

3.2 1-12 Bills Street HAWTHORN

1-12 Bills Street, Hawthorn

Reference No.:	N/A
Responsible Director	Nick Lund Urban Living
Authorised by:	Simon Mitchell Manager Strategic & Statutory Planning
Report officer:	Seuna Byrne Principal Planner Statutory Planning

Abstract

Proposal

Planning Scheme Amendment VC190 facilitates development forming part of Victoria's Big Housing Build, by enabling the developments to be undertaken without requiring a planning permit. Big Housing Build developments are required, instead, to respond to the standards set out in Clause 52.20. The planning scheme amendment also made the Minister for Energy, Environment and Climate Change the responsible authority for these developments, rather than Council.

Council has been invited to comment on a proposal by Homes Victoria to redevelop the former Bills Street, Hawthorn public housing estate with a development of 206 apartments, spread across six buildings, ranging between 3-7 storeys. A total of 103 social housing apartments would be provided, together with 103 affordable housing apartments. The land is to remain entirely in government ownership.

The following officer's report undertakes an assessment of documents prepared on behalf of Homes Victoria in accordance with standards set out in Clause 52.20 of the Boroondara Planning Scheme. These documents are to be submitted to the Minister for Energy, Environment and Climate Change (via DELWP) for approval.

Once approved, Homes Victoria will be entitled to commence redevelopment of the Bills Street estate at 1-12 Bills Street, Hawthorn.

Issues

The following are key concerns in respect of this proposal:

- A number of standards set out in Clauses 52.20-6 and 52.20-7 have not been satisfied;
- Insufficient detail is provided in the documents to adequately demonstrate compliance with some standards in Clauses 52.20-6 and 52.20-7;
- The development fails to incorporate a community room, which is vital for the successful integration of residents with the broader community, and reneges on a commitment given by DHHS;

- Replacement of the Robinson Road car park is not proposed as part of the project, however Homes Victoria has commenced engagement with officers on replacement options utilising Council-owned land. These options are reviewed in a separate report to Council's Services Delegated Committee;
- Increased traffic generated by the development warrants modifications to the intersection of Bills Street and Auburn Road, including the creation of dedicated left and right-turn lanes and the potential introduction of traffic signals;
- Insufficient onsite car parking provision;
- The scale, siting and massing of Building A will have a detrimental impact on the amenity of the dwellings at Nos. 3/5 and 7 Burgess Street due to excessive visual bulk, overlooking and overshadowing;
- Whether the scale and siting of Building C is acceptable with regard to its impact on the amenity of Patterson Reserve. This is substantially dependent on whether Council's Services Delegated Committee resolves to authorise officers to enter into an agreement with Homes Victoria whereby the authority constructs a public car park for use by Council within Patterson Reserve, between the hockey field and velodrome;
- To embed ongoing public rights of access, an easement-in-gross for right of way should be applied to the western end of Bills Street (for its entire realigned length as it passes through the site) and over the publicly accessible spaces to the east and west of Building A;
- The development is required to respond to the standards set out in Clauses 52.20-6 and 52.20-7, however it fails to comply with a number of standards.
- More information is required to be added to the plans, to clearly demonstrate compliance achieved.

Officer's response

There is widespread non-compliance with the internal amenity standards relating to accessibility and functional layout (minimum living room dimensions). If the Better Apartment Design Standards (which much of Clause 52.20 is based on) is the Government's own benchmark for minimum acceptable internal amenity, the proposed apartment layouts categorically fail to deliver reasonable standards of living for the new residents.

It is proposed to write to DELWP, Homes Victoria, the Office of the Victorian Government Architect and the Minister for Energy, Environment and Climate Change to inform them of the shortcomings of the proposal.

Officers' recommendation

That the Urban Planning Delegated Committee resolves to authorise officers to prepare and send letters to Homes Victoria, the Department of Environment, Land, Water and Planning, the Office of the Victorian Government Architect and the Minister for Energy, Environment and Climate Change advising that:

1. The development fails to satisfy the applicable standards in Clause 52.20, as follows:
 - **Clause 52.20-6.1 Infrastructure** - modifications are required to the road carriageway of Bills St to support dedicated left and right-turn lanes;

- **Clause 52.20-6.1 Infrastructure** - modifications are required to the design of Building A and the area to its south, to ensure no adverse overland flow effects;
- **Clause 52.20-6.2 Street setback** - the limited setbacks, extent of hard-stand area and the consequential lack of deep soil planting areas in the western setbacks of Buildings C and E/F is an unacceptable design response;
- **Clause 52.20-6.4 Safety** - The entrance to Building C from Bills St and the entrance to Building E from Robinson Rd require redesign to ensure they positively contribute to street activity and are not isolated or concealed;
- **Clause 52.20-6.4 Safety** - An easement-in-gross for right of way should be created over the western end of Bills Street, and over the publicly accessible areas to the east and west of Building A;
- **Clause 52.20-6.5 Access** - Vehicle access to the western end of Bills Street must be restricted to emergency vehicle access, only;
- **52.20-6.7 Car parking** - If a community room is incorporated into the development, it should be allocated at least one car space. It is considered overall onsite parking provision is insufficient to meet demand;
- **Clause 52.20-6.7 Accessway design** - cross-sections of all basement entrances must be provided, demonstrating the standard is met and demonstrating adequate height clearance is available at all waste bin loading zones, as recommended in the Waste Management Plan;
- **Clause 52.20-6.7 Car parking spaces** - the plans contain insufficient dimensions of car spaces and access aisles to demonstrate they comply with the standard;
- **Clause 52.20-6.7 Gradients** - the plans contain insufficient detail of basement ramp and transition grades to demonstrate they comply with the standard;
- **Clause 52.20-6.7 Safety** - no detail of internal lighting is provided, demonstrating it complies with the standard;
- **Clause 52.20-6.7 Safety** - no details of proposed directional signage is provided, demonstrating it complies with the standard;
- **Clause 52.20-6.7 Safety** - the layout of the pedestrian entrance to Building C from Bills Street is too discrete, encircled by balcony and planter infrastructure, so has poor connections with, and visibility from, the public realm;
- **Clause 52.20-6.7 Safety** - the Lower Ground 2 south-west entrance to the car park in Building C is circuitous and opens into a space encircled by storage cubicles. The airlock is also proximate to bedrooms in Apartments C-LG202 and C-LG203, which may be a source of disruptive noise. The airlock should be shifted further north and swapped with the storage spaces, locating it closer to the lift core/entry foyer;
- **Clause 52.20-6.7 Landscaping** - the extent of hard paving in the western setback of Buildings C and E/F, facing Robinson Road, is at odds with the low-scale, leafy character of the street and cause the buildings to be unreasonably imposing in the streetscape;
- **Clause 52.20-6.12 Overshadowing open space** - it appears Building A would cast increased shadow over the rear yards of Nos. 3/5 and 7 Burgess St, potentially causing the extent and duration of shadow over 3/5 Burgess Street to be non-compliant;
- **Clause 52.20-6.13 Overlooking** - All south-facing balconies and habitable room windows in Building A should incorporate privacy screening;
- **Clause 52.20-6.17 Solar access to open space** - the north-facing Ground Floor apartments in Buildings A, B and C will be unreasonably overshadowed by buildings E, F and G;

- **Clause 52.20-6.18 Storage** - Only a handful of apartments are provided with separate secure storage. All dwellings should have convenient access to at least 6 cubic metres of externally accessible, secure storage space;
- **Clause 52.20-6.21 Site services** - more information is required on the elevations to demonstrate the material/finish proposed for the site service cupboard doors is integrated with the balance of the building in which they are located;
- **Clause 52.20-7.1 Energy efficiency** - the amenity and energy efficiency of some north-facing apartments is compromised by the extent and duration of overshadowing from the height and continuous alignment of the northern street wall;
- **Clause 52.20-7.4 Deep soil areas and canopy trees** - inadequate deep soil planting opportunities are incorporated into the Robinson Road setback of Buildings C and E/F;
- **Clause 52.20-7.6 Building setback** - Having undertaken a detailed review of the site context in preparing Council's adopted UDF and now having reviewed the application material, Council's Urban Designer has formed the expert view the development fails to appropriately respond to the urban context in three key respects:
 - i. The scale and massing of Building A, where it interfaces with Burgess Street properties. Level 2 (the fourth floor) should be deleted in its entirety and increased articulation and mass-modulation be introduced to the southern elevation of the remnant building form.
 - ii. The continuous, uninterrupted street wall along the northern side of Bills Street will degrade the amenity of the public realm due to excessive overshadowing and visual bulk. Analysis also reveals the northern street wall will unreasonably overshadow north-facing apartments in Buildings A, B and C. The northern street wall should be decreased in height between Buildings E/F and F/G and the southern setback of Levels 5 and 6 of Building G should be increased.
 - iii. The limited setbacks and scarcity of deep soil planting opportunities along the Robinson Road and Patterson Reserve interfaces (Buildings C and E/F) fail to respect the sensitive interface. Variation in the building alignment is required, to create opportunities for deep soil planting.
- **Clause 52.20-7.6 Building setback** - The siting of Building A results in direct views from the new apartments into the rear yards of 3/5 and 7 Burgess Street;
- **Clause 52.20-7.7 Noise impacts** - the bedroom of Apartment F-G01 in Building F directly abuts the wall of the substation;
- **Clause 52.20-7.7 Noise impacts** - Apartment F-G01 in Building F, Building C Lower Ground 2 airlock, Apartment C-LG201 and Building A roof terrace;
- **Clause 52.20-7.7 Noise impacts** - double glazing (or better) with commercial-grade seals should be use for all apartments with an outlook over the hockey field;
- **Clause 52.20-7.8 Accessibility** - The architects' plans contain mis-statements with regard to the level of compliance achieved. Enlarged, dimensioned floor plans of each unique apartment layout must be provided, to demonstrate compliance with the standard is achieved. The architect appears to pick and choose between elements in the Option A and Option B bathroom designs. An accessible apartment must satisfy all of the requirements of either Option A or Option B, not a hybrid.
- **Clause 52.20-7.9 Building entry and circulation** - Modifications to the layout of the entrance of Building C to Bills St and Building E from Robinson Road are recommended;

- **Clause 52.20-7.9 Building entry and circulation** - An openable window is required for the Ground Floor communal corridor of Building A;
 - **Clause 52.20-7.10 Private open space** - the architects' plans contain mis-statements with regard to the level of compliance achieved and errors in the annotated area and dimension of some balconies. Balcony area and dimensions should be taken from the outside wall of the building, to the inside of the balcony balustrade.
 - **Clause 52.20-7.13 Functional layouts** - 1-bed apartments are to have living areas with min. dimensions of 3.3m x 3.3m. 2-bed and 3-bed apartments are to have living areas with min. dimensions of 3.6m x 3.6m.
 - **Clause 52.20-7.17 Integration with the street** - the quality of the public realm in the western end of Bills Street is substantially degraded as a consequence of the extent and duration of overshadowing cast by the northern street wall.
 - **Clause 52.20-7.17 Integration with the street** - the development achieves a high level of street activation, with the exception of Building C, where it faces Bills Street.
2. Insufficient information is provided to demonstrate all of the standards set out in Clause 52.20-6 and Clause 52.20-7 are met. The following details must be added to the plans:
- Dimensions of all accessway widths, demonstrating they comply with Clause 52.20-6.7;
 - Cross-sections of all basement ramps, demonstrating they comply with Clause 52.20-6.7;
 - Dimensions of the passing areas at all car park entrances, demonstrating they comply with Clause 52.20-6.7;
 - Dimensions of all corner splay areas at all car park entrances, demonstrating they comply with Clause 52.20-6.7;
 - Dimensions of car spaces and access aisle widths, demonstrating they comply with Clause 52.20-6.7;
 - Dimensions of the setback of columns adjacent to car spaces, demonstrating they comply with Clause 52.20-6.7;
 - Dimensions of all disabled parking spaces, the adjacent access aisle width and an annotation of the height clearance above, demonstrating they all comply with Clause 52.20-6.7;
 - Enlarged (1:100) shadow diagrams, for the hours of 9am-3pm at the September Equinox, examining the extent and duration of shadows cast by the development over the secluded private open space (SPOS) of 3/5 Burgess Street, including:
 - i. An accurate depiction of the location and height of the existing northern boundary fence of 3/5 Burgess St;
 - ii. An accurate depiction of the area of SPOS at 3/5 Burgess St, which for the purposes of shadow analysis excludes that part of the yard with a width less than 3.0m;
 - iii. Analysis of the extent of existing shadows cast over the SPOS (area in sqm, min. 3.0m in width) at each hour between 9am-3pm, and comparison analysis of the proposed extent of shadows;
 - Enlarged, dimensioned sections of all proposed privacy screens, demonstrating they consist of max. 25% openings, are fixed, and have a minimum height of 1.7m above finished floor level;

- The South Elevation of Building G amended to identify the material the service cupboard doors are to be clad with. It is recommended they be clad using a material found in the material palette of Building G (such as “MT12”, lightweight metal cladding with recessed joints in Colorbond colour “Monument”), to ensure the cabinets are integrated with the balance of the building.
 - An Acoustic Report, demonstrating compliance with Clause 52.20-7.7 (Noise impacts). It is understood a report has been prepared, however it was not included in the package of documents provided to Council. Any report must demonstrate the southern façade of Building B, the southern and western facades of Building C, and the southern and western facades of Building E/F are designed to comply with the standard, as they have direct line of sight to the noise source (the Monash Freeway). The floor plans and elevations should be amended to detail any specific requirements in the approved Acoustic Report.
 - Enlarged, annotated and dimensioned plans of all unique apartment layouts, demonstrating compliance with the accessibility, open space, storage, functional layout, room depth, windows and natural ventilation standards.
 - An annotation should be added to all floor plans, requiring that cooling and heating units are not to be located on balconies (otherwise the balconies will be of insufficient area to comply with Clause 52.20-7.10 Private open space).
 - For those apartments relying on basement storage to achieve compliance with Clause 52.20-7.11 Storage, the plans should be annotated to note the capacity of the storage space and to identify which apartment it is allocated to, to demonstrate compliance.
 - All 1-bedroom apartments demonstrated to have a living area with minimum dimensions of 3.3m x 3.3m (clear of the kitchen and dining area);
 - All 2 and 3-bedroom apartments demonstrated to have a living area with minimum dimensions of 3.6m x 3.6m (clear of the kitchen and dining area);
 - Demonstration that all habitable and non-habitable areas in Buildings A and B have finished floor levels and minimum opening levels (air intakes, etc.) necessary to ensure they will not be subject to inundation in overland flow events;
 - A Tree Management Plan is required which must include site specific details about how Trees 2, 37 - 78 will be protected.
3. The failure to incorporate a community room in the project reneges on a commitment given to Council and the community by the former DHHS. Inclusion of a community room to facilitate community connection is consistent with the Victorian Government's focus on recognising 'people at the centre' of the 10-Year Strategy for Social and Affordable Housing. A community room should be integrated in the Ground Floor of Building A, and should contain the facilities recommended by Council's Community Planning and Development Department.
4. Increased traffic volumes generated by the development warrants modifications to the intersection of Bills Street and Auburn Road, including the creation of dedicated left and right-turn lanes and the potential introduction of traffic signals.
5. The scale, siting and massing of Building A will have a detrimental impact on the amenity of the dwellings at Nos. 3/5 and 7 Burgess Street due to excessive visual bulk, overlooking and, at 3/5 Burgess St, overshadowing.

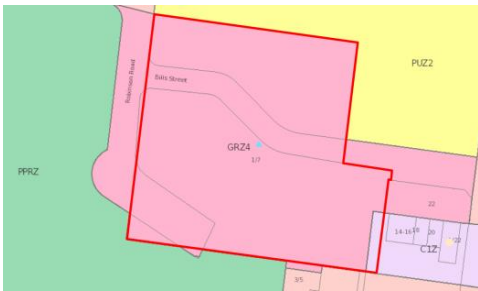
6. The layout of Building C must be modified to remove all buildings and works from the Tree Protection Zone of Tree No. 37, to enable Council to retain the tree and proceed with a modified version of Option 2 for the replacement of the Robinson Road car park.
7. To embed ongoing public rights of access, an easement-in-gross for right of way should be applied to the western end of Bills Street (for its entire realigned length as it passes through the site) and over the publicly accessible spaces to the east and west of Building A.
8. Trees 7-11 along the southern boundary should be retained and an alternative solution to the proposed installation of underground services in this area further investigated.
9. Further modifications to the design of Building A and the area to its south, including proposed tree planting, are required to ensure no adverse effects from overland flow in accordance with the advice from Council's Asset and Capital Planning Department. The proposed compensatory tree planting along the southern boundary is not supported as planting directly within the easement and above the underground services has potential to cause future issues of damage that would necessitate tree removal. The proposed tree planting in close proximity to above ground structures is not supported as it is highly likely to cause future issues of damage that would necessitate tree removal. All replacement trees should be planted a minimum horizontal distance of 2 metres from below and above ground structures and in locations that will allow their mature canopy dimensions (height and width) to be achieved.
10. Tree planting is proposed less than 1.0m from above ground structures and will have a propensity to cause issues of ongoing damage.
11. The proposed planting of large (>20m mature height) trees species such as *Corymbia citriodora* (Lemon Scented Gum) and *Corymbia maculata* (Spotted Gum) is likely to result in ongoing issues of damage with surrounding structures due to the proximity of paving, retaining walls, buildings etc.; and the proposed planting of medium sized tree species such as *Melia azedarach* (White Cedar) is likely to cause ongoing issues of damage with surrounding structures and issues of nuisance due to their seasonal leaf, fruit and flower fall.
12. Vehicle access along the western end of Bills Street must be restricted to emergency vehicles, only.
13. The development must be redesigned to enable street tree Nos. 33 and 34, in Robinson Road, to be retained.
14. To achieve genuine integration and a 'tenure-blind' outcome, social and affordable apartments should be randomly distributed throughout all buildings, rather than segregated into separate buildings.
15. Notwithstanding the rates set out in Clause 52.20, insufficient parking is provided for residents and visitors.

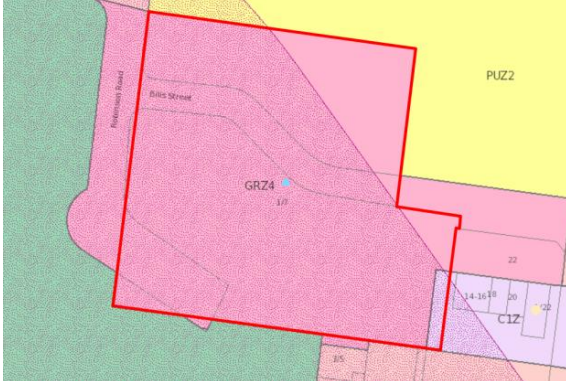

16. Changes to the service frequency and route of bus route No. 624 should be explored with the Head, Transport for Victoria, to provide improved public transport access for new residents.
17. That the Minister be advised there is no basis under Clause 52.20 of the Boroondara Planning Scheme for the confined scope of consultation carried out by Homes Victoria and that the matters raised by Council in this submission which go beyond those matters Council was invited by Homes Victoria to address must be fairly and reasonably considered before a decision is made.
18. That the Office of the Victorian Government Architect (OVGA) be advised of Council's disappointment of their support for the proposal, via the OVGA's Victorian Design Review Panel, given the high levels of non-compliance with the internal amenity standards set out in Clause 52.20 of the Boroondara Planning Scheme.



STATUTORY PLANNING OFFICERS REPORT

Urban Planning Delegated Committee

Reference Number	N/A
Planning Officer	Seuna Byrne - Principal Planner
Applicant	Homes Victoria
Owner	Department of Families Fairness and Housing
Property Address	1-12 Bills Street, Hawthorn
Matter for consideration	Consideration of documents prepared by Homes Victoria in accordance with Clause 52.20 of the Boroondara Planning Scheme (See Appendix A - Architectural Plans) to the satisfaction of the Minister for Energy, Environment and Climate Change.
Proposal	<p>Construction of 206 apartments (103 social housing and 103 affordable housing) across six buildings, ranging in scale between 3-7 storeys and realignment of Bills Street.</p> <p>Clause 52.30-4 requires consultation to be undertaken with the relevant municipal council before the use or development commences. This report sets out the officers' assessment of the proposal's compliance with the conditions and requirements set out in Clause 52.20 and forms the basis of the proposed Council submission to Homes Victoria and the Department of Environment, Land, Water and Planning (DELWP) in respect of the proposal.</p>
Ward	Riversdale
Zoning	<p>Predominantly General Residential Zone Schedule 4 (GRZ4 - "Super-sized lot"). A small portion of the eastern end of the site, where it abuts No. 14-16 Bills Street, is in the Commercial 1 Zone.</p>  <p>Above: Extract of the zoning map</p>

Overlays	None
Principal Public Transport Network (PPTN) Area?	No
Area of Aboriginal Cultural Heritage Significance?	<p>Yes, part of the site</p>  <p>Above: Extract of map showing the extent of the land located within an area of Aboriginal Cultural Significance</p>
Melbourne Water 100yr Flood Area?	No
Potential Overland Flow?	<p>Yes</p>  <p>Above: Extract of aerial photo showing the extent of the land and surrounding area affected by potential overland flow</p>
Advertised?	Homes Victoria has undertaken limited online engagement with the local community ¹ on confined aspects of the project ² , and has

¹ Via an online survey, open from 15 March 2021 to 16 April 2021, and five online community sessions held during that period. The *Bills Street, Hawthorn Engagement Report*, June 2021, states “opportunities to engage were advertised on social media (Facebook, LinkedIn and Twitter), via a letterbox drop to near neighbours and direct invitation. The LinkedIn post detailing the extended deadline for community consultation attracted the highest click rate. The Facebook post reached an audience of over 3,500 people living in Hawthorn and five kilometres beyond the suburb border.” (page 9, *Bills Street, Hawthorn Engagement Report*, June 2021)

	<p>undertaken statutory consultation in accordance with Clause 52.20-4 with abutting and nearby property owners/occupiers. The <i>Bills Street, Hawthorn Engagement Report</i>, June 2021, states 69 people attended the online sessions and 90 online survey or workbook submissions were received.</p> <p>Council has engaged with the local area, sending letters to approximately 5,000 households, informing them of the application material (available on Council's website) and inviting them to make submissions for Council's consideration. Submissions have been received from 31 households at the time of writing.</p> <p>Homes Victoria also convened a Community Reference Group (CRG) chaired by John Kennedy MP, State Member for Hawthorn, to "provide advice on community concerns; ensure a diverse range of community perspectives are considered"³ however, it is understood one CRG meeting has been held to date⁴.</p>
Plans Assessed in this Report	Plans and reports received from Homes Victoria on 29 June 2021 (See Appendix A) .
Recommendation	That Council resolve to advise the DELWP, Homes Victoria and the Minister for Energy, Environment and Climate Change of the matters outlined in the Abstract to this report.

THE PROPOSAL

The development set out in the proposed plans is summarised as follows:

- Construction of 206 dwellings (103 social housing, 103 affordable housing);
- Social housing apartment mix: 57 x 1-bed, 31 x 2-bed, 15 x 3-bed;
- Affordable housing apartment mix: 31 x 1-bed, 52 x 2-bed, 20 x 3-bed;
- 165 car spaces comprising 103 spaces for the affordable housing (at a rate of 1.0 per dwelling) and 62 spaces for the social housing (at a rate of 0.6 per dwelling);
- 139 bicycle parking spaces comprising 125 spaces for residents and 14 spaces for visitors;

² "Participants were asked to explore how the site could better connect with the neighbourhood, how the public spaces could be improved, and how the site could be more welcoming and feel more secure." (page 11, *Bills Street, Hawthorn Engagement Report*, June 2021)

³ <https://www.vic.gov.au/bills-street-hawthorn> (as published, 12 July 2021)

⁴ The first meeting of the Bills Street Community Reference Group was held online, on 6 July 2021, attended by two Boroondara Councillors, eight local residents, representatives of the Victorian Public Housing Tenants Association and Access Health and five members of staff from Homes Victoria. The meeting was hosted by John Kennedy MP.

- Maximum overall building height:
 - Building A: 21.35m;
 - Building B: 18.149m;
 - Building C: 16.9m;
 - Building E: 16.55m;
 - Building F: 18.5m;
 - Building G: 23.0m;
- Bills Street street wall height (northern side of the street): 10.95m - 14.65m;
- Gross site coverage: 59.8%⁵;
- Site permeability: 20.93%⁶;
- Deep soil area (with a minimum width of 6.0m): 721.1sqm / 7.1% of site area⁷;
- A total of approximately 1,822sqm of communal and public open space;
- Tree retention: Tree Nos. 01, 03, 04, 05, 16, 16A, 20, 23, 24, 27, 28, 31 and 36 are proposed to be retained;
- Private tree removal: Tree Nos. 07, 08, 09, 10, 11, 12, 13, 14, 14A, 14B, 15, 17, 21, 22, 22A, 26 and 30 are proposed to be removed;
- Street tree removal: Tree Nos. 33 and 34 are street trees in Robinson Road which are proposed to be removed;
- The development incorporates seven areas of communal or public open space, including a roof terrace on Level 3 of Building A (the Fourth Floor);
- The alignment of Bills Street would be altered at its western end, where it passes through the subject land. It is unclear whether the realigned road is proposed to be given 'road' status on title;
- Buildings E, F and G are proposed to occupy part of the existing Bills Street road reserve;
- The development is estimated to generate in the order of 1,108 vehicle movements per day, inclusive of 79 vehicle movements during the AM peak hour and 110 vehicle movements during the PM peak hour⁸;
- The development is to be 'tenure blind', meaning the design of the social and affordable housing will be indistinguishable from each other⁹. However, the affordable and social housing apartments are segregated into separate buildings, rather than being randomly dispersed throughout the buildings (i.e. 'salt and

⁵ Based on site area of 10,081sqm and building area of 6,031sqm. These figures, provided in the Architects' Cover Sheet, include the road reserve within the site area. Excluding the road reserve (as would ordinarily be the case) causes the percentage of site coverage to be increased to 66.85%. This is based on the Functional Layout Plan (Sheet 1 of 3, Drawing No. 17122T-FLP-001, Issue D, dated 11 November 2020, prepared by Ratio Consultants Pty Ltd) which shows the proposed road reserve having a site area of 1,058.9sqm.

