vacant with all buildings demolished mid-2020, with the exception of the hard-paved surfaces remaining. |
| Size (m²) | A frontage width of 115.45 metres to Keys Road, a maximum depth of 124.22 metres along the eastern boundary and a frontage to Kylie Place in the south of 69.05 metres, resulting in an overall area of approximately 1.347 hectares or 13,470 square metres. |
| Topography | The site has a fall of approximately 2.9 metres from the north-east corner to the south-west corner of the site. |
| Fencing | Both street frontages are enclosed with a 2 metre high cyclone mesh fence currently constructed along both street property boundaries. |
| Vegetation | The subject site contains a number of large trees, predominantly along the Kylie Place frontage and the western boundary of the site. |
| Easement(s) | None. |
| Footpath Assets/Access | Vehicle access to the site is via two (2) double width crossover located to the east and west of the Keys Road frontage, as well as another double width crossover to the east of the Kylie Place frontage. Numerous power poles, service pits, fire hydrants and street tree are also located along both street frontages. |

4.0 SURROUNDS

4.1 The following aerial image illustrates the subject site in its surrounding context.

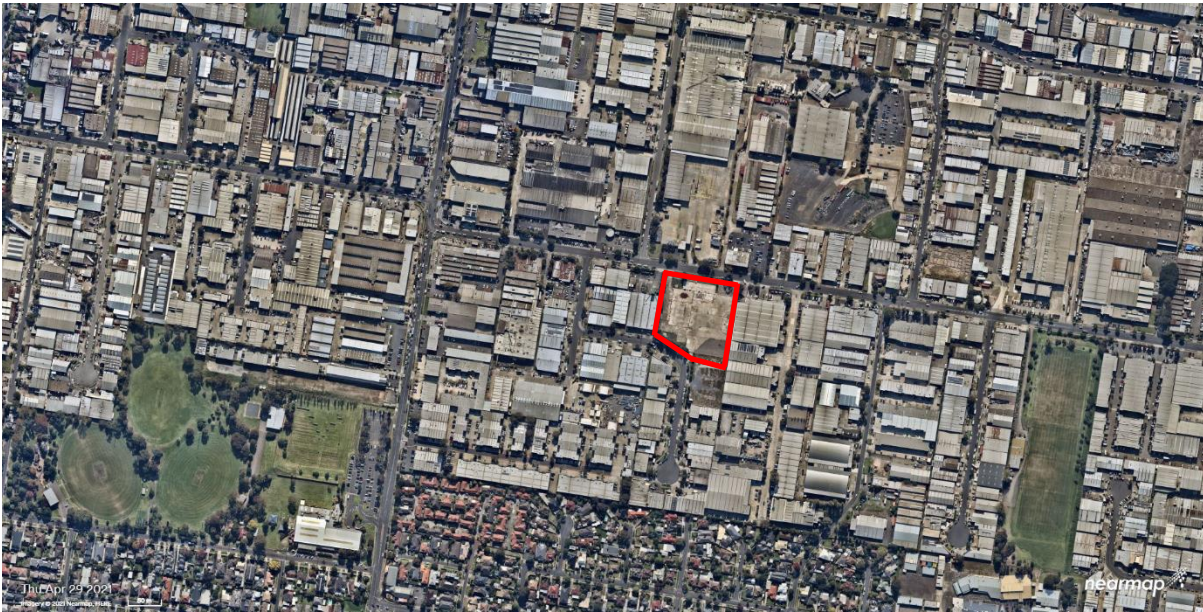


Image 3: Aerial image of the site and surrounds (NearMap, 29 April 2021).

4.2 Land directly abutting the subject site and opposite is described as follows:

| | |
|--------------|--|
| North | <p>To the immediate north is Keys Road, an east-west collector road linking Warrigal Road in the east to Chesterville Road in the west. Keys Road has one lane of traffic in each direction as well as on-street parallel car parking on both sides of the street.</p> <p>On the northern side of Keys Road is land used for industrial and warehouse purposes.</p> |
| East | <p>To the east of the site, the land is also used for industrial and warehouse purposes.</p> |
| South | <p>Adjoining the eastern portion of the southern boundary of the site is currently vacant industrial land. The site also has a frontage to Kylie Place to the western portion of southern boundary. Kylie Place is a local industrial street with unrestricted parallel car parking on either side of the street. On the southern side of Kylie Place are more industrial and warehouse uses.</p> <p>The nearest residentially zoned land is approximately 230 metres away to the south.</p> |
| West | <p>To the west of the site, the land is also used for industrial and warehouse purposes.</p> |

5.0 PROPOSAL

5.1 A summary of the proposal is provided in the table below.

| | | | |
|-------------------------------------|---|--------------|---------------|
| Description | The construction of buildings up to three storeys containing thirty-one (31) warehouses and associated offices and alterations to the access to a road in a Road Zone Category 1 (Keys Road). No signage forms part of this application. | | |
| Storeys | Three storeys. | | |
| Maximum building height | 10.54 metres | | |
| Floor Area | Units 1 and 2 | | 491.57 sqm |
| | Units 3-5 | | 529.66 sqm |
| | Units 6-8 | | 535.76 sqm |
| | Units 9-12 | | 350.05 sqm |
| | Units 13-24 | | 157.68 sqm |
| | Unit 25* | | 307.19 sqm |
| | Unit 26* | | 386.23 sqm |
| | Unit 27* | | 493.05 sqm |
| | Units 28-31 | | 430.23 sqm |
| | Total | | 10,379.15 sqm |
| | * It is noted that warehouse units 25, 26 and 27 have been consolidated into one warehouse unit in the revised plans discussed in Section 13 of this report. For clarity, the total number of warehouse units proposed in the revised plans is twenty-nine (29). | | |
| Front setback | 8.962 metres from Keys Road | | |
| Site Coverage | 62.33 per cent | Permeability | 6.25 per cent |
| Car parking | A total of 185 car parking spaces. | | |
| Access | <p>Vehicle access is proposed from both Keys Road and Kylie Place.</p> <p>From Keys Road, three separate crossovers are proposed, retaining and upgrading the two existing crossovers to the east and west of the frontage and constructing a new crossover centrally on the frontage.</p> <p>From Kylie Place, the existing crossover to the east of the frontage is to be retained and upgraded, while three additional 3 metre wide crossovers are proposed to provide individual vehicle access to warehouse units 25, 26 and 27. These three additional vehicle crossovers to warehouse units 25, 26 and 27 have been deleted in the revised plans discussed in Section 13 of this report.</p> | | |
| Loading and Unloading | Each warehouse unit is provided with a loading bay, with dimensions of 3.5 metres by 9 metres. | | |
| Vegetation removal/retention | The proposed development involves the removal of thirty-four (34) trees from the site and the removal of one (1) street tree. Of the thirty-four (34) trees proposed to be removed from the site, nineteen (19) are 8 metres or taller and sixteen (16) have a trunk circumference of 110cm or greater. As discussed in Section 13 of his report, the revised plans retain a further seven | | |

| | |
|---------------------------|--|
| | (7) trees on site, resulting in a total of twenty-seven (27) trees proposed to be removed. |
| Building materials | External building materials include pre-cast concrete in smooth and rough textures, feature cladding, aluminium window frames, Colorbond roof sheeting and rainwater goods, clear roof sheeting for natural lighting to warehouses and black powdercoated vertical metal fence and gate. Main vehicular accessway to be constructed of dark grey coloured brushed concrete with rough texture and external car park areas and internal driveways and pedestrian paths constructed of dark grey washed aggregate concrete with rough texture. |

6.0 PLANNING PERMIT PROVISIONS

Zone

- 6.1. The subject site is located within the Industrial 1 Zone. The purpose of the zone is to provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.
- 6.2. Pursuant to the table at **Clause 33.01-1**, a warehouse is a section 1 use, provided certain requirements are met. Of relevance to this application are the following requirements:
 - Must not be a purpose listed in the table to **Clause 53.10** with no threshold distance specified.
 - The land must be at least the following distances from land (not a road) which is in an Activity Centre Zone, Capital City Zone, Commercial 1 Zone, Docklands Zone, residential zone or Rural Living Zone, land used for a hospital, an education centre or a corrective institution or land in a Public Acquisition Overlay to be acquired for a hospital, an education centre or a corrective institution:
 - The threshold distance, for a purpose listed in the table to **Clause 53.10**.
 - 30 metres, for a purpose not listed in the table to **Clause 53.10**.
- 6.3. While the intended use of the proposed warehouse units is unknown, it is clear that the subject site is more than 30 metres from an Activity Centre Zone, Capital City Zone, Commercial 1 Zone, Docklands Zone, residential zone or Rural Living Zone, land used for a hospital, an education centre or a corrective institution or land in a Public Acquisition Overlay to be acquired for a hospital, an education centre or a corrective institution.
- 6.4. As such, unless a prospective tenant is seeking to use the land for a purpose listed in **Clause 53.10** and either there is no threshold distance specified or an Activity Centre Zone, Capital City Zone, Commercial 1 Zone, Docklands Zone, residential zone or Rural Living Zone, land used for a hospital, an education centre or a corrective institution or land in a Public Acquisition Overlay to be acquired for a hospital, an education centre or a corrective institution is within the threshold distance specified, a planning permit would not be required for the use. While no planning permit is sought for the use of the land in this application, a note contained within the recommendation section of this report reflects this requirement.
- 6.5. Pursuant to **Clause 33.01-4** of the Industrial 1 Zone, a planning permit is required to construct a building or construct and carry out works.
- 6.6. The decision guidelines require the responsible authority to consider, as appropriate, the following:
 - *The Municipal Planning Strategy and the Planning Policy Framework.*
 - *Any natural or cultural values on or near the land.*

- *Streetscape character.*
- *Built form.*
- *Landscape treatment.*
- *Interface with non-industrial areas.*
- *Parking and site access.*
- *Loading and service areas.*
- *Outdoor storage.*
- *Lighting.*
- *Stormwater discharge.*

Particular Provisions

- 6.7. Pursuant to **Clause 52.06-3** (Car Parking) of the Kingston Planning Scheme, a planning permit is required to reduce the number of car parking spaces required under this clause.
- 6.8. As the site is located within the Principal Public Transport Network area, the Column B rate in the table at **Clause 52.06-5** applies to the proposal. For a warehouse, the Column B rate is calculated at two (2) car parking spaces to each premises, plus one (1) car parking space to each 100 square metres of net floor area.
- 6.9. As the proposed development consists of thirty-one (31) warehouses and 10,379.15 square metres of warehouse floor area, the proposed development is required to provide 165 car parking spaces. It is noted the revised plans consist twenty-nine warehouse units with a similar floor area, which would require 161 car parking spaces to be provided.
- 6.10. The proposed development includes a total of 185 on-site car parking spaces, exceeding the car parking requirements of **Clause 52.06**. The proposal as depicted in the revised plans discussed in Section 13 of this report includes a total of 174 car parking spaces and would still exceed the car parking requirements of this clause. For a detailed assessment of the car parking design, access arrangements and traffic impacts, refer to Section 13 of this report.
- 6.11. Pursuant to **Clause 52.29-2** (Land Adjacent to a Road in a Road Zone Category 1), a planning permit is required to construct or alter an access to a road in a Road Zone, Category 1 (Keys Road). The proposed development seeks to retain the two (2) existing crossovers onto Keys Road and upgrade them to match the proposed vehicle access points, as well as create a new vehicle access point centrally on the Keys Road frontage.
- 6.12. An application under **Clause 52.29-2** to create or alter access to a road declared as a freeway or arterial road under the Road Management Act 2004 or land owned by the Head, Transport for Victoria for the purpose of a road, must be referred to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987*. It is noted that a response was received with no objection, subject to conditions.

General Provisions

- 6.13. The decision guidelines of **Clause 65.01** of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

7.0 RELEVANT POLICIES

- 7.1. Planning Policy Framework (PPF)
Clause 11 Settlement

**City of Kingston
Planning Committee Meeting**

Agenda

15 September 2021

| | |
|-----------|----------------------------------|
| Clause 12 | Environment and Landscape Values |
| Clause 13 | Environmental Risks and Amenity |
| Clause 15 | Built Environment and Heritage |
| Clause 17 | Economic Development |
| Clause 18 | Transport |
| Clause 19 | Infrastructure |

7.2. Local Planning Policy Framework (LPP)

| | |
|--------------|------------------------------------|
| Clause 21.02 | Settlement |
| Clause 21.03 | Environment and Landscape Values |
| Clause 21.04 | Environmental Risks and Amenity |
| Clause 21.06 | Built Environment and Heritage |
| Clause 21.08 | Economic Development |
| Clause 21.09 | Transport |
| Clause 21.10 | Infrastructure |
| Clause 22.13 | Environmentally Sustainable Design |

8.0 AMENDMENT TO THE APPLICATION BEFORE NOTIFICATION

8.1. A number of amendments were made to the development plans over the course of the application process to address various concerns raised by Council's planning officers as well as concerns raised in internal referral comments. The development plans before the Planning Committee are the most recent and up to date set of plans.

9.0 ADVERTISING

- 9.1. Pursuant to **Clause 33.01-4** of the Industrial 1 Zone, an application for buildings and works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the *Planning and Environment Act 1987*.
- 9.2. This exemption does not apply to an application for a building or works within 30 metres of land (not a road) which is in a residential zone or land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre. The subject site is not located within 30 metres of any of those listed places.
- 9.3. Additionally, pursuant to **Clause 52.29-5**, an application to alter access to a Road Zone, Category 1 is also exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the *Planning and Environment Act 1987*.

10.0 PLANNING CONSULTATION MEETING

10.1. As no objections to this application were received, no planning consultation meeting was required.

11.0 REFERRALS

External Referrals

11.1. The application was referred to the following external authorities pursuant to Section 55 of the *Planning and Environment Act 1987*.

| Department | Section 52/55 | Determining / Recommending | Objection | Comments |
|-------------------------|---------------|----------------------------|-----------|---|
| Department of Transport | 55 | Determining | No | Subject to conditions included verbatim within the recommendation section of this report. The conditions relate to the proposed central vehicle access point onto Keys Road and requires this access point be egress only. |

Internal Referrals

11.2. The application was referred to the following Council departments for comment:

| Department / Area | Comments / Rationale / Recommended Conditions |
|-------------------|--|
| Traffic Engineer | <p>There are a few concerns with the overall car parking design of the proposed development. Overall, it appears that the proposed development attempts to maximise its on-site car parking provision at the cost of usability of these car parking spaces. It is not a desirable outcome as this will result in a significant underutilisation of the on-site car parking. The on-site car parking design needs to be reconsidered/refined to address the following concerns:</p> <ul style="list-style-type: none"> • Non-mechanical car parking spaces. • Spaces 26.6 and 27.6 need to be checked with swept path as the manoeuvring aisle does not comply. • The crossover width to warehouse units 25, 26, and 27 needs to be reduced as the current vehicle crossovers are too wide. • Warehouse units 25, 26 and 27 require trucks reversing in/out of the loading bay from/to Kylie Place. This is not a desirable outcome and conditions of the planning permit may limit the vehicle size that can access the site to no larger than a B99 vehicle. • Some of the warehouses have one or two car parking spaces located in front of the loading bay, this is not a desirable outcome. These car parking spaces must be removed to ensure that loading facility can be accessed at all times. • The car parking spaces of type 3 and type 5 warehouses are located within the building which can be blocked by a loading vehicle and two car parking spaces in front of the loading bay. This is not an acceptable outcome and the spaces are not functional. |

**City of Kingston
Planning Committee Meeting**

Agenda

15 September 2021

| | |
|--------------------------------------|---|
| | <ul style="list-style-type: none"> The three-car stacker system cannot be accepted, as the car stacker requires the bottom two cars to be removed before the top car can be accessed. This arrangement is considered inconvenient. Access to the car parking spaces abutting Keys Road have not been located 6 metres from the road carriageway. Sight lines splays cannot be achieved when vehicles are parked in some car parking spaces. Loading bays to each warehouse needs to be clearly shown including the dimensions of the bays. Swept path analysis is required to show the largest vehicle that can access the proposed loading bays of individual warehouses. Please ensure that the swept path analysis does not have breaks at the turning points and minimum speed at 5km/h (i.e. option of turn wheels from stop is to be unticked for forward motion). There is a lack of accessible car parking spaces, which are required to be provided at a rate of 1 per 100 spaces or pert thereof. <p>The concerns raised by Council’s traffic engineer are discussed in more detail in Section 13 of this report.</p> |
| Development Advice Engineer | No objection raised, subject to conditions included on any permit issued relating to integrated stormwater management and stormwater drainage. |
| Roads and Drains | No objection raised, subject to standard conditions included on any permit issued. |
| Construction Management | No objection raised. It is considered that the planning permit application meets the criteria to require a construction management plan via a condition of any planning permit issued. |
| Waste Management | No objection raised, noting the waste management plan submitted with the application is satisfactory. |
| Sustainable Design Advisor | Raised a number of deficiencies with the sustainable design assessment submitted with the application. Conditions contained within the recommendation section of this report address these deficiencies, where necessary. Refer to Section 13 of this report for further assessment of the sustainable design credentials of this application. |
| Vegetation Management Officer | <p>Raised a number of issues and provided the following recommendations:</p> <ul style="list-style-type: none"> The applicant, in collaboration with their arborist, revises the development layout along the Kylie Place frontage to retain seven (7) Leyland Cypress trees (Trees 22, 23, 24, 31, 32, 33 and 34). The applicant submits amended plans and an arboricultural impact assessment prepared accordance with the Council Arboriculture Victoria Reporting Guidelines (2020). A condition of the permit include the retention of trees 22, 23, 24, 31, 32, 33 and 34. |

| | |
|---------------------------|--|
| | <ul style="list-style-type: none"> • A condition of the permit include the submission and endorsement of a tree management plan prepared by a suitably qualified arborist, addressing the protection of all trees to be retained. • A condition of the permit include the submission and endorsement of a tree management plan prepared by a suitably qualified arborist, addressing the protection of neighbouring trees, particularly trees 45 and 46. • Council is supportive of the removal of street tree 44, subject to payment of a removal and replacement fee in accordance with Council policy. • A condition of the permit include the payment of a street tree removal and replacement fee of \$1,008.71 for the removal of street tree 44 (Melia azedarach). • The applicant provide further information in relation to the construction and maintenance of the rain gardens, or consider directing stormwater into rain gardens at the front of the site. • The applicant amend the car parking layout and landscape plan to: <ul style="list-style-type: none"> ○ Remove the planting of trees in garden beds along the Keys Road boundary. ○ Remove several car parks along the Keys Road frontage to create four garden beds (with a minimum area of 5m x 5m) to be planted with medium-sized spreading canopy trees. <p>The concerns raised by Council’s vegetation management officer are discussed in more detail in Section 13 of this report.</p> |
| Ecology Consultant | No objection raised. There appears to be no Clause 52.17 native vegetation trigger. |

12.0 PLANNING CONSIDERATIONS

Planning Policy Framework

- 12.1. The application has been assessed against the Planning Policy Framework and it is considered that the proposed development is consistent with relevant policies contained within this section of the Kingston Planning Scheme.
- 12.2. The proposal allows for the use of land for warehouses in an area designated for industrial and warehouse development. It supports **Clause 11** (Settlement), **Clause 15** (Built Environment and Heritage) and **Clause 17** (Economic Development), which are closely aligned with the objectives and policy outcomes sought by the Metropolitan Strategy – ‘Plan Melbourne 2017 - 2050: Metropolitan Planning Strategy’ (Department of Land, Environment, Water and Planning).
- 12.3. This is achieved through the location of the warehouse development within a designated industrial and warehouse area, together with strengthening the competitiveness of Melbourne’s employment land, and providing jobs closer to where people live. The proposal will provide an improved quality of industrial buildings on the site and encourage investment to the area.
- 12.4. **Clause 13.05** (Noise) seeks to assist in the control of noise effects on sensitive land uses and **Clause 13.07-1S** (Land Use Compatibility) aims to ensure that the use of land is compatible with adjoining and nearby land uses. As detailed later in this report, through appropriate conditions controlling noise from the subject site and other amenity impacts, the proposed

development is not anticipated to have any unreasonable impacts on the nearest sensitive land uses.

- 12.5. **Clause 15** (Built Environment and Heritage) aims to ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.
- 12.6. **Clause 15.01-1S** encourages development to achieve high quality architectural and urban design outcomes that contribute positively to neighbourhood character, minimises detrimental amenity impacts and achieves safety for future residents, and the community, through good design. The provisions of **Clause 15.02-1S** promote energy and resource efficiency through improved building design, urban consolidation and promotion of sustainable transport.
- 12.7. **Clause 15.03-2S** (Aboriginal Cultural Heritage) seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance. The subject land is **not** identified in an area of aboriginal cultural heritage sensitivity.
- 12.8. **Clause 17** (Economic Development) strives to provide a strong and innovative economy with policy objectives focused on diversification, improving accessibility to employment opportunities, providing development that meets the community's needs for retail, entertainment, office and other commercial services.
- 12.9. More specifically, **Clause 17.03** (Industry) seeks to ensure the availability of land for industry and to facilitate the sustainable operation of industry.
- 12.10. **Clause 18** (Transport) expects that planning ensures an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe. **Clause 18.01-1S** furthers these expectations by aiming to create a safe and sustainable transport system by integrating land use and transport.
- 12.11. **Clause 18.02-1S** seeks to promote the use of sustainable transport, while **Clause 18.02-4S** aims to ensure an adequate supply of car parking that is appropriately designed and located.

Local Planning Policy Framework (LPPF)

- 12.12. The application has been assessed against the Local Planning Policy Framework and it is considered that the proposed development is consistent with relevant policies contained within this section of the Kingston Planning Scheme.
- 12.13. At **Clause 21.02-1** of Council's Municipal Strategic Statement, policy seeks to direct the location of new urban growth and development to deliver a sustainable urban form and to consolidate urban form.
- 12.14. **Clause 21.06-1** (Urban Environment) aims to project a positive image of the city through a high standard of urban design, to improve pedestrian safety, circulation and access and to achieve high standards of amenity both within new development, and with adjoining development. **Clause 21.06-3** aims to promote environmentally sustainable development.
- 12.15. **Clause 21.08-2** (Industry) states the important role of manufacturing industry for the municipality and recognize that some of the older industrial areas in the municipality are in need of significant revitalisation. The proposed development will occupy a vacant site in a mixed commercial and industrial area. The development can fit comfortably in the surrounding area and is unlikely to impact the potential growth of surrounding or future industry.
- 12.16. **Clause 21.09-4** (Transport) seeks to reduce the reliance on car parking and manage access and car parking across municipality to reduce congestion on the local network and to minimise conflict with abutting land uses. The proposal provides appropriate car parking provision and utilises the existing road access without substantial burden on the existing network.
- 12.17. **Clause 22.13** (Environmentally Sustainable Development) applies throughout the City of Kingston to residential and non-residential development that requires a planning permit. The

overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

13.0 ASSESSMENT

Strategic Justification

- 13.1. The subject site is located within the Industrial 1 Zone, a zone which encourages manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities. As detailed earlier in this report, the use of the land for warehouses does not require a planning permit in this instance and is therefore considered appropriate for the site and complementary to the surrounding uses.
- 13.2. However, the construction of buildings and works does trigger a planning permit. In regard to the proposed development, the application is consistent with the purpose of the Industrial 1 Zone as it is for warehouse uses which will make a positive contribution to the emerging and existing context of the site. The proposed built form responds to the built form in the surrounding area with a contemporary design. It is therefore considered that the proposal is in accordance with both State and local planning policy, as detailed earlier in this report.
- 13.3. The proposed development enjoys strong strategic support at both State and local level. The site is within an area where industrial and warehouse development is encouraged and is achieved through the buildings proposed. Subject to conditions, the proposed development is considered to achieve the various land use and development objectives of the Kingston Planning Scheme.

Built Form

- 13.4. The relevant planning permit trigger for the development is the Industrial 1 Zone and the primary considerations for the proposed development are the decision guidelines at **Clause 33.01-4**. In considering the design and built form of the proposed development, the other relevant aspects of the Scheme are found at **Clause 15** (Built Environment and Heritage) and **Clause 21.06** (Built Environment and Heritage).
- 13.5. The proposed development has been assessed against the decision guidelines set out within the Industrial 1 Zone and other relevant sections of the Kingston Planning Scheme and is considered to demonstrate a high level of compliance.
- 13.6. The proposed warehouse buildings are considered to be consistent with the surrounding built form. The setbacks are complementary with those on the adjoining industrial properties and provide sufficient opportunities for landscaping and vegetation replacement. The facade treatments incorporate pre-cast concrete in smooth and rough textures, feature cladding and aluminium window frames, with the office components incorporating windows at ground, first and second floor levels overlooking the car parking areas, common driveways and both street frontages.
- 13.7. The proposed built form provides an attractive warehouse complex with appropriate treatments to the facade. The proposal achieves architectural and urban design outcomes that contribute positively to local urban character while minimising detrimental impact on the surrounding area. The various materials, colours and façade treatments proposed also create a visually interesting building that will enhance the appearance of these sections of both Keys Road and Kylie Place.

Off-site Amenity Impacts

- 13.8. Within the Industrial 1 Zone, the effect that a proposed use may have on nearby existing uses or other sensitive uses must be considered. Additionally, the effect that nearby industrial uses may have on the proposed use should also be considered.
- 13.9. The proposed use of the site as warehouses is considered to be complementary to the surrounding uses. The proposal is also not expected to have any adverse impacts on nearby

sensitive land uses as the nearest residential properties to the proposed building are more than 230 metres away to the south.

- 13.10. Overall, the proposed use will not result in any unreasonable off-site amenity impacts provided appropriate conditions are placed on any planning permit that issues relating to noise and other amenity impacts.

Car Parking and Traffic

Car Parking

- 13.11. The subject site is located within the Principal Public Transport Network Area and therefore Column B rates in the table in **Clause 52.06-5** apply. Pursuant to the table in **Clause 52.06-5**, a warehouse is required to provide two (2) car parking spaces to each premises, plus one (1) car parking spaces to each 100 square metres of net floor area.
- 13.12. As a total of thirty-one warehouse units are proposed and a total of floor area of 10,379.15 square metres is proposed, 165 car parking spaces are required to be provided. The proposal includes a total of 185 car parking spaces throughout the development, exceeding the statutory car parking requirements for the proposed development.
- 13.13. It is noted the revised plans consist twenty-nine (29) warehouse units with a similar floor area, which would require 161 car parking spaces to be provided. The proposal as depicted in the revised plans discussed later in this section of the report includes a total of 174 car parking spaces and would still exceed the car parking requirements of this clause

Access and Layout

- 13.14. Vehicular access to the proposed development is proposed via both Keys Road and Kylie Place. From Keys Road, three separate crossovers are proposed, retaining and upgrading the two existing crossovers to the east and west of the frontage and constructing a new crossover centrally on the frontage.
- 13.15. From Kylie Place, the existing crossover to the east of the frontage is to be retained and upgraded, while three additional 3 metre wide crossovers are proposed to provide individual vehicle access to warehouse units 25, 26 and 27. It is noted that these additional crossovers for warehouse units 25, 26 and 27 have been deleted from the revised plans in order to retain the row of seven (7) trees.
- 13.16. Council's traffic engineer raised concerns with the overall car parking design of the proposed development, suggesting that the proposed development attempts to maximise its on-site car parking provision at the cost of usability of these car parking spaces, which is not a desirable outcome as this will result a significant underutilisation of the on-site car parking.
- 13.17. More specifically, concern was raised with the non-mechanical car parking spaces proposed and the three-car stacker system, as this car stacker requires the bottom two cars be removed before the top car can be accessed. However, the triple and double car stacker systems proposed have been designed for the use of occupants of the same tenancy only and are not to be used by visitors, or occupants of different tenancies. In that regard, visitors to the site will be prohibited from using the car stackers and only the occupants of each warehouse may use the stackers within their warehouse unit.
- 13.18. Concern was also raised with car parking spaces 26.6 and 27.6. These car parking spaces have been removed from the design.
- 13.19. Council's traffic engineer also noted that the width of the crossovers to warehouses units 25, 26, and 27 needs to be reduced as the current vehicle crossovers are too wide and that these warehouse units require trucks reversing in/out of the loading bay from/to the Kylie Place. This is not a desirable outcome. However, the plans now show 3 metre wide crossovers provided to each of these warehouse units and low traffic volumes throughout the day on Kylie Place is unlikely to cause congestion whilst vehicles reverse out from these three warehouses. It is also not uncommon for this to take place, noting that most of the existing industrial and

warehouse buildings on Kylie place require vehicles to reverse out of the site. In any event, it is noted that the revised plans remove these crossovers from the proposal and vehicles are no longer required to reverse out of the site.

- 13.20. Council's traffic engineer also noted that some of the warehouses have one or two car parking spaces located in front of the loading bay and that some car parking spaces for type 3 and type 5 warehouses are located within the building. However, delivery vehicles will only occupy the loading bays briefly during operating hours, the effected car parking spaces will be specifically allocated to occupants and staff of the warehouse and these vehicles can be briefly relocated to spare visitor car parking spaces, which ensures the appropriate management of the loading bays and car parking spaces. Loading bay dimensions have now also been shown on the plans, with dimensions of 3.5 metres by 9 metre provided for each warehouse.
- 13.21. Concern was also raised that sight line splays cannot be achieved for some crossovers when vehicles are parked in some car parking spaces. These have now been addressed through the removal of the offending car parking spaces and the plans demonstrate sight lines can be achieved for each access point.
- 13.22. Council's traffic engineer also recommended that swept path analysis is required to show the largest vehicle that can access the proposed loading bays. The applicant subsequently submitted updated swept path diagrams demonstrating an 8.8 metre long vehicle can access the site. A condition contained within the recommendation section of this report restricts vehicles accessing the site to a maximum length of 8.8 metres.
- 13.23. Concern was also raised that there is a lack of accessible car parking spaces within the proposed development, which are required to be provided at a rate of one (1) accessible car parking space per 100 car parking spaces or pert thereof. The proposed development now incorporates three (3) accessible car parking spaces across the site, compliant with this requirement.
- 13.24. Overall, it is considered the access and car parking layout is generally consistent with the requirements of Design Standards 1 and 2 of [Clause 52.06-9](#) of the Kingston Planning Scheme and is acceptable, provided appropriate conditions are applied to any planning permit that issues, including the submission of a car parking management plan and a loading management plan to ensure the appropriate management and efficient use of the car parking and loading facilities.