⁶ Site permeability increases to 23.39% if the road reserve is excluded from the site area.

⁷ Deep soil area increases to 7.99% if the road reserve is excluded from the site area. The figure of 721.1sqm is taken from the Architect's Cover Sheet (Drawing AR-TP00.00 Revision 6, dated 16 June 2021). Officers calculate the deep soil area to be 1,074sqm, which equates to 10.65% of the site area (including the road reserve in the site area, increasing to 11.9% if the road reserve is excluded from the site area).

⁸ Page 33, Traffic Impact Assessment, Version F01, dated 2 February 2021, prepared by Ratio Consultants Pty Ltd.

⁹ In terms of appearance/quality, however not in terms of car parking allocation.

pepper'). Buildings A, E and G will contain the social housing apartments and Buildings B, C and F will contain the affordable housing apartments;

- The buildings are to be constructed using a mix of brick, aluminium cladding, fibre cement cladding and form-liner concrete.

Table 1 - Proposed boundary setbacks - Building A

Location of setbacks	Proposed boundary setbacks			
	North	South	East	West
Lower Ground Level 2	-	-	-	-
Lower Ground Level 1	0m - 7.81m (basement)	4.75m - 5.05m	4.4m - 9.4m (basement)	Internal to site
Ground	1.02m - 3.25m - 17.49m	9.05m - 9.26m	4.52m - 19.19m	Internal to site
Level 1	0m	9.06m	4.51m - 18.96m	Internal to site
Level 2	0m	9.09m	4.32m - 18.98m	Internal to site
Level 3	0m	14.63m	18.96m	Internal to site
Level 4	0m	14.64m	18.98m	Internal to site

Table 2 - Proposed boundary setbacks - Building B

Location of setbacks	Proposed boundary setbacks			
	North	South	East	West
Lower Ground Level 2	0m	8.67m	Internal to site	Internal to site
Lower Ground Level 1	0m	8.69m	Internal to site	Internal to site
Ground	3.57m	8.68m	Internal to site	Internal to site
Level 1	0m	8.72m	Internal to site	Internal to site
Level 2	0m	8.83m	Internal to site	Internal to site
Level 3	0m	8.7m	Internal to site	Internal to site

Table 3 - Proposed boundary setbacks - Building C

Location of setbacks	Proposed boundary setbacks			
	North	South	East	West
Lower Ground Level 2	0m	2.1m	Internal to site	3.15m
Lower Ground Level 1	0m	2.11m - 2.29m	Internal to site	3.13m
Ground	0m	2.12m	Internal to site	3.13m
Level 1	0m	2.11m	Internal to site	3.13m
Level 2	0m	10.58m	Internal to site	3.13m

Table 4 - Proposed boundary setbacks - Building E

Location of setbacks	Proposed boundary setbacks			
	North	South	East	West
Lower Ground Level 2	-	-	-	-
Lower Ground Level 1	2.37m - 5.14m (basement)	Internal to site	Internal to site	2.98m (basement)
Ground	2.99m	Internal to site	Internal to site	3.06m - 5.75m
Level 1	2.95m - 4.76m	Internal to site	Internal to site	3.0m
Level 2	2.93m - 4.86m	Internal to site	Internal to site	3.11m

Table 5 - Proposed boundary setbacks - Building F

Location of setbacks	Proposed boundary setbacks			
	North	South	East	West
Lower Ground Level 2	-	-	-	-
Lower Ground Level 1	5.25m (basement)	0m - 1.22m	Internal to site	2.98m (basement)
Ground	5.28m (basement)	0m - 1.22m	Internal to site	3.25m
Level 1	5.03m	0m - 1.25m	Internal to site	3.3m
Level 2	4.81m	0m - 1.25m	Internal to site	3.3m
Level 3	4.76m	4.86m	Internal to site	25.3m
Level 4	4.77m	4.88m	Internal to site	25.3m
Level 5	4.77m	4.86m	Internal to site	25.31m

Table 6 - Proposed boundary setbacks - Building G

Location of setbacks	Proposed boundary setbacks			
	North	South	East	West
Lower Ground Level 2	-	-	-	-
Lower Ground Level 1	4.71m (basement)	7.45m (basement)	11.89m (basement)	Internal to site
Ground	4.73m (basement)	3.38m - 8.53m	11.68m	Internal to site
Level 1	4.6m	0m	10.43m - 11.78m	Internal to site
Level 2	4.41m	0m	10.45m - 11.77m	Internal to site
Level 3	4.34m	1.17m - 2.81m	11.72m	Internal to site
Level 4	4.34m	1.17m - 2.81m	11.72m	Internal to site
Level 5	4.34m	1.17m - 2.83m	11.72m	Internal to site
Level 6	4.38m	1.17m - 2.83m	11.70m	Internal to site

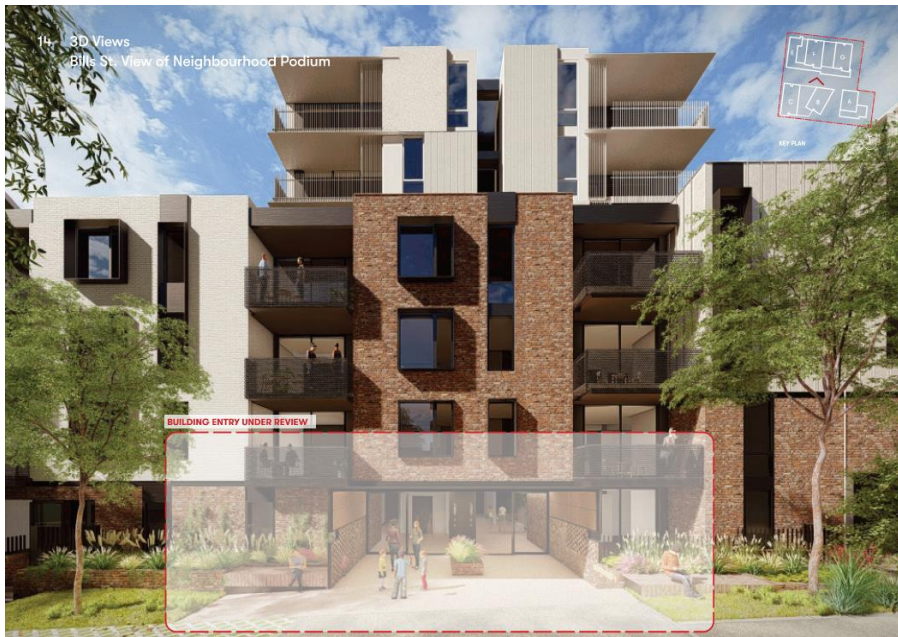
On 22 July 2021, Homes Victoria provided officers with six design options for replacement of the Robinson Road car park. The options deliver between 37 - 65 car

spaces. All options occupy Council-owned land, being either Patterson Reserve or the Robinson Road road reserve, or a mix of both. Homes Victoria advise this aspect of the project does not yet have funding, however they envisage it would be delivered at their expense by their contracted builder as part of an 'early works' package. The car park would ultimately be owned and managed by Council.

As the UPDC does not have the necessary delegation, this aspect of the project has been referred to a Services Delegated Committee (SDC) meeting for consideration and a decision. The SDC report prepared by officers analyses the six options and recommends Council resolve to permit Homes Victoria proceed with a modified version of Option 2.



Above: Architects' 3D render of Building E, looking east along the realigned Bills St (Source: page 17, Urban Design Response, prepared by Hayball Architects)



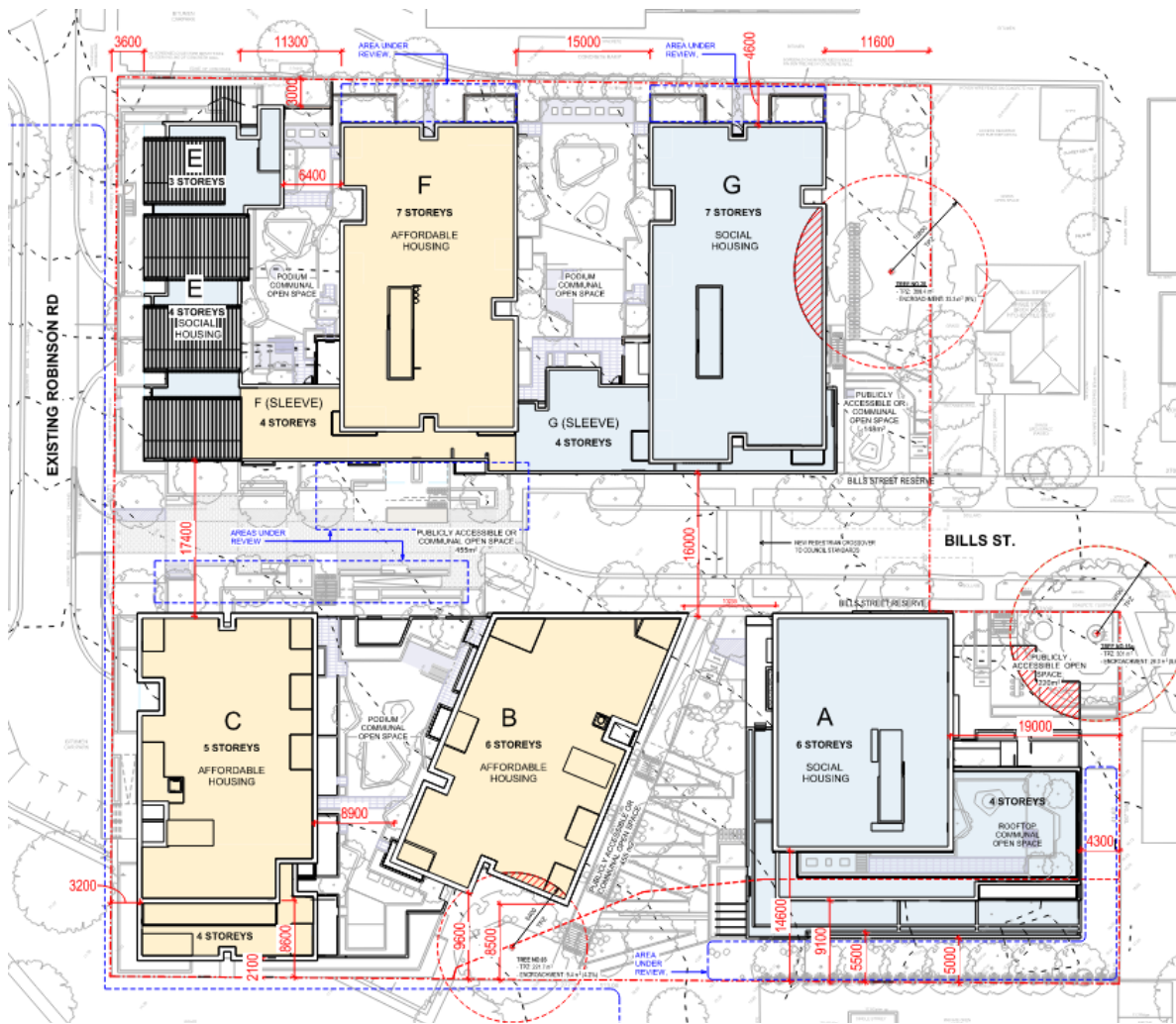
Above: Architects' 3D render of Buildings E and F, looking north from within Bills St (Source: page 18, Urban Design Response, prepared by Hayball Architects)



Above: Architects' 3D render of Building B, looking south-west from within Bills St (Source: page 19, Urban Design Response, prepared by Hayball Architects)



Above: Architects' drawing identifying the location of areas of communal or public open space throughout the development (Source: page 10, Urban Design Response, prepared by Hayball Architects)



Above: Site plan showing the segregation of housing tenure types (Source: Proposed Site Plan, architectural drawings, Revision 6, dated 16 June 2021)

SITE HISTORY

In 1957, much of the land which currently comprises the Bills Street site was sold to the then Victorian Housing Commission for 2,400 pounds. In 1958, 36 homes were initially constructed, using relatively new technology of prefabricated concrete.



Above: The former Victorian Housing Commission buildings, located on the northern side of Bills St, viewed from Robinson Rd looking east (Source: Google Streetview, December 2009)



Above: The former Victorian Housing Commission buildings, located on the northern and southern sides of Bills St, looking west (Source: Google Streetview, December 2009)



Above: The former Victorian Housing Commission buildings, located on the southern side of Bills St, viewed from Bills St, looking east (Source: Google Streetview, December 2009)



Above: The former Victorian Housing Commission buildings, located on the southern side of Bills St, viewed from the Robinson Rd car park (Source: Google Streetview, December 2009)

In 1959, that part of Bills Street which bisects the site in an east-west direction, was declared a public highway by the former City of Hawthorn, pursuant to a notice published in *Victoria Government Gazette* No. 34, dated 15 April 1959. The Robinson Road car park was constructed by the City of Hawthorn in around 1958, at the cost of the Housing Commission. Since then, Council has maintained the car park.

In 1960, part of the current site's south-eastern corner (approximately 887sqm) was transferred by the former City of Hawthorn to the Housing Commission, enabling the construction of a further 16 social housing apartments, completed in 1961.

On 30 December 1987, the City of Hawthorn named the car park as part of Robinson Road, pursuant to a notice published in *Victoria Government Gazette* no. G51 under section 535(5) of the *Local Government Act 1958*. Since its construction, the car park has been used for car parking by members of the public, as well as by residents of the site. A total of 28 car spaces were available for public use (signed as 2-hour parking spaces) and the remaining 11 were for the exclusive use of residents of the social housing apartments (signed as a permit-zone).



Above: The Robinson Rd car park, looking east

In 2011, an application for a Social Housing Initiative of the Commonwealth's Nation Building Economic Stimulus Plan was referred to Council for comment by the then Department of Planning and Community Development. The project proposed demolition of the 1961 apartment building containing 16 apartments and a 2-storey building containing 4 apartments, to be replaced by a 5-storey apartment building containing 40 social housing apartments.



Above: Architects' render of the 5-storey building proposed as part of the Social Housing Initiative of the Commonwealth's Nation Building Economic Stimulus Plan (Source: Department of Planning and Community Development referral material to Council, dated 21 January 2011, plans prepared by Jackson Clements Burrows Architects, dated January 2011)



Above: 2010 aerial photo of the former public housing buildings, shortly before the demolition of the two buildings in the south-east corner, in 2011. The remaining buildings were demolished in mid-2020



**Above: Street tree Nos. 33 and 34 in Robinson St, proposed to be removed
(Source: site inspection, April 2016)**

COUNCIL PREPARATION AND ADOPTION OF AN URBAN DESIGN FRAMEWORK

In December 2016, the Victorian Government Minister for Housing announced the proposed redevelopment of the Bills Street site for a mix of social and private dwellings, with the sale of the private dwellings effectively paying for the construction of the new social housing. The site was one of nine public housing estates across Melbourne proposed to be redeveloped in this manner. The Government committed to achieving a minimum increase of 10% of the number of social housing apartments on the land.

Soon after the announcement, the Department of Health and Human Services (DHHS, as it was then known) commenced preliminary consultation with members of the public and Council, producing sketch drawings which showed proposed building envelopes for the site ranging in scale between 2-12 storeys, accommodating approximately 300-400 apartments. Officers held concerns the analysis of the site constraints and opportunities carried out by the consultants then acting for DHHS was cursory and unreasonably constrained by the brief from DHHS (e.g. that there was to be no basement car parking). To better inform Council, Council's Urban Designer prepared a comprehensive analysis of the site and surrounds which was used to prepare an Urban Design Framework¹⁰ (UDF) for the site. The UDF was considered and adopted by Council at

¹⁰ An Urban Design Framework establishes a design vision for the future development of a place. It includes aims and objectives and provides guidance for future development outcomes. It can be given statutory effect through a planning scheme amendment.

the Urban Planning Special Committee (UPSC, as it was known at the time) meeting on 3 July 2017.

The UDF recommends buildings with a scale of between 2-7 storeys, with the tallest buildings being nestled against the adjacent University of Melbourne campus and designed so that their height does not exceed the height of the University buildings. The building heights proposed by the UDF are predicated on the provision of basement car parking. The UDF also sets aside an area adjacent to Patterson Reserve to provide public car parking, so there would be no net loss of public parking. The building envelopes recommended by the UDF facilitate the retention of all 'high' and 'moderate-value' trees on the site.

Council's Urban Designer estimates the adopted UDF would result in an overall dwelling yield of approximately 228 apartments plus 15 townhouses, for a total of approximately 243 dwellings.

The UDF has no statutory authority and is not binding, but was a useful tool for early discussions with DHHS and Homes Victoria.

The most notable departures from the UDF, in comparison with the current proposal, are the heights of Buildings A and C, together with their decreased setbacks from the southern boundary, the creation of an uninterrupted street wall on the northern side of Bills Street, the changed alignment of Bills Street, the failure to provide car parking for residents and visitors at the rates set out in Clause 52.06 of the Boroondara Planning Scheme and the increased extent of tree removal. Officers note however, the proposal before Council incorporates 103 social housing apartments, compared with the 2018 concept plans which proposed 57. Furthermore, the circumstances for assessing the proposal have changed since the time the UDF was adopted, following the introduction of Planning Scheme Amendment VC190 in December 2020.





Above: The former community centre, which occupied the western-most building on the northern side of Bills St (Source: site inspection, April 2016)

PLANNING SCHEME AMENDMENT VC190

On 1 December 2020, amendment VC190 introduced a new particular provision, *Victoria's Big Housing Build*, at Clause 52.20 of all planning schemes. The clause removes the need for a planning permit to develop a housing project if funded under Victoria's Big Housing Build and supported by the Director of Housing. It also amended clause 72.01 to specify the Minister for Energy, Environment, and Climate Change to be the responsible authority, instead of Council.

The planning scheme amendment was approved without public exhibition or a panel hearing (i.e. a section 20(4) amendment). Officers have received advice indicating the Minister's decision to use section 20(4) to exempt VC190 from the usual exhibition and notice requirements of the *Planning and Environment Act 1987* does not suffer from any procedural defect.

Homes Victoria is a new government agency formed in January 2021 to fast-track the delivery of new social and affordable housing, including projects forming part of 'Victoria's Big Housing Build', of which Bills Street is one¹¹.

¹¹ Bills Street, Hawthorn (together with Markham Avenue, Ashburton and four other sites within metropolitan Melbourne) is identified as a 'fast start site' under the 'Big Housing Build' <https://www.vic.gov.au/homes-victoria-fast-start-projects>

Homes Victoria has prepared a package of plans and documents which are to be submitted to DELWP, for approval (endorsement) by the Minister for Energy, Environment and Climate Change. On 29 June 2021, Homes Victoria wrote to Council, providing it with a copy of the package of plans and documents, inviting Council's feedback including on matters relating to impacts on Council assets and applicable Council policies as well as advice regarding engineering considerations, legal point of discharge, street trees and pavement reinstatement. Homes Victoria also instructed Council to consider the material as if it is a planning application and provide advice and recommended conditions that Council would ordinarily impose on this kind of development. Homes Victoria requested Council respond no later than 28 days from the issue of the letter. It is noted Clause 52.20-4 imposes a statutory requirement for consultation to be undertaken with Council. The clause does not impose a time limit for Council to respond.

This report sets out officers' assessment of the plans and documents against the requirements of Clause 52.20 at Appendix D.

THE SURROUNDING AREA



Above: April 2021 aerial photo of the subject site and nearby properties

The site is located within Neighbourhood Character Precinct No. 52. The Precinct Statement describes the attributes of the local area as follows:

"Precinct 52 is located in Hawthorn East between Auburn Road to the west and Tooronga Road to the east and ends north of Burgess Street and south of Miami Street."

The precinct contains a mix of 1 and 2 storey dwellings generally from the interwar period to now. A small public housing estate is located along Bills Street which contains a number of 3 storey, yet modest apartment buildings. There are also a number of contemporary dwellings scattered throughout the precinct.

While the dominant building stock comprises detached dwellings, sometimes with garages set on the boundary, some 2 storey townhouses and apartment buildings are also present. There is a prevalence of face and rendered brick dwellings, often with terracotta roof tiles.

While the width of lots varies, frontages of approximately 15m are common. Front setbacks are generally 5 to 9m deep, providing for medium sized, open front gardens. Front boundaries are generally bordered by low to medium high fencing.

Deciduous trees line the nature strips of all streets. Small to medium sized rear gardens contribute to the open, suburban feel of the precinct.”

Strategic context

The preferred character statement for Precinct 52 seeks “to facilitate contemporary design that integrates with the existing 1 and 2 storey scale and garden setting of dwellings”. As the subject land is located within the GRZ4¹², the following preferred character objective must also be applied:

“To allow for development to occur at greater height and density than the surrounding area without detrimentally impacting on the preferred character of the precinct.”

Site inspections confirm the description of Precinct 52 is an accurate representation of existing conditions in Bills Street, notwithstanding the demolition of the former public housing buildings, and the broader precinct.

North:

The site is abutted by the University of Melbourne, Hawthorn campus, at No. 442-450 Auburn Road along its entire northern boundary and part of its eastern boundary. The

¹² Clause 22.05-7 states General Residential Zone Schedule 4 (GRZ4) consist of ‘super-sized lots’ that are of a size incongruous with the surrounding allotments. These sites are generally larger than 4,000sqm in area. The subject land has a site area of 10,081sqm.

university land is zoned Public Use Zone 2 and has been used for educational purposes since 1970, when it opened as the State College of Victoria. Adjacent to the sites' northern boundary, the university buildings are set back in the order of 7.8m and are 2-4 storeys in height (11.5m - 19.46m).



The former Victorian Housing Commission buildings, located on the northern side of Bills St, with the 19.46m high brown-brick University of Melbourne building rising behind (Source: site inspection, April 2016)

There is approximately a 3m level difference between the land at the rear of the site and the land within the University, the subject site being the lower of the two.

South:

To the south, the site has two distinctly different, sensitive abutments.

On its south-western side, the land abuts Patterson Reserve for a length of approximately 72m. One of two hockey fields in Patterson Reserve is located approximately 18m south of the site.

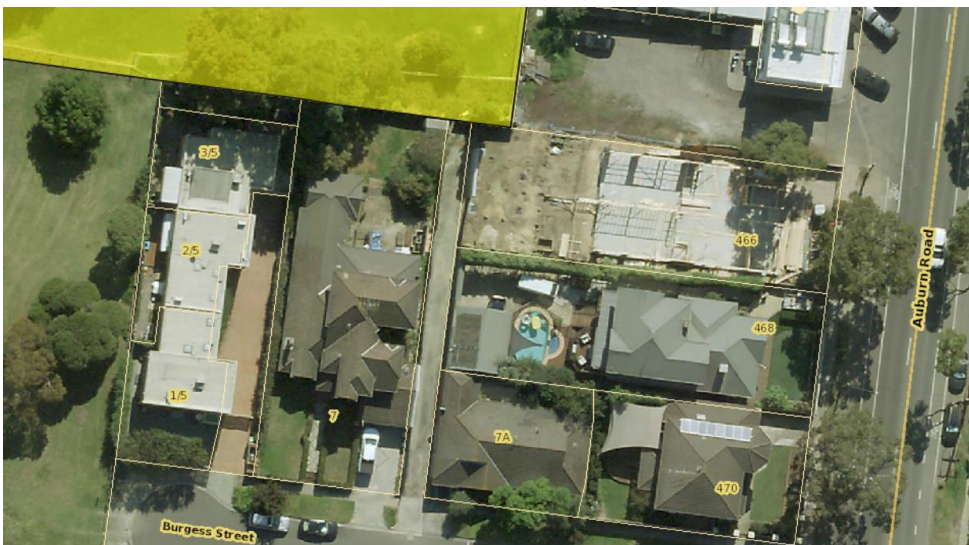
Part of the existing car park encroaches into the Reserve. It is recommended Council authorise Council officers to enter into an agreement with Homes Victoria whereby the authority demolishes that part of the existing car park that encroaches into Patterson Reserve and rehabilitates the affected land by importing clean topsoil and undertaking landscaping of the affected area to Council's satisfaction, with all construction and

delivery costs to be the responsibility of Homes Victoria. This is addressed by officers in the Services Delegated Committee report.



Above: April 2021 aerial photo showing the interface of the site with Patterson Reserve and the encroachment of part of the existing car park into the Reserve

On its south-eastern side, the site abuts the rear yards of residential properties at Nos. 3/5 and 7 Burgess Street and No. 466 Auburn Road.



Above: April 2021 aerial photo showing the layout of dwellings adjacent to the southern boundary of the site

[illegible]

No. 3/5 Burgess Street is the rear of three double storey 3-bedroom brick townhouses. The home features a 'reverse living' layout, with the kitchen and living area located on the First Floor, including a west-facing balcony with views towards Patterson Reserve. The garage of the dwelling is set back approximately 3.4m from the common boundary with the site. The balance of the Ground Floor and all of the First Floor is setback approximately 5.0m from the common boundary. Both the Ground and First Floors contain north-facing habitable room windows with an outlook towards the large she-oak trees on the site.



Above: (L-R) Nos. 5 and 7 Burgess St



Above: Units 1-3, 5 Burgess St, viewed from Burgess St, looking north. The large she-oak trees on the subject site are visible in the background (Source: <https://www.nelsonalexander.com.au/property/737256/35-burgess-street-hawthorn-vic-3122/>)



Above: The First Floor living area of 3/5 Burgess St, with northerly views to the site and westerly views to Patterson Reserve (Source: <https://www.nelsonalexander.com.au/property/737256/35-burgess-street-hawthorn-vic-3122/>)



Above: The common boundary shared with the rear yards of properties in Burgess St, viewed from Bills St looking south-west towards No. 3/5 Burgess St (Source: site inspection, April 2016)



Above: The common boundary shared with the rear yards of properties in Burgess St, viewed from Bills St looking south towards No. 7 Burgess St (Source: site inspection, April 2016)

No. 7 Burgess Street is occupied by a contemporary double storey dwelling. The dwelling contains a Ground Floor living area and First Floor bedroom with windows providing an outlook towards the subject site, sited approximately 16m and 19m respectively from the common boundary.