Traffic

- 13.25. According to the applicant's traffic report, the proposed development is anticipated to generate in the order of 419 vehicle movements per day, with fifty-three (53) vehicle movements in each of the morning and afternoon peak hours, respectively. This level of traffic is equivalent to one vehicle movement approximately every 68 on average in peak hours of traffic, which is a relatively low level of traffic.
- 13.26. The traffic volumes generated by the proposed development will flow onto both Keys Road and Kylie Place via seven separate crossovers, and then onto the surrounding road network. Given the relatively low level of traffic generated by the proposed development, it is considered that the additional traffic volumes can be accommodated by the existing road network without creating adverse traffic safety or operational impacts.
- 13.27. It is further noted that the Department of Transport have restricted access to the proposed central crossover onto keys road to egress only, which will further limit the impact on the surrounding road network.

Loading and Unloading

- 13.28. Amongst other matters, **Clause 65.01** requires the Responsible Authority to consider the adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.
- 13.29. The proposed development provides a loading bay for each warehouse unit to undertake the loading and unloading activities associated with the proposed warehouse units on site.
- 13.30. Based on the above and the specific dimensions of the loading bays proposed, the loading activities associated with the proposed development can be undertaken suitably within the proposed loading bays and is considered to be acceptable and appropriate. Additionally, a condition contained within the recommendation section of this report requires the submission of a loading management plan to ensure the appropriate management and efficient use of loading and unloading within the development.

Bicycle Parking

- 13.31. **Clause 52.34** (Bicycle Facilities) seeks to encourage cycling as a mode of transport. In this instance, this provision does not specifically incorporate a recommended bicycle parking rate for a warehouse land use. Therefore, there is no statutory bicycle parking requirement for the proposed development.
- 13.32. However, the proposal incorporates bicycle parking spaces within each warehouse building, exceeding the requirements of this clause. The provision of bicycle parking within the proposed development responds to the importance that State and local policies place on encouraging low energy forms of transport such as **Clauses 15.02-1S, 18.02-1S, 18.02-1R and 21.09-2**.

Landscaping

Existing Vegetation of Site

- 13.33. The proposed development seeks the removal of thirty-four (34) trees from the site and the retention of tree 3, a *Lophostemon confertus* (Brush Box) located along the Keys Road frontage. Council's vegetation management officer supports the retention of this tree.
- 13.34. Of the thirty-four (34) trees proposed to be removed from the site, nineteen (19) are 8 metres or taller and sixteen (16) have a trunk circumference of 110cm or greater. It is noted that none of the thirty-four (34) trees proposed to be removed from the site are native to Victoria and therefore do not trigger a planning permit requirement for their removal.
- 13.35. Of the thirty-four (34) trees proposed to be removed from the site, Council's vegetation management officer has recommended that seven (7) trees should be retained and that the removal of the remaining trees is supported as they are not worthy of retention, owing to either their poor condition, low amenity value or as they are a nuisance to neighbouring properties.
- 13.36. The seven (7) trees that Council's vegetation management officer has recommended be retained are all of the *Cupressus macrocarpa* species (Monterey Cypress) and located in a row along the Kylie Place frontage. As Council's vegetation management officer has noted, these trees are all mature trees, most over 12 metres in height and are a prominent feature within Kylie Place.
- 13.37. The arborist report submitted with the application provides little arboricultural justification for the removal of these trees, with most in good health and with fair or good structure. The town planning report submitted with the application discusses tree removal, noting that the removal of the row of *Cupressus macrocarpa* (Monterey Cypress) would allow for the site to be re-

levelled to match the existing footpath of Kylie Place, thus making the site more commercially viable.

- 13.38. Council's vegetation management officer disagrees with this justification and is of the view that the seven (7) *Cupressus macrocarpa* (Monterey Cypress) (trees 22, 23, 24, 31, 32, 33 and 34) could be retained without significantly restricting development on the site.
- 13.39. As a result of the above assessment, the applicant submitted a revised ground floor plan (Appendix 2) retaining the row seven (7) *Cupressus macrocarpa* (Monterey Cypress) trees. In doing so, the three proposed crossovers to Kylie Place have been deleted and the warehouse units 25, 26 and 27 have been consolidated into one warehouse with vehicle access provide from the north-south central accessway. The result of the retention of these trees is twelve (12) trees now proposed to removed that are 8 metres or taller and eleven (11) trees now proposed to be removed with a trunk circumference of 110cm or greater.
- 13.40. In order to adopt these revised plans, a condition contained within the recommendation section of this report requires amended plans to be submitted reflecting the revised plans. Additionally, in order to ensure the retained trees are appropriately protected during and post construction, conditions contained within the recommendation section of this report require the submission of an arboricultural impact assessment and a tree management plan, as recommended by Council's vegetation management officer.

Vegetation on Adjoining Properties

- 13.41. There are two mature native trees, a *Eucalyptus leucoxylon* (Yellow Gum) and *Eucalyptus cephalocarpa* (Silver Stringbark) located at 46-48 Keys Road, near the shared eastern boundary of the site, close to the Keys Road frontage (trees 45 and 46).
- 13.42. The arborist report submitted with the application notes the retention of both trees, while the landscape plan shows the removal of tree 46 (*Eucalyptus cephalocarpa*). As noted by Council's vegetation management officer, the proposal must be amended to retain tree 46, as it is a neighbouring tree and protected under Council's Local Law.
- 13.43. Council's vegetation management officer has recommended a condition of any planning permit that issues should include the submission and endorsement of a tree management plan prepared by a suitably qualified arborist, addressing the protection of neighbouring trees, particularly trees 45 and 46. This is reflected in the recommendation section of this report.

Street Trees

- 13.44. There are six (6) street trees located in the Keys Road and Kylie Place nature strips adjacent to the subject site. One (1) street tree located in the Keys Road nature strip, central to the site's frontage, is proposed for removal to make way for the proposed double width crossover that provides vehicle access to the common accessway. The remaining five (5) street trees are proposed to be retained.
- 13.45. The one (1) street tree proposed to be removed is a *Melia azedarach* (White Cedar) street tree (tree 44). Council's vegetation management officer is supportive of the removal of tree 44 for the construction of the crossover, subject to the payment of a removal and replacement fee in accordance with Council policy. As such, a note contained within the recommendation section of this report requires the payment of a street tree removal and replacement fee of \$1,008.71 for the removal of street tree 44 (*Melia azedarach*).

Proposed Landscaping

- 13.46. The proposed development is sited and designed to ensure that sufficient space is provided to accommodate adequate planting given the site is located within an industrial precinct. In addition to the existing trees to be retained as detailed earlier in this report, the landscape plan includes twenty-eight (28) trees capable of reaching a height of at least of 8 metres at

maturity. It is noted that some of these proposed trees will make way for the existing row of trees along the Kylie Place frontage to be retained, as discussed earlier in this report.

- 13.47. However, Council's vegetation management officer has recommended that the landscaping plan be amended to remove the planting of trees in the narrow garden beds along the Keys Road frontage, to remove some car parking spaces along the Keys Road frontage and replace them with garden beds to be planted with medium sized spreading canopy trees. A condition in the recommendation section of this report reflects these requirements.
- 13.48. It is noted the proposal exceeds the statutory car parking requirement for the proposed development, as depicted in the revised plans, in the order of thirteen (13) car parking spaces. Therefore, the replacement of some of those car parking spaces with garden beds will not result in the proposed development requiring a reduction in the car parking requirement. In any event, a condition contained in the recommendation section of this report requires a car parking management plan and for car parking spaces to be allocated to each warehouse unit in accordance with the car parking requirements of Clause 52.06.
- 13.49. Additionally, Council's vegetation management officer has recommended that further details be provided in relation to the construction and maintenance of the proposed rain gardens and consider directing stormwater into rain gardens at the front of the site, as opposed to the middle of accessways. Conditions contained within the recommendation section of this report reflect these requirements.
- 13.50. Overall, the retention of the existing trees discussed above, combined with the smaller trees and shrubs, climbers, groundcovers and grasses selected, as well as the conditions recommended by Council's vegetation management officer, the proposed landscape plan is considered satisfactory and ensures the proposed buildings are sited with suitable vegetation.

Sustainable Design

- 13.51. **Clause 22.13** (Environmentally Sustainable Development) applies throughout the City of Kingston to residential and non-residential development that requires a planning permit. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.
- 13.52. The permit applicant submitted a sustainable design assessment as part of this planning permit application. Council's sustainable design advisor raised a number of deficiencies with the sustainable design assessment.
- 13.53. Specifically, concern was raised about inconsistencies between the plans, the sustainable design assessment and the BESS assessment, including minimum energy efficiency requirements, the photo-voltaic systems to each warehouse, stormwater buffer strips, bicycle parking, end of trip facilities and convenience of recycling. These matters are addressed as conditions within the recommendation section of this report.
- 13.54. Additionally, Council's sustainable design advisor recommended a number of improvements to the sustainable design assessment to better reflect the requirements of **Clause 22.13** and Council's expectations. These matters include sub-metering of common area services, translucent roof sheeting to provide natural daylight and specifying light coloured or reflective finishes for non-visible flat roofs and concrete driveways to mitigate the urban heat island

effect. These matters are also addressed as conditions within the recommendation section of this report.

- 13.55. Council's sustainable design advisor also noted that there are no existing buildings proposed to be reused, therefore the credit cannot be claimed for this. A condition contained within the recommendation of this report requires this to be corrected.
- 13.56. Overall, the proposed development can adequately meet Council's sustainable design expectations in relation to a development of this size, subject to appropriate conditions contained in any planning permit issued.

14.0 CONCLUSION

- 14.1. On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.
- 14.2. As outlined above, it has been determined that prior to deciding on this application, all factors pursuant to Section 60(1) of the Act have been considered. Further to this, the proposal does not give rise to any significant social and economic effects.
- 14.3. The proposed development is considered appropriate for the site as evidenced by:
- The design and siting of the proposed development to be compatible with the surrounding area;
 - The proposal should not have a detrimental impact on surrounding properties (subject to appropriate conditions);
 - The proposal satisfies the requirements of the Kingston Planning Scheme, including the Planning Policy Framework, the Municipal Strategic Statement and zoning provisions; and,
 - The proposal satisfies the car parking requirements of **Clause 52.06** of the Kingston Planning Scheme.

17.0 RECOMMENDATION

- 17.1 That the Planning Committee determine to support the proposal and issue a planning permit for the construction of buildings up to three storeys containing twenty-nine (29) warehouses and associated offices and alterations to the access to a road in a Road Zone, Category 1 at 32-44 Keys Road, Cheltenham, subject to the following conditions:

Amended Plans

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the planning permit. The plans must be drawn to scale with dimensions and an electronic copy must be provided. The plans must be substantially in accordance with the plans prepared by IROAMD3, sheets TP00, TP12 (revision C, dated 22 December 2020); TP01-TP02, TP04-TP05, TP13 (revision E, dated 19 March 2021); TP02.1 (no revision, dated June 2020); TP03 (revision E, dated 4 June 2021); TP06-TP09, TP11 (revision D, dated 4 February 2021); TP10 (revision A, dated 4 February 2021); TP14-TP15 (revision H, dated 19 March 2021); TP16-TP17 (revision G, dated 19 March 2021); TP18-TP30, TP32-TP33 (revision B, dated 19 March 2021); TP31 (revision A, dated 3 March 2021); TP34-35 (revision F, dated 19 March 2021), but modified to show:
 - a) The changes depicted in the amended ground floor plan prepared by IROAMD3 Pty Ltd and submitted to Council on 17 August 2021.
 - b) The provision of an amended landscape plan and associated planting schedule for the site showing the proposed location, species type, mature height and width, pot sizes and number of species to be planted on the site, with such plans to be prepared by a suitably qualified landscape professional generally in accordance with the landscape

plan prepared by John Patrick Landscape Architects Pty Ltd and dated July 2021, but modified to show:

- i) The retention of trees 22, 23, 24, 31, 32, 33 and 34.
 - ii) The retention of tree 46 on the adjoining property.
 - iii) The tree protection zones and structural root zones of all trees proposed to be retained on-site and on adjoining properties.
 - iv) Tree protection measures, including for street trees, accurately drawn to scale and labelled.
 - v) Further information in relation to the construction and maintenance of the rain gardens
 - vi) The deletion of the rain gardens from within the accessways within the Keys Road frontage.
 - vii) Sufficient soil volume and area to sustain long-term healthy tree growth of the trees located in the narrow garden beds between the car parking spaces and the Keys Road boundary. This may be provided by removing car parking spaces to create larger garden areas to accommodate the soil volume required or an alternative method to the satisfaction of the Responsible Authority.
 - viii) Planting details of the self-clinging climbing plants, including proposed planting media, climbing frames, irrigation and drainage.
- c) A notation indicating the type and size of each photo-voltaic system of each warehouse unit or amend the BESS assessment accordingly.
 - d) A notation that a sub-meter/s will be provided to all major common area services and will be separately sub-metered.
 - e) Provide translucent roof sheeting to a minimum of 10 per cent of the roofed area of the warehouses.
 - f) Light-coloured or reflective finishes for the non-visible flat roofs and concrete driveway.
 - g) The location, type and size of the visitor bicycle parking spaces or amend the BESS assessment accordingly.
 - h) The location of lockers for end of trip bicycle facilities as indicated in the BESS assessment or amend the BESS assessment accordingly.
 - i) The location and width of driveways matching the location and width of the associated crossover.
 - j) Vehicle crossovers constructed at a 90 degree alignment with the kerb on both Keys Road and Kylie Place or as otherwise agreed to by the Responsible Authority.
 - k) The provision of a full colour, finishes and building materials schedule (including samples) for all external elevations and driveways of the development.
 - l) The retention of trees 22, 23, 24, 31, 32, 33 and 34.
 - m) The retention of tree 46 on the adjoining property.
 - n) The tree protection zone and structural root zones of all trees to be retained on-site and on adjoining properties.
 - o) Changes required by the Department of Transport in condition 37 of this planning permit.
 - p) Any changes from by the aboricultural impact assessment required by condition 5 of this planning permit.

**City of Kingston
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15 September 2021

- q) Any changes from the tree management plan required by condition 6 of this planning permit.
- r) Any changes from the amended sustainable management plan required by condition 15 of this planning permit.
- s) Any changes from green travel plan required by condition 18 of this planning permit.
- t) Any changes from the car parking management plan required by condition 21 of this planning permit.
- u) Any changes from the loading management plan required by condition 27 of this planning permit.
- v) Any changes from the waste management plan required by condition 29 of this planning permit.

Endorsed Plans

- 2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

Drainage and Water Sensitive Urban Design

- 3. Unless with prior written consent of the Responsible Authority, before the development commences the following integrated stormwater management (drainage) documents must be prepared, by a suitably qualified person, to the satisfaction of the Responsible Authority:
 - a. Prior to submitting detailed engineering plans, a comprehensive stormwater management (drainage) strategy for the site must be prepared that addresses the requirements specified within Council's "Civil Design requirements for Developers – Part A: Integrated Stormwater Management".
 - b. The stormwater management (drainage) strategy must include a report with MUSIC modelling results demonstrating water sensitive urban design treatments that achieve Victorian best practice objectives. These may include the use of an infiltration or bio-retention system, rainwater tanks connected for reuse, or other treatments to the satisfaction of the Responsible Authority.
 - c. The water sensitive urban design treatments as per conditions 3(a) and (b) above, must be implemented on-site, unless an alternative agreement for stormwater quality in-lieu contribution is reached with the Responsible Authority.
 - d. Detailed stormwater management (drainage) plan(s) must be prepared, with supporting computations, showing the stormwater (drainage) works to the nominated point of discharge in line with approved stormwater management (drainage) strategy report. The plan(s) must show all details of the proposed stormwater works including all existing and proposed features that may have an impact on the stormwater (drainage) works, including landscaping details.
- 4. Stormwater (drainage) works must be implemented in accordance with the approved stormwater management (drainage) plan and to the satisfaction of the Responsible Authority including the following:
 - a. All stormwater (drainage) works must be provided onsite so as to prevent overflows onto adjacent properties.
 - b. The implementation of stormwater (drainage) detention system which restricts stormwater discharge to the maximum allowable flowrate calculated as per Council's "Civil Design requirements for Developers – Part A: Integrated Stormwater Management".
 - c. All stormwater (drainage) works must be maintained to the satisfaction of the Responsible authority.

Arboricultural Impact Assessment

5. Concurrent with the endorsement of plans required by condition 1 of this planning permit, an arboricultural impact assessment prepared by a suitably qualified arborist in accordance with the Council Arboriculture Victoria Reporting Guidelines (2020), must be submitted to and be endorsed by the Responsible Authority and incorporating an assessment of all on-site trees proposed to be retained and those trees on adjoining properties where their tree protection zone will be impacted by the proposed development. The recommendations of the arboricultural impact assessment must be implemented and any changes required by the assessment reflected in the development plans, to the satisfaction of the Responsible Authority.

Tree Management and Protection

6. Concurrent with the endorsement of plans required by condition 1 of this planning permit, a tree management plan prepared by a suitably qualified arborist in accordance with AS4970-2009, must be submitted to and be endorsed by the Responsible Authority and incorporating:
- a. A tree management plan (written report) must provide details of:
 - i. Tree protection measures that will be utilized to ensure all trees to be retained on the site and those trees on adjoining properties remain viable post-construction.
 - ii. Stages of development at which inspections are required to ensure tree protection measures are adhered to must be specified.
 - b. A tree protection plan (scale drawing) must provide details of:
 - i. The tree protection zone and structural root zone for all trees to be retained on the site and for all trees on neighboring properties where any part of the tree protection zone falls within the subject site.
 - ii. The location of tree protection measures to be utilized.
 - iii. A notation to refer to the tree management plan.
7. All protection measures identified in the tree management plan must be implemented, and development works undertaken on the land must be undertaken in accordance with the tree management plan, to the satisfaction of the Responsible Authority.
8. Prior to the commencement of works, the name and contact details of the project arborist responsible for implementing the tree management plan must be submitted to the Responsible Authority.

Street Tree Protection

9. Tree protection fencing is to be established around the street trees to be retained in front of the site prior to the commencement of the development and maintained until all works on site are complete. The tree protection fencing is to be a 1.8 metre high temporary fence constructed using steel or timber posts fixed in the ground or to a concrete pad, with the fence's side panels to be constructed of cyclone mesh wire or similar strong metal mesh or netting. The tree protection fencing is to encompass the entire nature strip with each end 3 metres from the base of the tree.

General Amenity

10. The amenity of the area must not be detrimentally affected by the development through the:
- i) Transport of materials, goods or commodities to or from the land.
 - ii) Appearance of any building, works or materials.
 - iii) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
 - iv) Presence of vermin.
 - v) Any other way.

11. The development of the site shall not cause nuisance or be detrimental to the amenity of the neighbourhood by the emission of noise. In this regard any nuisance shall be assessed in accordance with the Australian Standards AS1055 and AS2107 relating to the measurement of Environmental Noise and recommended sound levels.
12. The use and development must comply at all times with the EPA Publication 1826 'Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues' (EPA 1826).
13. No goods or packaging materials shall be stored or left exposed outside the building so as to be visible to the public from a road or other public place.
14. All external surfaces of the building elevations must be finished in accordance with the schedule on the endorsed plans and maintained in good condition to the satisfaction of the Responsible Authority.

Environmentally Sustainable Design

15. Concurrent with the endorsement of plans required by condition 1 of this planning permit, an amended sustainable design assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the sustainable design assessment will be endorsed and will form part of this planning permit. The sustainable design assessment must be generally in accordance with the sustainable design assessment prepared by iroamd3 Pty Ltd and dated 19 April 2021, but modified to:
 - a) Meet the minimum 50 per cent overall score and minimums in Energy (50 per cent), Water (50 per cent), IEQ (50 per cent) and Stormwater (100 per cent) categories in BESS to demonstrate best practice in sustainable design.
 - b) Commit to a minimum 10 per cent improvement on National Construction Code (NCC) minimum energy efficiency requirements or amend the BESS assessment accordingly.
 - c) Commitment to a 5-10kWp photo-voltaic system to each warehouse unit or amend the BESS assessment accordingly.
 - d) Commit to a sub-meter/s be provided to all major common area services and will be separately sub-metered.
 - e) Clarify how stormwater from driveways will be directed to drain through the proposed stormwater buffer strips.
 - f) Provide translucent roof sheeting to a minimum of 10 per cent of the roofed area of the warehouses.
 - g) Commit to the provision of ninety-two (92) employee bicycle parking spaces and fifteen (15) visitor bicycle parking spaces or amend the BESS assessment accordingly.
 - h) Provide further information in the sustainable design assessment and on the drawings that show how the allocation of recycling waste facilities that are just as convenient as general waste.
 - i) Commit to light-coloured or reflective finishes for the non-visible flat roofs and concrete driveway to help mitigate the urban heat island effect.
16. Prior to the occupation of any building approved under this planning permit, written confirmation from the author(s) or similarly qualified person or company of the endorsed sustainable design assessment is to be submitted to the Responsible Authority that all of the required measures specified in the sustainable design assessment have been implemented.
17. All works must be undertaken in accordance with the endorsed sustainable design assessment to the satisfaction of the responsible authority. No alterations to the sustainable design assessment may occur without the written consent of the Responsible Authority.

Green Travel Plan

18. Concurrent with the endorsement of plans required by condition 1 of this planning permit, a green travel plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the green travel plan will be endorsed and will form part of this planning permit. The green travel plan must include, but not be limited to, the following:
- (a) A description of the location in the context of alternative modes of transport.
 - (b) Employee welcome packs (e.g. provision of Myki/transport ticketing).
 - (c) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes.
 - (d) A designated 'manager' or 'champion' responsible for coordination and implementation.
 - (e) Details of bicycle parking and bicycle routes.
 - (f) Details of green travel plan funding and management responsibilities.
 - (g) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces).
 - (h) The types of lockers proposed within proximity of the change room facilities/showers, where applicable, with at least 50 per cent of lockers providing hanging storage space.
 - (j) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3.
 - (k) Reference to electric vehicle charging facilities (if proposed).
 - (l) Provisions for the green travel plan to be updated not less than every five years.
19. The provisions, recommendations and requirements of the endorsed green travel plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Car Parking and Access

20. The maximum size of vehicle/s that are permitted to load and unload to the warehouse units are 8.8 metres long, unless otherwise demonstrated to the satisfaction of the Responsible Authority.
21. Concurrent with the endorsement of plans required by condition 1 of this planning permit, a car parking management plan (CPMP) prepared by an appropriately qualified traffic consultant to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the car parking management plan will be endorsed and form part of this planning permit. The car parking management plan must address, but is not necessarily limited to, all of the following to the satisfaction of the Responsible Authority:
- a. The number and location of the car parking spaces to each warehouse unit generally in accordance with the planning scheme requirement per premises (and denoting those that are designated as disabled spaces).
 - b. The management of visitor car parking spaces and security arrangements for occupants of the development.
 - c. The maximum vehicle size permitted to load and unload to the warehouse units where demonstrated within condition 20 of this planning permit or otherwise to the satisfaction of the Responsible Authority.
 - d. Policing arrangements and/or formal agreements, including the owners' corporation or similar to advise prospective owners/tenants of the loading bay arrangements for smaller vehicles and the maximum vehicle sizes permitted.

**City of Kingston
Planning Committee Meeting**

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15 September 2021

- e. A schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays.
22. The car parking management plan must be implemented to the satisfaction of the Responsible Authority. No alterations may be made to this plan without the prior written approval of the Responsible Authority.
23. Before occupation of the development hereby permitted, areas set aside for parking vehicles, access lanes and paths as shown on the endorsed plans must be:
- ii) Constructed to the satisfaction of the Responsible Authority.
 - iii) Properly formed to such levels that they can be used in accordance with the plans.
 - iv) Surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority.
 - v) Drained to the satisfaction of the Responsible Authority.
 - vi) Line-marked to indicate each car space and the nominated warehouse unit, all access lanes and, if necessary, the direction in which vehicles are to travel to the satisfaction of the Responsible Authority.
 - vii) In accordance with any Council adopted guidelines for the construction of car parks.
- Car parking areas and access lanes must be kept available for these purposes at all times and maintained to the satisfaction of the Responsible Authority.
24. In areas set aside for car parking, measures must be taken to the satisfaction of the Responsible Authority, to prevent damage to fences or landscaped areas.
25. Concrete kerbs or other barriers must be provided to the satisfaction of the Responsible Authority to prevent direct vehicle access to an adjoining road other than by a vehicle crossing.
26. The loading and unloading of goods to and from vehicles must only be carried out in the designated areas on the land.
27. Concurrent with the endorsement of plans required by condition 1 of this planning permit, a loading management plan to the satisfaction of the Responsible Authority must be submitted to and endorsed by the Responsible Authority. The loading management plan must include details of:
- a. How delivery vehicles will enter and exit each loading bay.
 - b. Swept paths showing the delivery vehicle movements.
 - c. How the traffic will be managed during delivery times.
 - d. Times of deliveries.
 - e. How any restrictions/requirements will be enforced and communicated with all relevant parties, including vacating car parking spaces located in front of loading bays.
 - f. The loading and unloading of vehicles and the delivery of goods to and from the premises must only be conducted by vehicles up to an 8.8 metre medium rigid vehicle, unless otherwise demonstrated to the satisfaction of the Responsible Authority.
- All loading and associated activities must be undertaken in accordance with the loading management plan at all times.
28. The loading and unloading of vehicles and delivery of goods to and from the premises must at all times be conducted entirely within the site and in a manner that limits interference with other vehicular traffic to the satisfaction of the Responsible Authority.

Waste Management Plan

29. Concurrent with the endorsement of plans required by condition 1 of this planning permit, a waste management plan must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the planning permit. The plan must be generally in accordance with the waste management plan prepared by Solution 1 Traffic Engineers and dated March 2021.
30. The waste management plan must be implemented to the satisfaction of the Responsible Authority. The waste management plan must not be modified unless with the written consent of the Responsible Authority.

Construction Management Plan

31. Prior to the commencement of any buildings and works on the land, a construction management plan (CMP), to the satisfaction of the Responsible Authority, must be submitted to and approved by the Responsible Authority. The construction management plan must be prepared in accordance with the City of Kingston Construction Management Policy, July 2015 and Construction Management Guidelines, 1 November 2015 (and any superseding versions and/or documents). The construction management plan must specify and deal with, but is not limited to, the following elements:
 - a. Public safety, amenity and site security.
 - b. Traffic management.
 - c. Stakeholder management.
 - d. Operating hours, noise and vibration controls.
 - e. Air quality and dust management.
 - f. Stormwater and sediment control.
 - g. Waste and materials re-use.

When approved, the plan will be endorsed and will then form part of the permit and shall thereafter be complied with during the undertaking of all works.

Infrastructure and Road Works

32. Property boundary and footpath levels must not be altered without the prior written consent from the Responsible Authority.
33. The replacement of all footpaths, including offsets, must be constructed to the satisfaction of the Responsible Authority.
34. Vehicle crossovers and other reinstatements must be constructed to council's industrial strength specifications.
35. All redundant vehicle crossovers must be removed (including redundant portions of vehicle crossovers) to the satisfaction of the Responsible Authority.
36. All front and side fences must be contained wholly within the title property boundaries of the subject land.

Department of Transport Conditions

37. Prior to the endorsement of plans, amended plans must be submitted to and approved by the Head, Transport for Victoria. When approved by the Head, Transport for Victoria, the plans must be endorsed by the Responsible Authority and will then form part of the permit. The plans must be generally in accordance with the plans submitted with the application but modified to show:

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- a) Proposed central vehicle access on Keys Road annotated for exit only.
- b) Appropriate 'no entry' signage at the central vehicle access on Keys Road, facing Keys Road traffic.

Completion of Works

- 38. Once the development has started, it must be continued and completed to the satisfaction of the Responsible Authority.
- 39. Prior to the occupation of the development hereby permitted, the landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority. Thereafter, the landscaping shall be maintained to the satisfaction of the Responsible Authority.

Permit Expiry

- 40. This permit as it relates to development (buildings and works) will expire if one of the following circumstances applies:
 - a) The development is not started within two (2) years of the issue date of this permit.
 - b) The development is not completed within four (4) years of the issue date of this permit.

In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

Note: Prior to the commencement of the development or use you are required to obtain the necessary building permit.

Note: Environment Protection Authority (EPA) Victoria set out the requirements pertaining to site construction hours and permissible noise levels.

Note: Any buildings and works (including eaves) to be located within an easement requires separate consent from Council and/or the relevant service authority. This will need to be obtained prior to the issue of a building permit.

Note: The applicant/owner must provide a copy of this planning permit to any appointed building surveyor. It is the responsibility of the applicant/owner and building surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.

Note: The applicant/owner must provide a copy of this planning permit and any endorsed plans to any external contractor to ensure that all trees to be retained on site are protected during any works.

Note: The fee for removal of tree 44 (*Melia azedarach*) street tree from the Keys Road nature strip is (\$1,008.71 including GST), payable to Kingston City Council's customer service department. Customer service will confirm payment to Council's parks department. The removal of the tree requires a minimum of two (2) weeks notice from the developer/owner.

Note: Before removing/pruning any vegetation from the site, the applicant or any contractor engaged to remove any vegetation, should consult Council's vegetation management officer to verify if a Local Laws permit is required for the removal of such vegetation.

Note: Any landscape plan prepared in accordance with conditions must comply with Council's Landscape Checklist.

Note: The use of the land for a warehouse may require a planning permit if the use is for a purpose listed in the table to Clause 53.10 with no threshold distance specified or if the use is for a purpose with a threshold distance at Clause 53.10 and an Activity Centre Zone, Capital City Zone, Commercial 1 Zone, Docklands Zone, residential zone or Rural Living Zone, land used

for a hospital, an education centre or a corrective institution or land in a Public Acquisition Overlay to be acquired for a hospital, an education centre or a corrective institution is within that threshold distance.

Note: Prior to endorsement of the of the construction management plan, an approved road occupation and works permit which covers occupation of Council land for construction activities, arranging a works zone and assessment of traffic management plans (if applicable) must be obtained. The developer will be responsible for any costs related to this permit, to the satisfaction of the Responsible Authority.

Note: Prior to endorsement of the construction management plan, an asset protection permit must be approved by the Responsible Authority (if applicable).

Note: A copy of the construction management plan is to be provided to the Council's planning department and be made available for inspection prior to commencement of the development.

Note: Vehicle crossovers must be constructed at a 90 degree alignment with the kerb and all internal driveways must align with the existing/proposed vehicle crossover.

Note: Prior to the commencement of development, property boundary, footpath and vehicle crossover levels must be obtained from Council's roads and drains department with all levels raised or lowered to the satisfaction of the Responsible Authority.

Note: Property boundary and footpath levels must not be altered without the prior written consent from the Responsible Authority.

Note: The footpath must be reconstructed to Council's commercial standards to the satisfaction of the Responsible Authority.

Note: Road reserve assets such as pits and power poles are to be shown on the plans. The vehicle crossovers should be no less than 1 metres from any stormwater or utility assets. Not all road assets are indicated on the plans and the vehicle crossovers may conflict with existing stormwater side entry pits.

Note: Any side entry storm water pit within a proposed vehicle crossover must be constructed to the satisfaction of Council's roads and drains department


Note: Any proposed stormwater discharges must be located at least 500mm from the vehicle crossings.


Note: The storm water pits in both streets are to be at least 500mm from the proposed vehicle crossovers or they are to be located wholly within the vehicle crossovers, if so they must be constructed to the satisfaction of Council's roads and drains department.

Note: The allocation of street numbering and addressing of properties is vested in Council. Any reference to addressing or dwelling/unit/apartment and street numbers or street names on any endorsed plan is indicative only. The onus is on the permit applicant/land owner to contact Council's property data department to determine the official dwelling/unit/apartment street numbers, street name details and the like for the approved development.

If the permit applicant/land owner adopts the street numbering or addressing from the endorsed plans, or where advertising and/or sales transact (off the plan) prior to Council's official allocation of the street numbering and addressing, it will be viewed to be non-compliant with the guideline and standard applied (*Australian/New Zealand Standard for Rural & Urban Addressing / AS/NZS 4819:2011*).

Appendices

Appendix 1 - Considered plans (Ref 21/197975)  [↓](#)

Appendix 2 - Amended ground floor plan (Ref 21/200750)  [↓](#)

Author/s: Nikolas Muhllechner, Planning Appeals Coordinator
Reviewed and Approved By: Nicole Bartley, Team Leader Statutory Planning
Alfred Carnovale, Manager City Development

4.6

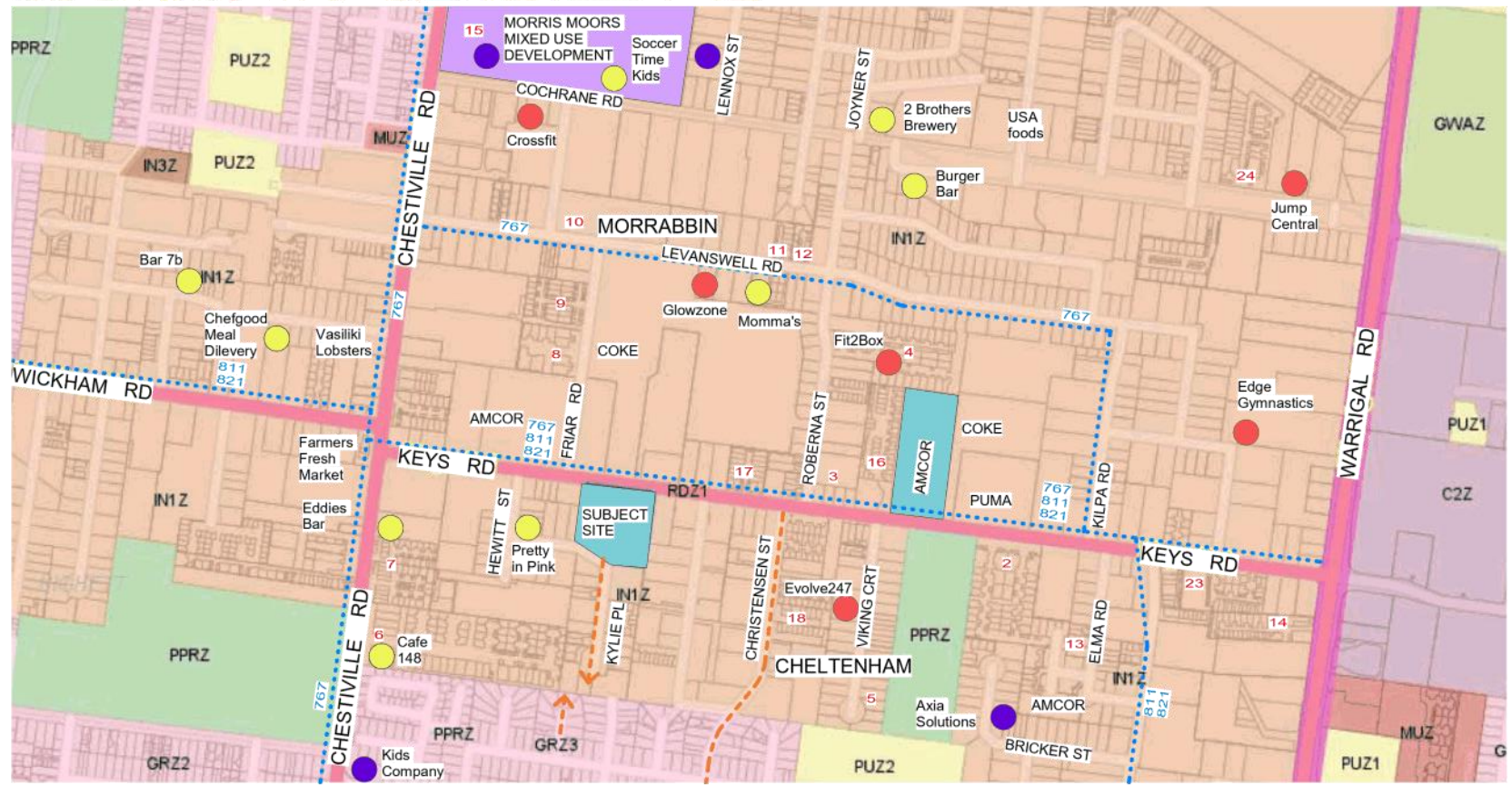
KP-2020/772 - 32-44 KEYS ROAD, CHELTENHAM

| | | |
|---|--------------------------------|-----|
| 1 | Considered plans | 239 |
| 2 | Amended ground floor plan..... | 307 |

WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



- PROPOSED / RECENT DEVELOPMENTS WITHIN CLOSE PROXIMITY TO SUBJECT SITE
- | | | | | | |
|----|--|----|--|----|--|
| 1 | 15 LEVANSWELL RD, CHELTENHAM SMALL / MEDIUM SCALE THREE STOREY WAREHOUSE / OFFICE DEVELOPMENT | 12 | 32 LEVANSWELL RD, CHELTENHAM MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 19 | 126 FRANKS RD, MORRABBIN MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE / RETAIL DEVELOPMENT |
| 2 | 34 32 KEYS ROAD, CHELTENHAM MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 13 | 19 ALMA ROAD, CHELTENHAM MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 20 | 109-115 COCHRANE RD, MORRABBIN MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE / RETAIL DEVELOPMENT |
| 3 | 2 4 ROBERNA ST, MORRABBIN SMALL SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 14 | 417-419 WARRIGAL RD, MORRABBIN MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 21 | 131 WALTER ST, MORRABBIN MEDIUM SCALE THREE STOREY WAREHOUSE / OFFICE DEVELOPMENT |
| 4 | 28 28 ROBERNA ST, MORRABBIN SMALL SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 15 | 1 COCHRANE RD, MORRABBIN MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE / RETAIL / GUR COLLECTIVE MIXED USE DEVELOPMENT, SHOPPER MANSION SITE | 22 | 17-23 WALTER ST, MORRABBIN MEDIUM SCALE THREE STOREY WAREHOUSE / OFFICE / GARAGE DEVELOPMENT |
| 5 | 18 18 VIKING CRT, CHELTENHAM SMALL SCALE SINGLE STOREY WAREHOUSE / OFFICE DEVELOPMENT | 16 | 85-93 KEYS RD, MORRABBIN MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE / RETAIL DEVELOPMENT | | |
| 6 | 50-54B CHESTERVILLE RD, CHELTENHAM SMALL SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 17 | 50-63 KEYS RD, MORRABBIN MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE / RETAIL DEVELOPMENT | | |
| 7 | 130-136 CHESTERVILLE RD, CHELTENHAM SMALL SCALE TWO STOREY WAREHOUSE / OFFICE / RETAIL DEVELOPMENT | 18 | 34-36 CHRISTENSEN ST, CHELTENHAM MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE / RETAIL DEVELOPMENT | | |
| 8 | 1-7 FRIARS RD, MORRABBIN MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 19 | 304 BAY RD, CHELTENHAM MEDIUM SCALE FOUR STOREY OFFICE / PENTHOUSE APARTMENT DEVELOPMENT | | |
| 9 | 11 125 FRANKS RD, MORRABBIN MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 20 | 307 BAY RD, CHELTENHAM SMALL SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | | |
| 10 | 1 18 LEVANSWELL RD, CHELTENHAM SMALL SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 21 | 947 BAY RD, CHELTENHAM MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | | |
| 11 | 33 LEVANSWELL RD, CHELTENHAM MEDIUM SCALE TWO STOREY WAREHOUSE / OFFICE DEVELOPMENT | 22 | 17-23 WALTER ST, MORRABBIN MEDIUM SCALE THREE STOREY WAREHOUSE / OFFICE / GARAGE DEVELOPMENT | | |



2022/03/04
1000/10/000000000

MEMBER

REGISTERED Building Practitioner

TOWN PLANNING ISSUE

| NO. | DESCRIPTION | DATE |
|-----|----------------------|----------|
| A | Initial Consultation | 10/04/22 |
| B | Panel Preparation | 16/07/22 |
| C | TIP Application | 02/10/22 |

| NO. | DESCRIPTION | DATE |
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Keys
32-44 Keys rd
Cheltenham VIC

Site Context Plan

PROJECT NUMBER: 2003
CLIENT: David Rapoport
DATE: June 2020
DRAWN: Author
CHECKED BY: Checker

TP00 C
SCALE: As indicated

SUB-DIVISION ANALYSIS PLAN
SCALE 1:500

WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



TP - EXISTING SITE PLAN
SCALE 1 : 500



TOWN PLANNING ISSUE



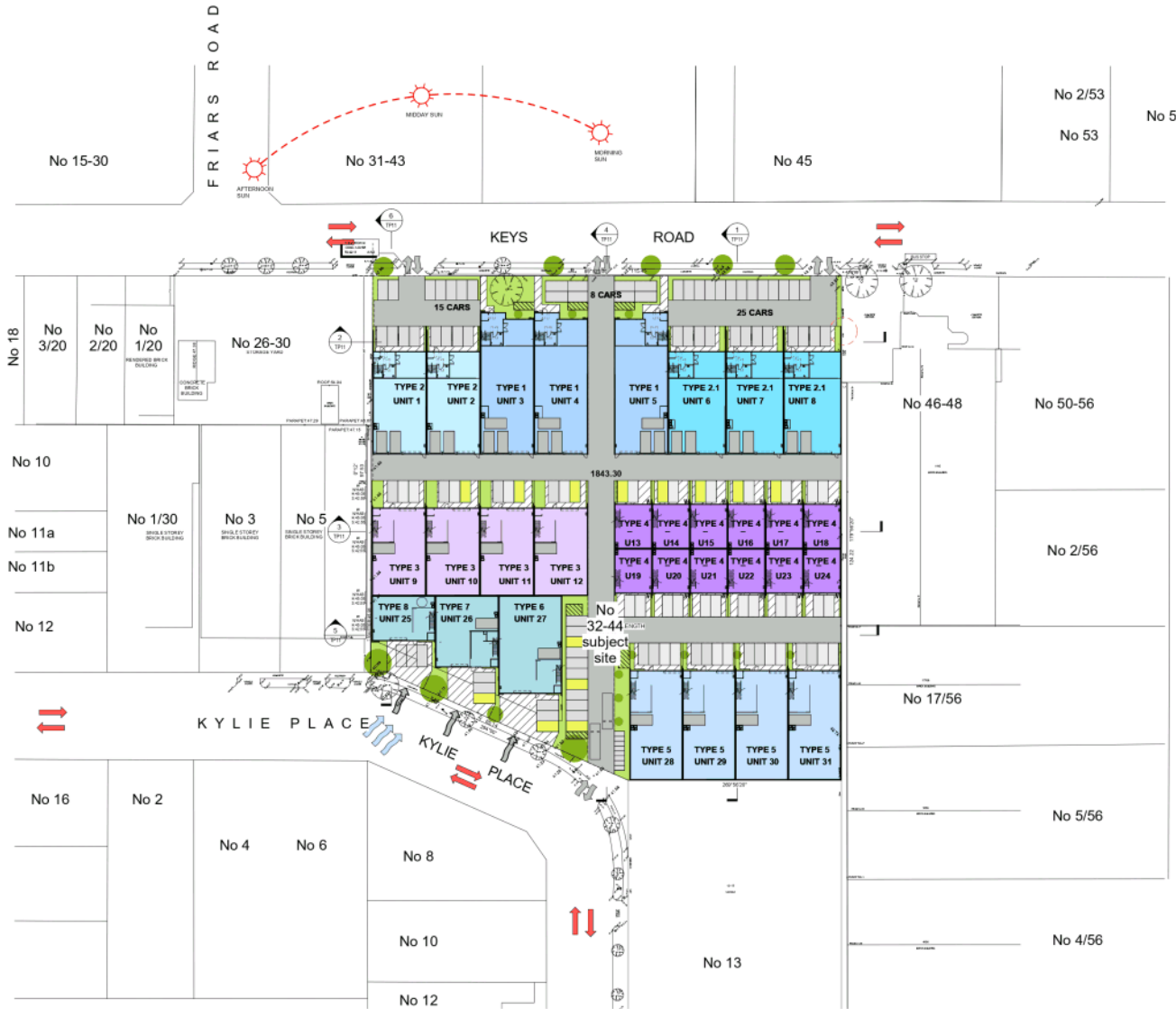
| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | Initial Plan | 10.04.20 |
| B | Initial Plan | 16.01.20 |
| C | TP Application | 22.12.20 |
| D | TP A/E | 04.02.21 |
| E | TP Application | 10.02.21 |
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Keys
32-44 Keys rd
Cheltenham VIC

Existing Condition

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |
| TP01 E | |
| SCALE | 1 : 500 |

CON NEXUS ECO TECH BUSINESS PARK WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



TP - GROUND LEVEL
SCALE 1:500

| | |
|--|----------------------------|
| PRIMARY SCHOOLS | |
| LE PASS P 8 | 1.30KM |
| CHELTENHAM EAST P 5 | 1.80KM |
| KINGSTON HEATH P 5 | 2.80KM |
| ST CATHERINES P 8 | 1.90KM |
| SECONDARY COLLEGES | |
| OUR LADY OF THE ASSUMPTION SCHOOL | 1.80KM |
| CHELTENHAM SECONDARY COLLEGE | 0.90KM |
| BENTLEIGH SECONDARY COLLEGE | 2.80KM |
| ST JAMES COLLEGE | 2.90KM |
| UNIVERSITIES | |
| MONASH UNIVERSITY | 7.80KM |
| CHILD CARE | |
| KEYS COMPANY CHILD CARE CENTRE | 0.10KM |
| FRENCHMAN SQUARE CHILD CARE CENTRE | 1.30KM |
| NORTH CHELTENHAM PRE SCHOOL | 1.18KM |
| GOLF COURSE | |
| YARRA YARRA & KINGSTON HEATH WITHIN CHELTENHAM GOLF COURSE | 2.18KM 2.40KM |
| MEDICAL FACILITIES | |
| CHESTERVALE CIVIC HOSPITAL | 1.38KM |
| PARADESISTON HOSPITAL | 1.30KM |
| MOORABBIN AIRPORT | 4.89KM |
| ENTERTAINMENT | |
| VELAZQUEZ CINEMA SOUTH AND BEAUVANS COMEBITY CENTRE & THEATRE AQUATIC CENTRE (WAVES LESSURE) | 1.30KM 3.80KM 0.60KM |
| COMMERCIAL CENTRES | |
| SOUTHLAND WESTFIELD SHOPPING TOWN | 1.25KM |
| PARADESISTON MARKET | 1.40KM |
| TRAIN STATIONS | |
| HIGHTT TRAIN STATION | 1.90KM |
| CHELTENHAM TRAIN STATION | 2.30KM |
| MOORABBIN TRAIN STATION | 2.80KM |
| BUS ROUTES | |
| BUS ROUTES 921, 811, 812 & 821 | |
| RECREATIONAL | |
| PAGEWOOD PARK, LA FARGE GARDENS & KEYS RD RESERVE WITHIN | 0.80KM |
| PARADESISTON & LA FARGE PARK | 1.30KM |
| CHELTENHAM PARK & LAURE RESERVE | 2.30KM |
| KARRATOOK PARK & RESERVE | 1.95KM |



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TOWN PLANNING ISSUE

MEMBER

Building Designers Association Victoria

REGISTERED Building Practitioner

| NO. | DESCRIPTION | DATE |
|-----|---------------------|----------|
| A | Initial Preliminary | 10.04.20 |
| B | Initial Preliminary | 16.01.21 |
| C | TP Application | 22.12.20 |
| D | TP AS | 08.02.21 |
| E | TP Application | 16.03.21 |

Site Area Analysis

| | |
|------------------------|----------------------------------|
| Total Site Area | = 13470.00m ² |
| Ex-Built Area | = 4970.00m ² (36.95%) |
| Ex-Developed Area | = 7295.00m ² (54.16%) |
| Ex-Permissible Area | = 1205.00m ² (8.89%) |
| Total Site Cover Area | = 8396.41m ² (62.33%) |
| Total Permissible Area | = 842.20m ² (6.25%) |

Keys
32-44 Keys rd
Cheltenham VIC

Design Response Site Plan

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN BY | JL |
| CHECKED BY | JL |

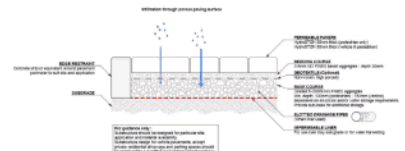
TP02 E
SCALE 1:500



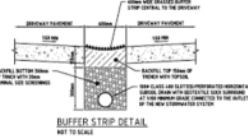
Bess Report Legend

- HYDROSTON PERMEABLE HARVESTING
- RAIN GARDEN MIN 100MM DEPTH
- UNDERGROUND 500X750 RAIN WATER TANK
- GARDEN & FOOD WASTE COMPOST FACILITY
- SOLAR PANEL ARRAY ON ROOF
- PERMEABLE AREA
- COMMUNAL SEATING AREA
- ROOVED AREA
- BIKE STORAGE

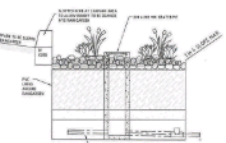
HydroSTON Images



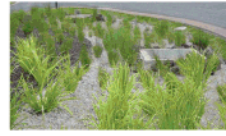
Buffer Strip



Rain Garden Diagram



Rain Water Tank



Communal Seating



Bike Store



Solar Panel



TOWN PLANNING ISSUE

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| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
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Keys

32-44 Keys rd
Cheltenham VIC

Bess Report Plan

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP02.1

SCALE As indicated



PLAN LEGEND

- NEW CARRIAGE NEW TYPING DEPTH AND DRIVE E DRAINAGE FEATURES REFER TO BESS REPORT PLAN
- REMEDIATE AREA FOR PLANTINGS REFER TO LANDSCAPE PLAN
- ADDITIONAL GARDEN BED PWP REFER TO LANDSCAPE PLAN
- NOM LOCATION OF 8M TO HIGH CANOPY TREES REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS
- NOM LOCATION OF ADDITIONAL NATURE STRIP TREES REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS
- LOADING BAY 3.0M E COMPLIANT SIDE FOR DESIGN DELIVERY VEHICLE DESIGN DELIVERY VEHICLE MIN MAX LENGTH 8.0M ONLY REFER TO TRAFFIC ENG. REPORT FOR ALL MBV TURNING CIRCLES TO LOADING BAY
- PEDESTRIAN PLAY CLEARANCE ZONE NO PLANTING MORE THAN 900MM HIGH
- ACCESS COMPLIANT CAR SPACE
- FIXED PERMANENT CARSPACE
- TEMPORARY RELOCATABLE CARSPACE FOR RECEIPT OF DELIVERIES & RELOCATED LANDING BAY REFER TO TRAFFIC ENGINEER STATEMENT
- 1.3 STAKER
- 6.5 STAKER
- TYPE 4 SINGLE OCCUPANT WAREHOUSE OFFICE

RESTRICTED DELIVERY VEHICLE HEIGHT OF 3.0M REFER TO MAX HEIGHT DELIVERY VEHICLE ALLOWED WITHIN TRAFFIC ENGINEER REPORT FOR TYPE 4 UNITS



TOWN PLANNING ISSUE

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| NO. | DESCRIPTION | DATE |
|-----|-----------------|----------|
| A | MASTER PLAN | 06.02.21 |
| B | MASTER PLAN | 01.03.21 |
| C | TP R2 | 03.04.21 |
| D | TP Applications | 04.02.21 |
| E | TP R2 | 04.02.21 |

Keys
32-44 Keys rd
Cheltenham VIC

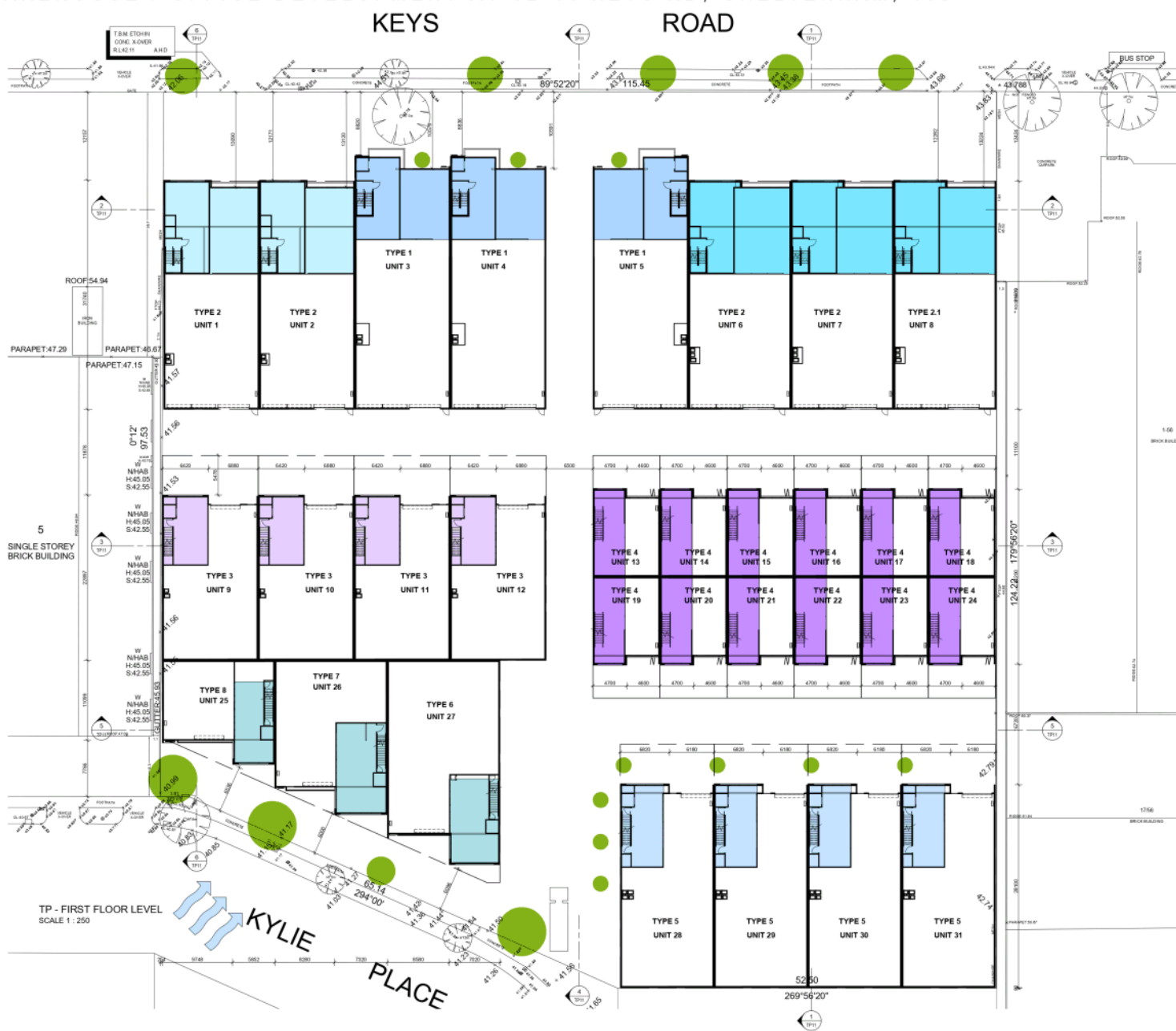
Ground Floor Plan

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP03 E
SCALE As Indicated

TP - MASTER PLAN LAYOUT
SCALE 1: 250

WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



TP - FIRST FLOOR LEVEL
SCALE 1 : 250

KYLIE PLACE



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|----------------------|----------|
| A | Initial Consultation | 10.04.23 |
| B | Initial Proposal | 16.07.23 |
| C | TP Application | 22.12.23 |
| D | TP A/E | 04.02.24 |
| E | TP Application | 18.09.24 |

Keys
32-44 Keys rd
Cheltenham VIC

First Floor Level Plan

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP04 E
SCALE 1 : 250

WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|----------------------|----------|
| A | Initial Consultation | 10.04.20 |
| B | Initial Consultation | 16.07.20 |
| C | TP Application | 22.12.20 |
| D | TP Application | 04.02.21 |
| E | TP Application | 10.03.21 |

Keys
32-44 Keys rd
Cheltenham VIC

Mezzanine Level Plan

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP05 E
SCALE 1 : 250

WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



TOWN PLANNING ISSUE

MEMBER



Building Designers
Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|---------------------|----------|
| A. | Initial Preliminary | 10.04.20 |
| B. | Final Preliminary | 16.07.20 |
| C. | TP Application | 22.12.20 |
| D. | TP ACP | 04.02.21 |

Keys

32-44 Keys rd
Cheltenham VIC

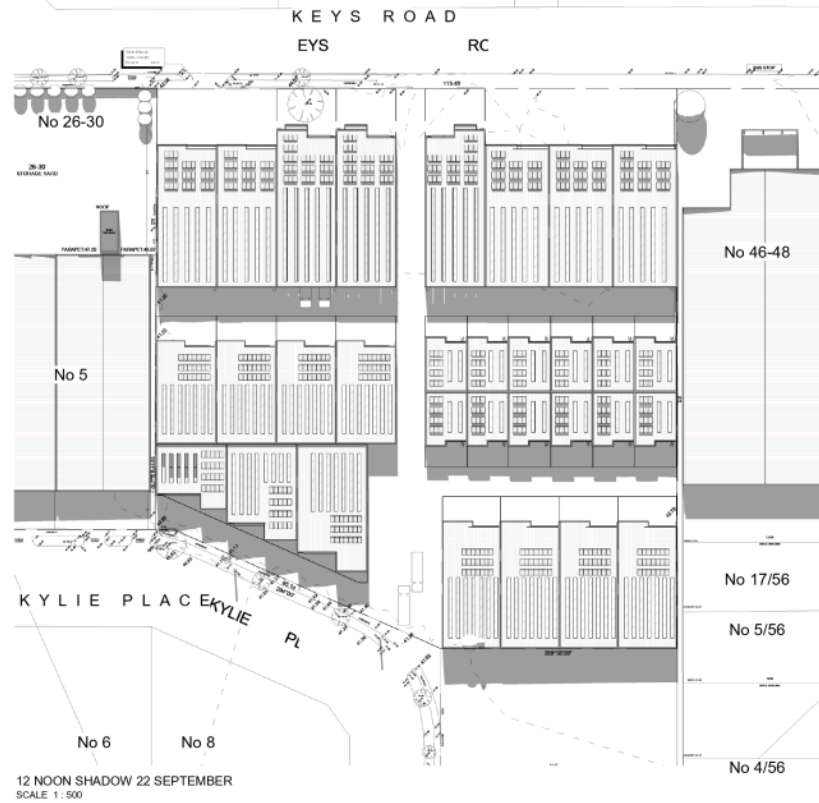
9AM SHADOW
22 SEPTEMBER

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP06 D

SCALE 1 : 500

WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



TOWN PLANNING ISSUE

MEMBER



Building Designers Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|-----------------|----------|
| A. | Initial Primary | 10.04.20 |
| B. | Initial Primary | 16.07.20 |
| C. | TP Application | 22.12.20 |
| D. | TP A/S | 04.02.21 |