Above: Floor plan and site layout plan of No. 7 Burgess St (Source: <https://www.realestate.com.au/property//7-burgess-st-hawthorn-vic-3122>)

East:

To the east of the site, on the southern side of Bills Street, the land is abutted by a small collection of shops and services at 14-22 Bills Street. The land is within the Commercial 1 Zone. The shops are unusually configured, with a deep setback of approximately 15m from Bills Street. The setback contains landscaped garden beds supporting three trees, a picnic table and seating, three parallel footpaths located either side of the garden beds and 90-degree parking, accessed via 8m and 19m wide vehicle crossings to Bills Street.



Above: The shops to the east of the site, on the southern side of Bills St



Above: The shops to the east of the site, on the southern side of Bills St (Source: site inspection, April 2016)

On the northern side of Bills Street, the eastern boundary is abutted by a single storey dwelling which forms part of the University of Melbourne campus. The land is zoned Public Use Zone.



Above: The university buildings to the east of the site, on the northern side of Bills St (Source: site inspection, April 2016)

West:

Robinson Road extends along the length of the western boundary of the site. On the western side of the road, the Patterson Reserve is occupied by the Hawthorn velodrome and clubrooms used by the Hawthorn Cycling Club and Hawthorn U3A.



Above: Council-owned clubrooms in Robinson Rd, viewed from the velodrome



Above: The western side of Robinson Rd, looking north

EXTERNAL REFERRALS

The Head, Transport for Victoria

Although Council is not the responsible authority for this proposal, officers sought the views of the Head, Transport for Victoria, as they otherwise would have been a determining referral authority for the proposal. In particular, noting the development does not supply on-site parking for residents or visitors at the usual Clause 52.06 rates, and that the site is not located within the Principal Public Transport Network Area,

officers sought the views of the Head, Transport for Victoria on whether it would be appropriate and beneficial to change bus route No. 624 to better service the site, and if so, what infrastructure or modifications would be required.

A response has not been received from the Head, Transport for Victoria at the time of preparing this report.

INTERNAL REFERRALS

The application was referred to the following internal departments of Council for advice:

Urban Designer

A copy of the advice provided by Council's Urban Designer is located at **Appendix B**.

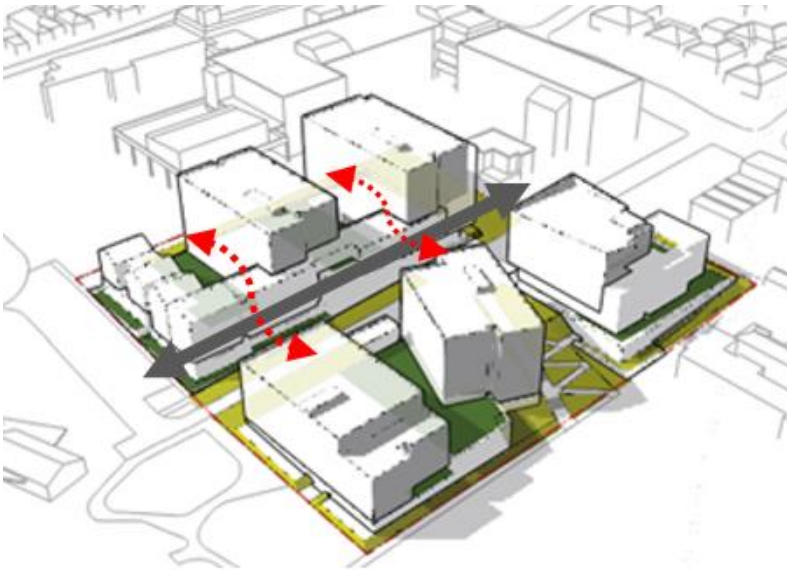
In summary, the advice notes the following positive attributes:

- From an urban design perspective, the application delivers a high-quality architectural response that should act as an excellent precedent and significantly elevate the standards for public housing projects.
- Although not explored in Council's UDF, the realignment of Bills Street provides a direct, visual and physical connection between Auburn and Robinson Road and improves pedestrian and cycling access and movement through and around the site, and is supported.
- Closing the Robinson Road end of Bills Street to all cars, except emergency vehicles, is supported.
- Although many trees are proposed to be removed, a number of valuable ones are retained and a comprehensive tree replanting strategy with integrated bio-swales, rainwater gardens and other WSUD measures support and complement the retained trees. All these initiatives should contribute to a green setting and a thematically rich landscape regime.
- The development will not cast additional shadows over the secluded private open space of Nos. 5 and 7 Burgess Street at the September Equinox.

However, the advice also notes the following matters of concern:

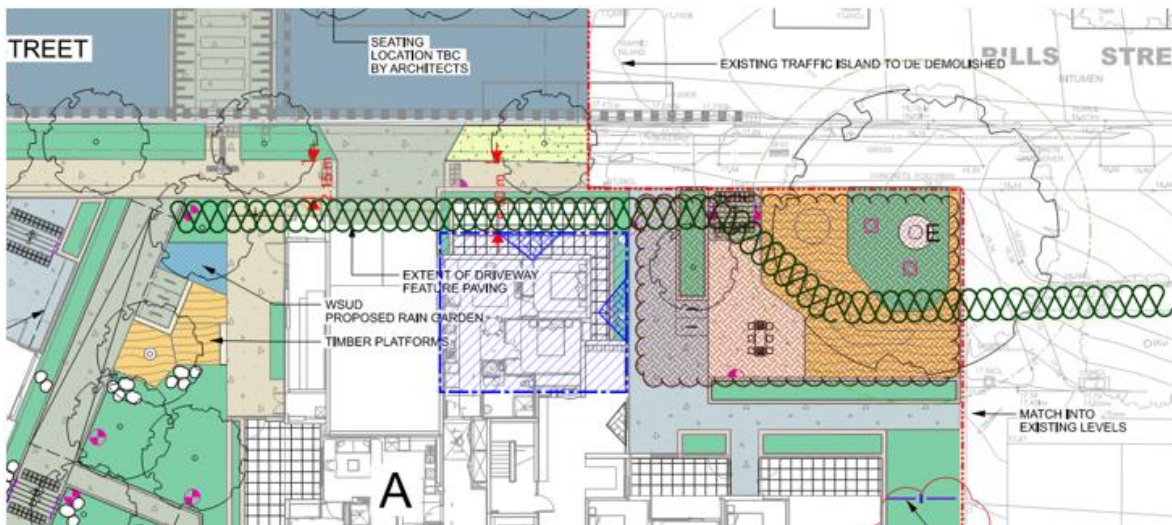
- A key criticism of the proposal is how it meets its edges, handles its public interfaces and integrates with its surroundings.
- Improvements are required to the layout of the ground-level interface of Building C with Bills Street, to address concerns about poor activation and safety/seclusion issues.
- The continuous street wall on the northern side of Bills Street will have a negative visual and physical impact on the public realm. The visual mass will overwhelm and overshadowing will leave the street in constant shadow for most of the year. The

podium height of Buildings E & F, and F & G should be broken up. This will help relieve the apparent mass, provide outlook and open up new view corridors from the communal spaces to Patterson Reserve to the south. Such a modification is also necessary to address adverse wind effects in Bills Street.



Above: Marked up drawing identifying the areas where a reduction of the street wall height is recommended

- The inclusion of a community facility/room into the precinct should be non-negotiable. It was part of the housing estate, and its loss is regrettable. The success of the 'arrival court' piazza, which Council's UDF conceived as the pulsating heart of the precinct, is largely dependent on the delivery of a community facility within the ground level of Building A. The community room should generally occupy the area of Apartment A-G02, with a 2.0m front setback to enable widening of the adjacent Bills Street footpath to 4.0m for its length as it continues to the public link connecting Bills Street with the reserve, between Buildings A and B (see diagram below).



Above: Mark-up of the Ground Floor Plan by Council's Urban Designer, showing the preferred location for a community room and widened footpath, extending from the commercial area to the east, to the west of Building A

- The extent and duration of shadows cast by the development over Patterson Reserve is acceptable.
- Views to Building B from the park are acceptable, due to the ethereal design, the retention of the Plane tree, and the setback of 9.6m.
- The visual impact of Building C in Patterson Reserve is not acceptable. The south-west corner of Building C will sit prominently, rising up to four levels with a setback of only 2.1m, before a setback fifth floor. The lack of deep soil planting opportunities along the south and south-west boundary is not supported, as it amplifies the visual presence of the building.
- The siting and semi-hard edge treatment of Buildings C and E, where they abut Robinson Road, capitalise on the outlook and visual amenity provided by the park, without reciprocating the gesture, failing to respect the sensitive interface and respond accordingly. The limited setbacks, scarcity of planting and building massing all contribute to an imposing and assertive presence within Robinson Road. A combination of measures can help address this interface, including variation in the building alignment to create opportunities for deep soil planting.
- Building A will have an unreasonable detrimental impact on the amenity of the adjacent Burgess Street properties as a consequence of the building's height, massing and expression. Level 2 in the building should be deleted in its entirety and the overall mass modulation improved (e.g. more rebates and greater relief). A small Level 4 could be reinstated (with a setback from the southern boundary in the order of approx. 24m), only if Homes Victoria agrees to incorporate a community room in the building.



VIEW FROM 5 BURGESS STREET SPOS*



VIEW FROM 7 BURGESS STREET SPOS*

Above: Architects' 3D renders of views from the rear yards of Nos. 5 and 7 Burgess St, looking towards proposed Building A

- Council's adopted UDF considered the car park an important resource for the reserve, and visitors to the housing estate. Typically, improvements to the public realm around any redevelopment sites fall on the developer as part of their contribution to the public domain, a goodwill gesture offered to the existing community.

Planner's comments:

The matters raised by Council's Urban Designer are all addressed in the officer's recommendation. We note the impact of Building C on the reserve is lessened if Council resolves to construct a car park in this location.

Arborist

The following advice was received from Council's Arborist:

1. *In regards to tree removal:*
 - a. *Three trees previously identified as having high value are being retained and incorporated into the project design. The proposed level of Tree Protection Zone encroachment for Tree 16a (*Fraxinus angustifolia*) would be considered major (>35%) in accordance with AS4970-2009 Protection of Trees on Development Sites. This level of encroachment would not typically be supported and could compromise the viability of this tree. The proposed level of encroachment should be reduced, which could be facilitate through reduction or deletion of decking southwest of the tree.*
 - b. *A group of moderate value trees (Tree 7-11) are proposed to be removed along the southern boundary to facilitate underground service installation. Council has previously requested that Ontoit Pty. Ltd. investigate alternative construction methods so that these trees can be retained. It has been*

- indicated that removal of these trees is required to facilitate improved site drainage. Council's preference is that these trees are retained and the proposal redesigned. If these trees must be removed, then appropriate replacement canopy tree planting to compensate for their loss (size and screening) should be provided in the same location with consideration given to mature size and location to structures and assets.*
- c. The majority of trees on the site that are scheduled to be removed have been assessed as having health or structure issues, or determined to have low amenity value due to their location, size, and species. Removal of these trees is supported.*
- 2. 23 trees have or are proposed to be removed. Given the size of the basement and the drainage easement there is limited space to provide meaningful replacement tree planting. In regards to proposed tree planting:*
- a. Trees proposed to be planted between Building A and B are set amongst a walkway. The available deep soil area ($\geq 545 \text{ m}^2$) would support maturation of trees species with mature heights of greater than 12m height, however the location of trees less than 1 metre from above ground structures has propensity to cause issues of ongoing damage.*
 - b. Trees proposed to be planted along the southern boundary (in replacement of Trees 7-11) would be planted directly above the underground services and within a narrow area between Building A and the property boundary. This area could only accommodate narrow (fastigate) tree species and there would be potential for future conflicts between tree roots and the services directly underneath.*
 - c. Trees proposed to be planted at the western end of the Bills Street would be planted amongst paving and building entrances. The available deep soil area ($\geq 785 \text{ m}^2$) would support maturation of trees species with mature heights of greater than 12m height, however the location of trees less than 1 metre from above ground structures has propensity to cause issues of ongoing damage.*
 - d. Trees proposed to be planted in planter boxes in communal open spaces above the basement and buildings will not be planted in deep soil. Trees planted in these locations will likely require cyclic replacement when conflicts with surrounding structures occur (e.g. retaining walls, paths, structures below etc.).*
 - e. The proposed tree species palette can be accommodated with the available deep soil planting areas, but the proposed planting of large (>20 m mature height) trees species such as *Corymbia citriodora* (Lemon Scented Gum) and *Corymbia maculata* (Spotted Gum) is likely to result in ongoing issues of damage with surrounding structures due to the proximity of paving, retaining walls, buildings etc.; and the proposed planting of medium sized tree species such as *Melia azedarach* (White Cedar) is likely to cause ongoing issues of damage with surrounding structures and issues of nuisance due to their seasonal leaf, fruit and flower fall.*

3. *To retain Trees 7-11 the proposed underground services would need to be installed with directional boring, and the proposed building footprint set-back and natural ground level is maintained so that Tree Protection Zone encroachment is less than 10% for each tree. It is acknowledged that these changes may not facilitate the drainage and overland flow requirements of the development.*
4. *To facilitate appropriate replacement planting, deep soil volumes in accordance with BADS should be provided on site and trees should be planted appropriate distances from above and below ground structures to mitigate future issues of conflict.*

In summary to the questions:

1. *The proposed tree removal on site is generally supported;*
2. *Sufficient deep soil is being provided to the majority of proposed replacement trees;*
3. *It is acknowledged that changes required to facilitate retention of trees along the southern boundary may not be practicable or achievable.*
4. *The proposed compensatory tree planting along the southern boundary is not supported as planting directly within the easement and above the underground services has potential to cause future issues of damage that would necessitate tree removal. The proposed tree planting in close proximity to above ground structures is not supported as it is highly likely to cause future issues of damage that would necessitate tree removal. All replacement trees should be planted a minimum horizontal distance of 2 metres from below and above ground structures and in locations that will allow their mature canopy dimensions (height and width) to be achieved."*

Planner's comments:

The advice of Council's Arborist is noted and the matters raised are reflected in the officer's recommendation.

Parks

The following advice was received from Council's Parks Department in relation to the impact of the development on existing street trees:

"I have reviewed the supporting documentation in relation to the proposed removal of Trees: 33 and 34. From reviewing the plans it appears that Trees 32 and 37 are to be retained with proposed encroachments, although this encroachment does not appear to have been assessed, and no protection measures recommended.

Trees 32-34 are all semi mature Lophostemon confertus (Queensland brush box) that are in good health, good structural condition and good form. I could find no basis for the poor structural condition assessment and average form detailed in the tree assessment

dated 3 May 2021 by Darrell McLeod. There is no dieback, decay or disorder visible on any of these three trees that would warrant a lower assessment ranking. Also I measured Tree 32 and the DBH: 36cm, TPZ: 4.3m which is larger than what is stated in the tree assessment. Therefore I recommend the because of inaccurate data and unsubstantiated assessments that the tree assessment be disregarded in relation to trees; 32, 33 and 34.

Trees 33 and 34 are proposed to be removed, however they are in good condition and they do not meet any of the tree removal criteria under Boroondara's Tree Management Guidelines. Therefore their removal is not supported and the design should be altered to ensure they can be retained.

Tree 33 has a 46% encroachment proposed from the crossover, driveway and excavation. This will destroy this tree and therefore the proposed must be redesigned to ensure this tree can be retained.

Tree 34 has a 12% encroachment proposed from the crossover and driveway. Based on this tree's species, age and good condition it is likely to tolerate this encroachment and remain viable.

*Tree 32 has a 17% proposed encroachment from Building E
Tree 37 has an 11% proposed encroachment from Building C*

As Trees: 17 and 27 are within the subject site I have not provided any comment as they are not on Council managed land.

Trees; 2, 37 - 78 are trees on public land surrounding the site. They have the potential to be damaged during construction unless protected. The tree assessment does not provide adequate guidance on specific tree measures and therefore must not be used as a basis for tree protection during construction. If this site is approved then a Tree Management Plan is required which must include site specific details about how these trees will be protected. Some of these trees are locally indigenous (Trees; 45, 46, 57, 58, 64-66, 68, and 70-73) and therefore they may be protected under Clause 52.17. Therefore they must be protected during construction to avoid any breach of the planning scheme."

Planner's comments:

The advice of Council's Parks Department is noted and the matters raised are addressed in the officer's recommendation.

Community Planning and Development

A copy of the advice provided by Council's Community Planning and Development Department is located at **Appendix C**.

In summary, the advice notes:

- That it is necessary and would be of benefit to all residents and the broader community to incorporate a multi-purpose community room within the development, accessible to both tenants and the broader community. The space should be designed to deliver a range of support services.
- Inclusion of such a facility would be consistent with the Department of Families, Fairness and Housing's (DFFH) direction to address social connection issues within existing public housing estates through its 'Integrated Health Promotion' program, which is delivered on-site at two estates within Boroondara¹³ by Access Health and Community.
- Inclusion of a community room to facilitate community connection is consistent with the Victorian Government's focus on recognising 'people at the centre' of the 10-Year Strategy for Social and Affordable Housing.
- The site is not in close or convenient walking distance to relevant support services for residents without access to a car, noting the area has few public transport options and Homes Victoria has prepared the development anticipating low levels of car ownership.
- The community space should consist of a large, open space including a kitchenette and gender-neutral toilets/baby change/accessible toilet, approximately 65sqm, with an adjacent office/consultation room of about 17sqm that is soundproofed for privacy.
- The preferred location for a community room is on the ground level of Building A, facing Bills Street and with an opening onto the eastern adjacent public open space. Officers note and accept this would result in a decrease in the number of social housing apartments, but note it will enable residents to access programs, activities, and services which may otherwise be difficult to access due to financial, transport, mobility, illness, or mental illness barriers and will result in better long-term health and wellbeing outcomes for the residents. An onsite community room would also embed opportunities for increased social connection among residents in the Estate.
- The social housing apartment displaced by the recommended community room should be recouped by adopting a 'salt and pepper' distribution of housing tenure types throughout the buildings, so that an affordable housing apartment is displaced instead.
- There are various suitable options for management of the space. The officers' preferred model is for a community group/incorporated organisation to manage the community room. Access Health and Community has expressed interest to Council officers in managing the space. A lead agency coordinating services in community spaces has worked successfully at other public housing estates in Boroondara. For example, before works commenced at the Markham Avenue Public Housing Estate, Alamein Neighbourhood Learning Centre (ANLC) utilised space at the Estate to engage public housing residents with services and programs that enhanced social

¹³ Alamein Avenue and Munro and Caroline Street.

connection. ALNC managed the space, coordinated access and collaborated with support services to respond to residents' needs through a range of health promotion activities and initiatives designed to build connections between residents, promote social inclusion and foster a sense of community.

The extent to which residents engaged with the project at ANLC highlighted the need for onsite support at other public housing estates, with support services extended to public housing tenants in Munro Street Hawthorn East and Alamein Avenue Ashburton. Residents have subsequently reported increased engagement with support services and reduced feelings of insecurity and isolation. Security complaints lodged to DFFH by residents also decreased. These outcomes demonstrate residents highly value community spaces and the programs delivered by support services.

- The nearest equivalent community room is located at Hawthorn Community House, which is managed by Access Health and Community via a lease agreement with Council. Hawthorn Community House currently does not have the space nor capacity to run programs for an additional 206 households. It is at capacity to deliver services during the day and is also inconveniently located for Bills Street Estate residents.
- The application material is silent on what is meant by 'affordable housing'. Officers recommend the eligibility criteria for affordable housing at Bills Street follow the Planning and Environment Act 1987 definition of affordable housing, which states 'housing, including social housing that is appropriate for the needs of very low, low and moderate income households'. Median weekly rents in Boroondara for all housing types are higher than the Metropolitan Melbourne median, which means housing options delivered as 'affordable housing' (typically at a 20% discount to market rent) in Boroondara are not affordable to very low to moderate income earners. Therefore, officers do not support 'affordable' housing being defined in comparison to the market rate for the local area.
- Officers have identified four types of households in urgent need of housing who should be prioritised for affordable housing at Bills Street: key workers in the local economy (e.g. teachers, nurses and emergency workers); single older women; people escaping domestic and family violence; and people living with disabilities.
- Officers do not support the segregation of housing tenures into separate buildings. Social and affordable apartments should be evenly distributed throughout all buildings, to achieve a genuine tenure-blind outcome. This approach will help to minimise stigma attached to subsidised housing and therefore reduce the need for future Department-funded work to reduce social isolation and stigma.
- Car parking should be provided for visitors, noting parking will be required for health and community services staff attending the site.

Planner's comments:

The advice of Council's Community Planning and Development Department is noted. The advice, provided in full at Appendix C, sets out compelling evidence demonstrating

a community room is necessary and would be a success and of benefit to residents and the broader community. Officers have given serious consideration to the fact a community space in Building A would displace an apartment, and consider its benefits are critical for the successful integration of the new community.

The officer's recommendation adopts the advice regarding the need to incorporate a community room in the development.

Asset and Capital Planning

The following advice was received from Council's Asset and Capital Planning Department, following their review of an updated Hydraulic Report, prepared by Cardno, received by Council on 20 July:

"The Drainage Team has gone through the Hydraulic Report and the information provided noted that most of comments raised by [the former Coordinator Drainage] has been addressed. However, the Team require the Homes Victoria to provide further clarifications and advice on the following.

1. *Southern Interface Review 20 July 2021 Page 9 marked southern and eastern setbacks as 5.0m & 4.4m respectively. However since the building footprint not parallel to the boundary, the width of the swale is less than proposed. Higher the width of the swale better the performance. Even with improvements, significant flood depth/hazard/velocity at the south-eastern part of the block. Hence the width should not be less than 5.0m at any point.*
2. *The swale has been described as densely planted. Hence require justification of the swale roughness coefficient of 0.08. As a result of higher roughness coefficient there is a likelihood of impact to the immediate upstream commercial properties in Auburn Road and properties at Burgess Street. Hence a proper design of the swale is required.*
3. *Figure 5-13 (Page 26) Hydraulic Grade Line indicates the level above the model topography throughout. Request to represent the designed ground level in the same figure.*
4. *Verify the type of the fencing on the eastern side at the southern corner such as permeable or partially impermeable fencing to facilitate overland flow.*
5. *Retaining existing trees can impact the design of the drainage relocation within the setback provided. Cannot make comments without a detailed design. The clearance of 1.15m proposed between the edge of the new drain and the proposed trees is acceptable subject to 1.0m clear cover above the pipe as marked. However the relocating drain must not be flatten to achieve higher ground cover affecting the pipe capacity but must be similar to the existing grade.*
6. *I would suggest the total set back along the path of the relocating drain on the south and eastern sides as drainage easements in favour of the Council to protect the assets and overland flow requirements. An onsite detention system is also required as part of the development."*

Planner's comments:

The matters raised by Council's Asset and Capital Planning Department are noted and are addressed in the officer's recommendation.

Drainage Engineers

The following advice was received from Council's Drainage Engineers:

FLOODING		
	YES	NO
Is the property designated as subject to flooding by an SBO, LSIO or Urban Floodway zone?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the property considered as subject to flooding according to the City of Boroondara's overland flow layer in WEAVE	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are modifications to the proposed development/sub-division required to mitigate flooding or overland flow risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comments: The ground floor of buildings will need to be 600mm above ground level along the southern boundary of the property, for habitable areas and 450mm above ground level for non-habitable areas along the southern boundary of the property.		
DRAINAGE		
	YES	NO
Legal Point of Discharge: South west corner of the property		
Description: direct connection		
Is the FFL of habitable areas 300 mm above the overflow level of the point of discharge?	<input type="checkbox"/>	<input type="checkbox"/>
Is the FFL of non-habitable areas 150 mm above the overflow level of the point of discharge	<input type="checkbox"/>	<input type="checkbox"/>
Is onsite detention required? (provide details below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are outfall drainage works required? (provide details below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comments:		
EASEMENTS		
	YES	NO
Are any drainage easements on the property title?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there any implied easements associated with Council Assets on	<input checked="" type="checkbox"/>	<input type="checkbox"/>

the site?		
Description of easements (designated, shared, private or implied): 1200mm diameter drain running along the southern boundary going east to west for approximately 70m		
BUILD OVER EASEMENTS		
	YES	NO
Are any works proposed on any easement on the site (designated and implied)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed works impact on any Council Assets	<input type="checkbox"/>	<input type="checkbox"/>
Do the proposed works provide at least 1 m clearance from existing or proposed Council Assets?	<input type="checkbox"/>	<input type="checkbox"/>
Description of works proposed over easement(s):		
Are the proposed works over the easement likely to be approved by Council:	<input type="checkbox"/>	<input type="checkbox"/>
If NO, describe possible modifications to the proposed works in order to obtain approval:		

STANDARD CONDITIONS REQUIRED FOR PLANNING PERMIT
<input checked="" type="checkbox"/> The site must be drained to the satisfaction of the relevant building surveyor.
<input checked="" type="checkbox"/> The owner must make an arrangement with Council for the provision of drainage and the acceptance of surface and stormwater from the subject land directly or indirectly into Council's drainage system and a final inspection shall be carried out to determine the completion of drainage in accordance with the approved plans, to the satisfaction of the Responsible Authority.
<input checked="" type="checkbox"/> No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development, to the satisfaction of the Responsible Authority.
<input checked="" type="checkbox"/> Planting of trees within drainage easements/adjacent to Council drains being limited to species with shallow root system (shrubs) which will not prejudice or damage the stormwater drain.
<input checked="" type="checkbox"/> The location of third party or utility assets within the development site must be verified by field survey and clearly shown on all development plans.
<u>Comment:</u>

STANDARD NOTES REQUIRED FOR PLANNING PERMIT
<input checked="" type="checkbox"/> Prior to the commencement of any works on the site, the owner/developer must submit drainage plans for assessment and approval by the Responsible

Authority (Asset Management).
<input checked="" type="checkbox"/> Stormwater drainage plans must include the location of any existing or proposed trees within the vicinity of drainage works and document how any potential conflicts between trees and drains will be addressed during and after construction.
<input checked="" type="checkbox"/> Stormwater drainage runoff shall be collected in a complete and effective system of drains and connected to the Approved Point of Stormwater Discharge.
<input checked="" type="checkbox"/> Prior consent from Council and any and all public authorities is required to be obtained for alteration or reinstatement of assets or services affected as a result of the development.
<input checked="" type="checkbox"/> A Control pit is to be located in an appropriate location and a suitable path is to be designed for stormwater which surcharges from the pit once the design storm has been exceeded.
<input checked="" type="checkbox"/> The proposed development is to provide adequate clearance for overland flow through the property.
<input checked="" type="checkbox"/> Stormwater drains are to be connected to a legal point of discharge approved by Council. Drainage Connections within a road reserve, right-of-way, parkland, within an easement or to a Health Act drain must be to Council's standards.
<input checked="" type="checkbox"/> Discharge to the approved point of discharge will be allowed subject to the flow being limited to a rate equivalent to 0.35 coefficient of runoff for 1 in 5 year rainfall event. Any additional discharge is to be temporary detained on site with a minimum storage volume for 1 in 10 year rainfall event, via an approved stormwater detention system designed to Council specifications.
<u>Comment:</u>

SUMMARY
<input checked="" type="checkbox"/> The application is supported.
<u>Comment:</u> Subject to the ground floor of buildings will need to be 600mm above ground level along the southern boundary of the property, for habitable areas and 450mm above ground level for non-habitable areas along the southern boundary of the property.