Keys

32-44 Keys rd
Cheltenham VIC

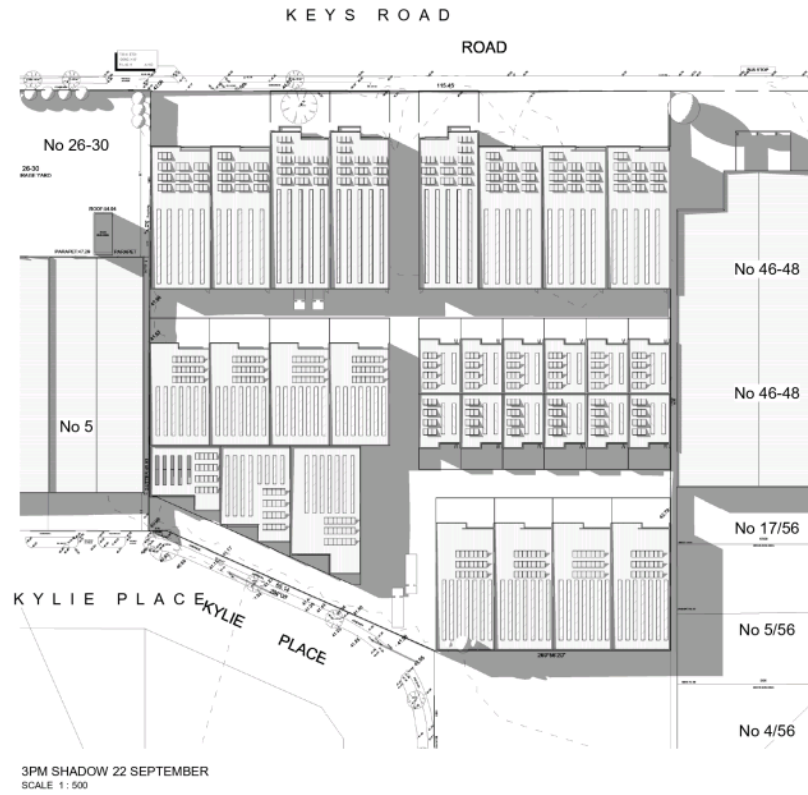
12 NOON
SHADOW 22
SEPTEMBER

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP07 D

SCALE 1 : 500

WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



TOWN PLANNING ISSUE

MEMBER



Building Designers
Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|-----------------|----------|
| A. | Initial Primary | 10.04.20 |
| B. | Initial Primary | 16.07.20 |
| C. | TP Application | 22.12.20 |
| D. | TP ADO | 04.02.21 |

Keys

32-44 Keys rd
Cheltenham VIC

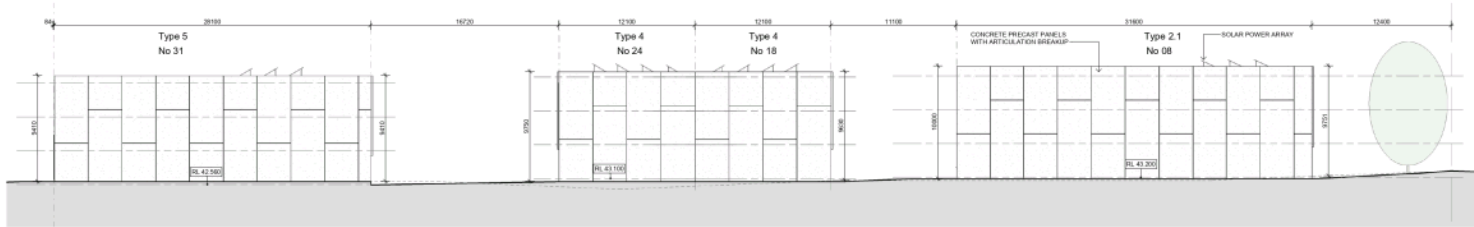
3PM SHADOW
22 SEPTEMBER

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP08 D

SCALE 1 : 500

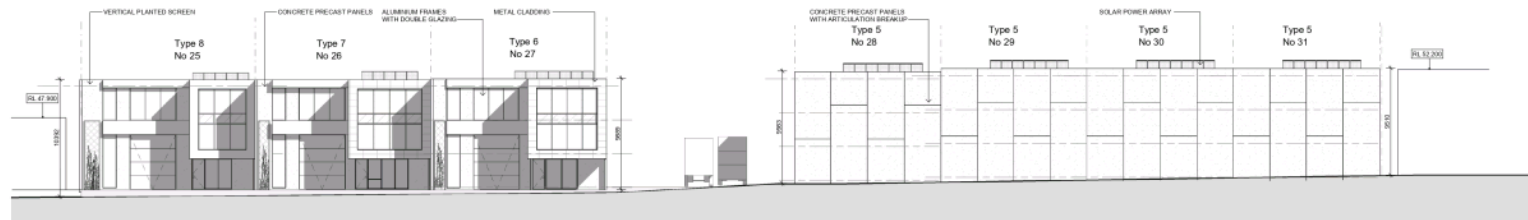
CON NEXUS ECO TECH BUSINESS PARK
WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



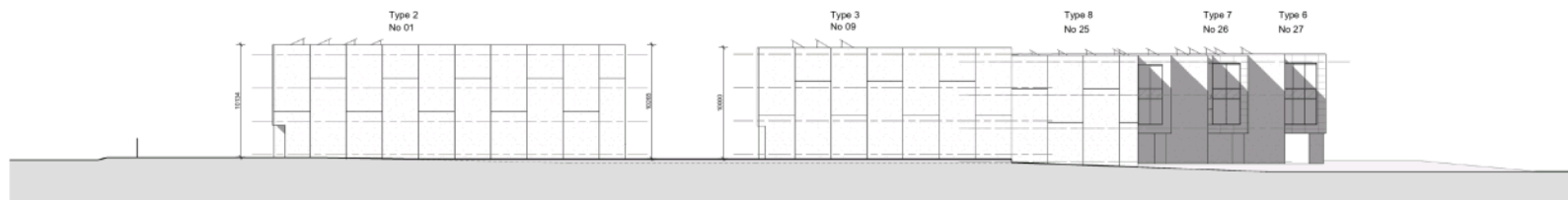
PROPOSED EAST ELEVATION
SCALE 1 : 200



PROPOSED NORTH ELEVATION
SCALE 1 : 200



PROPOSED SOUTH ELEVATION
SCALE 1 : 200



PROPOSED WEST ELEVATION
SCALE 1 : 200



TOWN PLANNING ISSUE

MEMBER



Building Designers Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|---------------------|----------|
| A | Initial Preliminary | 10.04.20 |
| B | Initial Preliminary | 16.07.20 |
| C | TP Application | 22.12.20 |
| D | TP ADP | 04.02.21 |

Keys

32-44 Keys rd
Cheltenham VIC

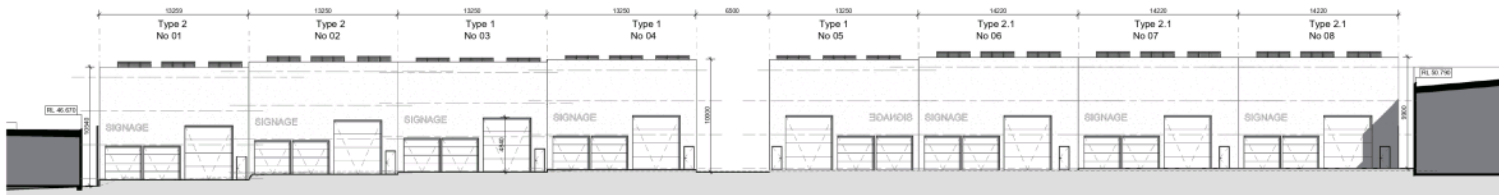
Elevation Sheet
1

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP09 D

SCALE 1 : 200

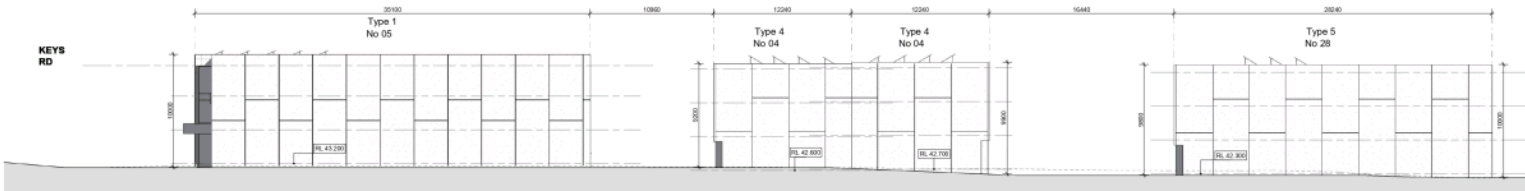
CON NEXUS ECO TECH BUSINESS PARK
WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



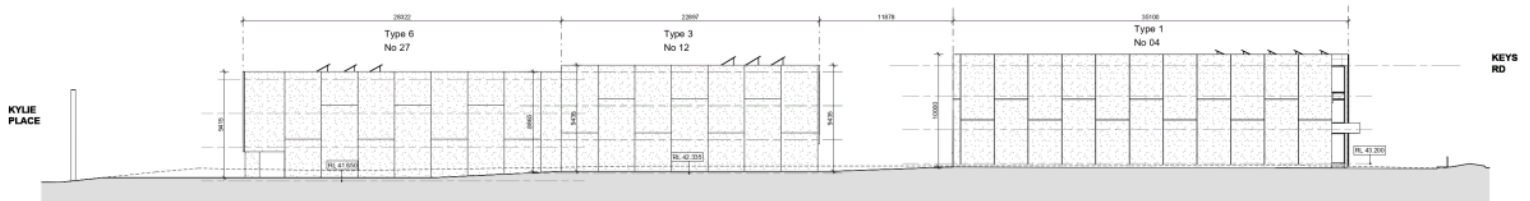
PROPOSED INTERNAL SOUTH ELEVATION
SCALE 1 : 200



PROPOSED INTERNAL NORTH ELEVATION
SCALE 1 : 200



PROPOSED INTERNAL WEST ELEVATION
SCALE 1 : 200



PROPOSED INTERNAL EAST ELEVATION
SCALE 1 : 200



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|-------------|----------|
| 1 | TP 10A | 05.02.21 |
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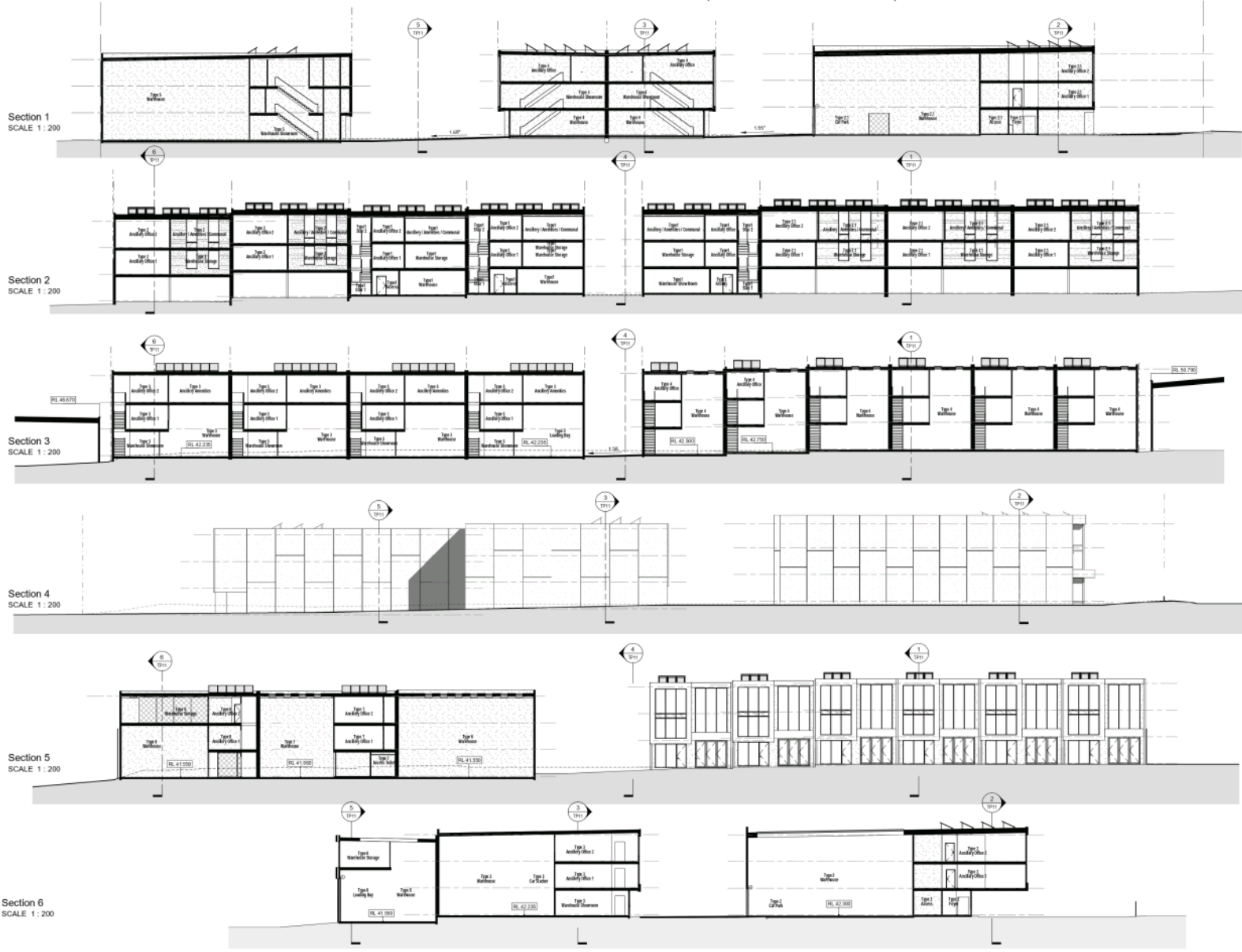
Keys
32-44 Keys rd
Cheltenham VIC

Elevation Sheet
2

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP10 A
SCALE 1 : 200

CON NEXUS ECO TECH BUSINESS PARK
WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTFENHAM, VIC



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|-----------------|----------|
| A | Initial Permits | 10.04.20 |
| B | Initial Permits | 16.02.20 |
| C | TP Application | 22.12.20 |
| D | TP Rev | 04.02.21 |
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Keys
32-44 Keys rd
Cheltenham VIC

Section Sheet

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP11 D
SCALE 1 : 200

WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



PRECAST CONCRETE FINISH:
LIGHT GRAY COLOURED
WITH SMOOTH TEXTURED FINISH
MAIN WALL FINISH WHICH IS EXPOSED

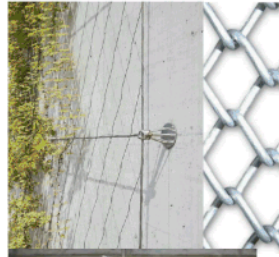
PRECAST CONCRETE FINISH:
DARK GRAY COLOURED
WITH ROUGH TEXTURED FINISH
FEATURE WALL FINISH

PRECAST CONCRETE OPTIONAL FINISH:
LAQUERED BROWN / GRAY COLOURED
WITH ROUGH TEXTURED FINISH
FEATURE WALL FINISH

PRECAST CONCRETE OPTIONAL FINISH:
ROUGH BOARD TEXTURED FINISH
FEATURE WALL FINISH

WASHED AGGREGATE CONCRETE :
DARK GRAY COLOURED
WITH ROUGH TEXTURED FINISH
LOCALISED EXTERNAL CARPARK AREAS
& INTERNAL DRIVEWAY PEDESTRIAN ACCESSWAY

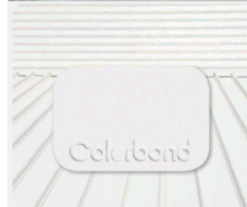
BRUSHED CONCRETE FINISH:
DARK GRAY COLOURED
WITH ROUGH TEXTURED FINISH
MAIN VEHICULAR ACCESSWAY



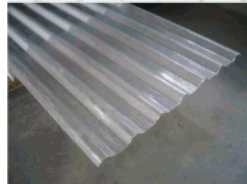
GALVANIZED WIRE SCREENING:
WOVEN WIRE SCREEN &
CHS SUPPORT FRAME FIXED TO WALL
OPPORTUNITY FOR PLANTED
VEGETATION TO ENVELOPE THE SCREEN



METAL ROOF SHEET:
WHITE HAVEN COLOURBOND FINISH
ALL RAINWATER GOODS



METAL ROOF SHEET:
WHITE HAVEN COLOURBOND FINISH
ALL RAINWATER GOODS



CLEAR ROOF SHEET:
TRANSLUCENT COMPATIBLE ROOF SHEET
ALL ROOF LIGHT AS REQUIRED FOR
NATURAL LIGHT TO WAREHOUSE



METAL VERTICAL FENCE & AUTOMATIC GATE:
BLACK POWDERCOATED FINISH



ACCESS CAR SPACE
EXAMPLE OF DARK CONCRETE FINISH
WITH YELLOW LINE MARKING &
ACCESS SYMBOL



TOWN PLANNING ISSUE

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Building Designers
Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A. | Issue Primary | 10.04.20 |
| B. | Issue Primary | 16.07.20 |
| C. | TP Application | 22.12.20 |

Keys

32-44 Keys rd
Cheltenham VIC

Finishes Schedule

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP12 C

SCALE 1 : 50

CON NEXUS ECO TECH BUSINESS PARK
WAREHOUSE / OFFICE DEVELOPMENT AT 32-44 KEYS RD, CHELTENHAM, VIC



Keys Rd 3D View 1
SCALE



Keys Rd 3D View 2
SCALE



Kylie Place 3D View 3
SCALE



Kylie Place 3D View 4
SCALE



TOWN PLANNING ISSUE

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Building Designers
Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|-----------------|----------|
| A. | Initial Primary | 10.04.20 |
| B. | Initial Primary | 16.07.20 |
| C. | TP Application | 22.12.20 |
| D. | TP A05 | 04.02.21 |
| E. | TP Application | 10.02.21 |

Keys

32-44 Keys rd
Cheltenham VIC

3D
Visualisation
Views

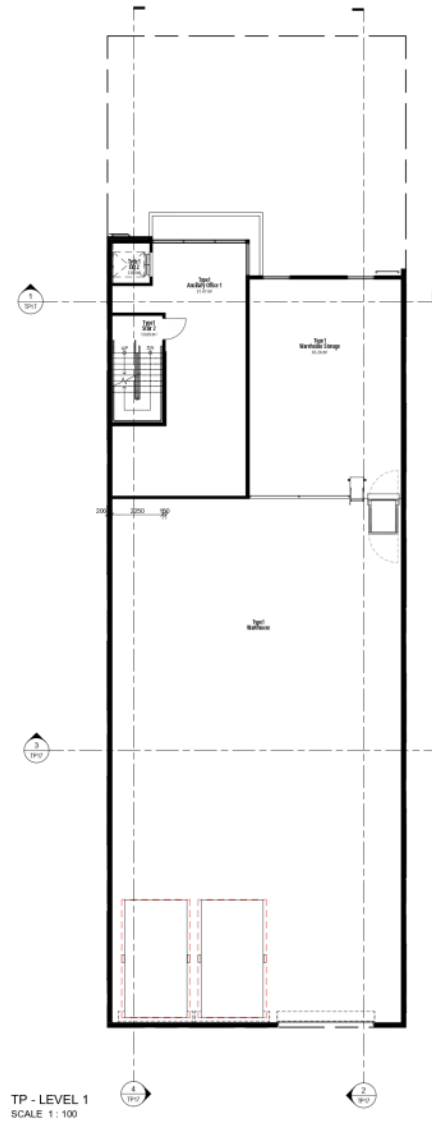
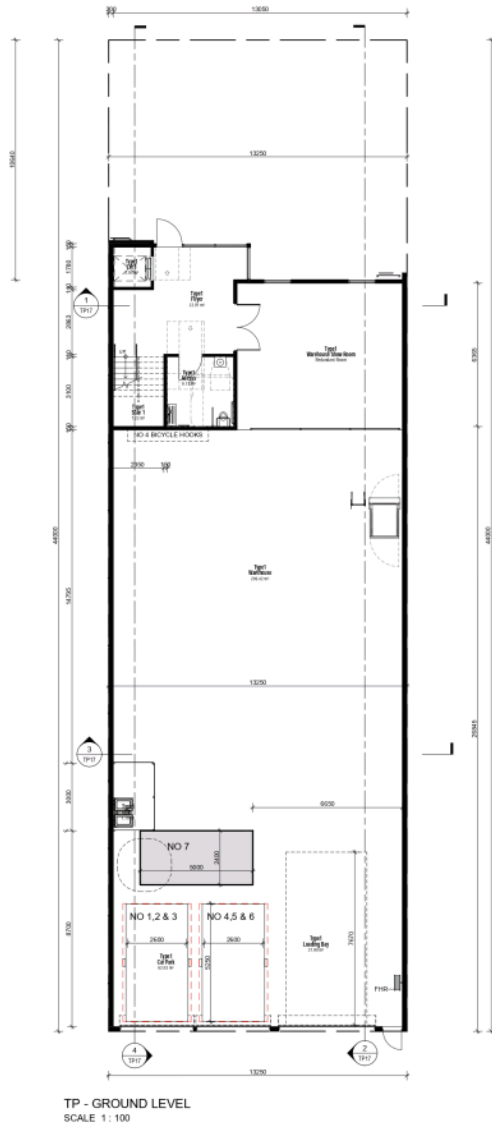
| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP13 E

SCALE

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 1



| Level | Name | Area |
|--------------|--------|-----------------------|
| GROUND LEVEL | Type 1 | 452.15 m ² |
| LEVEL 1 | Type 1 | 141.25 m ² |
| LEVEL 2 | Type 1 | 141.25 m ² |
| | | 734.65 m ² |

| Number | Name | Area |
|------------------|----------------------------------|-----------------------|
| Warehouse | | |
| Type1 | Warehouse | 296.42 m ² |
| Type1 | Warehouse Storage | 65.26 m ² |
| | | 361.68 m ² |
| Parking | | |
| Type1 | Car Park | 62.03 m ² |
| | | 62.03 m ² |
| Office | | |
| Type1 | Ancillary Office 1 | 51.47 m ² |
| Type1 | Ancillary Office 2 | 51.67 m ² |
| Type1 | Ancillary / Amenities / Communal | 65.04 m ² |
| | | 167.98 m ² |
| N/A | | |
| Type1 | Access | 9.15 m ² |
| Type1 | Bin | 1.70 m ² |
| Type1 | Foyer | 22.91 m ² |
| Type1 | Lift 1 | 3.00 m ² |
| Type1 | Lift 2 | 3.00 m ² |
| Type1 | Lift 3 | 2.98 m ² |
| Type1 | Loading Bay | 27.90 m ² |
| Type1 | Star 1 | 7.22 m ² |
| Type1 | Star 2 | 10.69 m ² |
| | | 88.54 m ² |

CAR PARKING ANALYSIS PROPOSED WAREHOUSE TYPE 1

OFFICE AREA 167.98m²
WAREHOUSE AREA 361.68m²
TOTAL USABLE AREA 529.66m²

Car parking required for Warehouses
 $529.66 \times 1.5 \text{ (Cars)} = 100 \times 2 = 7.95 \text{ Cars}$
+ 1 visitors = 8.95

**ROUND TO 9 CARS TOTAL
9 CARS PROVIDED TOTAL**

WAREHOUSE / OFFICE RATIO ANALYSIS
OFFICE AREA % $167.98 \div 529.66 = 31.71\%$



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A. | TP Application | 18.07.20 |
| B. | TP Application | 10.08.20 |
| C. | TP Application | 06.10.20 |
| D. | TP Application | 05.11.20 |
| E. | TP Application | 01.03.21 |
| F. | TP Application | 01.03.21 |
| G. | TP App | 09.03.21 |
| H. | TP Application | 15.03.21 |
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Keys Road
32 Keys Road,
Cheltenham

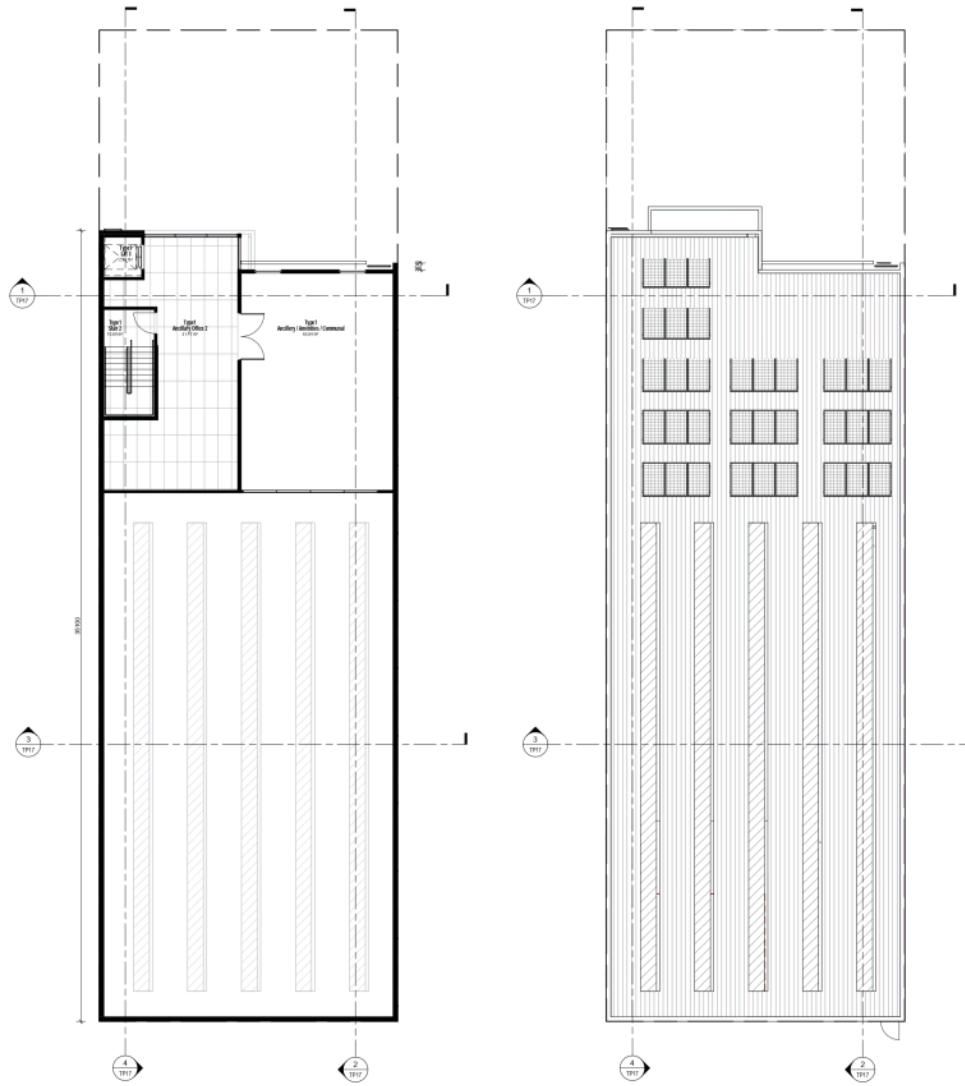
**Ground & First
Floor Plans -
Type 1**

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | JL |
| CHECKED BY | JL |

TP14 H
SCALE 1 : 100

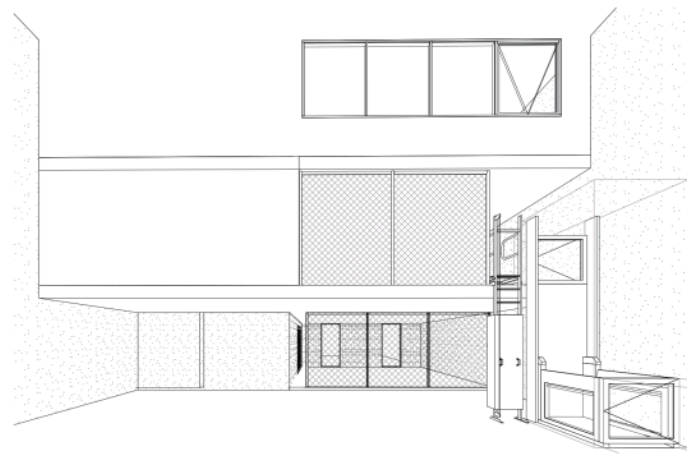
Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 1



TP - LEVEL 2
SCALE 1 : 100

TP - ROOF PLAN
SCALE 1 : 100



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | TP Application | 16.07.20 |
| B | TP Application | 10.08.20 |
| C | TP Application | 26.10.20 |
| D | TP Application | 05.11.20 |
| E | TP Application | 22.11.20 |
| F | TP Application | 01.03.21 |
| G | TP App. | 09.03.21 |
| H | TP Application | 15.03.21 |

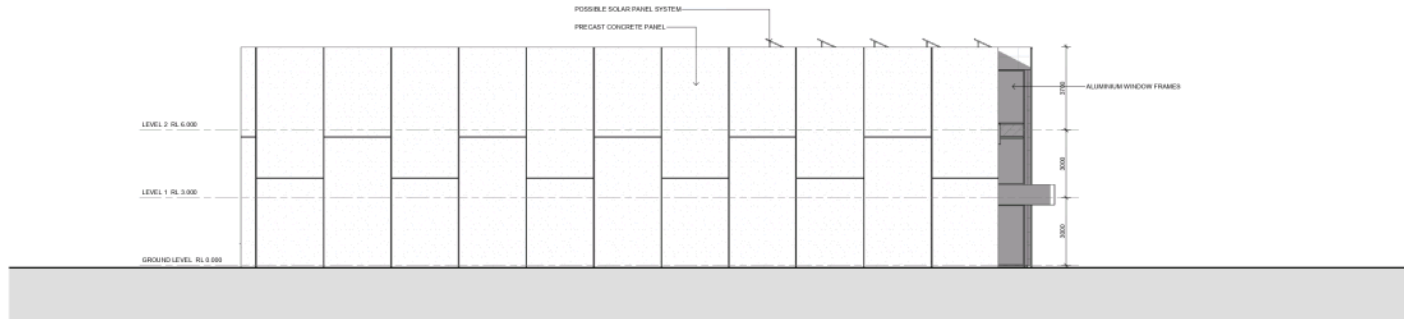
Keys Road
32 Keys Road,
Cheltenham

Second & Roof Plan - Type 1

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | JL |
| CHECKED BY | JL |

TP15 H
SCALE 1 : 100

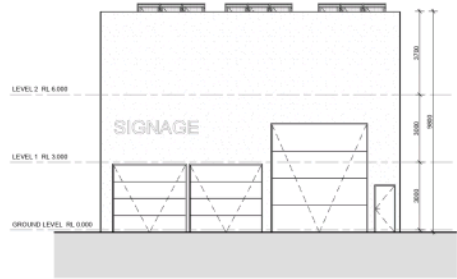
Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC Building Type 1



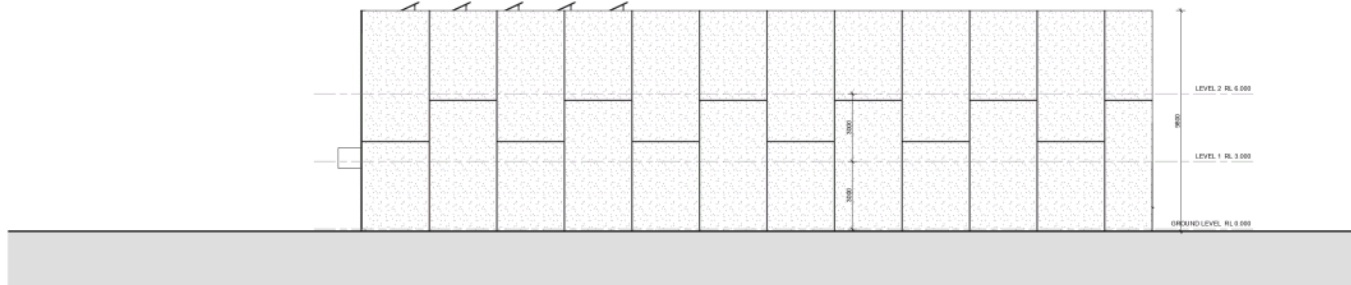
PROPOSED EAST ELEVATION - TYPE 1
SCALE 1 : 100



PROPOSED NORTH ELEVATION - TYPE 1
SCALE 1 : 100



PROPOSED SOUTH ELEVATION - TYPE 1
SCALE 1 : 100



PROPOSED WEST ELEVATION - TYPE 1
SCALE 1 : 100



TOWN PLANNING ISSUE

MEMBER



Building Designers Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | TP Application | 16.07.20 |
| B | TP Application | 10.08.20 |
| C | TP Application | 06.10.20 |
| D | TP Application | 05.11.20 |
| E | TP Application | 22.11.20 |
| F | TP Application | 01.03.21 |
| G | TP Application | 19.03.21 |
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Keys Road
32 Keys Road,
Cheltenham

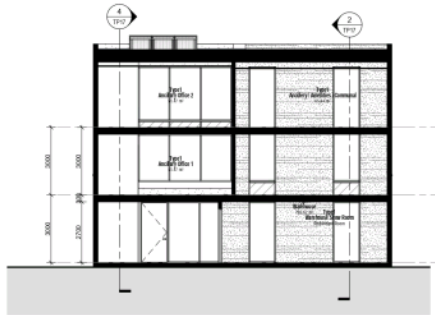
Elevation Sheet
- Type 1

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | JL |
| CHECKED BY | JL |

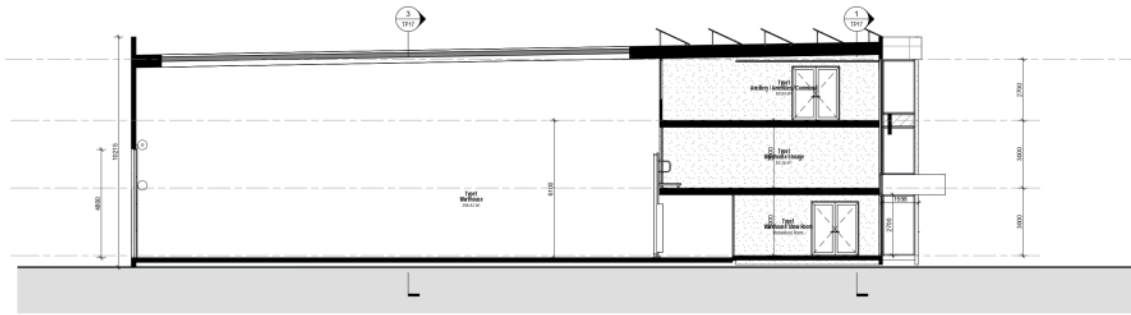
TP16 G
SCALE 1 : 100

Appendix 1 4.6 KP-2020/772 - 32-44 Keys Road, Cheltenham - Considered plans

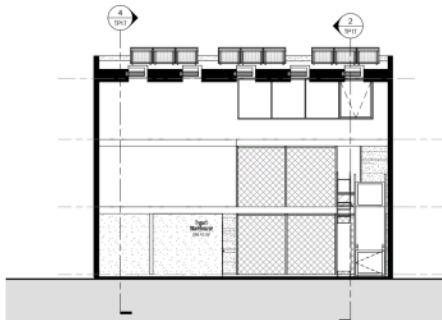
Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC
 Building Type 1



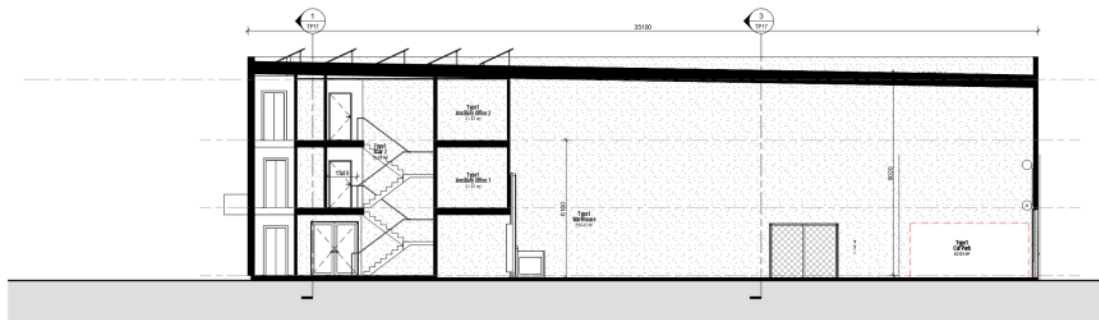
Section 1
 SCALE 1 : 100



Section 2
 SCALE 1 : 100



Section 3
 SCALE 1 : 100



Section 4
 SCALE 1 : 100



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A. | TP Application | 16.07.20 |
| B. | TP Application | 10.08.20 |
| C. | TP Application | 28.10.20 |
| D. | TP Application | 05.11.20 |
| E. | TP Application | 22.11.20 |
| F. | TP Application | 01.03.21 |
| G. | TP Application | 19.03.21 |

Keys Road
 32 Keys Road,
 Cheltenham

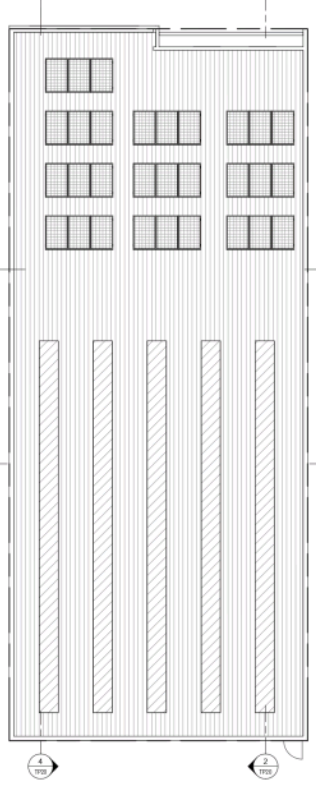
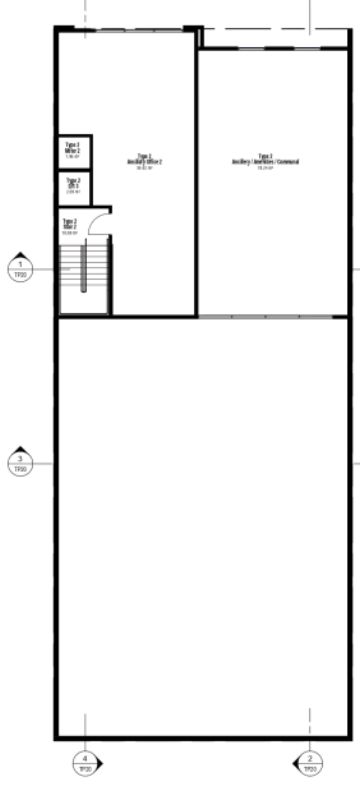
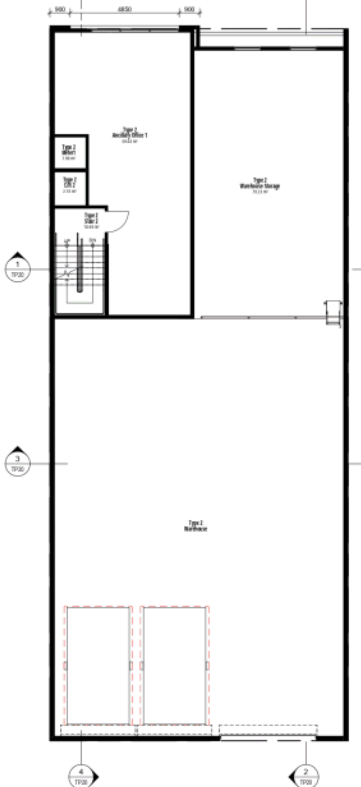
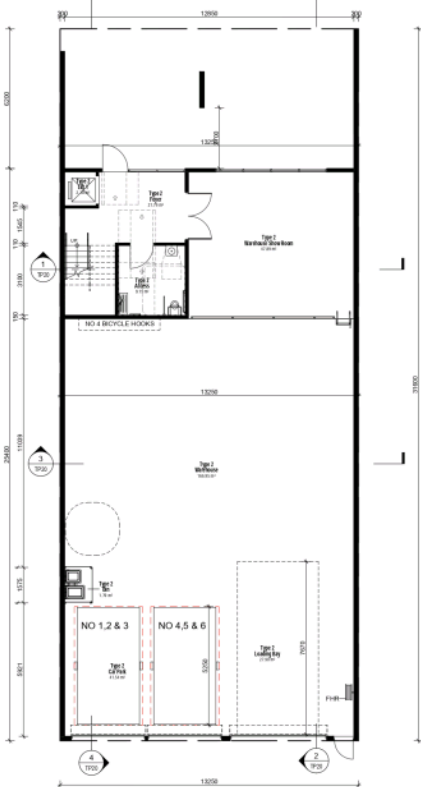
Section Sheet -
 Type 1

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|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP17 G
 SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 2



TP - GROUND LEVEL
SCALE 1 : 100

TP - LEVEL 1
SCALE 1 : 100

TP - LEVEL 2
SCALE 1 : 100

TP - ROOF PLAN
SCALE 1 : 100

GFA SCHEDULE

| Level | Name | Area |
|--------------|--------|-----------------------|
| GROUND LEVEL | Type 2 | 338.83 m ² |
| LEVEL 1 | Type 2 | 166.27 m ² |
| LEVEL 2 | Type 2 | 166.27 m ² |
| TOTAL | | 671.37 m ² |

AREA ANALYSIS SCHEDULE

| Number | Name | Area |
|-----------|----------------------------------|-----------------------|
| Warehouse | Warehouse | 166.85 m ² |
| Type 2 | Warehouse Show Room | 47.89 m ² |
| Type 2 | Warehouse Storage | 79.23 m ² |
| Parking | Car Park | 41.54 m ² |
| Office | Ancillary Office 1 | 59.63 m ² |
| Type 2 | Ancillary Office 2 | 59.63 m ² |
| Type 2 | Ancillary / Amenities / Communal | 79.24 m ² |
| | | 197.50 m ² |
| HA | Access | 9.15 m ² |
| Type 2 | Bin | 1.79 m ² |
| Type 2 | Foyer | 21.79 m ² |
| Type 2 | Lift 1 | 2.10 m ² |
| Type 2 | Lift 2 | 2.10 m ² |
| Type 2 | Lift 3 | 2.09 m ² |
| Type 2 | Loading Bay | 27.90 m ² |
| Type 2 | Motor 1 | 1.96 m ² |
| Type 2 | Motor 2 | 1.96 m ² |
| Type 2 | Stair 2 | 10.89 m ² |
| | | 81.54 m ² |

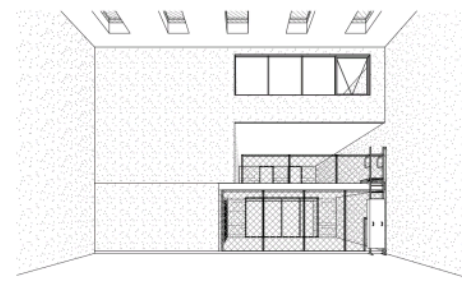
**CAR PARKING ANALYSIS
PROPOSED WAREHOUSE TYPE 2**

OFFICE AREA 197.50m²
 WAREHOUSE AREA 294.07m²
 TOTAL USABLE AREA 491.57m²

Car parking required for Warehouses
 491.57 x 1.5 (Cars) + 100m² = 7.37 Cars
 + 1 visitors = 8.37

ROUND TO 8 CARS TOTAL
 8 CARS PROVIDED TOTAL

WAREHOUSE / OFFICE RATIO ANALYSIS
 OFFICE AREA % 197.50 ÷ 491.57 = 40.18%



TOWN PLANNING ISSUE

MEMBER
bda.v.
 Building Designers
 Association Victoria
 REGISTERED
 Building Practitioner

| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | TPR RFR | 03.03.21 |
| B | TP Application | 19.03.21 |
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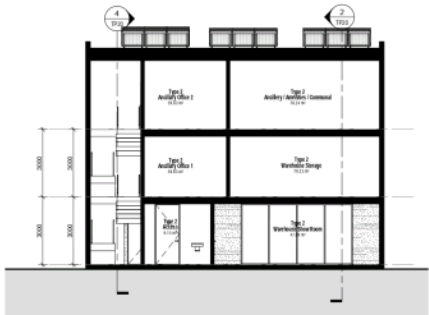
Keys Road
 32 Keys Road,
 Cheltenham

Plans - Type 2

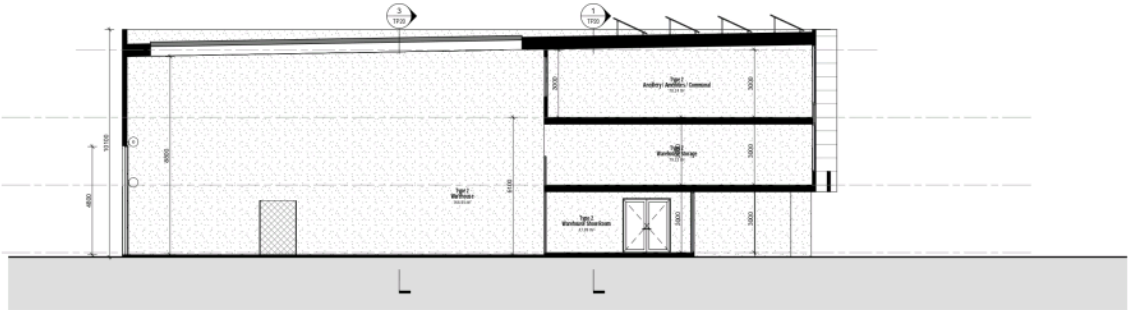
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|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | JL |
| CHECKED BY | JL |
| TP18 B | |
| SCALE | 1 : 100 |

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

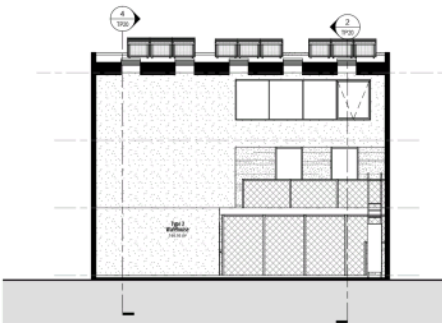
Building Type 2



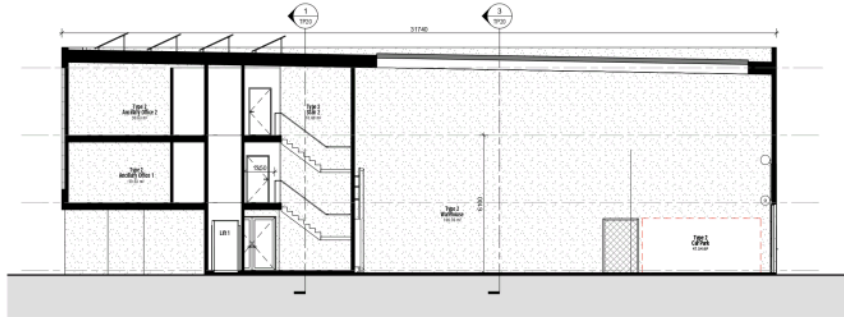
Section 1
SCALE 1 : 100



Section 2
SCALE 1 : 100



Section 3
SCALE 1 : 100



Section 4
SCALE 1 : 100



TOWN PLANNING ISSUE

MEMBER



Building Designers
Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|-----------------|----------|
| A | TPR RFR | 03.02.21 |
| B | TPR Application | 19.08.21 |
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Keys Road
32 Keys Road,
Cheltenham

Section Sheet -
Type 2

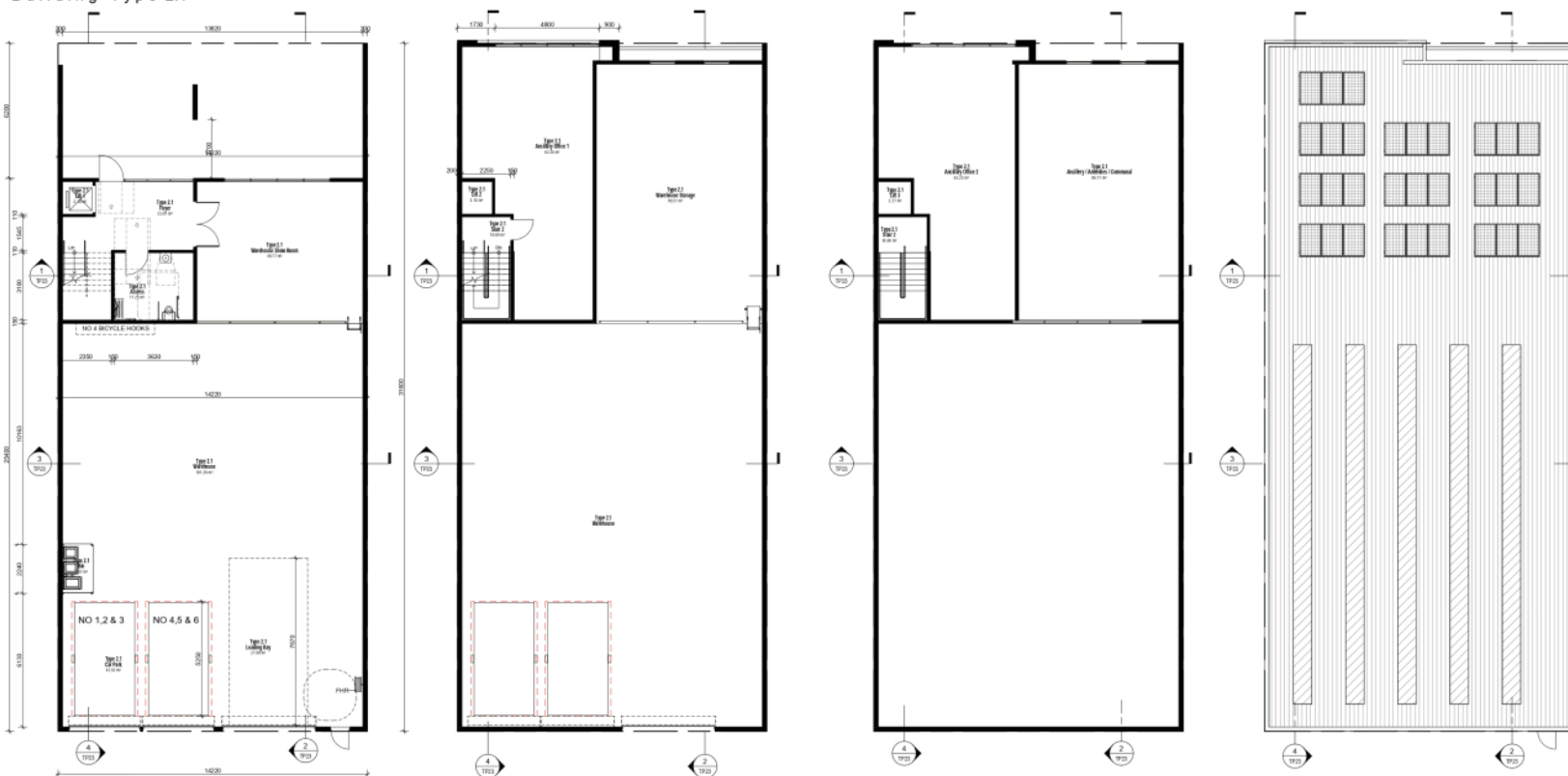
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| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP20 B

SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 2.1



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A. | TP APP | 05.03.21 |
| B. | TP Application | 18.03.21 |
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TP - GROUND LEVEL
SCALE 1 : 100

| Level | Name | Area |
|--------------|----------|-----------------------|
| GROUND LEVEL | Type 2.1 | 363.47 m ² |
| LEVEL 1 | Type 2.1 | 177.98 m ² |
| LEVEL 2 | Type 2.1 | 177.98 m ² |
| | | 719.42 m ² |

AREA ANALYSIS SCHEDULE

| Number | Name | Area |
|-----------|----------------------------------|-----------------------|
| Warehouse | | |
| Type 2.1 | Warehouse | 181.26 m ² |
| Type 2.1 | Warehouse Show Room | 49.77 m ² |
| Type 2.1 | Warehouse Storage | 90.51 m ² |
| | | 321.54 m ² |
| Parking | | |
| Type 2.1 | Car Park | 43.92 m ² |
| | | 43.92 m ² |
| Office | | |
| Type 2.1 | Ancillary Office 1 | 62.26 m ² |
| Type 2.1 | Ancillary Office 2 | 65.25 m ² |
| Type 2.1 | Ancillary / Amenities / Communal | 66.71 m ² |
| | | 214.22 m ² |
| N/A | | |
| Type 2.1 | Access | 11.25 m ² |
| Type 2.1 | Bin | 3.07 m ² |
| Type 2.1 | Foyer | 23.97 m ² |
| Type 2.1 | Lift 1 | 2.10 m ² |
| Type 2.1 | Lift 2 | 2.10 m ² |
| Type 2.1 | Lift 3 | 2.27 m ² |
| Type 2.1 | Loading Bay | 27.90 m ² |
| Type 2.1 | Stair 2 | 10.69 m ² |
| | | 63.36 m ² |

TP - LEVEL 1
SCALE 1 : 100

**CAR PARKING ANALYSIS
PROPOSED WAREHOUSE TYPE 2.1**

| | |
|---|----------------------|
| OFFICE AREA | 214.22m ² |
| WAREHOUSE AREA | 321.54m ² |
| TOTAL USABLE AREA | 535.76m ² |
| Car parking required for Warehouses | |
| 535.76 x 1.5 (Cars) + 100m ² = 8.03 Cars | |
| + 1 visitors = 9.03 | |

**ROUND TO 9 CARS TOTAL
9 CARS PROVIDED TOTAL**

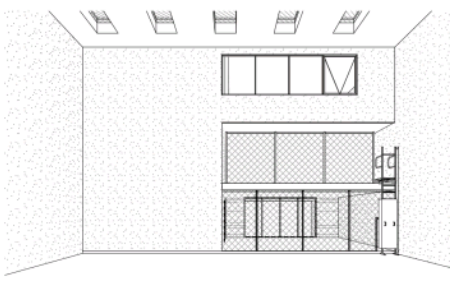
WAREHOUSE / OFFICE RATIO ANALYSIS

OFFICE AREA % 214.22÷ 535.76 = 39.98%

TP - LEVEL 2
SCALE 1 : 100



TP - ROOF PLAN
SCALE 1 : 100



Keys Road
32 Keys Road,
Cheltenham

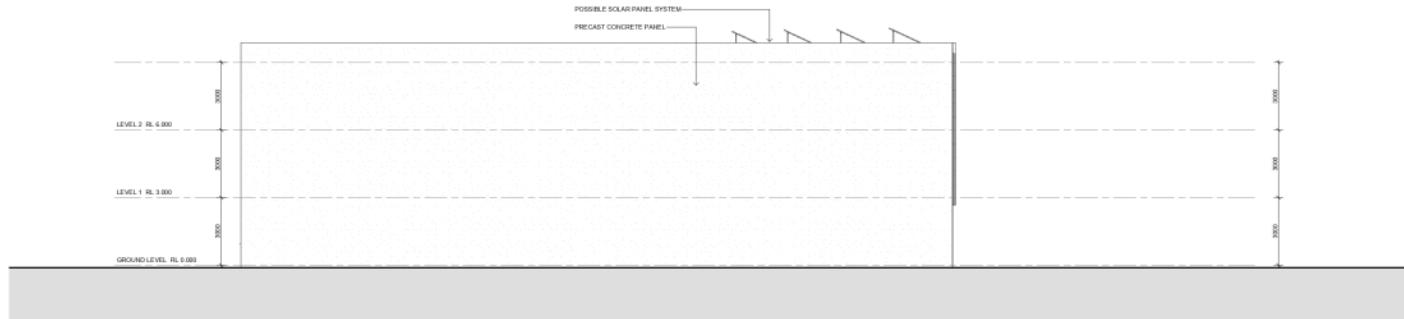
Plans - Type 2.1

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|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapoport |
| DATE | June 20 |
| DRAWN | JL |
| CHECKED BY | JL |

TP21 B
SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

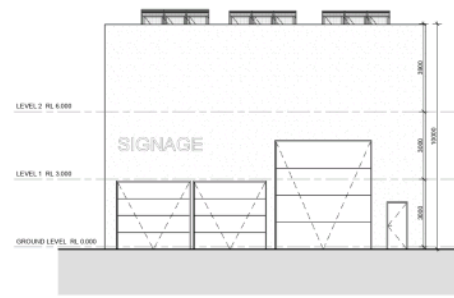
Building Type 2.1



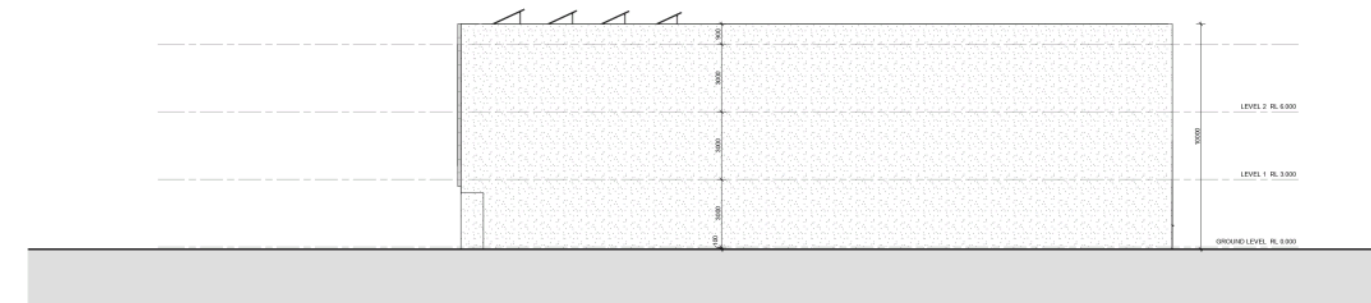
PROPOSED EAST ELEVATION - TYPE 2.1
 SCALE 1 : 100



PROPOSED NORTH ELEVATION - TYPE 2.1
 SCALE 1 : 100



PROPOSED SOUTH ELEVATION - TYPE 2.1
 SCALE 1 : 100



PROPOSED WEST ELEVATION - TYPE 2.1
 SCALE 1 : 100



TOWN PLANNING ISSUE

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Building Designers Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | TPP APP | 05.02.21 |
| B | TP Application | 18.05.21 |
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Keys Road
 32 Keys Road,
 Cheltenham

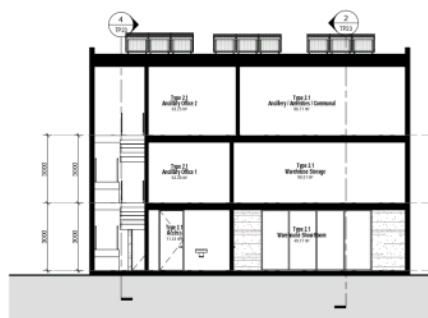
Elevation Sheet
 - Type 2.1

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|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | JL |
| CHECKED BY | JL |