Planner's comments:

The advice of Council's Drainage Engineers is noted.

Apartment A-LG01 in Building A, on the Lower Ground 1 Floor, has a finished floor level of 14.21m to AHD. The floor plan indicates the existing ground level to the south of the apartment is in the order of between 13.05m to AHD and 13.77m to AHD, which is between 0.44m and 1.16m above NGL. Therefore, further work is required to demonstrate the apartment will not be adversely affected by overland flows.

Apartments C-LG202 and C-LG203 in Building C are located on the Lower Ground 2 Floor and have a finished floor level of 12.55m to AHD. The floor plan indicates the existing ground level to the south of the apartment is between 11.38m to AHD and 11.64m to AHD, which is between 0.91m and 1.17m above NGL. Therefore, these apartments are not expected to be adversely affected by overland flow.

Building B incorporates air-intake vents and permeable screening in its southern elevation, on the Lower Ground 2 Floor. It is not clear from the floor plans or the South Elevation what the minimum RL of the opening is, however it is known the finished floor level of the floor is 12.55m to AHD and the NGL adjacent to the southern boundary is between 12.04m to ADH and 12.20m to AHD. Care will need to be taken to ensure the vents and any other openings into the car park do not make the space prone to inundation in overland flow events.

Traffic Engineers

The following advice was received from Council's Traffic Engineers in relation to traffic generation, vehicle access and on-site parking:

"Council officers have previously provided design advice regarding to the functional layout plan prepared by Ratio, received at Council on 9 February 2021, with some of these amendments now incorporated in a revised functional layout plan submitted for further review.

It is acknowledged that further discussions are currently being held between Homes Victoria and Council officers regarding the possibility of relocating or reinstating the existing Robinsons Road extension car park, which is proposed to be removed as part of the development works. Additional feedback regarding this element is excluded from the following advice.

The following additional advice incorporates the review of the revised submitted functional layout plan of Bills Street dated 5 March 2021, a review of the submitted traffic report for the proposed development prepared by Ratio, dated February 2021 and the associated car parking occupancy review of Patterson Reserve and surrounds also prepared by Ratio, dated 14 March 2021.

Further feedback is also provided regarding concerns associated with the wider impacts of the development for further consideration:

- In terms of the broader development, officers still have strong concerns regarding the proposed on-site parking provision for both residents and in particular provision of visitor parking associated with the proposed development. It is proposed to provide a total of 165 on-site parking spaces to service the proposed development. A total of 62 on-site spaces are to be allocated to the Social Housing component of*

the development, provided at a rate of 0.6 spaces per dwelling, in accordance with Clause 52.20 of the Planning Scheme. Accordingly, the remaining 103 on-site parking spaces are to be allocated to the Affordable Housing component of the development, equating to an effective parking generation rate of one space per dwelling.

Assessing the Affordable Housing component under Clause 52.06, results in a statutory parking requirement of 123 spaces associated with residents and a further 20 spaces associated with residential visitors of this component. It is considered relevant that the Affordable Housing component be assessed under Clause 52.06 as this is considered more reflective of the anticipated parking generation of these dwelling types. Accordingly, given the proposed allocation of 103 spaces, this results in an on-site shortfall of 20 resident spaces and 20 residential visitor spaces.

Again this on-site parking shortfall is further exacerbated by the removal of the existing Robinson Road extension car park as part of the development, and is likely to result in significant on-street parking impacts in the vicinity of the site. As such, provision of additional on-site parking must be considered in line with the relevant statutory requirements, as stated.

- *Given the increase in traffic generation associated with the proposed development and the impact of this influx of traffic primarily at the intersection of Bills Street and Auburn Road, no detail has been provided regarding any proposed intersection layout changes to further cater for this traffic within the functional layout plan. This is in reference to possible lane configuration changes at the intersection to incorporate separate left and right-turn lanes from Bills Street or the possibility of road widening to enhance operation and ease of access both to/from Bills Street at this intersection. Concerns are held regarding potential congestion in Bills Street, particularly when undertaking a right-turn from Bills Street to Auburn Road during network peak periods, or should waste collection or larger commercial vehicles wish to enter Bills Street during these periods of traffic intensity and whether there is adequate space to achieve this access. Further review or information should be provided regarding any proposed changes to intersection layout as a result of the proposed development.*
- *Recent discussions between Ratio and Jim Hondrakis regarding anticipated traffic generation and the impact on the immediate road network in the vicinity of the development, and the submission of additional information and justifications from Ratio dated 7 May 2021 stating that signalisation of Bills Street/Auburn Road/Heather Court is not required are noted and acknowledged. However, it is still maintained that further consideration be given to the introduction of traffic signals at the intersection of Bills Street and Auburn Road or additional traffic treatment measures included in Auburn Road to assist access to/from Bills Street. It is acknowledged that this may include consideration of the consolidation of the nearby pedestrian signals, north of Bills Street, or the inclusion of a median treatment or similar within the Auburn Road carriageway to further assist access.*

Relevant assessments should be included of potential treatments and their suitability to be introduced, in comparison with associated VicRoads or relevant design standards.

- *Given the significant increase in development at the site, and the nature of the housing type proposed, the further integration of existing public transport options in the vicinity of the site, including the amendment of Bus Route No. 624 to better service the site would be of benefit to residents and visitors and provide greater opportunity for those residents without vehicles to access alternative transport conveniently. Further discussions regarding potential alterations to the existing bus route to incorporate the development site should be pursued with PTV and/or other relevant authorities.*
- *Waste collection is proposed on-site within the basement car parks via a 6.4m mini rear loader vehicle, as previously nominated, with relevant swept path analysis provided demonstrating suitable manoeuvrability internally of the site to facilitate this. Given the above concerns regarding the proposed intersection layout of Bills Street and Auburn Road, it should be further clarified that suitable access may be achieved for all anticipated commercial vehicles at the intersection, particularly during periods of potential traffic congestion.*
- *The inclusion of a formal zebra crossing within Bills Street, including the appropriate line marking and signage as per the relevant design standards is acknowledged and welcomed.*
- *Concerns are still held regarding loading arrangements associated with the development and relevant access arrangements for larger commercial vehicles at the site. It is acknowledged that proposed access has been demonstrated for a 6.4m small rigid vehicle to access and manoeuvre within Bills Street and egress to Auburn Road satisfactorily. However, it is also acknowledged that a number of larger commercial vehicles will still likely seek to access the site (removalist vehicles, large delivery vehicles or similar) and will be required to be accommodated suitably within the modified Bills Street road environment.*

The suggestion of coordinating the intermittent removal of the proposed bollard at the western end of Bills Street separating Bills Street from Robinson Road to facilitate egress by these vehicles from Bills Street to Robinson Road via Homes Victoria or building operators is strongly not supported and does not align with the proposed function of this traffic measure.

The installation of the proposed bollard at this location is strongly supported and the intention is that removal is only to be arranged to allow access for emergency vehicles or relevant maintenance vehicles, as applicable. Access to Robinson Road from Bills Street via the removal of the proposed bollard should not be encouraged and should be restricted to the aforementioned vehicles only. The removal of the bollard to assist private or commercial vehicles, including waste collection vehicles, is strongly not supported and provision should be made to accommodate larger commercial vehicles in Bills Street without the requirement to remove the proposed bollard.”

Planner's comments:

The advice of Council's Traffic Engineers is noted. The matters raised relating to the design of the Bills Street/Auburn Road intersection (including possible signalisation) and restricting waste collection and other large vehicle access to in/out directly via Auburn Road are addressed by the officer's recommendation.

The proposal meets the statutory parking rate set out in Clause 52.20 in all respects. Notwithstanding this, there is a significant concern regarding onsite parking provision being sufficient to meet demand. It is likely visitors to the site will seek out public car parking, including on street parking in the area to the detriment of nearby residents and users of the park and sporting facilities. This is not considered acceptable and additional onsite parking should be provided. Officers recommend Council consider and authorise an option for a replacement of the Robinson Road car park, noting there is an opportunity to create a net increase in the amount of public parking available that would improve service for Patterson Reserve, including the nearby velodrome, hockey fields, Gardiner's Creek Shared Path and Boroondara Farmers' Market. As the UPDC does not have the necessary delegation, this aspect of the project has been referred to a full Council meeting for consideration and a decision.

Civic Services

The following advice was received from Council's Civic Services Department:

"No comments from our team."

Strategic Asset Management

The following advice was received from Council's Strategic Asset Management Department:

"We have reviewed the documents numbered 23 and 25 relating to Road infrastructure and confirm that these meet Council's requirements."

Planner's comments:

The advice of Council's Strategic Asset Management Department is noted.

GOVERNANCE ISSUES

The implications of this report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

The officers responsible for this report have no direct or indirect interests requiring disclosure.

OFFICER ASSESSMENT

Clause 52.20 Assessment

A copy of the officer's assessment against the requirements and standards set out in Clause 52.20 is contained at **Appendix D**.

Officers are critical that Clause 52.20 does not specifically require a Big Housing Build development to comply with the standards set out in the clause. The clause merely requires a report be prepared and submitted to the satisfaction of the responsible authority which "details how the proposed development responds to the [applicable] development standards"¹⁴ (emphasis added) noting that *responding* to a standard is not the same as *meeting* a standard.

In summary the assessment makes the following observations:

1. The development fails to satisfy the applicable standards in Clause 52.20, as follows:
 - **Clause 52.20-6.1 Infrastructure** - modifications are required to the road carriageway of Bills St to support dedicated left and right-turn lanes;
 - **Clause 52.20-6.1 Infrastructure** - modifications are required to the design of Building A and the area to its south, to ensure no adverse overland flow effects;
 - **Clause 52.20-6.2 Street setback** - the limited setbacks, extent of hard-stand area and the consequential lack of deep soil planting areas in the western setbacks of Buildings C and E/F is an unacceptable design response;
 - **Clause 52.20-6.4 Safety** - The entrance to Building C from Bills St and the entrance to Building E from Robinson Rd require redesign to ensure they positively contribute to street activity and are not isolated or concealed;
 - **Clause 52.20-6.4 Safety** - An easement-in-gross for right of way should be created over the western end of Bills Street, and over the publicly accessible areas to the east and west of Building A;
 - **Clause 52.20-6.5 Access** - Vehicle access to the western end of Bills Street must be restricted to emergency vehicle access, only;
 - **52.20-6.7 Car parking** - If a community room is incorporated into the development, it should be allocated at least one car space. It is considered overall onsite parking provision is insufficient to meet demand;
 - **Clause 52.20-6.7 Accessway design** - cross-sections of all basement entrances must be provided, demonstrating the standard is met and

¹⁴ Clause 52.20-5 Other pre-commencement requirements.

- demonstrating adequate height clearance is available at all waste bin loading zones, as recommended in the Waste Management Plan;
- **Clause 52.20-6.7 Car parking spaces** - the plans contain insufficient dimensions of car spaces and access aisles to demonstrate they comply with the standard;
 - **Clause 52.20-6.7 Gradients** - the plans contain insufficient detail of basement ramp and transition grades to demonstrate they comply with the standard;
 - **Clause 52.20-6.7 Safety** - no detail of internal lighting is provided, demonstrating it complies with the standard;
 - **Clause 52.20-6.7 Safety** - no details of proposed directional signage is provided, demonstrating it complies with the standard;
 - **Clause 52.20-6.7 Safety** - the layout of the pedestrian entrance to Building C from Bills Street is too discrete, encircled by balcony and planter infrastructure, so has poor connections with, and visibility from, the public realm;
 - **Clause 52.20-6.7 Safety** - the Lower Ground 2 south-west entrance to the car park in Building C is circuitous and opens into a space encircled by storage cubicles. The airlock is also proximate to bedrooms in Apartments C-LG202 and C-LG203, which may be a source of disruptive noise. The airlock should be shifted further north and swapped with the storage spaces, locating it closer to the lift core/entry foyer;
 - **Clause 52.20-6.7 Landscaping** - the extent of hard paving in the western setback of Buildings C and E/F, facing Robinson Road, is at odds with the low-scale, leafy character of the street and cause the buildings to be unreasonably imposing in the streetscape;
 - **Clause 52.20-6.12 Overshadowing open space** - it appears Building A would cast increased shadow over the rear yards of Nos. 3/5 and 7 Burgess St, potentially causing the extent and duration of shadow over 3/5 Burgess Street to be non-compliant;
 - **Clause 52.20-6.13 Overlooking** - All south-facing balconies and habitable room windows in Building A should incorporate privacy screening;
 - **Clause 52.20-6.17 Solar access to open space** - the north-facing Ground Floor apartments in Buildings A, B and C will be unreasonably overshadowed by buildings E, F and G;
 - **Clause 52.20-6.18 Storage** - Only a handful of apartments are provided with separate secure storage. All dwellings should have convenient access to at least 6 cubic metres of externally accessible, secure storage space;
 - **Clause 52.20-6.21 Site services** - more information is required on the elevations to demonstrate the material/finish proposed for the site service cupboard doors is integrated with the balance of the building in which they are located;
 - **Clause 52.20-7.1 Energy efficiency** - the amenity and energy efficiency of some north-facing apartments is compromised by the extent and duration of

- overshadowing from the height and continuous alignment of the northern street wall;
- **Clause 52.20-7.4 Deep soil areas and canopy trees** - inadequate deep soil planting opportunities are incorporated into the Robinson Road setback of Buildings C and E/F;
 - **Clause 52.20-7.6 Building setback** - Having undertaken a detailed review of the site context in preparing Council's adopted UDF and now having reviewed the application material, Council's Urban Designer has formed the expert view the development fails to appropriately respond to the urban context in three key respects:
 - i. The scale and massing of Building A, where it interfaces with Burgess Street properties. Level 2 (the fourth floor) should be deleted in its entirety and increased articulation and mass-modulation be introduced to the southern elevation of the remnant building form.
 - ii. The continuous, uninterrupted street wall along the northern side of Bills Street will degrade the amenity of the public realm due to excessive overshadowing and visual bulk. Analysis also reveals the northern street wall will unreasonably overshadow north-facing apartments in Buildings A, B and C. The northern street wall should be decreased in height between Buildings E/F and F/G and the southern setback of Levels 5 and 6 of Building G should be increased.
 - iii. The limited setbacks and scarcity of deep soil planting opportunities along the Robinson Road and Patterson Reserve interfaces (Buildings C and E/F) fail to respect the sensitive interface. Variation in the building alignment is required, to create opportunities for deep soil planting.
 - **Clause 52.20-7.6 Building setback** - The siting of Building A results in direct views from the new apartments into the rear yards of 3/5 and 7 Burgess Street;
 - **Clause 52.20-7.7 Noise impacts** - the bedroom of Apartment F-G01 in Building F directly abuts the wall of the substation;
 - **Clause 52.20-7.7 Noise impacts** - Apartment F-G01 in Building F, Building C Lower Ground 2 airlock, Apartment C-LG201 and Building A roof terrace;
 - **Clause 52.20-7.8 Accessibility** - The architects' plans contain mis-statements with regard to the level of compliance achieved. Enlarged, dimensioned floor plans of each unique apartment layout must be provided, to demonstrate compliance with the standard is achieved. The architect appears to pick and choose between elements in the Option A and Option B bathroom designs. An accessible apartment must satisfy all of the requirements of either Option A or Option B, not a hybrid.
 - **Clause 52.20-7.9 Building entry and circulation** - Modifications to the layout of the entrance of Building C to Bills St and Building E from Robinson Road are recommended;
 - **Clause 52.20-7.9 Building entry and circulation** - An openable window is required for the Ground Floor communal corridor of Building A;

- **Clause 52.20-7.10 Private open space** - the architects' plans contain mis-statements with regard to the level of compliance achieved and errors in the annotated area and dimension of some balconies. Balcony area and dimensions should be taken from the outside wall of the building, to the inside of the balcony balustrade.
 - **Clause 52.20-7.13 Functional layouts** - 1-bed apartments are to have living areas with min. dimensions of 3.3m x 3.3m. 2-bed and 3-bed apartments are to have living areas with min. dimensions of 3.6m x 3.6m.
 - **Clause 52.20-7.17 Integration with the street** - the quality of the public realm in the western end of Bills Street is substantially degraded as a consequence of the extent and duration of overshadowing cast by the northern street wall.
 - **Clause 52.20-7.17 Integration with the street** - the development achieves a high level of street activation, with the exception of Building C, where it faces Bills Street.
2. Insufficient information is provided to demonstrate all of the standards set out in Clause 52.20-6 and Clause 52.20-7 are met. The following details must be added to the plans:
- Dimensions of all accessway widths, demonstrating they comply with Clause 52.20-6.7;
 - Cross-sections of all basement ramps, demonstrating they comply with Clause 52.20-6.7;
 - Dimensions of the passing areas at all car park entrances, demonstrating they comply with Clause 52.20-6.7;
 - Dimensions of all corner splay areas at all car park entrances, demonstrating they comply with Clause 52.20-6.7;
 - Dimensions of car spaces and access aisle widths, demonstrating they comply with Clause 52.20-6.7;
 - Dimensions of the setback of columns adjacent to car spaces, demonstrating they comply with Clause 52.20-6.7;
 - Dimensions of all disabled parking spaces, the adjacent access aisle width and an annotation of the height clearance above, demonstrating they all comply with Clause 52.20-6.7;
 - Enlarged (1:100) shadow diagrams, for the hours of 9am-3pm at the September Equinox, examining the extent and duration of shadows cast by the development over the secluded private open space (SPOS) of 3/5 Burgess Street, including:
 - i. An accurate depiction of the location and height of the existing northern boundary fence of 3/5 Burgess St;
 - ii. An accurate depiction of the area of SPOS at 3/5 Burgess St, which for the purposes of shadow analysis excludes that part of the yard with a width less than 3.0m;

- iii. Analysis of the extent of existing shadows cast over the SPOS (area in sqm, min. 3.0m in width) at each hour between 9am-3pm, and comparison analysis of the proposed extent of shadows;
- Enlarged, dimensioned sections of all proposed privacy screens, demonstrating they consist of max. 25% openings, are fixed, and have a minimum height of 1.7m above finished floor level;
- The South Elevation of Building G amended to identify the material the service cupboard doors are to be clad with. It is recommended they be clad using a material found in the material palette of Building G (such as “MT12”, lightweight metal cladding with recessed joints in Colorbond colour “Monument”), to ensure the cabinets are integrated with the balance of the building.
- An Acoustic Report, demonstrating compliance with Clause 52.20-7.7 (Noise impacts). It is understood a report has been prepared, however it was not included in the package of documents provided to Council. Any report must demonstrate the southern façade of Building B, the southern and western facades of Building C, and the southern and western facades of Building E/F are designed to comply with the standard, as they have direct line of sight to the noise source (the Monash Freeway. The floor plans and elevations should be amended to detail any specific requirements in the approved Acoustic Report.
- Enlarged, annotated and dimensioned plans of all unique apartment layouts, demonstrating compliance with the accessibility, open space, storage, functional layout, room depth, windows and natural ventilation standards.
- An annotation should be added to all floor plans, requiring that cooling and heating units are not to be located on balconies (otherwise the balconies will be of insufficient area to comply with Clause 52.20-7.10 Private open space).
- For those apartments relying on basement storage to achieve compliance with Clause 52.20-7.11 Storage, the plans should be annotated to note the capacity of the storage space and to identify which apartment it is allocated to, to demonstrate compliance.
- All 1-bedroom apartments demonstrated to have a living area with minimum dimensions of 3.3m x 3.3m (clear of the kitchen and dining area);
- All 2 and 3-bedroom apartments demonstrated to have a living area with minimum dimensions of 3.6m x 3.6m (clear of the kitchen and dining area);
- Demonstration that all habitable and non-habitable areas in Buildings A and B have finished floor levels and minimum opening levels (air intakes, etc.) necessary to ensure they will not be subject to inundation in overland flow events.
- *A Tree Management Plan is required which must include site specific details about how Trees 2, 37 - 78 will be protected.*

There is widespread non-compliance with the internal amenity standards relating to accessibility and functional layout (minimum living room dimensions). If the Better Apartment Design Standards (which much of Clause 52.20 is based on) is the

Government's own benchmark for minimum acceptable internal amenity, the proposed apartment layouts categorically fail to deliver reasonable standards of living for the new residents.

Other Matters

The purpose of consultation

Clause 52.30-4 requires consultation¹⁵ to be undertaken with the relevant municipal council before the use or development commences. As is already noted in this report, the clause¹⁶ does not impose a time limit for Council to respond, nor does it confine the scope of matters for consultation to the matters set out in Homes Victoria's letter to Council dated 25 June 2021¹⁷, unless the requirement under Clause 5.20-4 is varied or waived by the responsible authority¹⁸.

Given the complexity and breadth of the matters to be considered, officers are of the view the 28 days provided is manifestly inadequate. Furthermore, Homes Victoria only provided plans for replacement of the Robinson Road car park to Council on "day 22" of 28, despite this being integral to Council's consideration of the project overall. Officers note the replacement car park plans are dated 11 June 2021, so were available to be provided to Council with the rest of the material on 29 June, but were only made available on 22 July.

Officers are also of the view there is no basis to confine the matters addressed in Council's feedback to the matters outlined in Homes Victoria's letter of 25 June¹⁹.

In a meeting between Council officers and the CEO of Homes Victoria and other Homes Victoria staff on 23 July 2021, Homes Victoria officers expressed the view they would not, under any circumstances, contemplate building setback increases in response to Council or community feedback. This is contrary to the purpose of consultation, in which a final view would not ordinarily be formed until after consultation has concluded and the submissions made, considered.

¹⁵ Defined by the [Oxford Dictionary](#) as "the act of discussing something with someone or a group of people before making a decision about it."

¹⁶ There is no applicable regulation or Planning Practice Note required to be considered in conjunction with the clause.

¹⁷ Which invited Council to provide its "views on the development and Council infrastructure and service requirements", including "advice on impacts to Council assets and applicable Council policies... such as engineering considerations, legal point of discharge information, street trees and pavement reinstatement."

¹⁸ The Minister for Energy, Environment and Climate Change.

¹⁹ On 18 March 2021, officers wrote to Joanne Wandel, Executive Director Delivery, Homes Victoria requesting whether any decision had been made by the responsible authority to vary or waive the requirements of Clause 52.20-4. No response has been received.

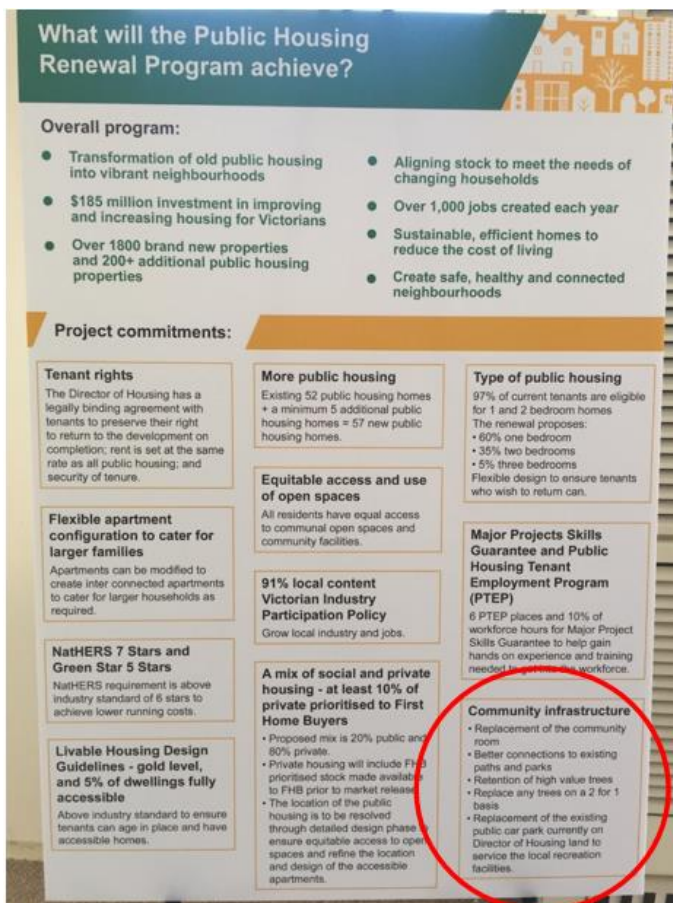
Nonetheless, officers note Homes Victoria is not the decision-making authority in this matter, the Minister is.

Replacement of the Robinson Road public car park

As the UPDC does not have the necessary delegation, this aspect of the project has been referred to a Services Delegated Committee meeting for consideration and a decision.

Community room

The failure to incorporate a community room in the project reneges on a commitment given to the community by the former DHHS.



Above: Photo of poster displayed by DHHS at Bills Street Public Housing Site Walk Event, 22 September 2018

Discussions with officers from Homes Victoria reveals the authority holds reservations about incorporating a community room in Building A, firstly because it would displace a

social housing apartment, and also because in their experience the success of these kinds of spaces is mixed.

The advice from Council's Community Planning and Development Department sets out compelling evidence demonstrating community rooms in Boroondara estates are successfully run and are necessary and of benefit to residents and the broader community. Officers have given serious consideration to the fact a community space in Building A would displace an apartment, and consider its benefits are critical for the successful integration of the new community.