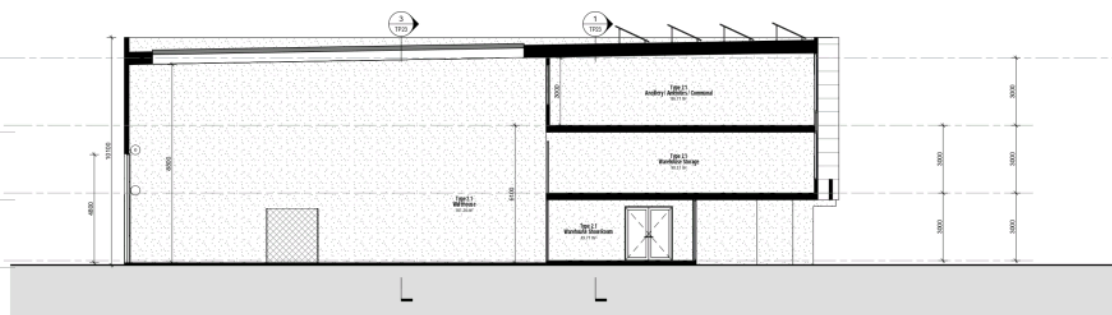
TP22 B
 SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

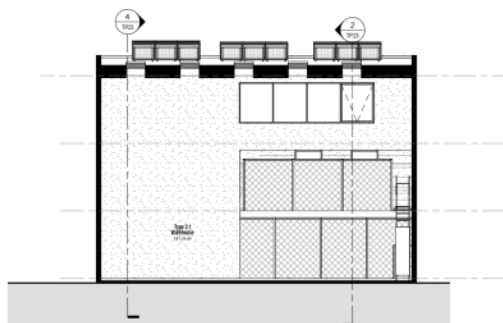
Building Type 2.1



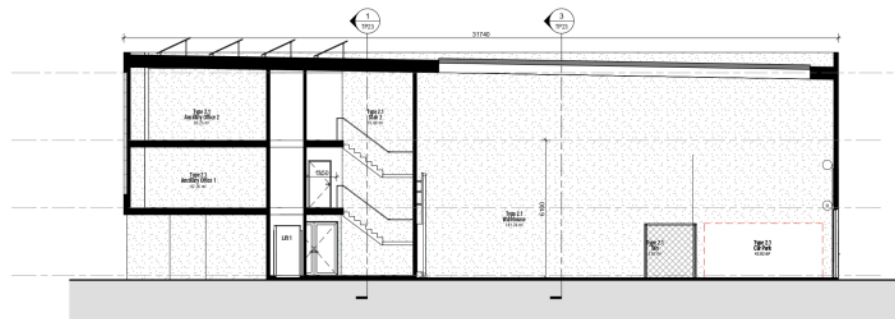
Section 1
SCALE 1 : 100



Section 2
SCALE 1 : 100



Section 3
SCALE 1 : 100



Section 4
SCALE 1 : 100



TOWN PLANNING ISSUE

MEMBER



Building Designers
Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| 1. | TPR RPT | 03.02.21 |
| 2. | TP Application | 18.03.21 |
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Keys Road

32 Keys Road,
Cheltenham

Section Sheet -
Type 2.1

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|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP23 B

SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 3



TP - GROUND LEVEL
SCALE 1 : 100

TP - LEVEL 1
SCALE 1 : 100

TP - LEVEL 2
SCALE 1 : 100

TP - ROOF PLAN
SCALE 1 : 100

GFA SCHEDULE

| Level | Name | Area |
|--------------|--------|-----------------------|
| GROUND LEVEL | Type 3 | 288.33 m ² |
| LEVEL 1 | Type 3 | 62.34 m ² |
| LEVEL 2 | Type 3 | 120.72 m ² |
| | | 471.40 m ² |

AREA ANALYSIS SCHEDULE

| Number | Name | Area |
|----------------------------|------|-----------------------|
| Warehouse | | |
| Type 3 Warehouse | | 180.20 m ² |
| Type 3 Warehouse Showroom | | 33.49 m ² |
| Type 3 Warehouse | | 213.77 m ² |
| Office | | |
| Type 3 Ancillary Amenities | | 48.38 m ² |
| Type 3 Ancillary Office 1 | | 42.79 m ² |
| Type 3 Ancillary Office 2 | | 40.53 m ² |
| Type 3 Ancillary Office 2 | | 136.20 m ² |
| N/A | | |
| Type 3 Access Toilet | | 6.35 m ² |
| Type 3 Bin | | 2.24 m ² |
| Type 3 Car Stackers | | 16.74 m ² |
| Type 3 Lft 1 | | 3.01 m ² |
| Type 3 Lft 2 | | 3.01 m ² |
| Type 3 Lft 3 | | 3.01 m ² |
| Type 3 Loading Bay | | 31.68 m ² |
| Type 3 Mezz 2 | | 1.67 m ² |
| Type 3 Mezz 3 | | 1.67 m ² |
| Type 3 Stair 1 | | 6.00 m ² |
| Type 3 Stair 2 | | 6.20 m ² |
| Type 3 Stair 2 | | 61.57 m ² |

CAR PARKING ANALYSIS
PROPOSED WAREHOUSE TYPE 3

| Area | Value |
|--------------------------|----------------------------|
| OFFICE AREA | 136.28m ² |
| WAREHOUSE AREA | 213.77m ² |
| TOTAL USABLE AREA | 350.05m² |

Car parking required for Warehouses
 $350.05 \times 1.5 \text{ (Cars)} = 100m^2 = 5.25 \text{ Cars}$
 + 1 visitors = 6.25

ROUND TO 6 CARS TOTAL
6 CARS PROVIDED TOTAL

WAREHOUSE / OFFICE RATIO ANALYSIS

OFFICE AREA % $136.28 \div 350.05 = 38.93\%$



Keys Road
32 Keys Road,
Cheltenham

Plans - Type 3

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapoport |
| DATE | June 20 |
| DRAWN | JL |
| CHECKED BY | JL |
| TP24 B | |
| SCALE | 1 : 100 |

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TOWN PLANNING ISSUE

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Building Designers Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | TP RPT | 05.12.21 |
| B | TP Application | 19.02.22 |
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Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 3



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | TP APP | 03.03.21 |
| B | TP Application | 19.03.21 |
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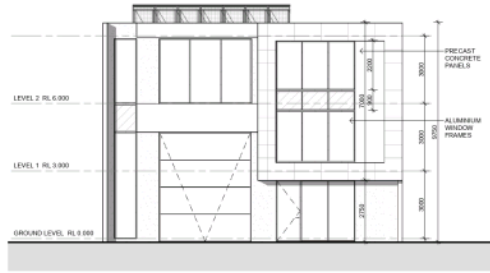
Keys Road
32 Keys Road,
Cheltenham

Elevations & Sections - Type 3

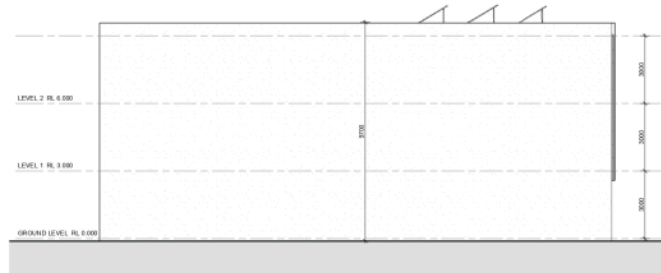
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|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP25 B

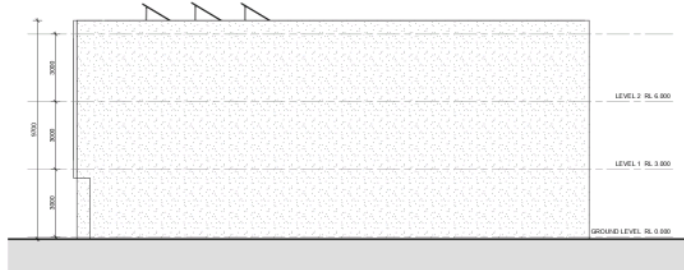
SCALE 1 : 100



PROPOSED NORTH ELEVATION - TYPE 3
SCALE 1 : 100



PROPOSED EAST ELEVATION - TYPE 3
SCALE 1 : 100



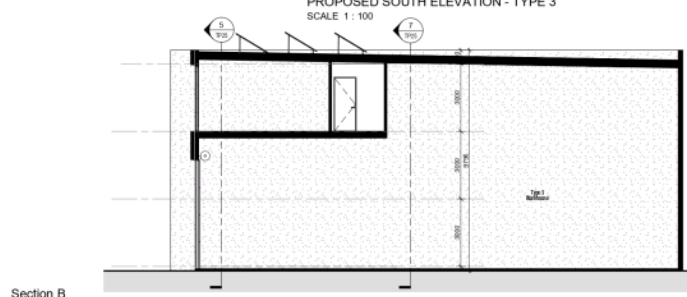
PROPOSED WEST ELEVATION - TYPE 3
SCALE 1 : 100



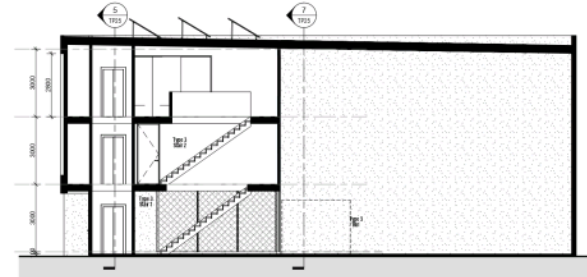
PROPOSED SOUTH ELEVATION - TYPE 3
SCALE 1 : 100



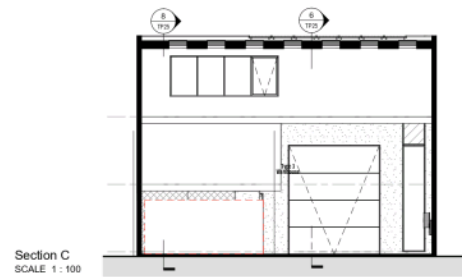
Section A
SCALE 1 : 100



Section B
SCALE 1 : 100



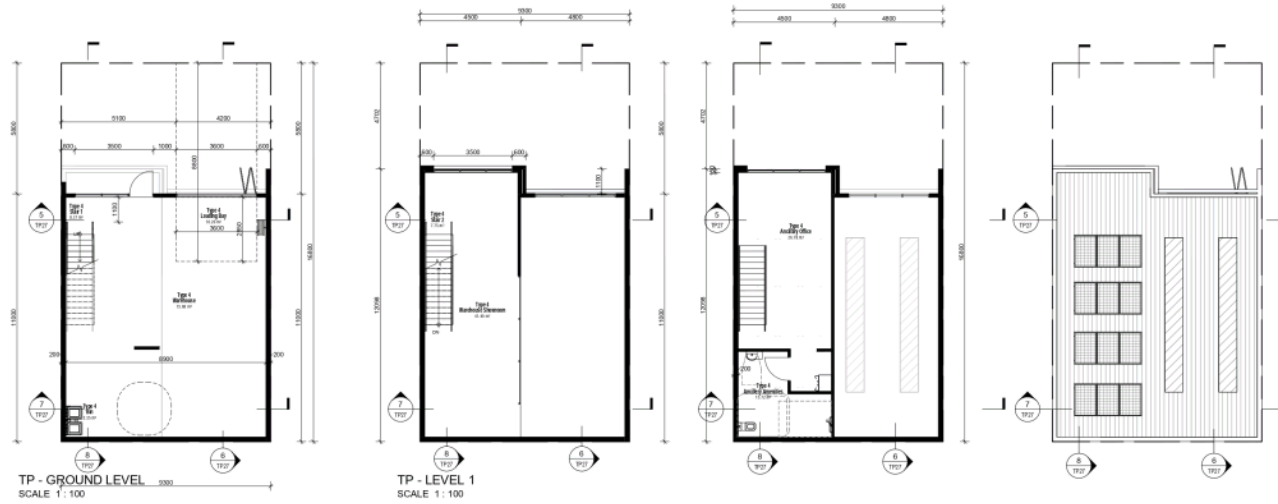
Section D
SCALE 1 : 100



Section C
SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 4



| GFA SCHEDULE | | |
|--------------|--------|-----------------------|
| Level | Name | Area |
| GROUND LEVEL | Type 4 | 102.62 m ² |
| LEVEL 1 | Type 4 | 54.43 m ² |
| LEVEL 2 | Type 4 | 211.28 m ² |

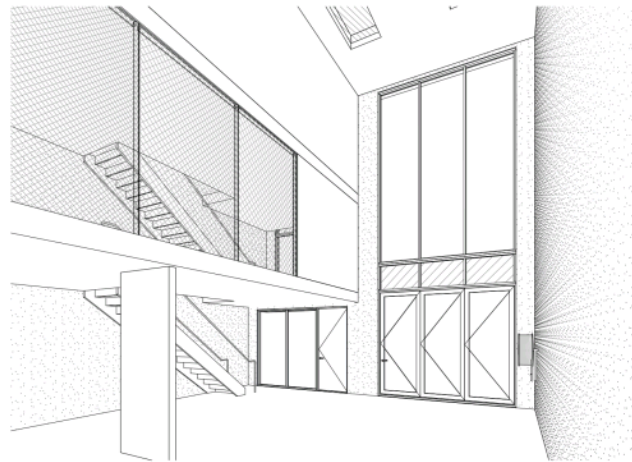
| AREA ANALYSIS SCHEDULE | | |
|------------------------|---------------------|----------------------|
| Number | Name | Area |
| Warehouse | | |
| Type 4 | Warehouse | 73.68 m ² |
| Type 4 | Warehouse Showroom | 41.49 m ² |
| 115.16 m ² | | |
| Office | | |
| Type 4 | Auxiliary Office | 38.78 m ² |
| Type 4 | Auxiliary Amenities | 15.72 m ² |
| 42.50 m ² | | |
| N/A | | |
| Type 4 | Bin | 2.35 m ² |
| Type 4 | Loading Bay | 10.28 m ² |
| Type 4 | Stair 1 | 9.31 m ² |
| Type 4 | Stair 2 | 7.75 m ² |
| 26.38 m ² | | |

| CAR PARKING ANALYSIS PROPOSED WAREHOUSE TYPE 4 | |
|---|----------------------|
| OFFICE AREA | 42.50m ² |
| WAREHOUSE AREA | 115.18m ² |
| TOTAL USABLE AREA | 157.68m ² |

Car parking required for Warehouses
 $157.68 \times 1.5 (\text{Cars}) = 100\text{m}^2 = 2.36 \text{ Cars}$
 $\approx 0 \text{ visitors} = 2.36$

**ROUND TO 2 CARS TOTAL
2 CARS PROVIDED TOTAL**

| WAREHOUSE / OFFICE RATIO ANALYSIS | |
|-----------------------------------|-------------------------------|
| OFFICE AREA % | $42.50 \div 157.68 = 26.95\%$ |



TOWN PLANNING ISSUE

MEMBER



Building Designers Association Victoria

REGISTERED Building Practitioner

| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | TPR RPT | 09.03.21 |
| B | TP Application | 16.03.21 |
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Keys Road
32 Keys Road,
Cheltenham

Plans - Type 4

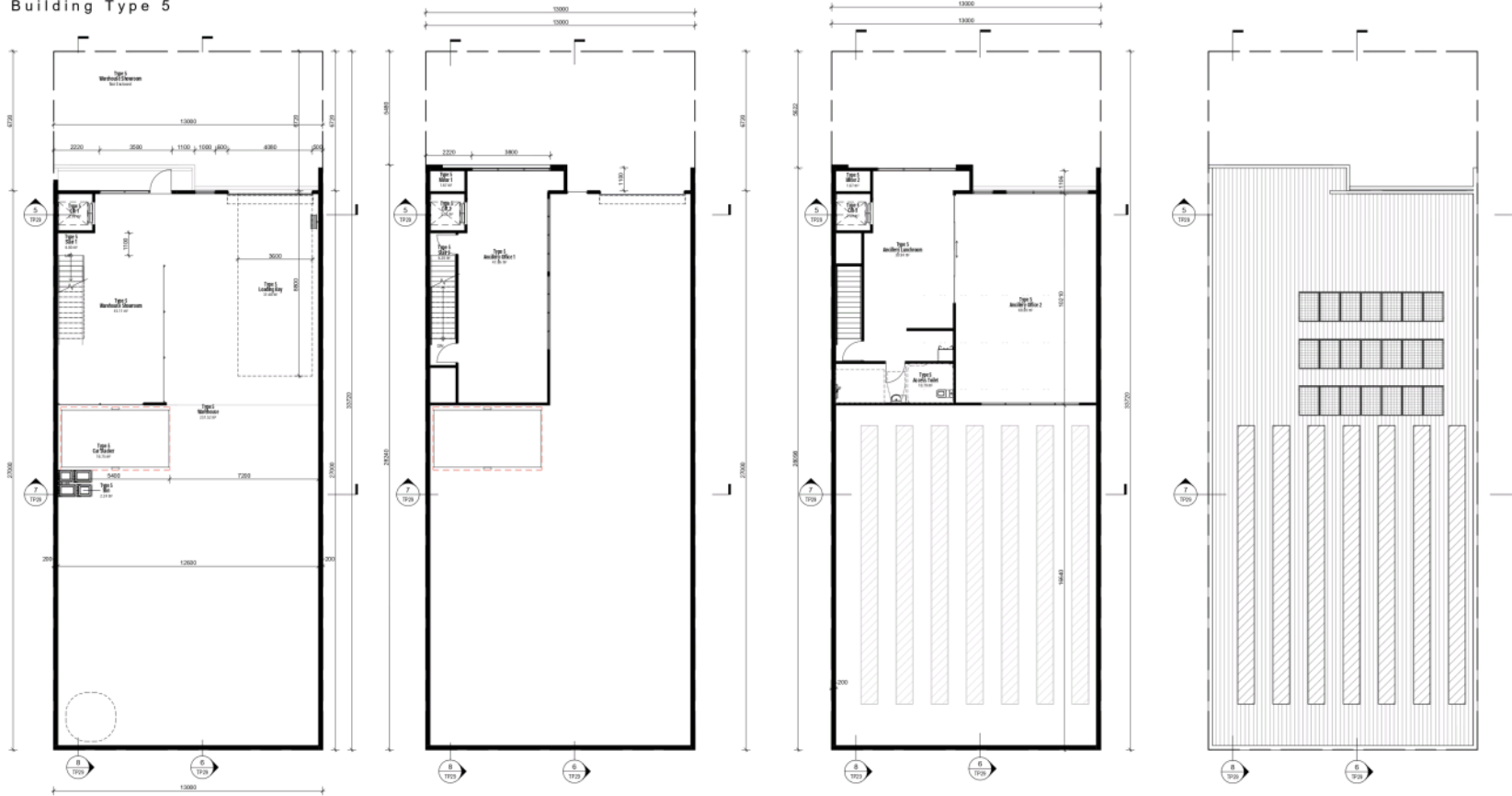
| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | JL |
| CHECKED BY | JL |

TP26 B

SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 5

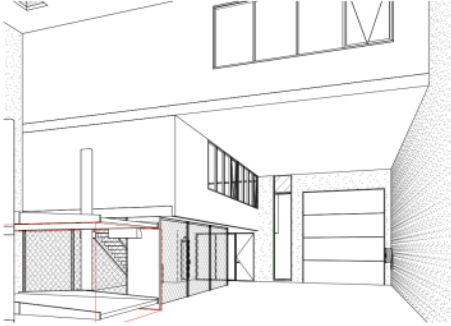


TP - GROUND LEVEL
SCALE 1 : 100

TP - LEVEL 1
SCALE 1 : 100

TP - LEVEL 2
SCALE 1 : 100

TP - ROOF PLAN
SCALE 1 : 100



| GFA SCHEDULE | | |
|--------------|--------------|-----------------------|
| Level | Name | Area |
| GROUND LEVEL | Type 5 | 351.32 m ² |
| | TOTAL | |
| LEVEL 1 | Type 5 | 69.90 m ² |
| | TOTAL | |
| LEVEL 2 | Type 5 | 142.64 m ² |
| | TOTAL | |

| AREA ANALYSIS SCHEDULE | | |
|------------------------|---------------------|-----------------------|
| Number | Name | Area |
| Warehouse | | |
| Type 5 | Warehouse | 231.52 m ² |
| Type 5 | Warehouse Showroom | 43.11 m ² |
| Office | | |
| Type 5 | Ancillary Lunchroom | 38.94 m ² |
| Type 5 | Ancillary Office 1 | 47.90 m ² |
| Type 5 | Ancillary Office 2 | 68.80 m ² |
| FHA | | |
| Type 5 | Access Toilet | 10.70 m ² |
| Type 5 | Bin | 2.24 m ² |
| Type 5 | Car Stacker | 16.75 m ² |
| Type 5 | Lift 1 | 2.99 m ² |
| Type 5 | Lift 2 | 3.00 m ² |
| Type 5 | Lift 3 | 2.99 m ² |
| Type 5 | Landing Bay | 31.09 m ² |
| Type 5 | Mez 1 | 1.67 m ² |
| Type 5 | Mez 2 | 1.67 m ² |
| Type 5 | Stair 1 | 6.00 m ² |
| Type 5 | Stair 2 | 6.20 m ² |
| Type 5 | | 85.90 m ² |

CAR PARKING ANALYSIS
PROPOSED WAREHOUSE TYPE 5

OFFICE AREA 155.60m²
WAREHOUSE AREA 274.63m²
TOTAL USABLE AREA 430.23m²

Car parking required for Warehouses
 430.23 x 1.5 (Cars) = 100m² = 6.38 Cars
 + 1 visitors = 7.38

ROUND TO 7 CARS TOTAL
7 CARS PROVIDED TOTAL

WAREHOUSE / OFFICE RATIO ANALYSIS
OFFICE AREA % 155.60 ÷ 430.23 = 35.44%

TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | TPR RPT | 05.03.21 |
| B | TP Application | 18.08.21 |
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Keys Road
 32 Keys Road,
 Cheltenham

Plans - Type 5

PROJECT NUMBER 2003

CLIENT David Rapaport

DATE June 20

DRAWN JL

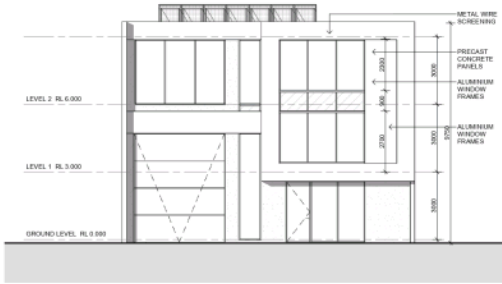
CHECKED BY JL

TP28 B

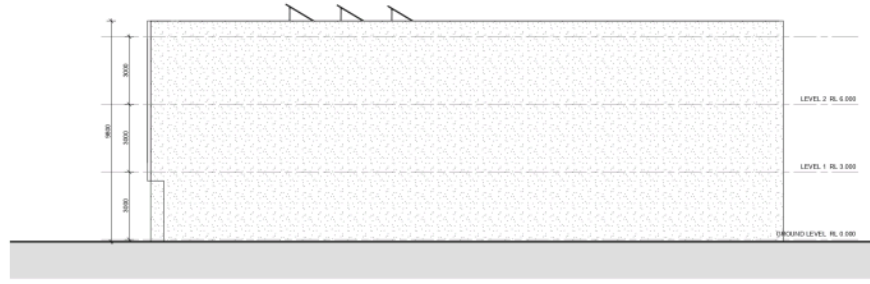
SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

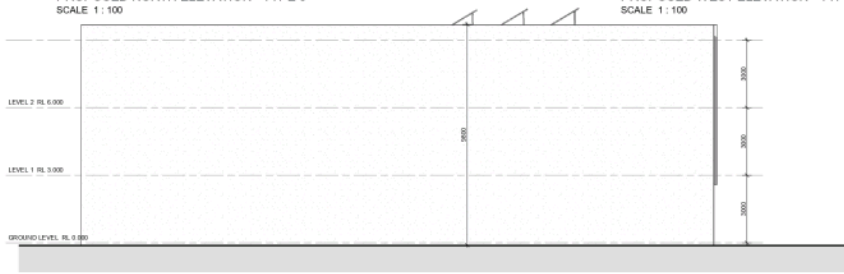
Building Type 5



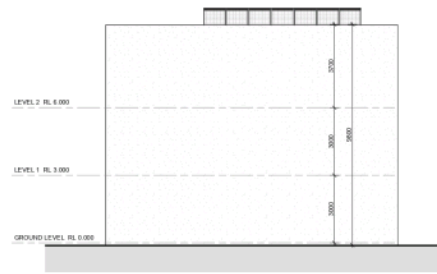
PROPOSED NORTH ELEVATION - TYPE 5
SCALE 1 : 100



PROPOSED WEST ELEVATION - TYPE 5
SCALE 1 : 100



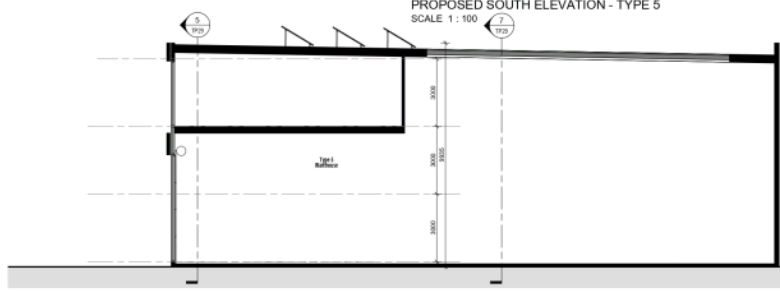
PROPOSED EAST ELEVATION - TYPE 5
SCALE 1 : 100



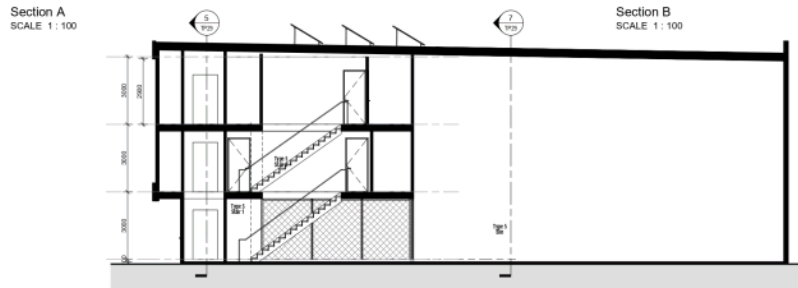
PROPOSED SOUTH ELEVATION - TYPE 5
SCALE 1 : 100



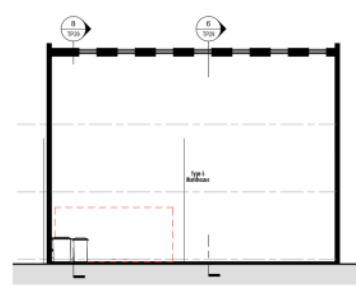
Section A
SCALE 1 : 100



Section B
SCALE 1 : 100



Section D
SCALE 1 : 100



Section C
SCALE 1 : 100



TOWN PLANNING ISSUE

MEMBER



Building Designers Association Victoria



Table with 3 columns: NO., DESCRIPTION, DATE. Row 1: A, TP 2/18, 05.03.21. Row 2: B, TP Application, 18.03.21.

Keys Road
32 Keys Road,
Cheltenham

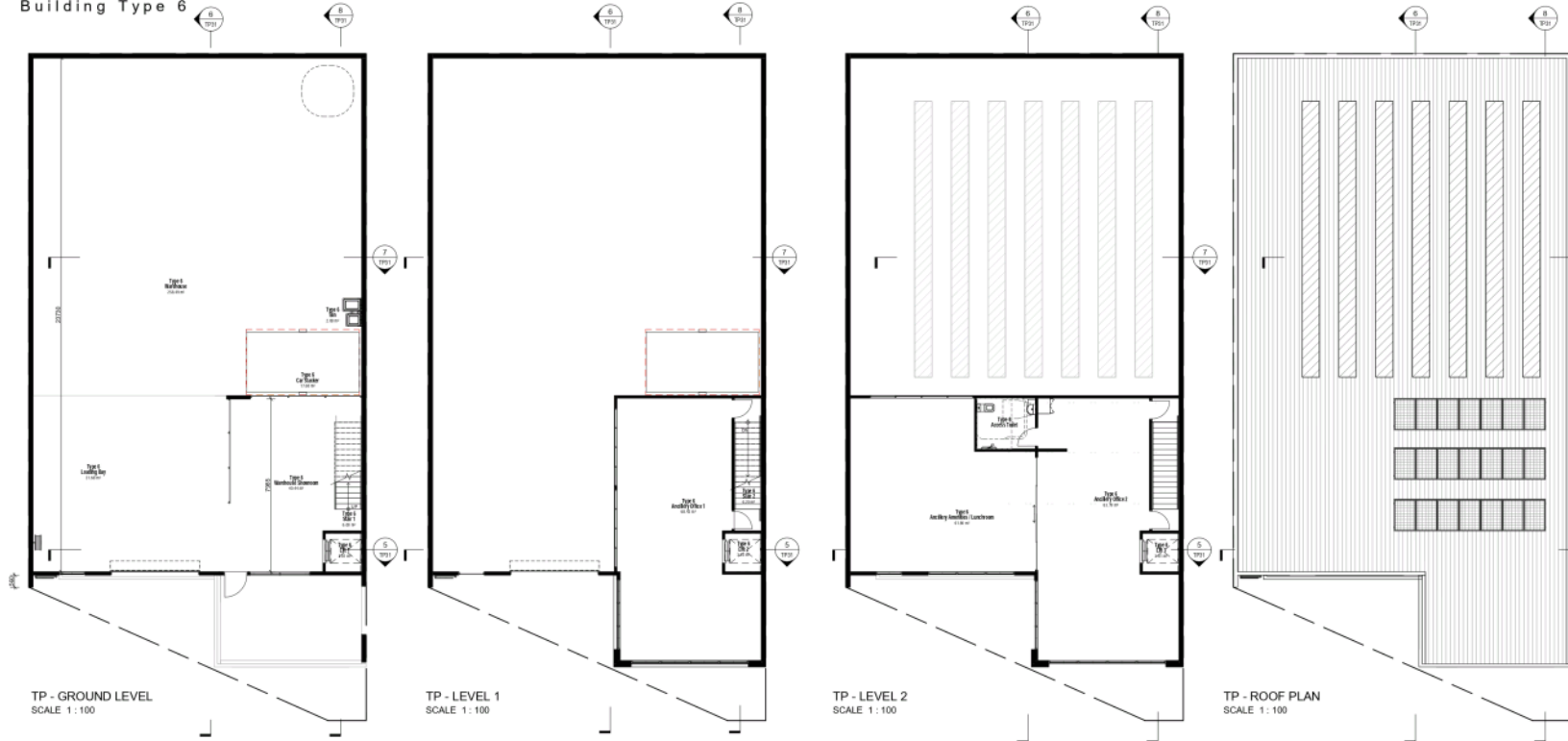
Elevations &
Sections - Type
5

Table with 2 columns: FIELD, VALUE. Fields include PROJECT NUMBER (2003), CLIENT (David Rapaport), DATE (June 20), DRAWN (Author), CHECKED BY (Checker).

TP29 B
SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 6



TP - GROUND LEVEL
SCALE 1:100

TP - LEVEL 1
SCALE 1:100

TP - LEVEL 2
SCALE 1:100

TP - ROOF PLAN
SCALE 1:100

| Level | Name | Area |
|--------------|--------|-----------|
| GROUND LEVEL | Type 6 | 375.88 m² |
| LEVEL 1 | Type 6 | 86.94 m² |
| LEVEL 2 | Type 6 | 157.92 m² |
| | | 620.73 m² |

| Number | Name | Area |
|------------------|---------------------------------|-----------|
| Warehouse | | |
| Type 6 | Warehouse | 258.69 m² |
| Type 6 | Warehouse Showroom | 40.44 m² |
| | | 298.94 m² |
| Office | | |
| Type 6 | Ancillary Amenities / Lunchroom | 61.80 m² |
| Type 6 | Ancillary Office 1 | 88.42 m² |
| Type 6 | Ancillary Office 2 | 63.79 m² |
| | | 194.01 m² |
| N/A | | |
| Type 6 | Access Trunk | 6.35 m² |
| Type 6 | Bin | 2.08 m² |
| Type 6 | Car Stacker | 17.60 m² |
| Type 6 | LR 1 | 3.01 m² |
| Type 6 | LR 2 | 3.23 m² |
| Type 6 | LR 3 | 3.01 m² |
| Type 6 | Loading Bay | 31.68 m² |
| Type 6 | Stair 1 | 6.00 m² |
| Type 6 | Stair 2 | 6.20 m² |
| | | 78.96 m² |

CAR PARKING ANALYSIS
PROPOSED WAREHOUSE TYPE 6

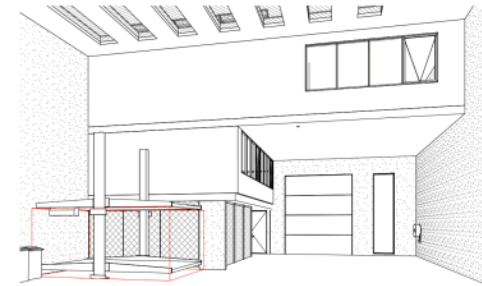
OFFICE AREA 194.01m²
WAREHOUSE AREA 298.94m²
TOTAL USABLE AREA 493.05m²

Car parking required for Warehouses
493.05 x 1.5 (Cars) = 100m² = 7.39 Cars
+ 1 visitors = 8.39

ROUND TO 8 CARS TOTAL
8 CARS PROVIDED TOTAL

WAREHOUSE / OFFICE RATIO ANALYSIS

OFFICE AREA % 194.01 + 493.05 = **39.35%**



TOWN PLANNING ISSUE

MEMBER



Building Designers Association Victoria



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | TP APP | 03.03.21 |
| B | TP Application | 19.03.21 |
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Keys Road
32 Keys Road,
Cheltenham

Plans - Type 6

PROJECT NUMBER 2003

CLIENT David Rapaport

DATE June 20

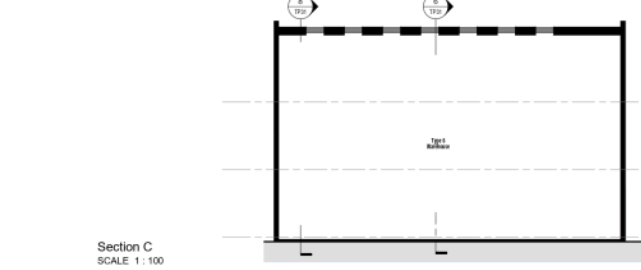
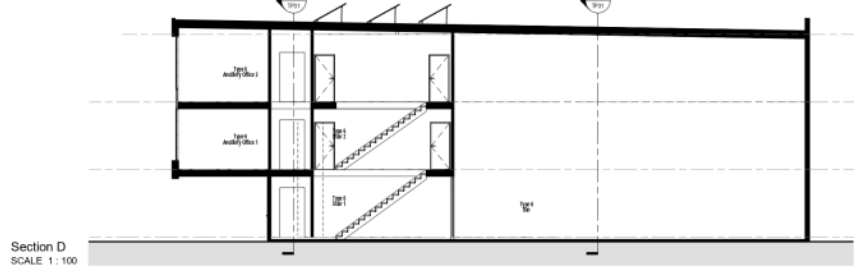
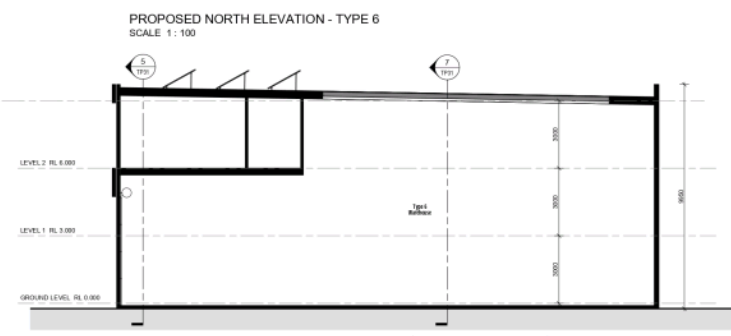
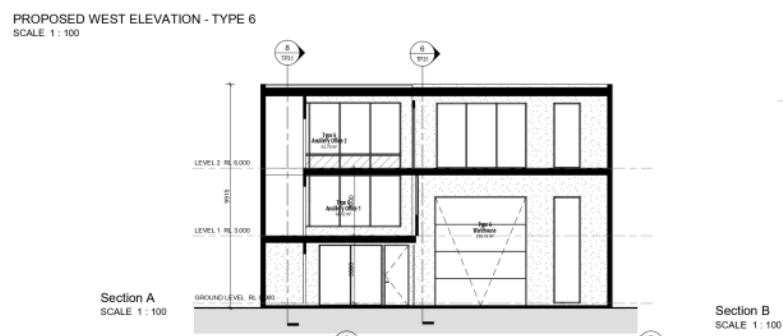
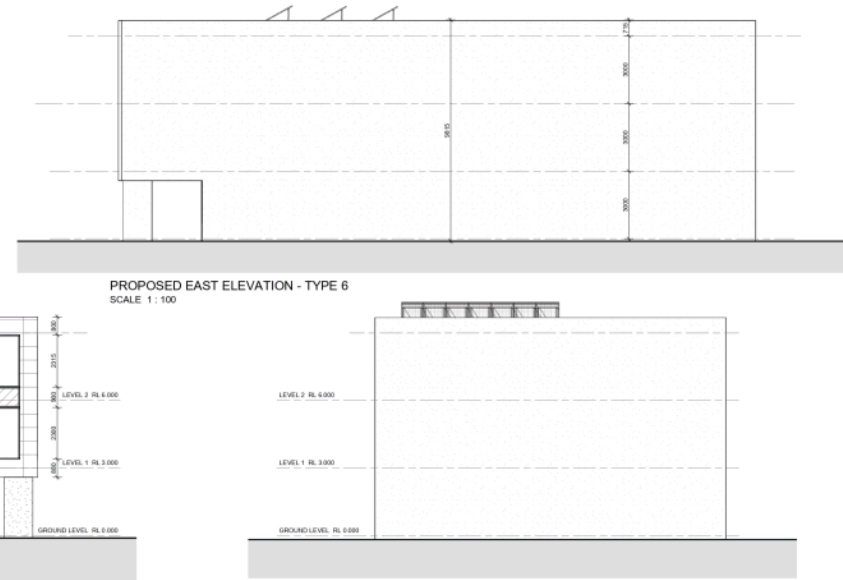
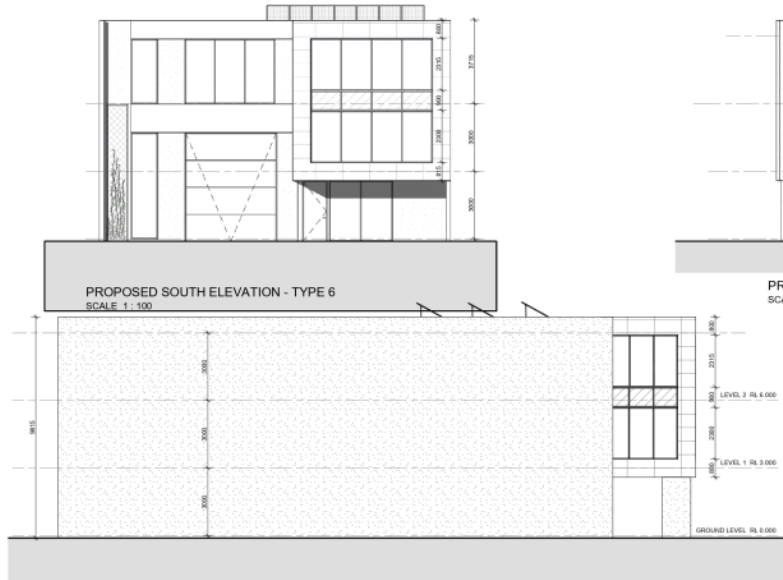
DRAWN JL

CHECKED BY JL

TP30 B

SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC
Building Type 6



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|-------------|----------|
| 1 | TP1 RPT | 05.03.21 |
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Keys Road
32 Keys Road,
Cheltenham

Elevations &
Sections - Type
6

PROJECT NUMBER 2003
CLIENT David Rapaport
DATE June 20
DRAWN Author
CHECKED BY Checker

TP31 A
SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 7



Section A
SCALE 1 : 100

Section B
SCALE 1 : 100

Section C
SCALE 1 : 100

Section D
SCALE 1 : 100



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|------------------|----------|
| A | TP33 R/P | 05.02.21 |
| B | TP33 Application | 19.03.21 |
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Keys Road
32 Keys Road,
Cheltenham

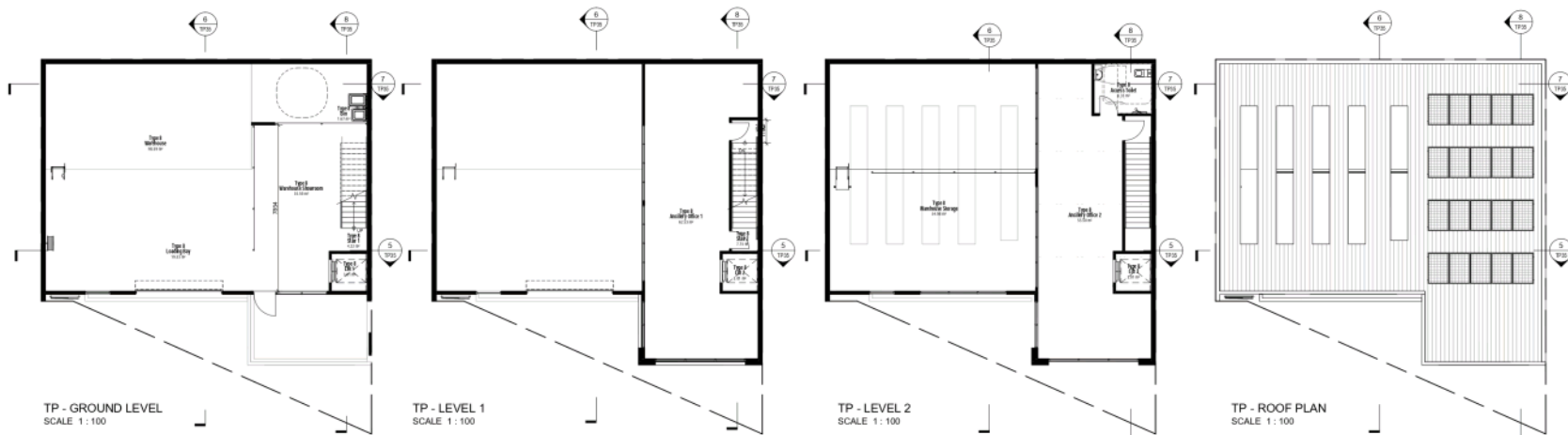
Elevations & Sections - Type 7

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP33 B
SCALE 1 : 100

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

Building Type 8



| GFA SCHEDULE | | |
|--------------|--------|--|
| Level | Name | Area |
| GROUND LEVEL | Type 8 | 173.27 m ² |
| LEVEL 1 | Type 8 | 81.51 m ² |
| LEVEL 2 | Type 8 | 140.15 m ² 304.93 m ² |

| AREA ANALYSIS SCHEDULE | | |
|------------------------|--------------------|---|
| Number | Name | Area |
| Warehouse | | |
| Type 8 | Warehouse | 98.59 m ² |
| Type 8 | Warehouse Showroom | 35.59 m ² |
| Type 8 | Warehouse Storage | 54.98 m ² 189.16 m ² |
| Office | | |
| Type 8 | Ancillary Office 1 | 62.53 m ² |
| Type 8 | Ancillary Office 2 | 55.50 m ² 118.03 m ² |
| N/A | | |
| Type 8 | Access Toilet | 6.36 m ² |
| Type 8 | Site | 1.67 m ² |
| Type 8 | Lift 1 | 3.01 m ² |
| Type 8 | Lift 2 | 3.01 m ² |
| Type 8 | Lift 3 | 3.01 m ² |
| Type 8 | Loading Bay | 19.53 m ² |
| Type 8 | Stair 1 | 4.22 m ² |
| Type 8 | Stair 2 | 7.75 m ² 48.54 m ² |

CAR PARKING ANALYSIS
PROPOSED WAREHOUSE TYPE 8

OFFICE AREA 118.03m²
WAREHOUSE AREA 189.16m²
TOTAL USABLE AREA 307.19m²

Car parking required for Warehouses
307.19 x 1.5 (Cars) = 1000m² = 4.6 Cars
+ 1 visitors = 5.60

ROUND TO 5 CARS TOTAL
5 CARS PROVIDED TOTAL

WAREHOUSE / OFFICE RATIO ANALYSIS
OFFICE AREA % 118.03 ÷ 307.19 = 38.42%



TOWN PLANNING ISSUE



REGISTERED Building Practitioner

| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A | TP Application | 16.07.24 |
| B | TP Application | 10.08.24 |
| C | TP Application | 08.10.24 |
| D | TP Application | 05.11.24 |
| E | TP Application | 22.11.24 |
| F | TP Application | 19.03.25 |

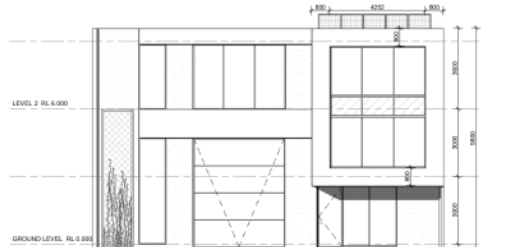
Keys Road
32 Keys Road,
Cheltenham

Plans - Type 8

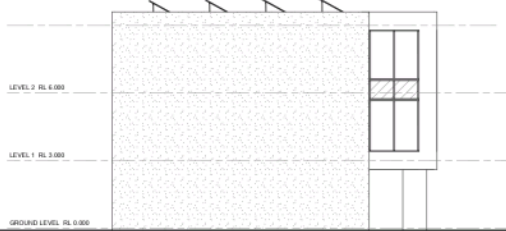
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|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | JL |
| CHECKED BY | JL |
| TP34 F | |
| SCALE | 1 : 100 |

Warehouse / Office Development at 32-44 Keys Rd, Cheltenham, VIC

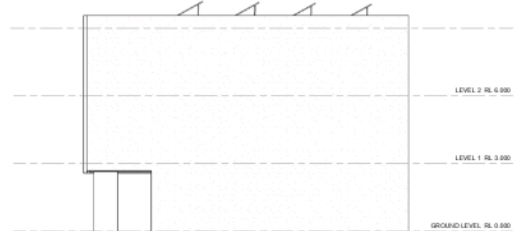
Building Type 8



PROPOSED SOUTH ELEVATION - TYPE 8
SCALE 1 : 100



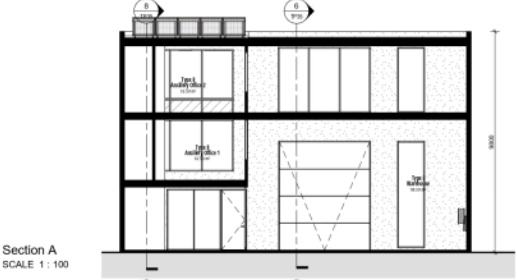
PROPOSED WEST ELEVATION - TYPE 8
SCALE 1 : 100



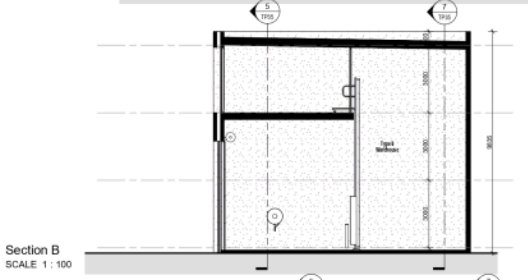
PROPOSED EAST ELEVATION - TYPE 8
SCALE 1 : 100



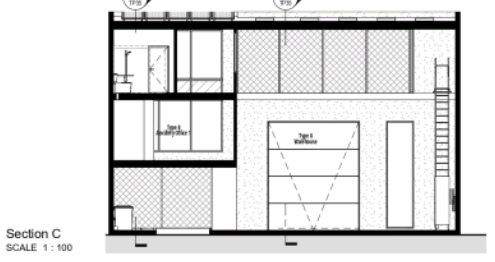
PROPOSED NORTH ELEVATION - TYPE 8
SCALE 1 : 100



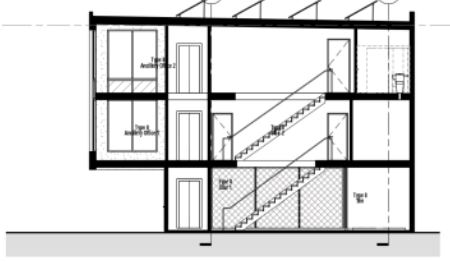
Section A
SCALE 1 : 100



Section B
SCALE 1 : 100



Section C
SCALE 1 : 100



Section D
SCALE 1 : 100



TOWN PLANNING ISSUE



| NO. | DESCRIPTION | DATE |
|-----|----------------|----------|
| A. | TP Application | 16.07.20 |
| B. | TP Application | 10.08.20 |
| C. | TP Application | 08.10.20 |
| D. | TP Application | 05.11.20 |
| E. | TP Application | 22.12.20 |
| F. | TP Application | 10.02.21 |
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Keys Road
32 Keys Road,
Cheltenham

Elevations & Sections - Type 8

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 20 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP35 F
SCALE 1 : 100



LEGEND

- Symbol: [Circle with 'H'] Description: High Street Tree
- Symbol: [Circle with 'H'] Description: High Street Tree (Top View)
- Symbol: [Circle with 'H'] Description: High Street Tree (Side View)
- Symbol: [Circle with 'H'] Description: High Street Tree (Bottom View)
- Symbol: [Circle with 'H'] Description: High Street Tree (Top View)
- Symbol: [Circle with 'H'] Description: High Street Tree (Side View)
- Symbol: [Circle with 'H'] Description: High Street Tree (Bottom View)
- Symbol: [Circle with 'H'] Description: High Street Tree (Top View)
- Symbol: [Circle with 'H'] Description: High Street Tree (Side View)
- Symbol: [Circle with 'H'] Description: High Street Tree (Bottom View)

PAINT SCHEDULE

| ITEM | DESCRIPTION | QTY | UNIT PRICE | TOTAL PRICE |
|------|---------------|-----|------------|-------------|
| 1 | External Wall | 100 | \$150 | \$15,000 |
| 2 | Internal Wall | 50 | \$100 | \$5,000 |
| 3 | Floor Slab | 200 | \$25 | \$5,000 |
| 4 | Roof Slab | 150 | \$30 | \$4,500 |
| 5 | Window Frame | 20 | \$200 | \$4,000 |
| 6 | Door Frame | 10 | \$250 | \$2,500 |
| 7 | Handrail | 50 | \$50 | \$2,500 |
| 8 | Staircase | 2 | \$100,000 | \$200,000 |

SPECIFICATION NOTES

- Check all dimensions against drawings and specifications.
- Ensure all materials are of the highest quality and suitable for the intended use.
- Obtain all necessary permits and approvals before commencing work.
- Conduct regular site inspections to ensure compliance with the specification.
- Keep detailed records of all materials used and quantities.
- Ensure all work is completed within the agreed time frame.
- Maintain clear communication with the client throughout the project.
- Obtain final approval from the client before commencing any final finishing work.
- Provide a comprehensive report of the project at the end of the work.

JOHN PATRICK LANDSCAPE ARCHITECTS PTY LTD
 3244 Keys Road, Cheltenham
 QLD 4270
 Phone: +61 7 5643 2429
 Email: john@johnpatrick.com.au
 Website: www.johnpatrick.com.au

NOCAL PTY LTD
 Development & Office
 32-44 Keys Road, Cheltenham
 QLD 4270

LANDSCAPE PLAN
 No. 13-17
 Scale: 1:100
 Date: 2020/12/15

ArborReport Victoria

Trading as D.S.Murray & Co.
ABN 16 180 495 610

Arboricultural Consultants.

501/89 Beach St., Port Melbourne 3207
Phone: 96456000 Mob. 0412 809 571 Email: robportmel@bigpond.com

ARBORIST'S REPORT & TREE PROTECTION MANAGEMENT REPORT.

CLIENT NAME: Rocma Pty Ltd
32-44 Keys Road,
Cheltenham
VIC 3192

PROJECT LOCATION: 32-44 Keys Road,
Cheltenham.

DATE OF INSPECTION: February 26, 2021

BACKGROUND:

The property is currently vacant land with numerous trees. It is proposed to remove most of the trees and build 31 warehouses on the land.

PURPOSE OF THIS REPORT:

- To provide an arborist's report addressing the requirements of The City of Kingston Council. The report is to cover all trees on the subject site and on adjoining land near the boundaries.
- To provide details of species, origin, age, height, trunk location, trunk diameter, and approximate canopy spread, of the trees.
- To assess the health and structure of each tree.
- To assess the retention value (RV) of each tree.
- To calculate Structural Root Zones (SRZs) where necessary.
- To list measures to protect those trees being retained during construction, including Tree Protection Zones (TPZs) Tree Protection Management Plan (TPMP) and Tree Protection Management Report (TPMR).
- To consider the impact of the proposed building on existing trees, under the guidelines of Australian Standard AS 4970-2009 *Protection of Trees on Development Sites*.

METHODS:

Trees were assessed visually from ground level.

All measurements are approximate.

Access to trees on the adjoining properties was not available and their measurements are estimates.

TPZ encroachments are calculated by ArborCAD

Please refer **only** to the accompanying Tree Protection Management Plan 23/3/2021 (the plan).

DESCRIPTION OF THE TREES.

TREE NUMBER ON THE PLAN: T1.

SPECIES: *Syzygium paniculatum*

COMMON NAME: Magenta Cherry.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 5m.

CROWN SPREAD: North-South: 3m.
East-West: 2m.

TRUNK TYPE: Multi-stemmed.

TRUNK DIAMETER 1400mm ABOVE GROUND: Ranging up to 120mm. **TPZ:** 2m.

DIAMETER OF LOWER TRUNK: 200mm. **SRZ:** 1.68m.

STRUCTURAL CONDITION:

Branches have been removed from the East side of the canopy to clear the fence-line.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS: RV high (growing in an adjoining property). To be retained. The TPZ radius is the minimum allowable under AS 4970-2009 *Protection of Trees on Development Sites*.

TREE NUMBER ON THE PLAN: T2.

SPECIES: *Photinia serrulata*

COMMON NAME: Chinese Hawthorn.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 4m.

CROWN SPREAD: North-South: 3m.
East-West: 2m.

TRUNK TYPE: Multi-stemmed.

TRUNK DIAMETER 1400mm ABOVE GROUND: Ranging up to 60mm. **TPZ:** 2m.

DIAMETER OF LOWER TRUNK: 300mm. **SRZ:** 1.99m.

STRUCTURAL CONDITION:

Multi-stemmed from ground level.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS: RV high (growing in an adjoining property). To be retained. The TPZ radius is the minimum allowable under AS 4970-2009

TREE NUMBER ON THE PLAN: T3.

SPECIES: *Lophostemon confertus*

COMMON NAME: Brush Box

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 8m.

CROWN SPREAD: North-South: 7m.
East-West: 8m.

TRUNK TYPE: Bifurcated.

TRUNK DIAMETER 1400mm ABOVE GROUND: 2 x 300mm. **TPZ:** 5.08m.

DIAMETER OF LOWER TRUNK: 500mm. **SRZ:** 2.47m.

STRUCTURAL CONDITION:

T3 has a short primary trunk which soon divides to form the two secondary trunks.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV medium (mid-sized native tree with structural fault). To be retained.

TREE NUMBER ON THE PLAN: T4.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 14m.

CROWN SPREAD: North-South: 8m.
East-West: 6m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 470mm.

STRUCTURAL CONDITION:

The East side of the canopy has been lopped.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV medium (large exotic tree which is damaged). To be removed.

TREE NUMBER ON THE PLAN: T5.**SPECIES:** *Schinus molle***COMMON NAME:** Peppercorn Tree.**ORIGIN:** Exotic.**APPROXIMATE AGE:** Mature.**APPROXIMATE HEIGHT:** 10m.**CROWN SPREAD:** North-South: 12m.
East-West: 9m.**TRUNK TYPE:** Bifurcated.**TRUNK DIAMETER 1400mm ABOVE GROUND:** 320 & 460mm.**STRUCTURAL CONDITION:**

A number of branches have been removed from the East side of the canopy.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV low (generally regarded as a weed species). To be removed.

TREE NUMBER ON THE PLAN: T6.**SPECIES:** *Cupressus macrocarpa***COMMON NAME:** Monterey Cypress.**ORIGIN:** Exotic.**APPROXIMATE AGE:** Mature.**APPROXIMATE HEIGHT:** 15m.**CROWN SPREAD:** North-South: 8m.
East-West: 5m.**TRUNK TYPE:** Bifurcated.**TRUNK DIAMETER 1400mm ABOVE GROUND:** 460 & 270mm.**STRUCTURAL CONDITION:**

Branches have been removed from both the East and West sides of the canopy.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV medium (large exotic tree with bifurcation and lopping). To be removed.

TREE NUMBER ON THE PLAN: T7.**SPECIES:** *Corymbia citriodora* **COMMON NAME:** Lemon-scented Gum.**ORIGIN:** Native.**APPROXIMATE AGE:** Mature.**APPROXIMATE HEIGHT:** 11m.**CROWN SPREAD:** North-South: 5m.
East-West: 5m.**TRUNK TYPE:** Single.**TRUNK DIAMETER 1400mm ABOVE GROUND:** 260mm.**STRUCTURAL CONDITION:**

A 3.5m vertical scar runs up the trunk from ground level to a dead branch.

HEALTH & VIGOUR:

Leaves are small and lacking vigour. Dead branches and wood decay are obvious.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T8.**SPECIES:** *Cupressus macrocarpa* **COMMON NAME:** Monterey Cypress.**ORIGIN:** Exotic.**APPROXIMATE AGE:** Mature.**APPROXIMATE HEIGHT:** 13m.**CROWN SPREAD:** North-South: 6m.
East-West: 4m.**TRUNK TYPE:** Single.**TRUNK DIAMETER 1400mm ABOVE GROUND:** 360mm.**TRUCTURAL CONDITION:**

Branches have been lopped from both the East and West sides of the canopy. At about 4.5m from ground level the trunk is bifurcated.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV low (large exotic tree, damaged, bifurcated trunk). To be removed.

TREE NUMBER ON THE PLAN: T9.**SPECIES:** *Schinus molle***COMMON NAME:** Peppercorn Tree.**ORIGIN:** Exotic.**APPROXIMATE AGE:** Mature.**APPROXIMATE HEIGHT:** 12m.**CROWN SPREAD:** North-South: 9m.
East-West: 8m.**TRUNK TYPE:** Single.**TRUNK DIAMETER 1400mm ABOVE GROUND:** 580mm.**STRUCTURAL CONDITION:**

A large vertically oriented branch on the West side could also be described as a second trunk.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV low (usually regarded as a weed species). To be removed.