Ongoing rights of public access

The alignment of Bills Street is proposed to be altered at its western end, where it passes through the subject land. Consequently, Buildings E, F and G are proposed to occupy part of the existing Bills Street road reserve.

The Director of Housing has the power to procure the closure of streets under the *Housing Act 1983* where the Director considers it is necessary for a street to be closed for the "*proper planning and development of any area in which the Director has developed, or is developing, land*". The Director can recommend the Governor in Council close the street by publishing a notice to that effect in the *Victoria Government Gazette*.

However, the Director does not have the power to declare new or realigned roads. Therefore, a separate decision by Council under the *Road Management Act 2004* or the *Local Government Act 1989* would be required in respect of the realigned portion of Bills Street, if it were sought to have 'road' status. If Council were to make such a decision, Council would be responsible for maintenance of the western end of the road and public through-access would be preserved. Officers seek to maintain public through access (for pedestrians, cyclists and emergency vehicles) however officers do not recommend Council be responsible for ongoing maintenance.

It is essential that passage as a legal right by any member of the public be embedded as part of the project over the western end of the realigned Bills Street (for all of that part passing through the subject land) together with the "publicly accessible" open spaces to the east and west of Building A.

An easement-in-gross for right of way is the appropriate tool to preserve public rights of access. It is recommended such an easement be created.

SUBMISSION RESPONSE

Summary of Submissions	Planner's Comments
Security concerns	Council is committed to supporting an increase in the amount

associated with public housing residents / Failure to provide a community room	of public housing located within the municipality. There is no basis for making judgements about the people who will live in the new homes. Council's Community Planning and Development Department recommends the inclusion of a community room, managed by an external service provider such as Access Health and Community, noting that it would provide an opportunity to establish connections between residents, local community groups and service providers, enabling social connections to be created.
The extent of winter shadows over Patterson Reserve and neighbouring properties	Like any other multi-dwelling residential development, it is not required to analyse the extent of shadows cast at the Winter Solstice, only the September Equinox. Council's Urban Designer has formed the view the extent of shadows cast over Patterson Reserve is not unreasonable. However, officers have raised concerns with the lack of detail available to examine the impact of shadows on adjacent residential properties - in particular, No. 3/5 Burgess Street.
The trees along the southern boundary, shared with Burgess St properties, should be retained / Can a boring machine be used to install the required drainage upgrade?	Council's Drainage Engineers have advised it will not be possible to retain the existing trees in the current design, due to the excavation and clearance required from the new drainage pipes required to be installed. Council's Arborist notes the trees are of "moderate" retention value and has provided advice indicating further modifications to the landscape design are required to achieve appropriate replacement planting, if Homes Victoria declines to retain the trees.
Minimal opportunities for deep soil planting within the site / excessive hard finishes	Although, overall, the development provides a satisfactory volume of deep soil planting opportunities, it is considered the design response adjacent to Robinson Road is inappropriate and should be redesigned to incorporate opportunities for canopy tree planting, and to ensure the ongoing health and stability of Tree No. 37 (in Patterson Reserve).
There should be more areas set aside as children's play areas / play equipment	Officers have no details of the demographics of future residents, however it is noted that eight separate open space areas are proposed (variously communal and public) totaling approximately 1,800sqm is incorporated into the development (the applicable standard requires only 250sqm). It is considered there is sufficient space to incorporate a children's play area within the proposed open spaces, if needed.
The car park at the end of Robinson Road should be replaced	This is addressed in a separate report to be considered by Council's Services Delegated Committee.
Support from Hawthorn Malvern Hockey Centre	This is addressed in a separate report to be considered by Council's Services Delegated Committee.

and Hawthorn Cycling Club for replacement of the Robinson Rd car park to be located on Council-owned land	
Insufficient on-site parking is provided for residents or visitors	This is addressed in a separate report to be considered by Council's Services Delegated Committee.
Increased traffic congestion / Traffic signals should be incorporated into the Bills St/Auburn Rd intersection	Officers recommend the intersection of Bills Street and Auburn Road be reconfigured to accommodate dedicated left and right-turn lanes, and that further investigation of the need for traffic signals should be undertaken.
The buildings are too large	<p>Officers have formed the view the development fails to appropriately respond to the urban context in three key respects:</p> <ol style="list-style-type: none"> 1. The scale and massing of Building A, where it interfaces with Burgess Street properties. The Urban Designer recommends Level 2 (the fourth floor) be deleted in its entirety. 2. The continuous, uninterrupted street wall along the northern side of Bills Street will degrade the amenity of the public realm due to excessive overshadowing and visual bulk. Analysis also reveals the northern street wall will unreasonably overshadow north-facing apartments in Building C. The northern street wall should be decreased in height between Buildings E/F and F/G. 3. The limited setbacks and scarcity of deep soil planting opportunities along the Robinson Road and Patterson Reserve interfaces (Buildings C and E/F) fail to respect the sensitive interface. Variation in the building alignment is required, to create opportunities for deep soil planting.
The development is located too far away from public transport	Officers recommend Homes Victoria engage with the Head, Transport for Victoria, to examine opportunities to provide improved bus services in the area.
Homes Victoria's consultation lacked genuine engagement	Officers are critical of Homes Victoria's engagement methods. Officers are of the view there is no basis under Clause 52.20 of the Boroondara Planning Scheme for the confined scope of consultation carried out by Homes Victoria and that the matters raised by Council in this submission which go beyond those matters Council was invited by Homes Victoria to address must be fairly and reasonably considered before a decision is made.

	Officers are mindful that Homes Victoria is not the decision maker with respect to this matter, the Minister for Energy, Environment and Climate Change is. Council will be providing its submission to both Homes Victoria and the Minister.
The site is inappropriate for public housing due to its proximity to many nearby schools	The site is considered to be well located for multi-dwelling development, due to its proximity to services, such as schools.
Public housing will reduce property values in the Scotch Hill precinct	There is no basis to make such a claim, noting the land at Bills Street has been used for public housing since the 1950s with no noticeable impact to property values in Scotch Hill.
The development will have poor internal amenity due to overshadowing from its own buildings	Officers have identified concerns with internal overshadowing as a consequence of the continuous length, and height, of the proposed northern street wall.
Overlooking from the rooftop terrace in Building A	<p>The Building A roof terrace, located on Level 4, is setback approximately 11.8m from the southern boundary.</p> <p>Officers recommend the southern edge of the Building A roof terrace incorporate privacy screening along its length, which is fixed, maximum 25% openings and with a minimum height of 1.7m above finished floor level.</p>
Amenity impacts from construction duration of 2 years	Homes Victoria has indicated a Construction Management Plan will be prepared by its contracted builder, with input sought from Council (at a future date) regarding its content. Any construction activity will be required to comply with Council's Amenity Local Law, which includes limits on hours of construction.
Removal of residents' rights of appeal	Council does not support the removal of third party appeal rights.
The development will contribute to traffic congestion at the intersection of Auburn Road and Tooronga Road	<p>It is acknowledged that the development will increase the level of traffic on Auburn Road.</p> <p>Auburn Road between Barkers Road and Riversdale Road is a declared arterial road under the management of the Department of Transport (DoT), formerly VicRoads. The southern section between Riversdale Road and Toorak Road is a major road under the control of Council. The DoT is also responsible for the installation and operation of traffic signals.</p> <p>The traffic issues in Auburn Road particularly on approach to Toorak Road in the morning and afternoon peaks are noted.</p>

	<p>Council officers will be undertaking a review of the entire Auburn Road corridor during the 2021/22 financial year with a view to improving traffic flow and reducing the level of delays. The complex intersection at Auburn Road / Toorak Road / Monash Freeway will be specifically examined given the delays and extensive queuing in Auburn Road during peak periods. With the removal of the Toorak Road level crossing in April 2020, there should be opportunities to improve the performance of the intersection.</p> <p>Officers in Council's Traffic and Transport Department have already commenced the process with preliminary discussions already held with the DoT. Consultants will also be used in the development of strategies for the entire Auburn Road corridor. The DoT will also be involved.</p> <p>A report is expected by the end of 2021. A number of recommendations can be expected to involve the DoT and officers intend to progress these with the DoT.</p>
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APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021



Status
TOWN PLANNING

BILLS STREET, HAWTHORN

NO	SHEET NAME
TP00.00	COVER SHEET
TP01.00	EXISTING/DEMO SITE PLAN
TP01.01	PROPOSED SITE PLAN
TP01.02	FLOOR PLAN - LWR GR 2
TP01.03	FLOOR PLAN - LWR GR 1
TP01.04	FLOOR PLAN - GROUND
TP01.05	FLOOR PLAN - LEVEL 1
TP01.06	FLOOR PLAN - LEVEL 2
TP01.07	FLOOR PLAN - LEVEL 3
TP01.08	FLOOR PLAN - LEVEL 4
TP01.09	FLOOR PLAN - LEVEL 5
TP01.10	FLOOR PLAN - LEVEL 6
TP01.11	FLOOR PLAN - ROOF
TP02.01	SITE SECTIONS
TP02.02	SITE SECTIONS
TP02.03	SITE ELEVATIONS
TP02.04	SITE ELEVATIONS
TP03.01	TYPICAL APARTMENTS
TP03.02	TYPICAL APARTMENTS
TP04.01	SHADOW STUDIES 22 SEPT
TP04.02	SHADOW STUDIES 22 SEPT - SPOS

NO	SHEET NAME
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Development summary

Proposed Social Housing Mix

Apartment Types	Quantity	Proposed mix
1 BR	57	55%
2 BRs	31	30%
3 BRs	15	15%
Total	103	100%

Proposed Mix

	Proposed
Social	50%
Affordable	50%

Proposed Affordable Housing Mix

Apartment Types	Quantity	Proposed mix
1 BR	31	30%
2 BRs	52	50%
3 BRs	20	20%
Total	103	100%

Car Parking Ratios

Required		Proposed	
Rate (Cl 52.20)	No. Spaces	Rate	No. Spaces
0.6	123	0.8	165
		1.0 Affordable	103 Affordable
		0.6 Social	62 Social

*Under Clause 52.20 there is no requirement for visitor parking to be provided on-site as part of the development.

Proposed Bike Parking

	Proposed
Visitors	14
Residents	125

Site Coverage

	Area (m²)
Site Area	10,081
Building Area	6,031
	59.8 %

Deep Soil Area

	Area (m²) / %
Required**	705.7 / 7%
Provided	721.1 / 7.1%

**Retained trees No.03, 16a & 20 are above 8m. As per Table 5 of clause 52.20, the minimum deep soil requirement is 7% of the site area with a minimum

Permeability

	Area (m²)
Site Area	10,081
Pervious Surfaces Area	2,110
	20.9 %

Canopy Trees

	Approx. Area (m²)
Required	2,365
Existing Trees	843
Proposed Trees	1,550
Total	2,393

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5	DRAFT TP SET FOR COORDINATION	28.05.2021
4	DRAFT TP SET FOR CONSULTATION	26.05.2021
3	DRAFT TP SET FOR CONSULTATION	21.05.2021
2	DRAFT TP SET FOR CONSULTATION	19.05.2021
1	DRAFT TP SET FOR CONSULTATION	14.05.2021

Client

Project Title

BILLS STREET
HAWTHORN
1-12 BILLS ST,
HAWTHORN

COVER SHEET

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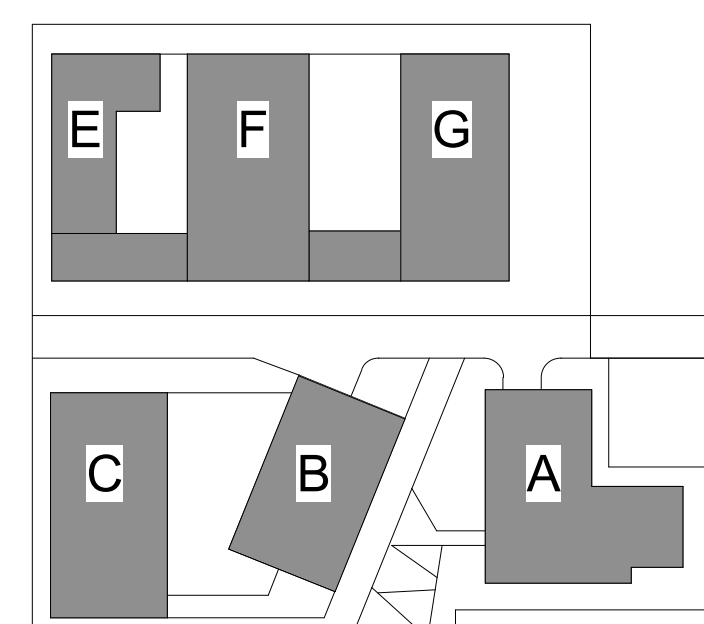
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2480	AR-TP00.00	6

Readers/Commissioners shall verify job dimensions before any job commences. If agreed dimensions shall take precedence over author work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Commissioner and approved prior to construction and to the extent of approved shop drawings, shall be the basis for construction. Regular meetings and reports to be held to ensure the design and construction of the project and to the particular stages of the project for which the project has been commissioned only. Copyright 2008 All rights reserved.

APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021

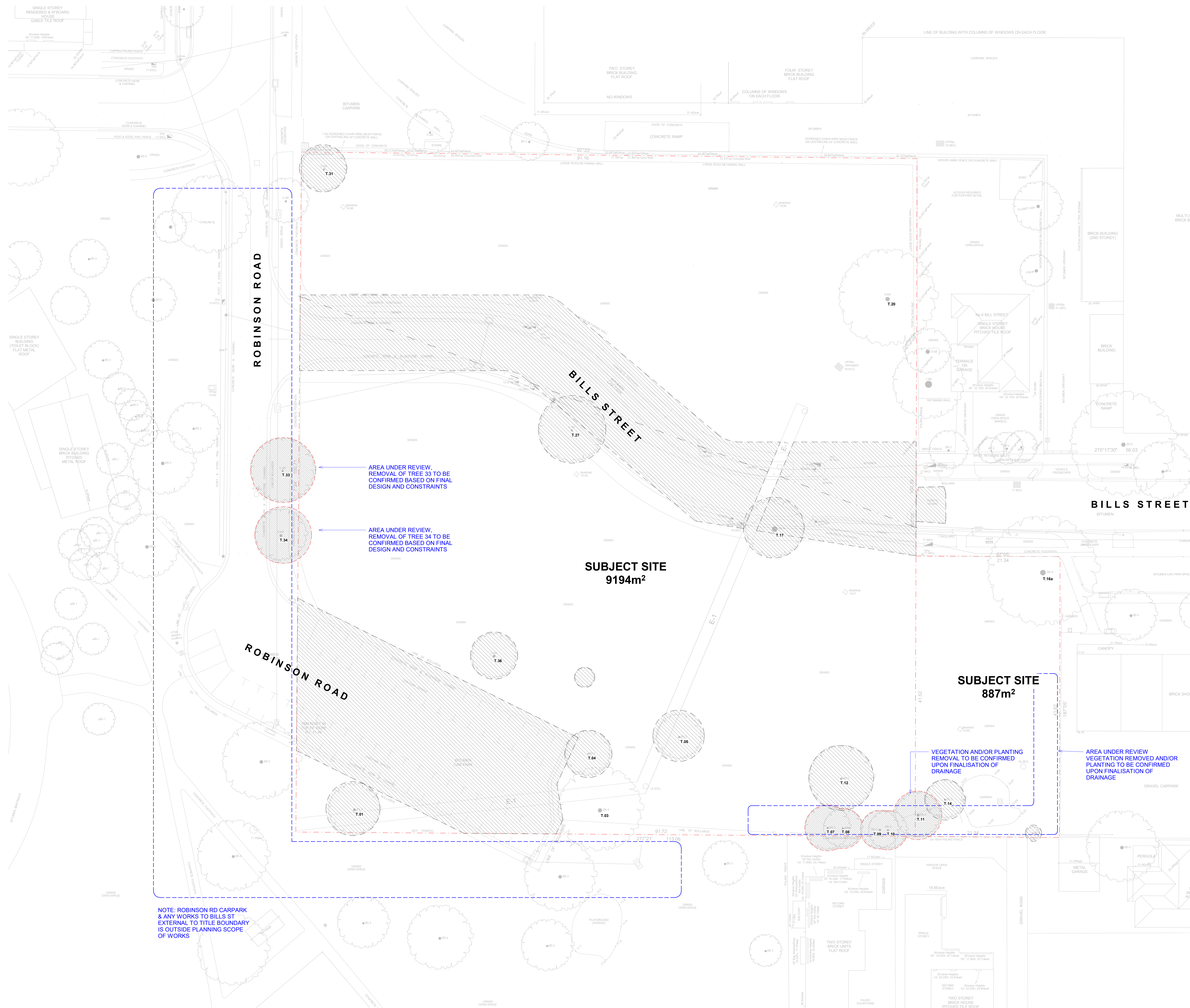
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TOWN PLANNING

KEY PLAN



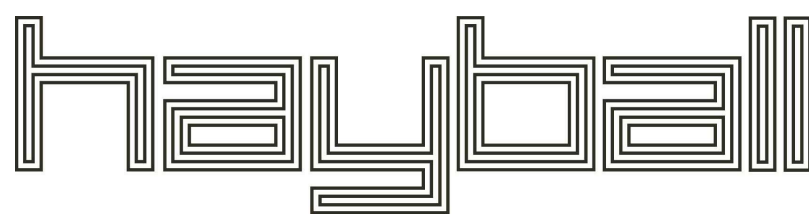
NOTE:

LANDSCAPE BACKGROUNDS
PENDING COORDINATION.
FOR CURRENT LANDSCAPE
DESIGN, REFER TO URBAN
DESIGN REPORT



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Rev	Description	Date



Melbourne	Sydney	Brisbane
Level 1	Ground Floor	Level 12,
250 Flinders Lane	11-17 Buckingham Street	324 Queen Street,
Melbourne VIC 3000	Surry Hills NSW 2010	Brisbane Qld 4000
T +61 3 9599 3644	T +61 2 9550 9329	T +61 7 3211 9821



Project Title
BILLS STREET
HAWTHORN
1-12 BILLS ST,
HAWTHORN

Drawing Title

EXISTING/DEMO SITE PLAN

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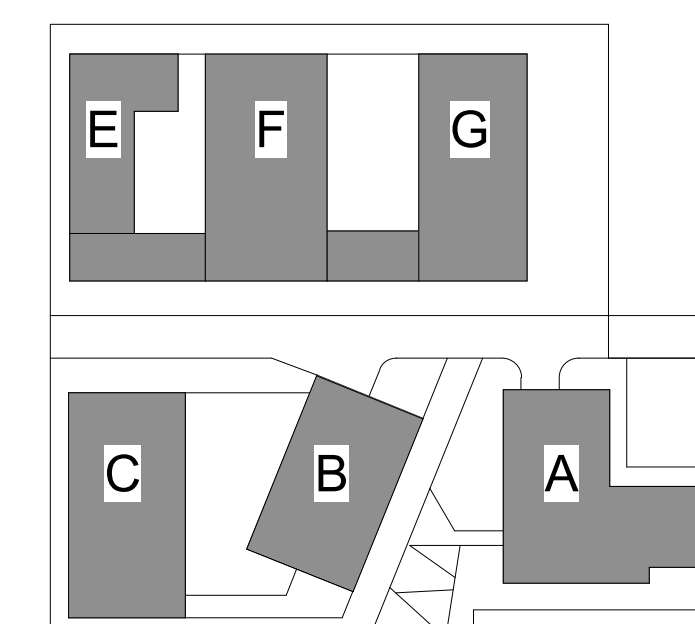
Project No	Drawing No	Revision
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APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021

Status
TOWN PLANNING

KEY PLAN



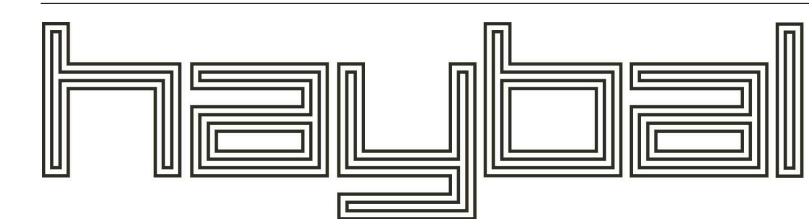
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Client	Project Title
 VICTORIA State Government	BILLS STREET HAWTHORN 1-12 BILLS ST, HAWTHORN

Drawing Title

FLOOR PLAN - LWR GR 2

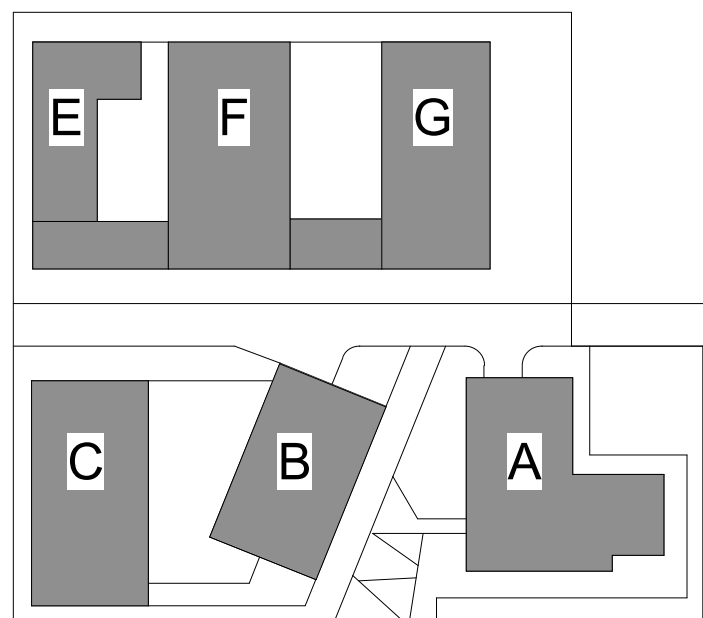
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Project No	Drawing No	Revision
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KEY PLAN



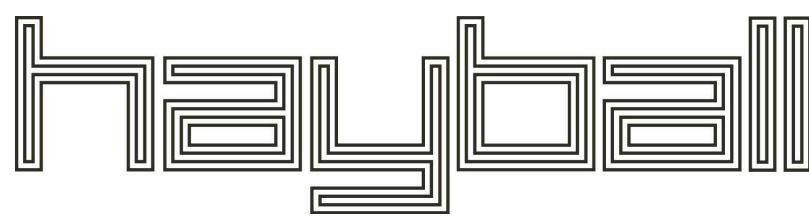
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Rev	Description	Date



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Client	Project Title
 VICTORIA State Government	BILLS STREET HAWTHORN 1-12 BILLS ST, HAWTHORN

Drawing Title

FLOOR PLAN - LWR GR 1

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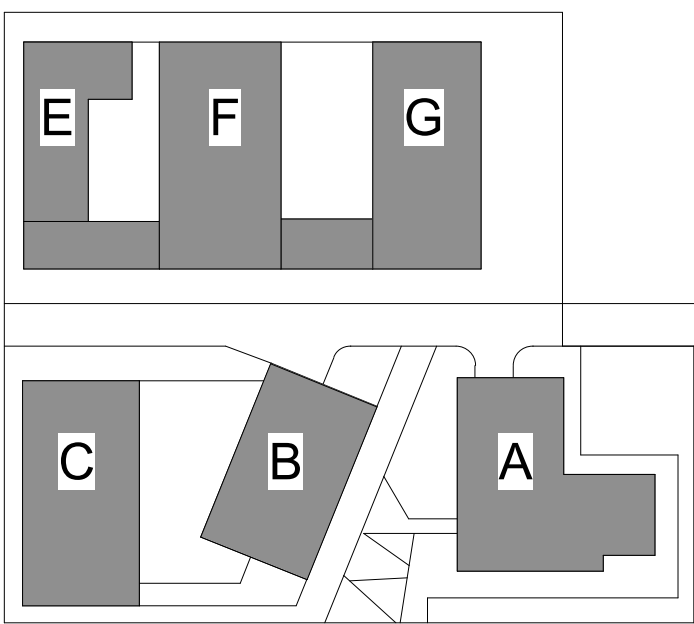
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APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021

TOWN PLANNING

KEY PLAN



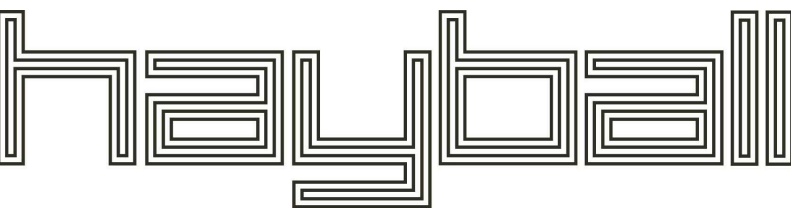
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ISBN: 64000634261 NSW Nominated Architects: Tom Jordan 7521, Richard Leonard 7522, David Toroff 8028