TREE NUMBER ON THE PLAN: T10.**SPECIES:** *Schinus molle***COMMON NAME:** Peppercorn Tree.**ORIGIN:** Exotic.**APPROXIMATE AGE:** Mature.**APPROXIMATE HEIGHT:** 11m.**CROWN SPREAD:** North-South: 7m.
East-West: 6m.**TRUNK TYPE:** Bifurcated.**TRUNK DIAMETER 1400mm ABOVE GROUND:** 2 x 350mm.**STRUCTURAL CONDITION:**

T10 has a short primary trunk which divides <1400mm from ground level to form two secondary trunks.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV low (usually regarded as a weed species). To be removed.

TREE NUMBER ON THE PLAN: T11.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 13m.

CROWN SPREAD: North-South: 6m.
East-West: 5m.

TRUNK TYPE: Bifurcated.

TRUNK DIAMETER 1400mm ABOVE GROUND: 400 & 130mm.

STRUCTURAL CONDITION:

Branches have been lopped from both East and West sides of the canopy.

HEALTH & VIGOUR:

Many lower branches are dead.

COMMENTS:

RV low (damaged, bifurcated, lopped). To be removed.

TREE NUMBER ON THE PLAN: T12.

SPECIES: *Syzygium paniculatum*

COMMON NAME: Magenta Cherry.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 4m.

CROWN SPREAD: North-South: 2m.
East-West: 2m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 110mm.

STRUCTURAL CONDITION:

Branches have been lopped from the East side of the trunk.

HEALTH & VIGOUR:

Stunted and lacking vigour.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T13.

SPECIES: *Syzygium paniculatum*

COMMON NAME: Magenta Cherry.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 3m.

CROWN SPREAD: North-South: 3m.
East-West: 2m.

TRUNK TYPE: N/A.

TRUNK DIAMETER 1400mm ABOVE GROUND: N/A.

STRUCTURAL CONDITION:

T13 has a bushy structure with no distinct central leader. Branches have been lopped from the East side of the trunk.

HEALTH & VIGOUR:

Stunted and lacking vigour.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T14.

PECIES: *Photinia serrulata*

COMMON NAME: Chinese Hawthorn.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 3m.

CROWN SPREAD: North-South: 3m.
East-West: 3m.

TRUNK TYPE: N/A

TRUNK DIAMETER 1400mm ABOVE GROUND: N/A.

STRUCTURAL CONDITION:

T14 has a bushy structure with no distinct central leader.

HEALTH & VIGOUR:

Lacking vigour, stunted, top branches are dead.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T15.

SPECIES: *Syzygium paniculatum*

COMMON NAME: Magenta Cherry.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 3.5m.

CROWN SPREAD: North-South: 2m.
East-West: 2m.

TRUNK TYPE: Bifurcated.

TRUNK DIAMETER 1400mm ABOVE GROUND: 60 & 90mm.

STRUCTURAL CONDITION:

Branches have been lopped from the East side of both trunks.

HEALTH & VIGOUR:

Stunted and lacking vigour.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T16.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 15m.

CROWN SPREAD: North-South: 7m.
East-West: 5m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 580mm.

STRUCTURAL CONDITION:

Low branches have been lopped on the East side of the trunk.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV high (large exotic tree with minor damage). To be removed.

TREE NUMBER ON THE PLAN: T17.

SPECIES: *Syzygium paniculatum*

COMMON NAME: Magenta Cherry.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 4.5m.

CROWN SPREAD: North-South: 2m.
East-West: 2m.

TRUNK TYPE: Bifurcated.

TRUNK DIAMETER 1400mm ABOVE GROUND: 90 & 100mm.

STRUCTURAL CONDITION:

Stunted and lopped.

HEALTH & VIGOUR:

Lacking vigour and unable to compete with nearby large trees.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T18.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 12m.

CROWN SPREAD: North-South: 6m.
East-West: 6m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 480mm.

STRUCTURAL CONDITION:

OK.

HEALTH & VIGOUR:

Small low branches are dead.

COMMENTS:

RV high (large exotic tree with no significant fault). To be removed.

TREE NUMBER ON THE PLAN: T19.

SPECIES: *Pittosporum eugenioides* 'Variegatum' **COMMON NAME:** Silver Tarata.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 3m.

CROWN SPREAD: North-South: 2m.
East-West: 2m.

TRUNK TYPE: N/A.

TRUNK DIAMETER 1400mm ABOVE GROUND: N/A.

STRUCTURAL CONDITION:

T19 has a bushy structure with no designated central leader.

HEALTH & VIGOUR:

Severely stunted. Lacking vigour.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T20.

SPECIES: *Callistemon* sp. **COMMON NAME:** Bottle Brush.

ORIGIN: Commercial cultivar.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 7m.

CROWN SPREAD: North-South: 5m.
East-West: 6m.

TRUNK TYPE: Multi-stemmed.

TRUNK DIAMETER 1400mm ABOVE GROUND: Ranging up to 200mm.

STRUCTURAL CONDITION:

Three trunks (or low branches) have been removed close to ground level. A major branch has recently broken out of the centre of the canopy.

HEALTH & VIGOUR:

Healthy.

COMMENTS:

RV low (poor remaining structure). To be removed.

TREE NUMBER ON THE PLAN: T21.

SPECIES: *Syzygium paniculatum*

COMMON NAME: Magenta Cherry.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 4m.

CROWN SPREAD: North-South: 2m.
East-West: 4m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 90mm.

STRUCTURAL CONDITION:

Above 1400mm from ground level the trunk is bifurcated. The canopy has a distorted form.

HEALTH & VIGOUR:

Lacking vigour.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T22.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 9m.

CROWN SPREAD: North-South: 7m.
East-West: 7m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 280mm.

STRUCTURAL CONDITION:

Good structure and form.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV high (mid-sized exotic tree with no faults). To be removed.

TREE NUMBER ON THE PLAN: T23.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 12m.

CROWN SPREAD: North-South: 9m.
East-West: 9m.

TRUNK TYPE: Multi-stemmed.

TRUNK DIAMETER 1400mm ABOVE GROUND: Ranging up to 340mm.

STRUCTURAL CONDITION:

A number of stems originate from a common base at ground level.

HEALTH & VIGOUR:

Some small lower branches are dead.

COMMENTS:

RV medium (large exotic tree with structural fault). To be removed.

TREE NUMBER ON THE PLAN: T24.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 15m.

CROWN SPREAD: North-South: 8m.
East-West: 8m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 620mm.

STRUCTURAL CONDITION:

Above two metres the trunk is bifurcated.

HEALTH & VIGOUR:

Some small lower branches are dead.

COMMENTS:

RV low (large exotic tree with suspect structure). To be removed.

TREE NUMBER ON THE PLAN: T25.

SPECIES: *Syzygium paniculatum*

COMMON NAME: Magenta Cherry.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 3.5m.

CROWN SPREAD: North-South: 2.5m.
East-West: 2.5m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 110mm.

STRUCTURAL CONDITION:

OK.

HEALTH & VIGOUR:

Healthy but stunted.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T26.

SPECIES: *Schinus molle*

COMMON NAME: Peppercorn Tree.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 7m.

CROWN SPREAD: North-South: 9m.
East-West: 6m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 200mm.

STRUCTURAL CONDITION:

Sprawling habit of growth.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV low (generally regarded as a weed). To be removed.

TREE NUMBER ON THE PLAN: T27.**SPECIES:** *Callistemon* sp.**COMMON NAME:** Bottle Brush**ORIGIN:** Commercial cultivar.**APPROXIMATE AGE:** Mature.**APPROXIMATE HEIGHT:** 6m.**CROWN SPREAD:** North-South: 5m.
East-West: 8m.**TRUNK TYPE:** Multi-stemmed.**TRUNK DIAMETER 1400mm ABOVE GROUND:** 190 & 2 x 180mm. **TPZ:** 3.8m**DIAMETER OF LOWER TRUNK:** 410mm. **SRZ:** 2.27m.**STRUCTURAL CONDITION:**

OK.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV high (a street tree). To be retained.

TREE NUMBER ON THE PLAN: T28.**SPECIES:** *Callistemon* sp.**COMMON NAME:** Bottle Brush**ORIGIN:** Commercial cultivar.**APPROXIMATE AGE:** Mature.**APPROXIMATE HEIGHT:** 5m.**CROWN SPREAD:** North-South: 4m.
East-West: 5m.**TRUNK TYPE:** Single.**TRUNK DIAMETER 1400mm ABOVE GROUND:** 150mm. **TPZ:** 2m.**DIAMETER OF LOWER TRUNK:** 200mm. **SRZ:** 1.68m.**STRUCTURAL CONDITION:**

OK.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV high (a street tree). To be retained.

TREE NUMBER ON THE PLAN: T29.

SPECIES: *Callistemon* sp.

COMMON NAME: Bottle Brush

ORIGIN: Commercial cultivar.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 5m.

CROWN SPREAD: North-South: 4m.
East-West: 5m.

TRUNK TYPE: Multi-stemmed.

TRUNK DIAMETER 1400mm ABOVE GROUND: 4 x 110mm. **TPZ:** 2.64m.

DIAMETER OF LOWER TRUNK: 240mm. **SRZ:** 1.81m.

STRUCTURAL CONDITION:

OK.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV high (a street tree). To be retained.

TREE NUMBER ON THE PLAN: T30.

SPECIES: *Callistemon* sp.

COMMON NAME: Bottle Brush

ORIGIN: Commercial cultivar.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 5m.

CROWN SPREAD: North-South: 4m.
East-West: 4m.

TRUNK TYPE: Bifurcated.

TRUNK DIAMETER 1400mm ABOVE GROUND: 130 & 180mm. **TPZ:** 2.66m

DIAMETER OF LOWER TRUNK: 270mm. **SRZ:** 1.91m.

STRUCTURAL CONDITION:

OK.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV high (a street tree). To be retained.

TREE NUMBER ON THE PLAN: T31.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 14m.

CROWN SPREAD: North-South: 6m.
East-West: 6m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 470mm.

STRUCTURAL CONDITION:
OK.

HEALTH & VIGOUR:

Some small lower branches on the North side of the trunk are dead, up to about five metres from ground level.

COMMENTS:

RV medium (large exotic tree with minor fault). To be removed.

TREE NUMBER ON THE PLAN: T32.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 13m.

CROWN SPREAD: North-South: 6m.
East-West: 6m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 430mm.

STRUCTURAL CONDITION:
OK.

HEALTH & VIGOUR:

Some small lower branches are dead.

COMMENTS:

RV high (large exotic tree with minor fault). To be removed.

TREE NUMBER ON THE PLAN: T33.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 14m.

CROWN SPREAD: North-South: 7m.
East-West: 5m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 530mm.

STRUCTURAL CONDITION:

The canopy is one sided because of the close proximity of the canopy of T34.

HEALTH & VIGOUR:

Almost all the branches on the East side of the canopy are dead because of the close proximity of the canopy of T34.

COMMENTS:

RV medium (large exotic tree with many dead branches). To be removed.

TREE NUMBER ON THE PLAN: T34.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 12m.

CROWN SPREAD: North-South: 7m.
East-West: 6m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 480mm.

STRUCTURAL CONDITION:

The canopy is one sided because of the close proximity of the canopy of T33.

HEALTH & VIGOUR:

Almost all the branches on the West side of the canopy are dead because of the close proximity of the canopy of T33.

COMMENTS:

RV medium (large exotic tree with many dead branches). To be removed.

TREE NUMBER ON THE PLAN: T35.

SPECIES: *Schinus molle*

COMMON NAME: Peppercorn Tree.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 7m.

CROWN SPREAD: North-South: 12m.
East-West: 8m.

TRUNK TYPE: Bifurcated.

TRUNK DIAMETER 1400mm ABOVE GROUND: 140 & 200mm.

STRUCTURAL CONDITION:

The two trunks diverge to form a wide canopy.

HEALTH & VIGOUR:

Healthy.

COMMENTS:

RV low (generally regarded as a weed species). To be removed.

TREE NUMBER ON THE PLAN: T36.

SPECIES: *Syzygium paniculatum*

COMMON NAME: Magenta Cherry.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 3m.

CROWN SPREAD: North-South: 2m.
East-West: 2m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 50mm.

STRUCTURAL CONDITION:

Stunted.

HEALTH & VIGOUR:

The top section of the tree is dead.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T37.

SPECIES: *Syzygium paniculatum*

COMMON NAME: Magenta Cherry.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 2.5m.

CROWN SPREAD: North-South: 2m.
East-West: 2m.

TRUNK TYPE: N/A.

TRUNK DIAMETER 1400mm ABOVE GROUND: N/A.

STRUCTURAL CONDITION:

T37 has a bushy structure with no central leader. Stunted.

HEALTH & VIGOUR:

The top section of the tree is dead.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T38.

SPECIES: *Schinus molle*

COMMON NAME: Peppercorn Tree.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 8m.

CROWN SPREAD: North-South: 12m.
East-West: 11m.

TRUNK TYPE: Multi-stemmed.

TRUNK DIAMETER 1400mm ABOVE GROUND: Ranging up to 300mm.

STRUCTURAL CONDITION:

A number of trunks originate from a common base at ground level.

HEALTH & VIGOUR:

Healthy.

COMMENTS:

RV low (generally regarded as a weed). To be removed.

TREE NUMBER ON THE PLAN: T39.

SPECIES: *Photinia serrulata*

COMMON NAME: Chinese Hawthorn.

ORIGIN: Exotic

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 3m.

CROWN SPREAD: North-South: 4m.
East-West: 4m.

TRUNK TYPE: N/A.

TRUNK DIAMETER 1400mm ABOVE GROUND: N/A.

STRUCTURAL CONDITION:

Bushy structure.

HEALTH & VIGOUR:

Much of the tree is dead.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T40.

SPECIES: *Cupressus macrocarpa*

COMMON NAME: Monterey Cypress.

ORIGIN: Exotic.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 12m.

CROWN SPREAD: North-South: 8m.
East-West: 8m.

TRUNK TYPE: Bifurcated.

TRUNK DIAMETER 1400mm ABOVE GROUND: 430 & 500mm.

STRUCTURAL CONDITION:

Structure is compromised by the bifurcation of the trunk.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV medium (large exotic tree with compromised structure). To be removed.

TREE NUMBER ON THE PLAN: T41.

SPECIES: *Syzygium paniculatum*

COMMON NAME: Magenta Cherry.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 2.5m.

CROWN SPREAD: North-South: 2m.
East-West: 2m.

TRUNK TYPE: N/A.

TRUNK DIAMETER 1400mm ABOVE GROUND: N/A.

STRUCTURAL CONDITION:

T41 has a bushy structure with no central leader. Stunted.

HEALTH & VIGOUR:

The top section of the tree is dead.

COMMENTS:

RV low (poor condition). To be removed.

TREE NUMBER ON THE PLAN: T42.

SPECIES: *Photinia serrulata*

COMMON NAME: Chinese Hawthorn.

ORIGIN: Exotic

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 3m.

CROWN SPREAD: North-South: 2m.
East-West: 2m.

TRUNK TYPE: N/A

TRUNK DIAMETER 1400mm ABOVE GROUND: N/A **TPZ:** 2m.

DIAMETER OF LOWER TRUNK: 150mm. **SRZ:** 1.5m.

STRUCTURAL CONDITION:

Bushy structure with no central leader.

HEALTH & VIGOUR:

Stunted and lacking vigour.

COMMENTS:

RV high (growing in an adjoining property). To be retained. The TPZ radius is the minimum allowable under AS 4970-2009 *Protection of Trees on Development Sites*.

TREE NUMBER ON THE PLAN: T43.

SPECIES: *Melia azederach*

COMMON NAME: White Cedar.

ORIGIN: Native.

APPROXIMATE AGE: Semi-mature.

APPROXIMATE HEIGHT: 5m.

CROWN SPREAD: North-South: 6m.
East-West: 6m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 250mm. **TPZ:** 3m.

DIAMETER OF LOWER TRUNK: 340mm. **SRZ:** 2.1m.

STRUCTURAL CONDITION:

Top branches have been removed to clear overhead cables. One branch, which was about 130mm in diameter at the base, has been removed from the North side of the trunk.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV high (a street tree). To be retained.

TREE NUMBER ON THE PLAN: T44.

SPECIES: *Melia azederach*

COMMON NAME: White Cedar.

ORIGIN: Native.

APPROXIMATE AGE: Semi-mature.

APPROXIMATE HEIGHT: 5m.

CROWN SPREAD: North-South: 5m.
East-West: 7m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 240mm. **TPZ:** 2.88m.

DIAMETER OF LOWER TRUNK: 320mm. **SRZ:** 2.05m.

STRUCTURAL CONDITION:

Top branches have been removed to clear overhead cables.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV high (a street tree). To be removed.

TREE NUMBER ON THE PLAN: T45.

SPECIES: *Eucalyptus leucoxydon*

COMMON NAME: Yellow Gum.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 8m.

CROWN SPREAD: North-South: 9m.
East-West: 9m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 550mm. **TPZ:** 6.6m.

DIAMETER OF LOWER TRUNK: 570mm. **SRZ:** 2.61m.

STRUCTURAL CONDITION:

The trunk is bifurcated above 1500mm from ground level.

HEALTH & VIGOUR:

Healthy and vigorous.

COMMENTS:

RV high (growing in an adjacent property). To be retained.

TREE NUMBER ON THE PLAN: T46.

SPECIES: *Eucalyptus cephalocarpa*

COMMON NAME: Silver Stringybark.

ORIGIN: Native.

APPROXIMATE AGE: Mature.

APPROXIMATE HEIGHT: 13m.

CROWN SPREAD: North-South: 11m.
East-West: 10m.

TRUNK TYPE: Single.

TRUNK DIAMETER 1400mm ABOVE GROUND: 670mm. **TPZ:** 8.04m.

DIAMETER OF LOWER TRUNK: 750mm. **SRZ:** 2.93m.

STRUCTURAL CONDITION:

Branches have been removed from the East side of the canopy over the car-park. The roots are contained behind a retaining wall on the West side. The wall is 500mm high.

HEALTH & VIGOUR:

Healthy.

COMMENTS:

RV high (growing in an adjacent property). To be retained but may be removed.

SUMMARY:

Trees to be removed to make way for the proposed development:- T4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41 and 44.

Trees to be retained:- T1, 2, 3, 27, 28, 29, 30, 42, 43, 45 and 46.

To comply with Council Arboriculture Victoria reporting guidelines, the numbers of trees which are to be removed are colour coded red on the plan, and trees to be retained are coded green.

City Council approval would be required for the removal of T44.

DISCUSSION:

Australian Standard AS 4970-2009 *Protection of Trees on Development Sites* defines two specific zones:

1) TREE PROTECTION ZONE (TPZ):

The TPZ is designed to protect the roots, the trunk, and the canopy of each tree.

The area of the TPZ is a circle with a radius calculated by multiplying the trunk diameter at 1400mm above ground level, by 12.

The TPZs are marked on the accompanying plan, to scale, by circles. The TPZ circle is the larger circle in each case.

The minimum allowance for a TPZ is a circle with a radius of two metres, regardless of trunk diameter.

Except in specific circumstances, for the duration of the development, the TPZ should be enclosed by fencing and activity inside the enclosure should be restricted.

There should be:

- No building materials, rubbish or filling of any kind stored inside the fencing.
- No soil disturbance. **This includes no trenching for connection of services.**
- No fixings attached to the trees themselves, in particular no bolts, screws, wires or ropes.
- No preparation of paint, cement or plaster products, or washing of tools used with these products.
- No parking of vehicles or refuelling of vehicles or appliances.
- No change in soil surface levels.

See discussion below.

2) STRUCTURAL ROOT ZONE (SRZ):

The SRZ is the area required for tree stability, or the area where the structural (anchor) roots can be expected to be found.

The radius of the SRZ is calculated according to the formula $R_{SRZ} = (D \times 50)^{0.42} \times 0.64$, where D is the trunk diameter (in metres) measured immediately above the root buttress. (Australian Standard AS 4970-2009 *Protection of Trees on Development Sites*). There should be **no soil disturbance** within the SRZ without prior investigation to ascertain the location of roots.

The SRZ is required to be calculated when there is encroachment into the TPZ. It is then marked on the plan, to scale, by a circle. The SRZ has been calculated for trees which are to be retained but may not be shown on the plan if there is no encroachment into the TPZ.

The minimum allowance for an SRZ is a circle with a radius of 1.5 metres regardless of trunk diameter.

ARBORICULTURAL IMPACT ASSESSMENT:

- Concrete paving of a carpark would encroach on the TPZ of T1 by 3.3% of the TPZ area.
- Concrete paving of a driveway would encroach on the TPZ of T2 by 22% of the TPZ area.
- Excavation for the crossover to Kylie Place would encroach on the TPZ of T27 by 2.3% of the TPZ area.
- Excavation for the crossover to Kylie Place would encroach on the TPZ of T28 by 13.9% of the TPZ area.
- Excavation for the footings of Unit 28 would encroach on the TPZ of T42 by 12.8% of the TPZ area.
- Excavation for the footings of Unit 8 plus the concrete driveway would encroach on the TPZ of T46 by 42.5% of the TPZ area.

Australian Standard AS 4970-2009 *Protection of Trees on Development Sites* allows for encroachment into the TPZ of 10%, without investigation of the root zone, provided that the size of the TPZ may be extended in another area, contiguous with the original TPZ, to compensate for the encroachment.

Each of the T1 and T27 encroachments is within the 10% guideline of the Standard. They are minor encroachments (Australian Standard AS 4970-2009 clause 3.3.2). The area of the T1 TPZ can be enlarged within the subject property. The area of the T27 TPZ can be enlarged along the nature strip. Therefore, there would be no discernible impact on either tree.

The T2 encroachment is excessive. To reduce the impact of the development on T2, the driveway could be installed above the existing grade. Paving of the driveway could be permeable (see TPMR below).

The T28 encroachment marginally exceeds the 10% guideline of the Standard. However, AS 4970-2009 also allows that, if the encroachment is greater than 10%, the size of the TPZ may still be extended in another area, contiguous with the original TPZ, to compensate for the encroachment provided that the tree will remain viable post construction. The TPZ area of T28 can be enlarged along the nature strip. Exceeding the 10% encroachment would normally trigger the need for a root investigation although, since this is a small healthy tree, there should be no need for such a root investigation.

Similarly, the T42 encroachment marginally exceeds the 10% allowance. T42 is a small bushy tree with the smallest TPZ area allowable by the Standard. It is unlikely to have roots in the area to be excavated. It does not warrant a root investigation. It is currently in poor condition and will remain so post construction.

T46 is listed for retention although it might be able to be removed by arrangement with the tree owner. However, assuming that the tree is retained:

The large area of encroachment for T46 is currently covered by thick concrete paving. T46 is close to the boundary of the property where the tree is growing. The roots of the tree are contained behind an existing brick retaining wall which is about 500mm high opposite the tree trunk.

The retaining wall is intact and has not been damaged by the tree roots. It is reasonable to assume that the roots have been prevented from extending into the subject property by the wall

and the footing of the wall. Any roots which have extended into the subject property would have to be deep roots under the existing concrete slab. The proposed Unit 8 and associated driveway paving will duplicate the existing condition and will have no impact on the tree (see TPMR below).

Provided that the provisions of the Tree Protection Management Report are adhered to, all retained trees will remain viable post construction.

This report assumes that, apart from TPZ encroachment mentioned above, there will be no site cut/fill, no impermeable paving, no retaining walls and no mechanical trenching for the installation of services within the TPZ of any tree.

TREE PROTECTION MANAGEMENT REPORT.

1. A project arborist must be appointed.
2. A pre-construction meeting must be organized to include the project manager, the contractors and the project arborist, to introduce the tree protection measures and requirements.
3. It is the responsibility of the site supervisor to ensure that the project arborist is notified of the beginning and completion of work on the project and that the project arborist is on the site at appropriate times.
4. If T46 remains in place, overhanging branches will need to be removed.
5. Pruning must be done by a suitably qualified arborist in accordance with Australian Standard AS4373 – 2007 *Pruning of Amenity Trees*, to the satisfaction of the responsible Authority.
6. **Before demolition of remaining concrete paving begins** T3, 27, 28, 29, 30 and 43 must have Tree Protection Zone Fences enclosing parts of the TPZs. The fences must be erected with commercially available temporary security fence panels, at least 1.8m high, made of chain wire mesh on galvanized pipe frames. Each fence must have a sign attached saying “TREE PROTECTION FENCE”. **Within the TPZ fencing of any tree there must be:**
 - No building materials, rubbish or filling of any kind stored inside the fencing.
 - No soil disturbance. **This includes no mechanical trenching for connection of services.**
 - No fixings attached to the trees themselves, in particular no bolts, screws, wires or ropes.
 - No preparation of paint, cement or plaster products, or washing of tools used with these products.
 - No parking of vehicles or refuelling of vehicles or appliances.
 - No change in soil surface levels.
7. The fences must be erected in the positions shown on the plan. The positions reflect the guidelines of the Australian Standard AS 4970-2009 *Protection of Trees on Development Sites* but are modified to account for limitations on the site. The fences are not drawn to scale on the plan and may have to be adapted by the project arborist, according to site conditions.
8. Ground cover vegetation in the area enclosed by the fences must be removed. The area must then be mulched with wood chips to a depth of 100 mm.
9. Tree protection fences must not be moved or altered without approval by the project arborist, or without written consent of the Responsible Authority.
10. No TPZ fencing is required for other retained trees because they will be satisfactorily protected by the existing boundary fencing.
11. If T46 remains in place, immediately after removal of the existing concrete slab adjacent to the tree, the area of the TPZ must be covered with rumble boards to protect the roots and to prevent soil compaction.

12. If T46 remains in place, the Eastern wall of Unit 8, within the TPZ of T46, must be supported on bored piers. The location of the piers must be decided by the project arborist after conducting an investigation to ascertain the location of significant roots (if any). There must be no excavation for an edge beam for the slab within the TPZ of T46.
13. At intervals of three months, throughout the development process, the arborist must nominate a day to attend the site to ensure that the Tree Protection Management Plan is being adhered to.
14. After each visit the arborist must issue an emailed report to the developer and to City of Kingston Council detailing the date of the visit and the state of compliance with the Tree Protection Management Plan.
15. Where the proposed new driveway passes through the TPZ of T2, the driveway must be installed above the existing grade. Paving of the new driveway must be permeable at least within the TPZ. Surface treatment such as Waterpave® or ECOTRIHEX® permeable paving could be used. Details of these two products are available on the internet.
16. The street tree fencing must remain in place until all work is completed.
17. The project arborist must be in attendance during excavation for the crossover adjacent to T28. The arborist will ensure that root damage is minimized. The arborist will prune any damaged roots.
18. At the conclusion of the development the project arborist must assess the condition of the trees and their growing environment, and make recommendations for any remedial actions.
19. Following the final inspection and completion of remedial works, the project arborist must certify that the completed works have been carried out in compliance with the approved plans and specifications for tree protection. The certification must comply with AS 4970-2009 clause 5.5.2



Robert Murray *A.C.A. Uni.Melb.*
Arborist.

Date 23 / 3 / 2021

Ref:

Australian Standard AS4373 – 2007 *Pruning of Amenity Trees*. Standards Australian Sydney.

Australian Standard AS 4970-2009 *Protection of Trees on Development Sites* Standards Australian Sydney.



PLAN LEGEND

- NEW CARRIAGE NEW TYPING DEPTH AND DRIVE E DRAINAGE FEATURES REFER TO BESS REPORT PLAN
- PERMEABLE AREA FOR PLANTING REFER TO LANDSCAPE PLAN
- ADDITIONAL GARDEN BED PMP REFER TO LANDSCAPE PLAN
- NOM LOCATION OF MID TO HIGH CANOPY TREES REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS
- NOM LOCATION OF ADDITIONAL NATURE STRIP TREES REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS
- LOADING BAY 3.0M E COMPLIANT SIDE FOR DESIGN DELIVERY VEHICLE DESIGN DELIVERY VEHICLE MIN MAX LENGTH 8.0M ONLY REFER TO TRAFFIC ENG. REPORT FOR ALL MINV TURNING CIRCLES TO LOADING BAY
- PEDESTRIAN PLAY CLEARANCE ZONE NO PLANTING MORE THAN 900MM HIGH
- ACCESS COMPLIANT CAR SPACE
- FIXED PERMANENT CARSPACE
- TEMPORARY RELOCATABLE CARSPACE FOR RECEIPT OF DELIVERIES A RELOCATED LANDING BAY OF DELIVERY REFER TO TRAFFIC ENGINEER STATEMENT
- 1.3 STAKER CAR PARK SYSTEM FOR OCCUPANT EMPLOYEE USE ONLY NOT FOR USE BY VISITOR OR SERVICE OCCUPANT REFER TO TRAFFIC ENGINEER STATEMENT
- 6.5 DOUBLE STAKER CAR PARK SYSTEM FOR OCCUPANT EMPLOYEE USE ONLY REFER TO TRAFFIC ENGINEER STATEMENT
- TYPE 4 SINGLE OCCUPANT WAREHOUSE OFFICE
- RESTRICTED DELIVERY VEHICLE HEIGHT OF 2.0M REFER TO MAX USER DELIVERY VEHICLE ALLOWED WITHIN TRAFFIC ENGINEER REPORT FOR TYPE 4 UNITS



TOWN PLANNING ISSUE

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| NO. | DESCRIPTION | DATE |
|-----|-----------------|----------|
| A | MASTER PLAN | 06.02.21 |
| B | MASTER PLAN | 01.03.21 |
| C | TP R2 | 03.04.21 |
| D | TP Applications | 04.02.21 |
| E | TP R2 | |

Keys
32-44 Keys rd
Cheltenham VIC

Ground Floor Plan

| | |
|----------------|----------------|
| PROJECT NUMBER | 2003 |
| CLIENT | David Rapaport |
| DATE | June 2020 |
| DRAWN | Author |
| CHECKED BY | Checker |

TP03 E
SCALE As Indicated

TP - MASTER PLAN LAYOUT
SCALE 1: 250