Client	Project Title
ABC Corporation	Website Redesign
XYZ Inc.	Mobile App Development
DEF Ltd.	Cloud Migration
GHI Corp.	CRM Implementation
JKL LLC	Data Analytics Platform
MNO Pte. Ltd.	Security Audit
PQR Solutions	IT Infrastructure Upgrade
STU Group	Business Process Automation
VWX Enterprises	Supply Chain Optimization
YZZ Industries	Human Resources System
AAA Corp.	Marketing Campaign Launch
BBB Inc.	Product Development
CCC Ltd.	Customer Support Portal
DDD Corp.	Financial Reporting System
EEE LLC	Inventory Management System
FFF Pte. Ltd.	Project Management Tool
GGG Solutions	Compliance Training Module
HHH Group	Employee Onboarding Process
III Enterprises	Quality Assurance Framework
LLL Industries	Research and Development Platform
MMM Corp.	Supply Chain Risk Assessment
NNN Inc.	Customer Feedback Analysis
OOO Ltd.	Internal Audit System
PPP Corp.	Business Continuity Plan
QQQ LLC	Disaster Recovery Strategy
RRR Pte. Ltd.	IT Governance Framework
SSS Solutions	Vendor Management System
TTT Group	Contract Management Platform
UUU Enterprises	Procurement Automation
VVV Industries	Logistics Optimization
WWW Corp.	Warehouse Management System
XXX Inc.	Transportation Management
YYY Ltd.	Fleet Management Solution
ZZZ Corp.	Customer Loyalty Program
AAA LLC	Referral Marketing Campaign
BBB Pte. Ltd.	Retention Strategy
CCC Solutions	Churn Analysis
DDD Group	Upsell Opportunities
EEE Enterprises	Cross-sell Initiatives
FFF Industries	Product Bundling
GGG Corp.	Subscription Model
HHH Inc.	Freemium Strategy
III Ltd.	Freemium to Paid Conversion
LLL Corp.	Freemium User Engagement
MMM LLC	Freemium Monetization
NNN Pte. Ltd.	Freemium Analytics
OOO Solutions	Freemium Feedback Loop
PPP Group	Freemium Support System
QQQ Enterprises	Freemium Onboarding
RRR Industries	Freemium Training
SSS Corp.	Freemium Certification
TTT Inc.	Freemium Certification Program
UUU Ltd.	Freemium Certification Exam
VVV Corp.	Freemium Certification Results
WWW LLC	Freemium Certification Renewal
XXX Pte. Ltd.	Freemium Certification Support
YYY Solutions	Freemium Certification Feedback
ZZZ Group	Freemium Certification Improvement
AAA Enterprises	Freemium Certification Innovation
BBB Industries	Freemium Certification Research
CCC Corp.	Freemium Certification Development
DDD Inc.	Freemium Certification Testing
EEE Ltd.	Freemium Certification Deployment
FFF Corp.	Freemium Certification Launch
GGG LLC	Freemium Certification Marketing
HHH Pte. Ltd.	Freemium Certification Sales
III Solutions	Freemium Certification Distribution
LLL Group	Freemium Certification Promotion
MMM Enterprises	Freemium Certification Partnership
NNN Industries	Freemium Certification Collaboration
OOO Corp.	Freemium Certification Integration
PPP Inc.	Freemium Certification Interoperability
QQQ Ltd.	Freemium Certification Compatibility
RRR Corp.	Freemium Certification Portability
SSS LLC	Freemium Certification Scalability
TTT Pte. Ltd.	Freemium Certification Reliability
UUU Solutions	Freemium Certification Availability
VVV Group	Freemium Certification Performance
WWW Enterprises	Freemium Certification Efficiency
XXX Industries	Freemium Certification Effectiveness
YYY Corp.	Freemium Certification Impact
ZZZ Inc.	Freemium Certification Reach
AAA Ltd.	Freemium Certification Influence
BBB Corp.	Freemium Certification Power
CCC LLC	Freemium Certification Authority
DDD Pte. Ltd.	Freemium Certification Credibility
EEE Solutions	Freemium Certification Reputability
FFF Group	Freemium Certification Trustworthiness
GGG Enterprises	Freemium Certification Reliability
HHH Industries	Freemium Certification Dependability
III Corp.	Freemium Certification Consistency
LLL Inc.	Freemium Certification Uniformity
MMM Ltd.	Freemium Certification Standardization
NNN Corp.	Freemium Certification Harmonization
OOO LLC	Freemium Certification Coordination
PPP Pte. Ltd.	Freemium Certification Cooperation
QQQ Solutions	Freemium Certification Collaboration
RRR Group	Freemium Certification Partnership
SSS Enterprises	Freemium Certification Alliance
TTT Industries	Freemium Certification Consortium
UUU Corp.	Freemium Certification Network
VVV Inc.	Freemium Certification Community
WWW Ltd.	Freemium Certification Ecosystem
XXX Corp.	Freemium Certification Platform
YYY LLC	Freemium Certification Framework
ZZZ Pte. Ltd.	Freemium Certification Structure
AAA Solutions	Freemium Certification Organization
BBB Group	Freemium Certification System
CCC Enterprises	Freemium Certification Methodology
DDD Industries	Freemium Certification Approach
EEE Corp.	Freemium Certification Strategy
FFF Inc.	Freemium Certification Policy
GGG Ltd.	Freemium Certification Procedure
HHH Corp.	Freemium Certification Process
III LLC	Freemium Certification Protocol
LLL Pte. Ltd.	Freemium Certification Regulation
MMM Solutions	Freemium Certification Legislation
NNN Group	Freemium Certification Jurisprudence
OOO Enterprises	Freemium Certification Litigation
PPP Industries	Freemium Certification Arbitration
QQQ Corp.	Freemium Certification Mediation
RRR Inc.	Freemium Certification Conciliation
SSS Ltd.	Freemium Certification Reconciliation
TTT Corp.	Freemium Certification Settlement
UUU LLC	Freemium Certification Arbitration
VVV Pte. Ltd.	Freemium Certification Mediation
WWW Solutions	Freemium Certification Conciliation
XXX Group	Freemium Certification Reconciliation
YYY Enterprises	Freemium Certification Settlement
ZZZ Industries	Freemium Certification Arbitration
AAA Corp.	Freemium Certification Mediation
BBB Inc.	Freemium Certification Conciliation
CCC Ltd.	Freemium Certification Reconciliation
DDD Corp.	Freemium Certification Settlement
EEE LLC	Freemium Certification Arbitration
FFF Pte. Ltd.	Freemium Certification Mediation
GGG Solutions	Freemium Certification Conciliation
HHH Group	Freemium Certification Reconciliation
III Enterprises	Freemium Certification Settlement
LLL Industries	Freemium Certification Arbitration
MMM Corp.	Freemium Certification Mediation
NNN Inc.	Freemium Certification Conciliation
OOO Ltd.	Freemium Certification Reconciliation
PPP Corp.	Freemium Certification Settlement
QQQ LLC	Freemium Certification Arbitration
RRR Pte. Ltd.	Freemium Certification Mediation
SSS Solutions	Freemium Certification Conciliation
TTT Group	Freemium Certification Reconciliation
UUU Enterprises	Freemium Certification Settlement
VVV Industries	Freemium Certification Arbitration
WWW Corp.	Freemium Certification Mediation
XXX Inc.	Freemium Certification Conciliation
YYY Ltd.	Freemium Certification Reconciliation



BILLS STREET
HAWTHORN
1-12 BILLS ST,
HAWTHORN

Drawing Title

FLOOR PLAN - GROUND

Drawn By	Checked By	Date Printed	Scale
JL	Checker	6/16/2021 4:20:12 PM	1 : 200@A0

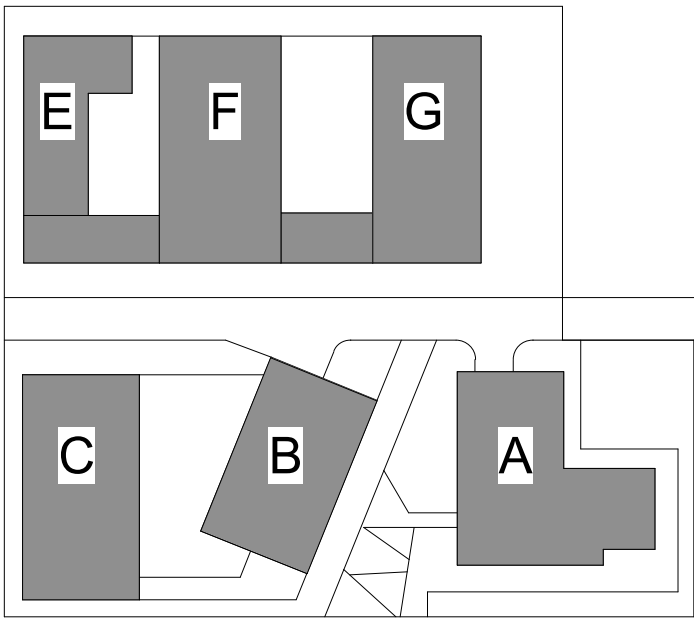
Project No	Drawing No	Revision
2480	AR-TP01.04	7

Builders/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacture shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. Hayball retains copyright and grants the client a licence to use the Design for the purposes of this project and for the particular stage of services for which the Hayball has been commissioned only. Copyright 2008 All rights reserved.

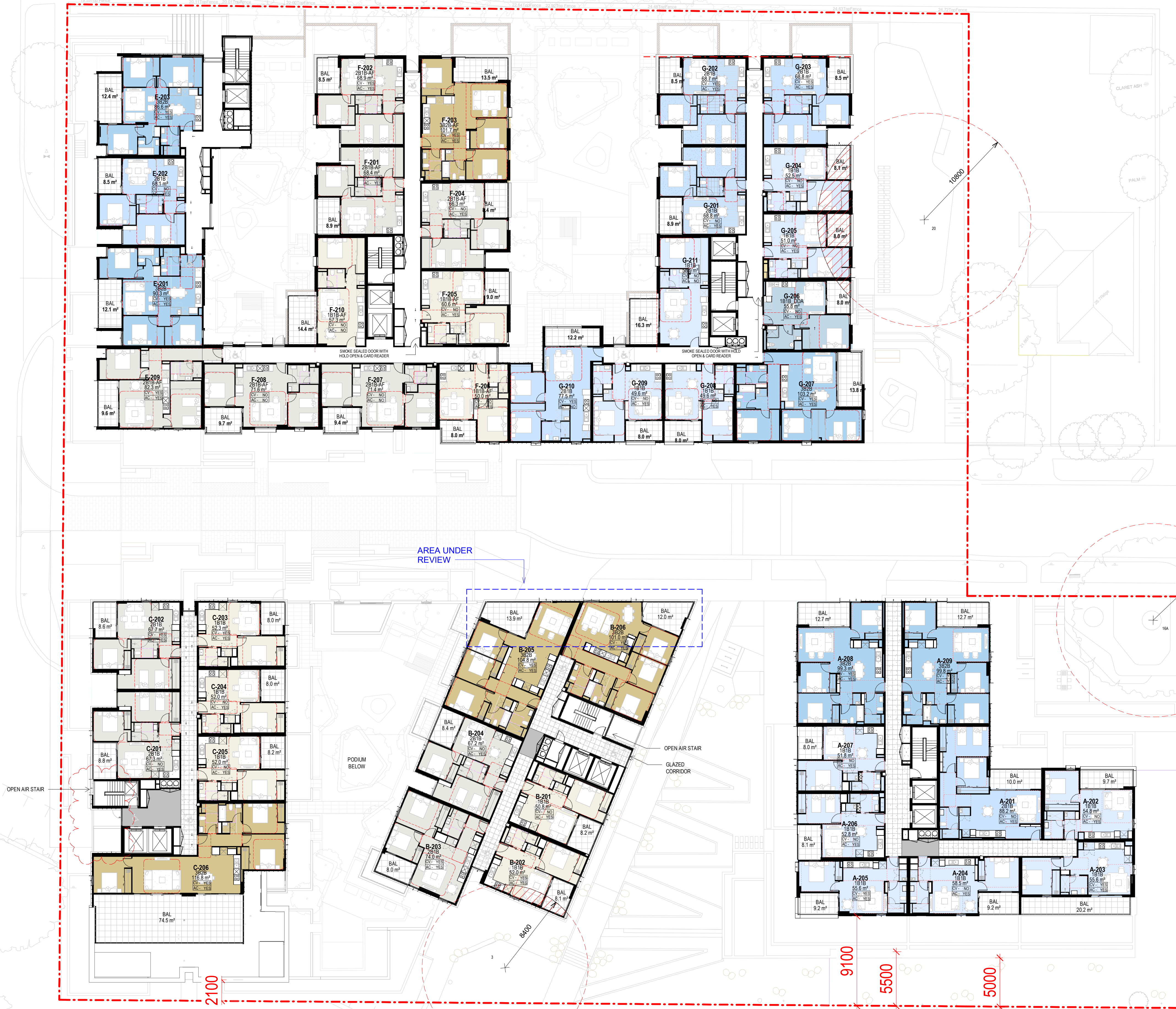
APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021

Status
TOWN PLANNING

KEY PLAN



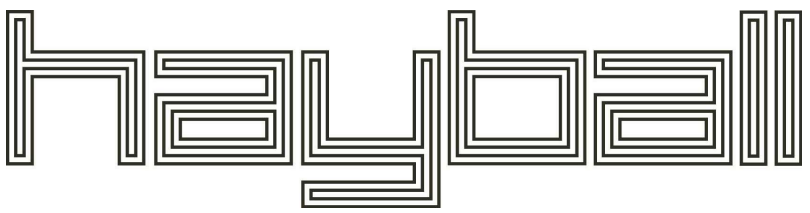
NOTE:
LANDSCAPE BACKGROUNDS
PENDING COORDINATION.
FOR CURRENT LANDSCAPE
DESIGN, REFER TO URBAN
DESIGN REPORT



DRAFT

6	DRAFT TP SET FOR CONSULTATION	16.06.2021
5	DRAFT TP SET FOR COORDINATION	28.05.2021
4	DRAFT TP SET FOR CONSULTATION	26.05.2021
7	UPDATED DESIGN PACKAGE (100% DO)	18.05.2021
3	DRAFT TP SET FOR CONSULTATION	21.05.2021
2	DRAFT TP SET FOR CONSULTATION	19.05.2021
1	DRAFT TP SET FOR CONSULTATION	14.05.2021

Rev	Description	Date
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Melbourne	Sydney	Brisbane
Level 12: 250 Flinders Lane, Melbourne VIC 3000 T +61 3 9660 3644	Original Floor 11-17 Buckingham Street Surry Hills NSW 2010 T +61 3 9660 9329	Level 12: 324 Queen Street, Brisbane QLD 4000 T +61 7 3211 9821

ADN: 640034261 NSW: Notified Architects: Tom Jordan 7521, Richard Leonard 7522, David Toroff 8020

Client	Project Title
	BILLS STREET HAWTHORN 1-12 BILLS ST, HAWTHORN

Drawing Title
FLOOR PLAN - LEVEL 2

Drawn By	Checked By	Date Printed	Scale
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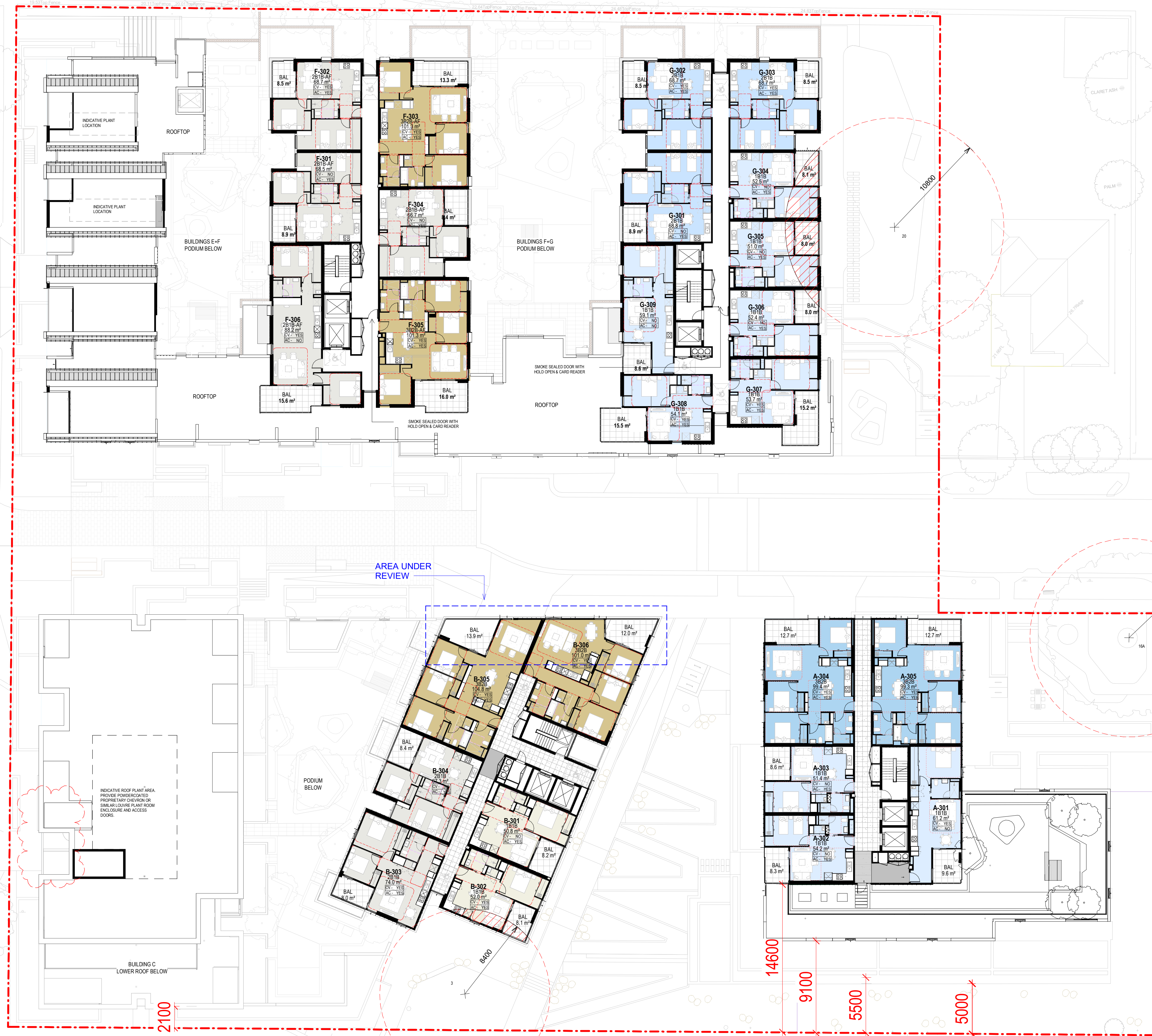
Project No	Drawing No	Revision
2480	AR-TP01.06	7

Readers/Commissioners shall verify job dimensions before any job commences. Figured dimensions shall take precedence over written work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Commissioner and manufacturer shall be responsible and liable for the accuracy of the work. The supplier of this system and for the particular stages of services for which the Hayball has been commissioned only. © Copyright 2006 All rights reserved.

Status

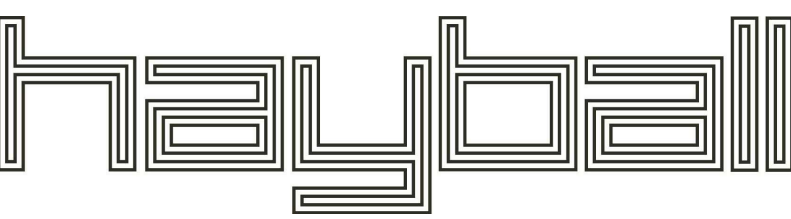
TOWN PLANNING

LANDSCAPE BACKGROUNDS
PENDING COORDINATION.
FOR CURRENT LANDSCAPE
DESIGN, REFER TO URBAN
DESIGN REPORT



DRAFT

6	DRAFT TP SET FOR CONSULTATION	16.06.2021
5	DRAFT TP SET FOR COORDINATION	28.05.2021
4	DRAFT TP SET FOR CONSULTATION	26.05.2021
3	UPDATED DESIGN PACKAGE (100% DD)	18.06.2021
7	DRAFT TP SET FOR CONSULTATION	21.05.2021
2	DRAFT TP SET FOR CONSULTATION	19.05.2021
1	DRAFT TP SET FOR CONSULTATION	14.05.2021
Rev	Description	Date



Melbourne	Sydney	Brisbane
Level 1	Ground Floor	Level 12,
250 Flinders Lane	11-17 Buckingham Street	324 Queen Street,
Melbourne VIC 3000	Surry Hills NSW 2010	Brisbane Qld 4000
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BILLS STREET
HAWTHORN
1-12 BILLS ST,
HAWTHORN

Drawing Title

FLOOR PLAN - LEVEL 3

Drawn By	Checked By	Date Printed	Scale
JL	Checker	6/16/2021 4:20:55 PM	1 : 200@A0

Project No	Drawing No	Revision	
2480	AR-TP01.07	7	

Subdividers/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacturer shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. Hayball retains copyright and grants the client a license to use the Design for the purposes of this project and for the particular stage of services for which the Hayball has been commissioned only. Copyright 2008 All rights reserved.

Status

TOWN PLANNING

The diagram shows a top-down view of a storage area with two shelves. The top shelf contains three rectangular blocks labeled E, F, and G, arranged side-by-side. The bottom shelf contains three blocks labeled C, B, and A. Block C is on the left, block A is on the right, and block B is in the center, tilted at an angle. A set of stairs is located between the two shelves, partially obscuring block B.

LANDSCAPE BACKGROUNDS
PENDING COORDINATION.
FOR CURRENT LANDSCAPE
DESIGN, REFER TO URBAN
DESIGN REPORT



6	DRAFT TP SET FOR CONSULTATION	16.06.2021
5	DRAFT TP SET FOR COORDINATION	28.05.2021
4	DRAFT TP SET FOR CONSULTATION	26.05.2021
3	DRAFT TP SET FOR CONSULTATION	21.05.2021
2	DRAFT TP SET FOR CONSULTATION	19.05.2021
1	DRAFT TP SET FOR CONSULTATION	14.05.2021



Drawing Title

FLOOR PLAN - LEVEL 4

Project No	Drawing No	Revision
2480	AR-TP01.08	6

Builder/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacturer shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. Hayball retains copyright and grants the client a license to use the Design for the purposes of this project and for the particular stage of services for which the Hayball has been commissioned only. Copyright 2008 All rights reserved.


Status

TOWN PLANNING

LANDSCAPE BACKGROUNDS
PENDING COORDINATION.
FOR CURRENT LANDSCAPE
DESIGN, REFER TO URBAN
DESIGN REPORT



hayball

Client	Project Title
	<p>BILLS STREET HAWTHORN</p> <p>1-12 BILLS ST, HAWTHORN</p>

Drawing Title

FLOOR PLAN - LEVEL 5

Project No	Drawing No	Revision
2480	AR-TP01.09	6

Builder/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacture shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. Hayball retains copyright and grants the client a license to use the Design for the purposes of this project and for the particular stage of services for which the Hayball has been commissioned only. Copyright 2008 All rights reserved.

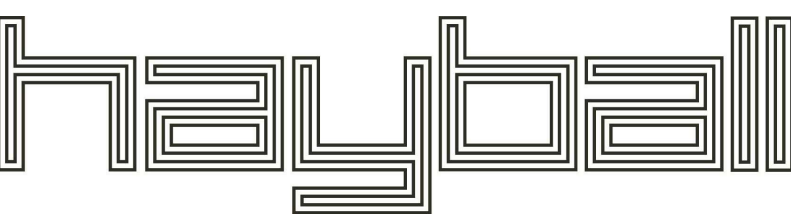
Status

TOWN PLANNING

LANDSCAPE BACKGROUNDS
PENDING COORDINATION.
FOR CURRENT LANDSCAPE
DESIGN, REFER TO URBAN
DESIGN REPORT



6	DRAFT TP SET FOR CONSULTATION	16.06.2021
5	DRAFT TP SET FOR COORDINATION	28.05.2021
4	DRAFT TP SET FOR CONSULTATION	26.05.2021
3	DRAFT TP SET FOR CONSULTATION	21.05.2021
2	DRAFT TP SET FOR CONSULTATION	19.05.2021
1	DRAFT TP SET FOR CONSULTATION	14.05.2021
Rev	Description	Date




Melbourne	Sydney	Brisbane
Level 1	Ground Floor	Level 12
250 Flinders Lane	11-17 Buckingham Street	324 Queen Street,
Melbourne VIC 3000	Surry Hills NSW 2010	Brisbane Qld 4000
T +61 3 9699 3644	T +61 2 9660 9329	T +61 7 3211 9821

ABN: 64000394261 NSW Nominated Architects: Tom Jordan 7521, Richard Leonard 7522, David Toroff 8028



BILLS STREET
HAWTHORN
1-12 BILLS ST,
HAWTHORN

Drawn By	Checked By	Date Printed	Scale
JL	Checker	6/16/2021 4:21:30 PM	1 : 200@A0

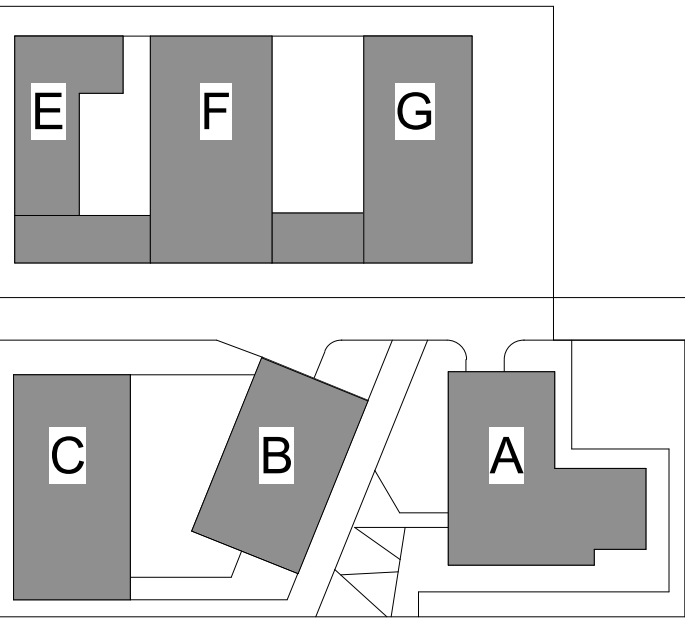
Project No	Drawing No	Revision	
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Builders/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacture shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. Hayball retains copyright and grants the client a licence to use the Design for the purposes of this project and for the particular stage of services for which the Hayball has been commissioned only. Copyright 2008 All rights reserved.

APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021

Status
TOWN PLANNING

KEY PLAN



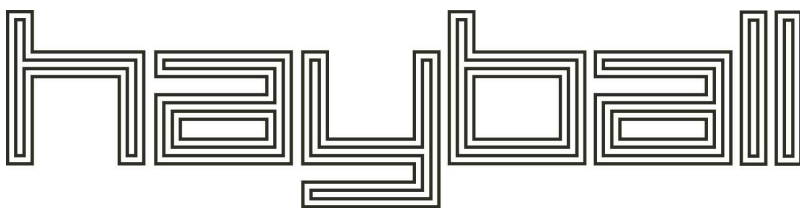
NOTE:
LANDSCAPE BACKGROUNDS
PENDING COORDINATION.
FOR CURRENT LANDSCAPE
DESIGN, REFER TO URBAN
DESIGN REPORT



DRAFT

6	DRAFT TP SET FOR CONSULTATION	16.06.2021
5	DRAFT TP SET FOR COORDINATION	28.05.2021
4	DRAFT TP SET FOR CONSULTATION	26.05.2021
3	DRAFT TP SET FOR CONSULTATION	21.05.2021
2	DRAFT TP SET FOR CONSULTATION	19.05.2021
1	DRAFT TP SET FOR CONSULTATION	14.05.2021

Rev	Description	Date
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Melbourne	Sydney	Brisbane
Level 12: 250 Flinders Lane Melbourne VIC 3000 T +61 3 9609 3644	Ground Floor 11-17 Buckingham Street Surry Hills NSW 2010 T +61 2 9660 9329	Level 12: 324 Queen Street Brisbane QLD 4000 T +61 7 3211 9821

ABN: 640034261 NSW Nominated Architects: Tom Jordan 7521, Richard Leonard 7522, David Toroff 8201

Client	Project Title
	BILLS STREET HAWTHORN 1-12 BILLS ST, HAWTHORN

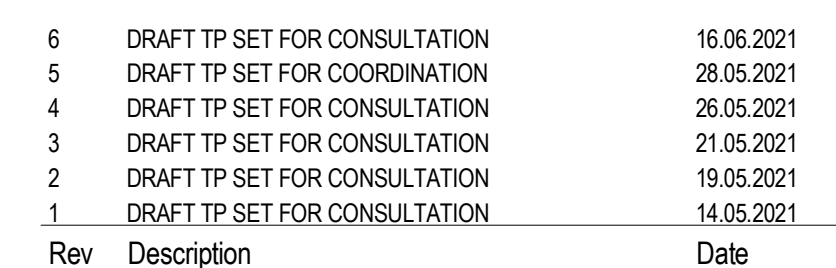
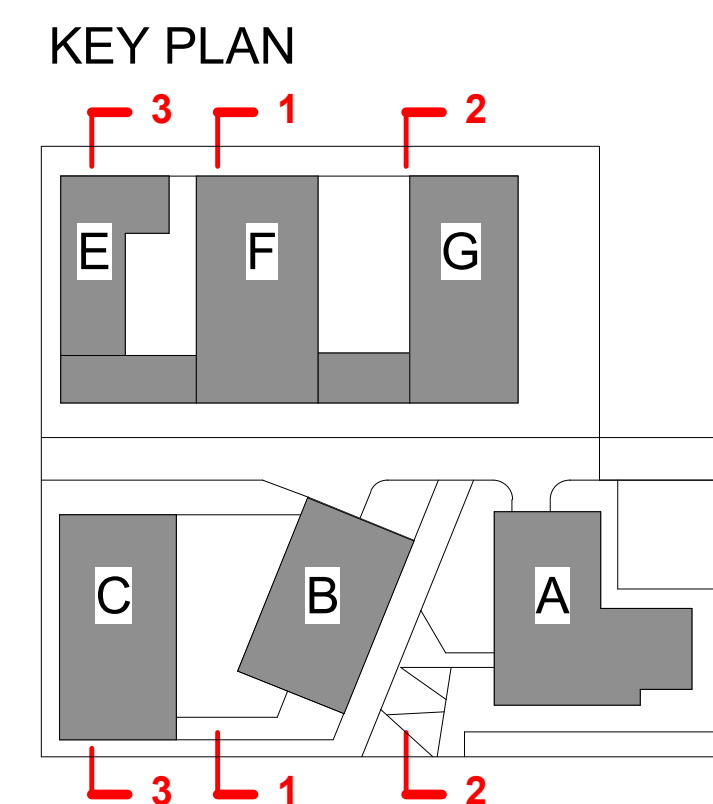
Drawing Title
FLOOR PLAN - ROOF

Drawn By	Checked By	Date Printed	Scale
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Project No	Drawing No	Revision
2480	AR-TP01.11	6

Business/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over written work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Contractor and manufacturer shall not commence until the review of drawings stage. The Architect/Contractor shall retain responsibility and provide to the client. The client shall retain the right to change the scope of the project and for the particular stage of services for which the Hayball has been commissioned only. © Copyright 2008 All rights reserved.

Status
TOWN PLANNING



Melbourne	Sydney	Brisbane
Level 1	Ground Floor	Level 12,
250 Dudding Lane	11-17 Buckingham Street	324 Queen Street,
Melbourne VIC 3000	Surry Hills NSW 2010	Brisbane Qld 4000
T +61 3 9899 3644	T +61 2 9660 9329	T +61 7 3211 9821

ADN: B400634261 NSW Nominated Architects: Tom Jordan 7521, Richard Leonard 7522, David Tordoff 8028

Drawing Title

SITE SECTIONS

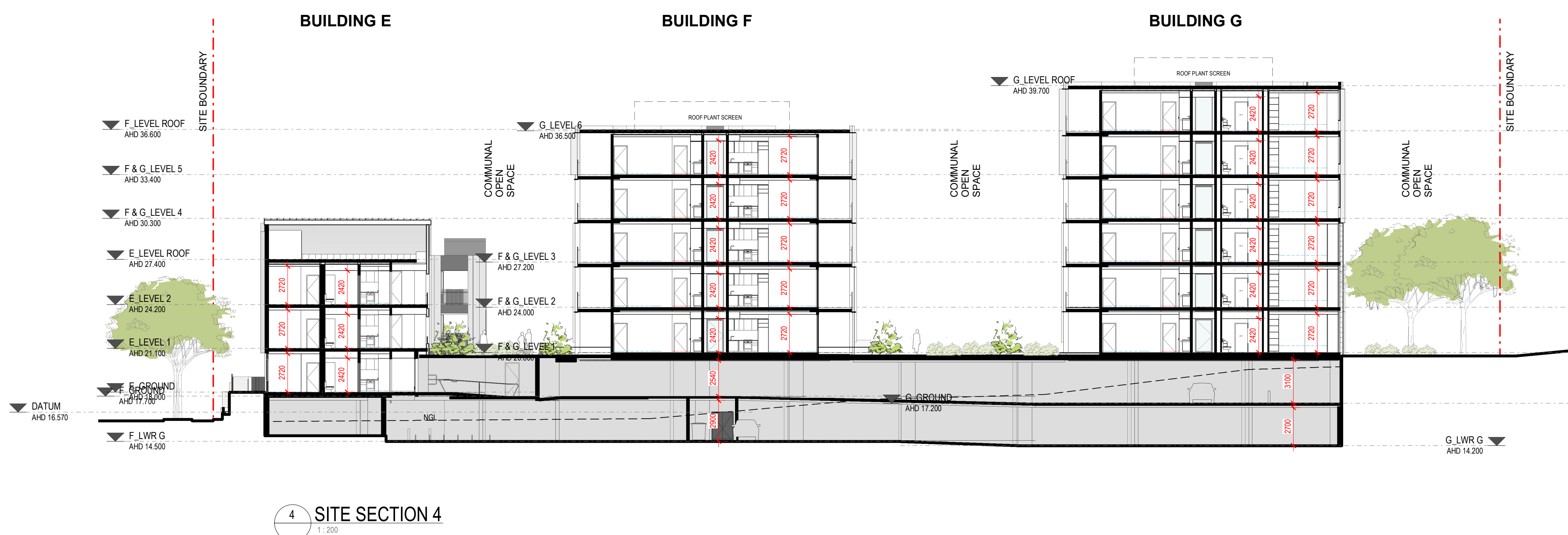
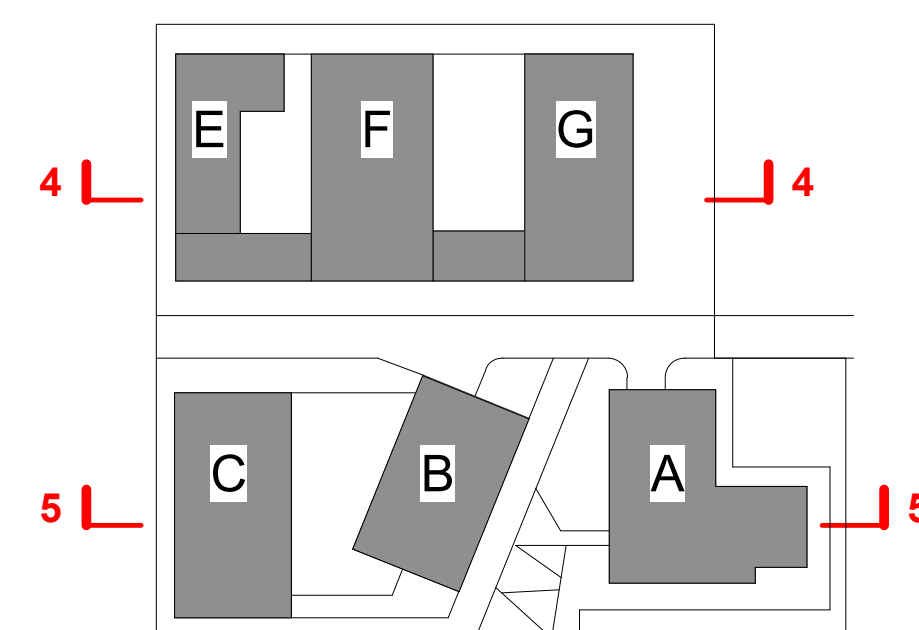
Builders/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacture shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. Hayball retains copyright and grants the client a license to use the Design for the purposes of this project and for the particular stage of services for which the Hayball has been commissioned only. Copyright 2008 All rights reserved.

APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021

Status

TOWN PLANNING

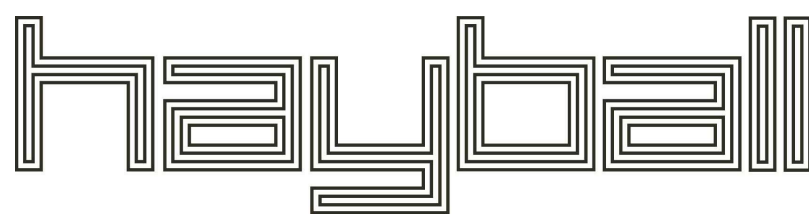
KEY PLAN



DRAFT

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4	DRAFT TP SET FOR CONSULTATION	26.05.2021
3	DRAFT TP SET FOR CONSULTATION	21.05.2021
2	DRAFT TP SET FOR CONSULTATION	19.05.2021
1	DRAFT TP SET FOR CONSULTATION	14.05.2021
Rev	Description	Date

Rev	Description	Date
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Melbourne	Sydney	Brisbane
Level 1	Ground Floor	Level 12,
250 Flinders Lane	11-17 Buckingham Street	324 Queen Street,
Melbourne VIC 3000	Surry Hills NSW 2010	Brisbane Qld 4000
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**BILLS STREET
HAWTHORN
1-12 BILLS ST,
HAWTHORN**

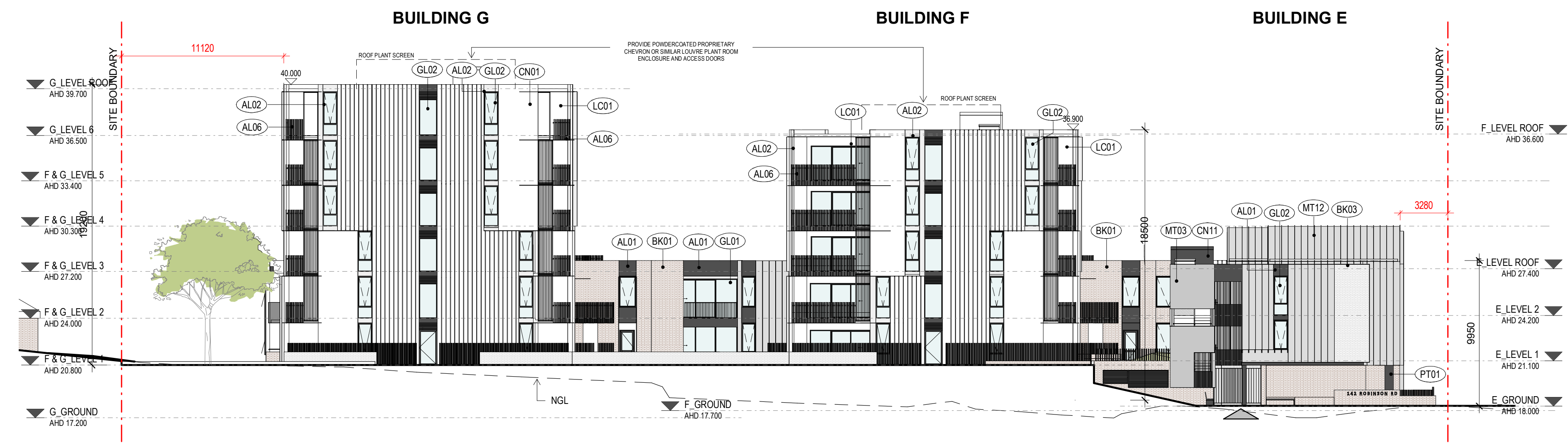
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SITE SECTIONS

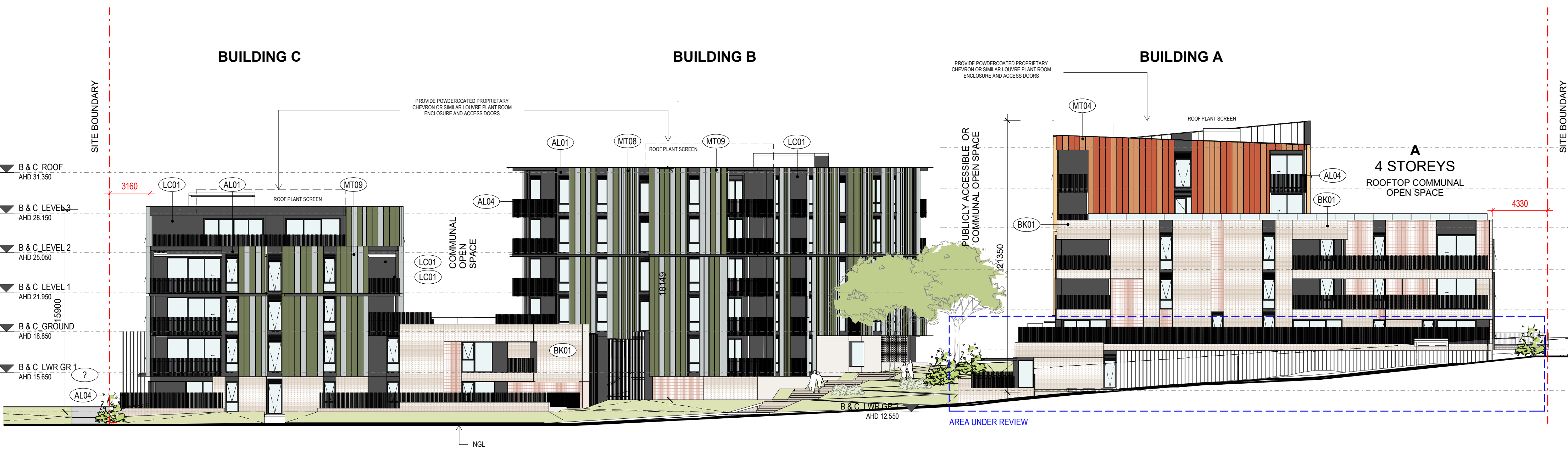
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Author	Checker	6/16/2021 4:22:07 PM	1: 200@A0
Project No	Drawing No	Revision	
2480	AR-TP02.02	6	

Buildings/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacture shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. Hayball retains copyright and grants the client a license to use the Design for the purposes of this project and for the particular stage of services for which the Hayball has been commissioned only. Copyright 2008 All rights reserved.

APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021



1 NORTH ELEVATION-SITE



2 SOUTH ELEVATION-SITE



3 EAST ELEVATION-SITE

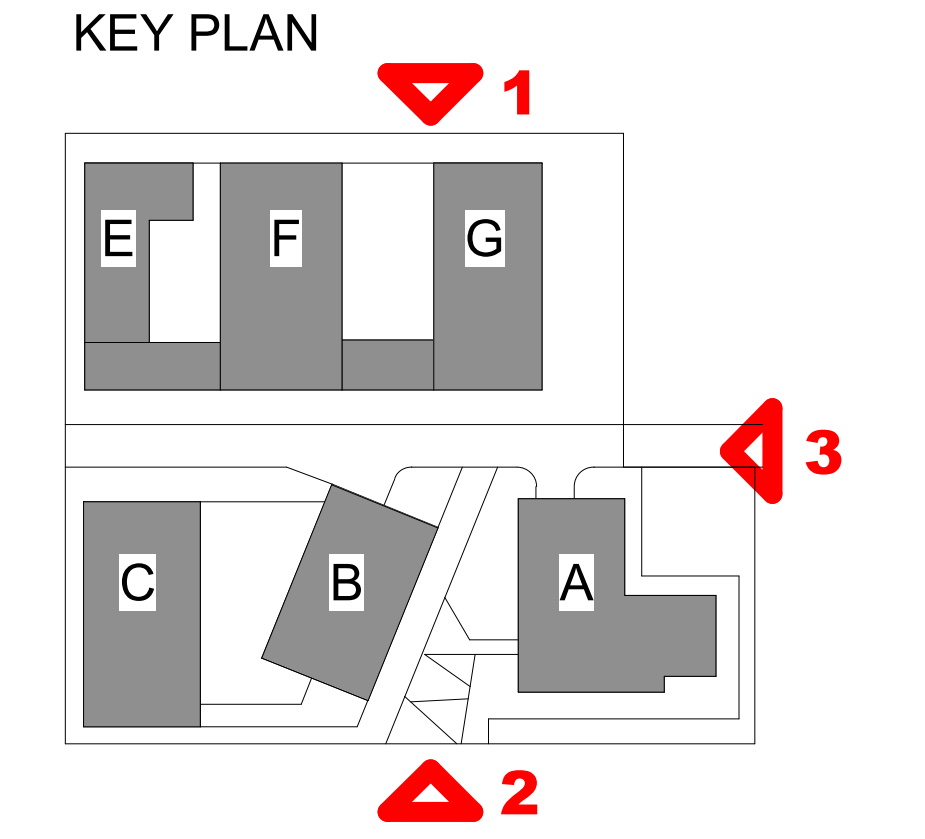
ALL BUILDINGS - EXTERNAL MATERIALS & FINISHES				
CODE	SUPPLIER	DESCRIPTION	FINISH/COLOR	COMMENTS
AL01		WINDOW FRAMES, COVER PLATES, SASHES & FLASHING	CHARCOAL MATT POWDERCOAT	
AL02		WINDOW FRAMES, COVER PLATES, SASHES & FLASHING	WHITE POWDERCOAT	
AL04	ALLLINE	ALUMINIUM BALUSTRADES	CHARCOAL MATT POWDERCOAT	
AL06	ALLLINE	ALUMINIUM BALUSTRADES	POWDERCOAT SILVER/LIGHT GREY	
BK01	ROBERTSONS	MASONRY BRICKS STRETCHER BOND	ROBERTSONS HAWTHORN TAN	
BK02	ROBERTSONS	MASONRY BRICKS STRETCHER BOND	ROBERTSONS HAWTHORN LONDON	
BK03	ROBERTSONS	MASONRY BRICKS STRETCHER BOND	ROBERTSONS HAWTHORN	
CN10	DULUX	PAINT FINISH CONCRETE SLAB	SKIM COAT & LIGHT GREY PAINT FINISH	
CN11	DULUX	PAINT FINISH CONCRETE SLAB	SKIM COAT & CHARCOAL PAINT FINISH	
GL01		GLAZING TO BALCONY/POSS WINDOWS & DOORS	CLEAR GLASS, DOUBLE GLAZED	
GL02		GLAZING TO FACADE WINDOW	GREY COLOUR GLASS, DOUBLE GLAZED	
LC01	JAMES HARDIE	LIGHTWEIGHT FC CLADDING	JAMES HARDIE EXOTEC OR SIMILAR CHARCOAL COLOUR	
MT01		PERFORATED ALUMINIUM TO BALUSTRADES	CHARCOAL MATT POWDERCOAT	
RS01		PROFLED METAL ROOF SHEETING	COLORBOND LIGHT COLOUR	
ST01		ALUMINIUM WINDOW HOOD, SHADES & BALC BALUSTRADES	CHARCOAL MATT POWDERCOAT	

BUILDING A - EXTERNAL MATERIALS & FINISHES		
AL07	ALUMINIUM BALUSTRADES	POWDERCOAT PAW PAW OR SIMILAR
MT03	LIGHTWEIGHT METAL CLADDING, RECESSED JOINTS	BRASS/O OR SIMILAR
MT04	LIGHTWEIGHT METAL CLADDING, VERTICAL STANDING SEAM	ITALIAN CLAY OR SIMILAR
MT05	LIGHTWEIGHT METAL CLADDING, VERTICAL STANDING SEAM	ORANGEADE OR SIMILAR
MT06	VERTICAL FINIS	PAW PAW OR SIMILAR

BUILDING B & C - EXTERNAL MATERIALS & FINISHES		
MT07	LIGHTWEIGHT METAL CLADDING, RECESSED JOINTS	MEDLAR OR SIMILAR
MT08	LIGHTWEIGHT METAL CLADDING, VERTICAL STANDING SEAM	VARIEGATED FROND OR SIMILAR
MT09	LIGHTWEIGHT METAL CLADDING, VERTICAL STANDING SEAM	SHALLOT LEAF OR SIMILAR
MT10	VERTICAL FINIS	CLEVER GREEN OR SIMILAR
MT13	VERTICAL FINIS	VARIEGATED FROND OR SIMILAR

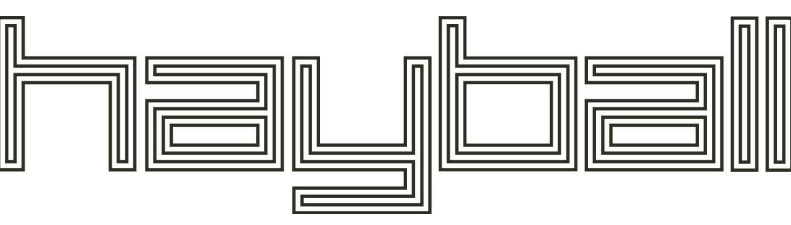
BUILDING E - EXTERNAL MATERIALS & FINISHES		
LC02	LIGHTWEIGHT FC CLADDING	JAMES HARDIE EXOTEC OR SIMILAR VARIEGATED FROND COLOUR
MT11	LIGHTWEIGHT METAL CLADDING, VERTICAL STANDING SEAM	SHALE GREY
TM01	CONCEPT CLICK TIMBER BATTEN SYSTEM	BLACKBUTT COLOUR OR SIMILAR

BUILDING F & G - EXTERNAL MATERIALS & FINISHES		
CN01	100% BRIGHTON LITE CONCRETE	OFF-FORM CLASS 2 FINISH
CN02	100% BRIGHTON LITE CONCRETE	OFF-FORM CLASS 2 FINISH WITH RECKLI FORMLINER
MT12	LIGHTWEIGHT METAL CLADDING, RECESSED JOINTS	COLORBOND MONUMENT



DRAFT

6	DRAFT TP SET FOR CONSULTATION	16.06.2021
5	DRAFT TP SET FOR COORDINATION	28.05.2021
4	DRAFT TP SET FOR CONSULTATION	26.05.2021
3	DRAFT TP SET FOR CONSULTATION	21.05.2021
2	DRAFT TP SET FOR CONSULTATION	19.05.2021
1	DRAFT TP SET FOR CONSULTATION	14.05.2021



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ADN: 640034261 NSW Nominated Architects: Tom Jordan 7521, Richard Leonard 7522, David Toroff 8201

Client	Project Title
	BILLS STREET HAWTHORN 1-12 BILLS ST, HAWTHORN

Drawing Title
SITE ELEVATIONS

Drawn By	Checked By	Date Printed	Scale
Author	Checker	6/16/2021 4:22:42 PM	1:200@A0
Project No	Drawing No	Revision	
2480	AR-TP02.03	6	

Buildings/Constructors shall verify job dimensions before any job commences. If signed dimensions shall take precedence over verbal work. Work shall also conform to the specification, other drawings and any dimensions. All shop drawings shall be submitted to the Architect/Consultant and construction shall be commenced prior to the issue of building stage. The Architect/Consultant shall retain responsibility for any errors in the drawings and shall be liable for any errors. The contents of this report and to the particular stage of services for which the hayball has been commissioned only. Copyright 2008 by hayball.

APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021



1 WEST ELEVATION- SITE

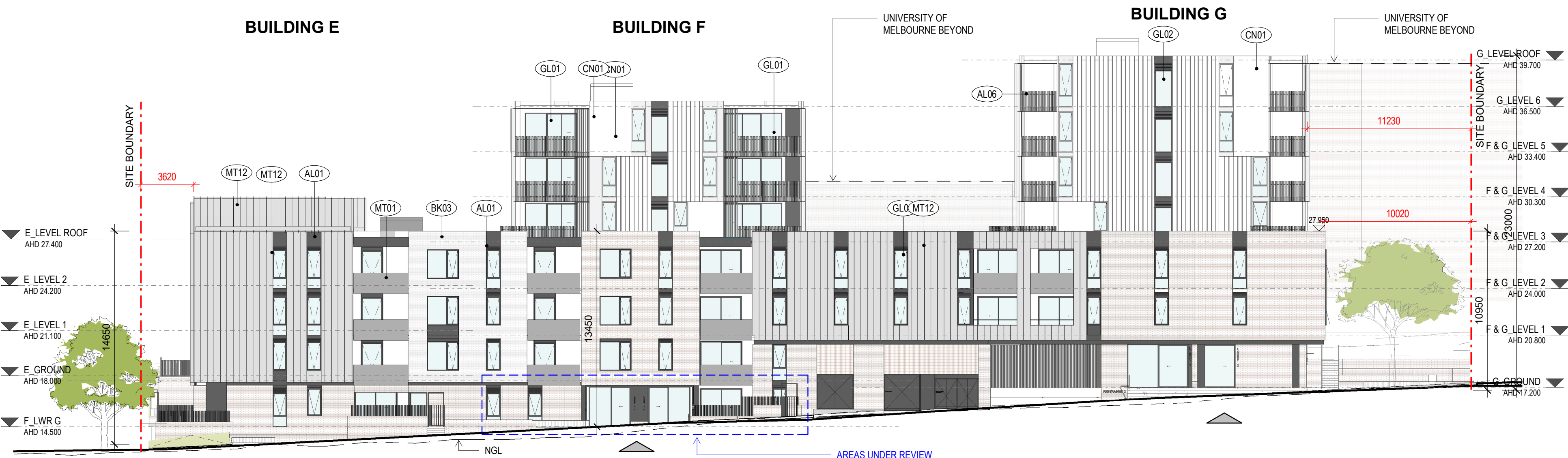
ALL BUILDINGS - EXTERNAL MATERIALS & FINISHES				
CODE	SUPPLIER	DESCRIPTION	FINISH/COLOUR	COMMENTS
AL01		WINDOW FRAMES, COVER PLATES, SASHES & FLASHING	CHARCOAL MATT POWDERCOAT	
AL02		WINDOW FRAMES, COVER PLATES, SASHES & FLASHING	WHITE POWDERCOAT	
AL04	ALULINE	ALUMINIUM BALUSTRADES	CHARCOAL MATT POWDERCOAT	
AL06	ALULINE	ALUMINIUM BALUSTRADES	POWDERCOAT SILVER/LIGHT GREY	
BK01	ROBERTSONS	MASONRY BRICKS STRETCHER BOND	ROBERTSONS HAWTHORN TAIL	
BK02	ROBERTSONS	MASONRY BRICKS STRETCHER BOND	ROBERTSONS HAWTHORN LONDON	
BK03	ROBERTSONS	MASONRY BRICKS STRETCHER BOND	ROBERTSONS HAWTHORN	
CN10	DULUX	PAINT FINISH CONCRETE SLAB	SKIM COAT & LIGHT GREY PAINT FINISH	
CN11	DULUX	PAINT FINISH CONCRETE SLAB	SKIM COAT & CHARCOAL PAINT FINISH	
GL01		GLAZING TO BALCONY/POS WINDOWS & DOORS	CLEAR GLASS, DOUBLE GLAZED	
GL02		GLAZING TO FACADE WINDOW	GREY COLOUR GLASS, DOUBLE GLAZED	
LC01	JAMES HARDIE	LIGHTWEIGHT FC CLADDING	JAMES HARDIE EXOTEC OR SIMILAR CHARCOAL COLOUR	
MT01		PERFORATED ALUMINIUM TO BALUSTRADES	CHARCOAL MATT POWDERCOAT	
RS01		PROFILED METAL ROOF SHEETING	COLORBOND LIGHT COLOUR	
ST01		ALUMINIUM WINDOW HOOD, SHADES & BALC BALUSTRADES	CHARCOAL MATT POWDERCOAT	

BUILDING A - EXTERNAL MATERIALS & FINISHES			
AL07		ALUMINIUM BALUSTRADES	POWDERCOAT PAW PAW OR SIMILAR
MT03		LIGHTWEIGHT METAL CLADDING, RECESSED JOINTS	BRASSO OR SIMILAR
MT04		LIGHTWEIGHT METAL CLADDING, VERTICAL STANDING SEAM	ITALIAN CLAY OR SIMILAR
MT05		LIGHTWEIGHT METAL CLADDING, VERTICAL STANDING SEAM	ORANGEADE OR SIMILAR
MT06		VERTICAL FINS	PAW PAW OR SIMILAR

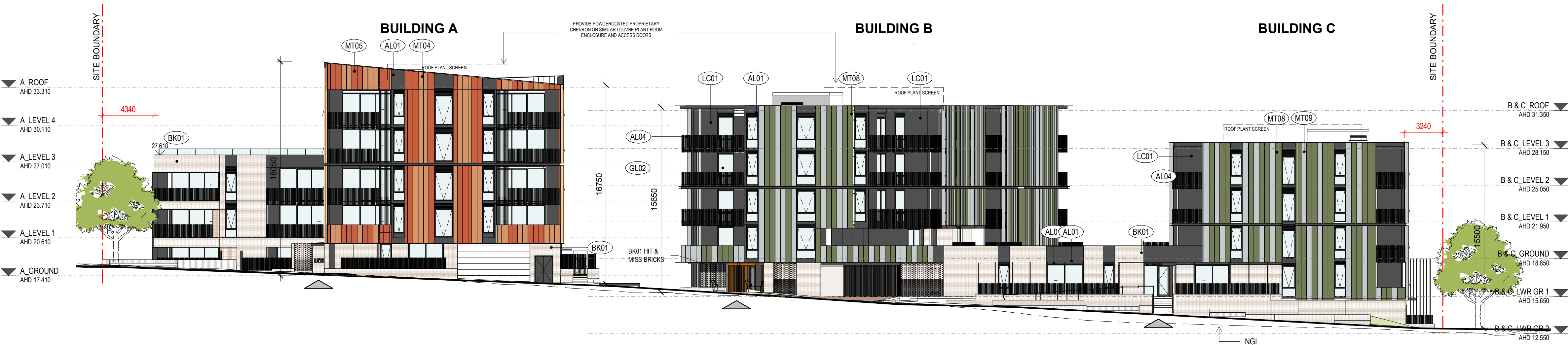
BUILDING B & C - EXTERNAL MATERIALS & FINISHES			
MT07		LIGHTWEIGHT METAL CLADDING, RECESSED JOINTS	MEDLAR OR SIMILAR
MT08		LIGHTWEIGHT METAL CLADDING, VERTICAL STANDING SEAM	VARIEGATED FROND OR SIMILAR
MT09		LIGHTWEIGHT METAL CLADDING, VERTICAL STANDING SEAM	SHALLOT LEAF OR SIMILAR
MT10		VERTICAL FINS	CELERY GREEN OR SIMILAR
MT13		VERTICAL FINS	VAREGATED FROND OR SIMILAR

BUILDING E - EXTERNAL MATERIALS & FINISHES			
LC02		LIGHTWEIGHT FC CLADDING	JAMES HARDIE EXOTEC OR SIMILAR VAREGATED FROND COLOUR
MT11		LIGHTWEIGHT METAL CLADDING, VERTICAL STANDING SEAM	SHALE GREY
TM01		CONCEPT CLICK TIMBER BATTEN SYSTEM	BLACKBUTT COLOUR OR SIMILAR

BUILDING F & G - EXTERNAL MATERIALS & FINISHES			
CN01		100% BRIGHTON LITE CONCRETE	OFF-FORM CLASS 2 FINISH
CN02		100% BRIGHTON LITE CONCRETE	OFF-FORM CLASS 2 FINISH WITH RECKLI FORMLINER
MT12		LIGHTWEIGHT METAL CLADDING, RECESSED JOINTS	COLORBOND MONUMENT



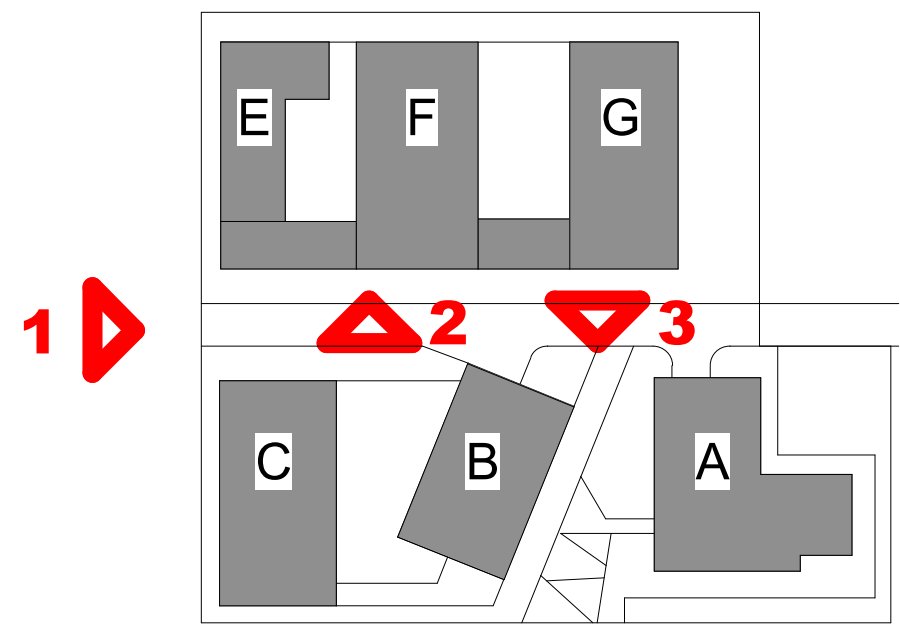
2 BILLS STREET NORTH ELEVATION



3 BILLS STREET SOUTH ELEVATION

Status
TOWN PLANNING

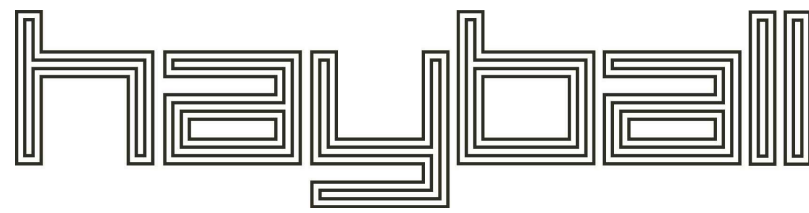
KEY PLAN



DRAFT

6	DRAFT TP SET FOR CONSULTATION	16.06.2021
5	DRAFT TP SET FOR COORDINATION	28.05.2021
4	DRAFT TP SET FOR CONSULTATION	26.05.2021
3	DRAFT TP SET FOR CONSULTATION	21.05.2021
2	DRAFT TP SET FOR CONSULTATION	19.05.2021
1	DRAFT TP SET FOR CONSULTATION	14.05.2021

Rev	Description	Date
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Melbourne	Sydney	Brisbane
Level 12 250 Flinders Lane Melbourne VIC 3000 T +61 3 9599 3644	Ground Floor 11-17 Buckingham Street Surry Hills NSW 2010 T +61 2 9560 9329	Level 12 324 Queen Street Brisbane QLD 4000 T +61 7 3211 9821

ABN: 640034261 NSW Nominated Architects: Tom Jordan 7521, Richard Leonard 7522, David Toroff 8020

Client	Project Title
	BILLS STREET HAWTHORN 1-12 BILLS ST, HAWTHORN

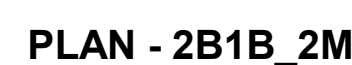
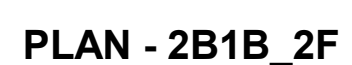
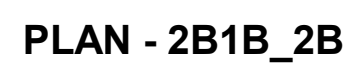
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SITE ELEVATIONS

Drawn By	Checked By	Date Printed	Scale
Author	Checker	6/16/2021 4:23:16 PM	1:200@A0
Project No	Drawing No	Revision	
2480	AR-TP02.04	6	


Readers/Commissioners shall verify job dimensions before any job commences. If signed dimensions shall take precedence over unaided work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Commissioner and must be approved and signed prior to the start of construction. The approval of this report and the particular stages of work for which the Hayball has been commissioned only. Copyright 2008 All rights reserved.

Status

TOWN PLANNING



hayball

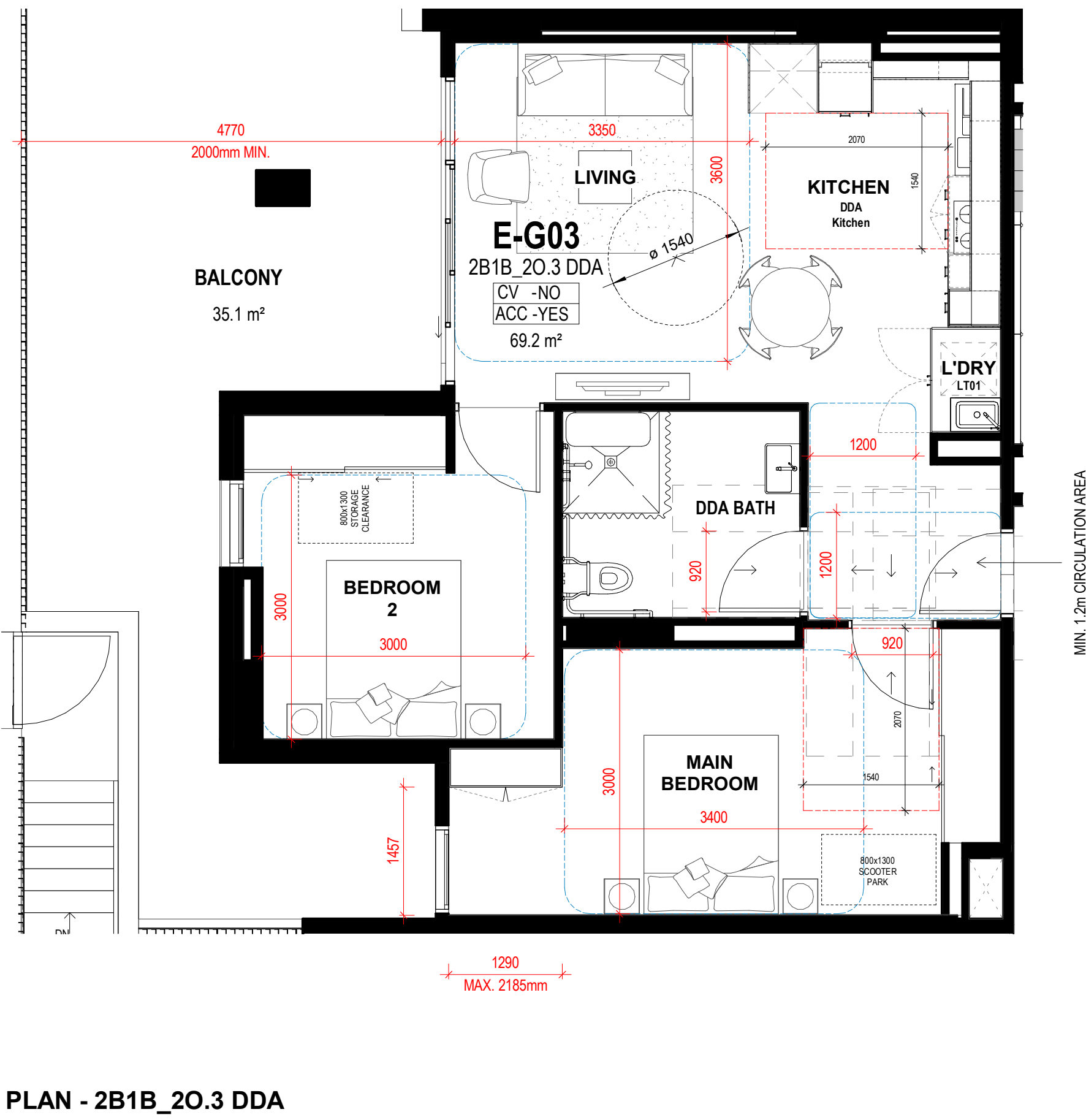
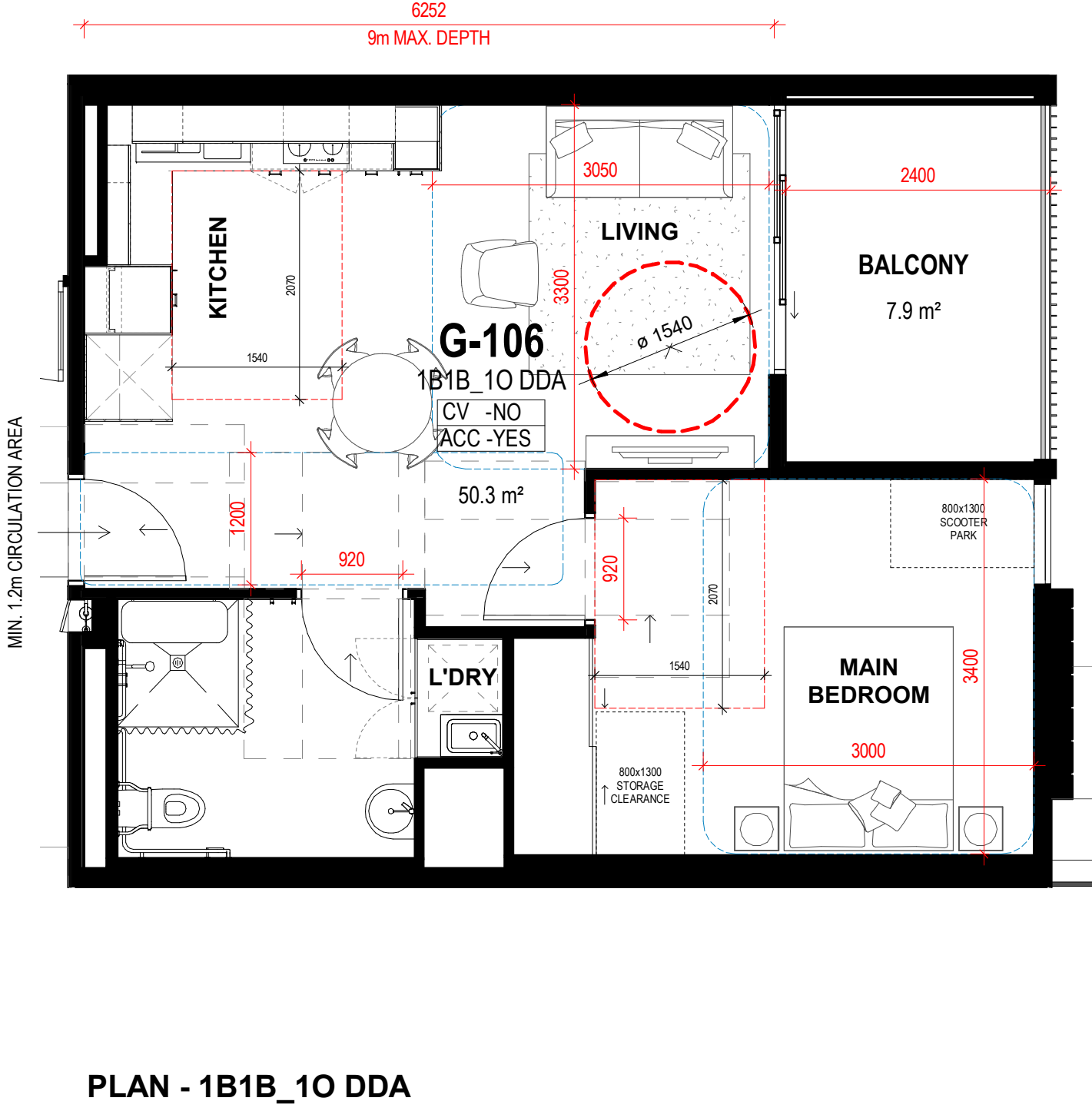
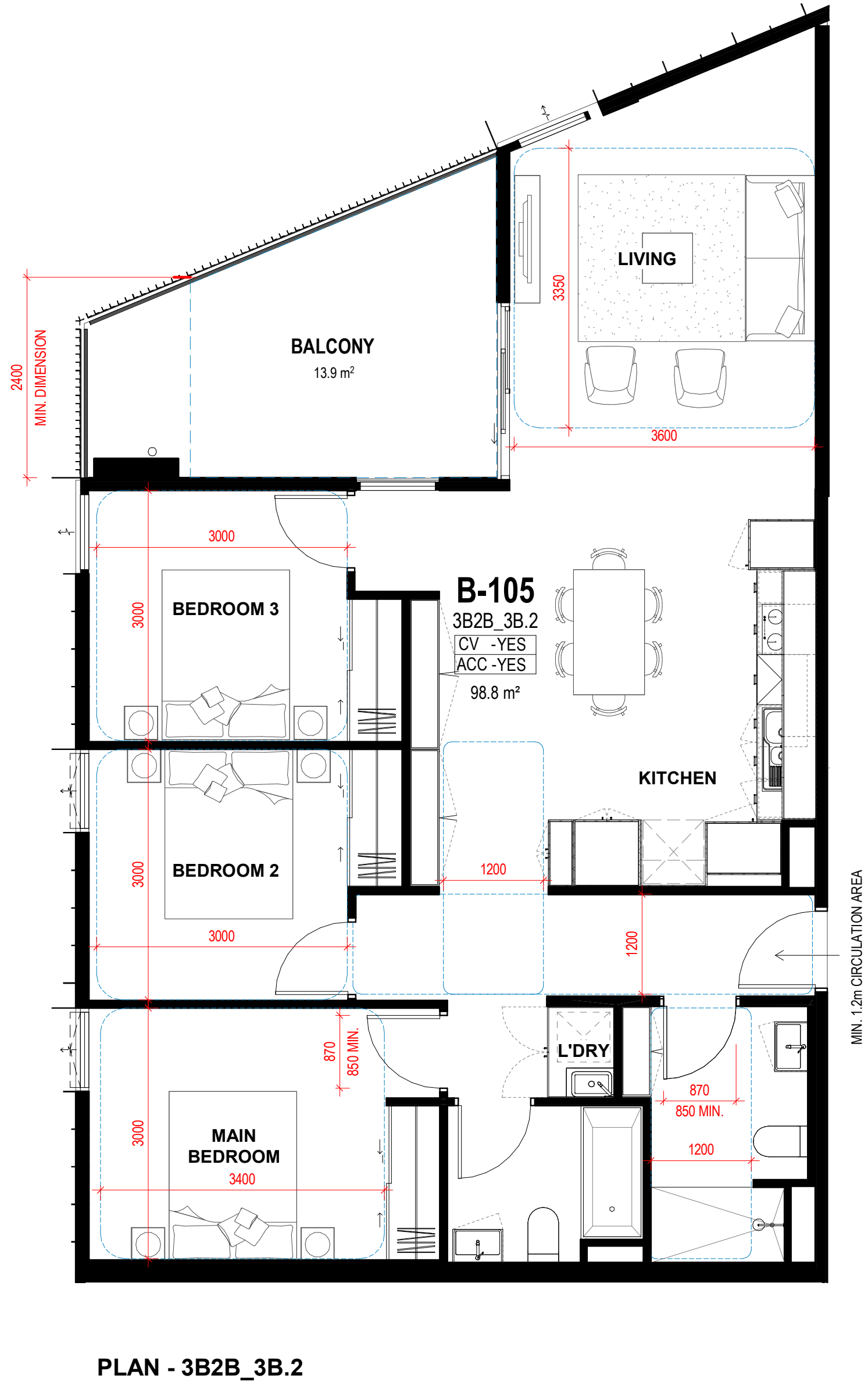
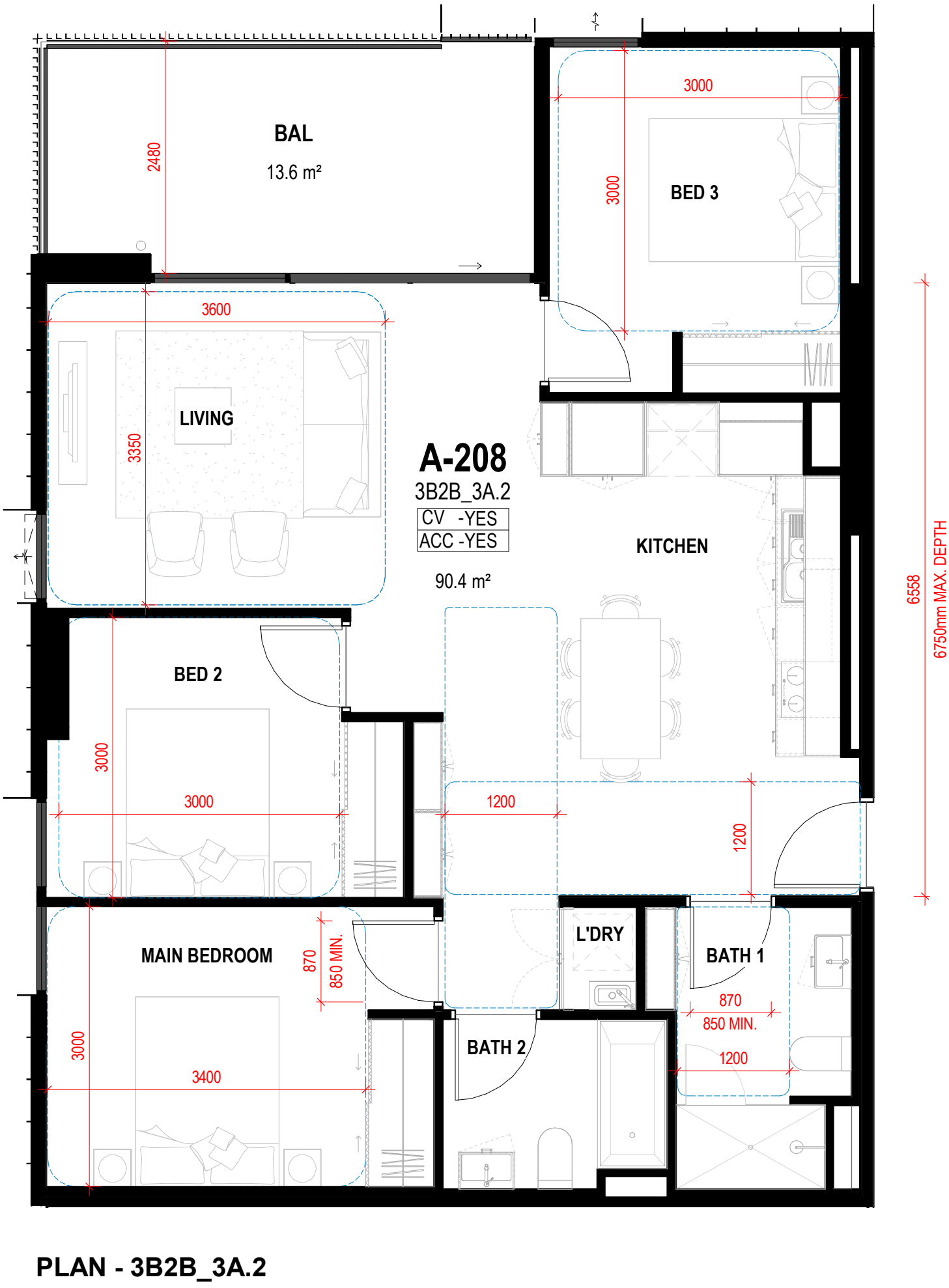
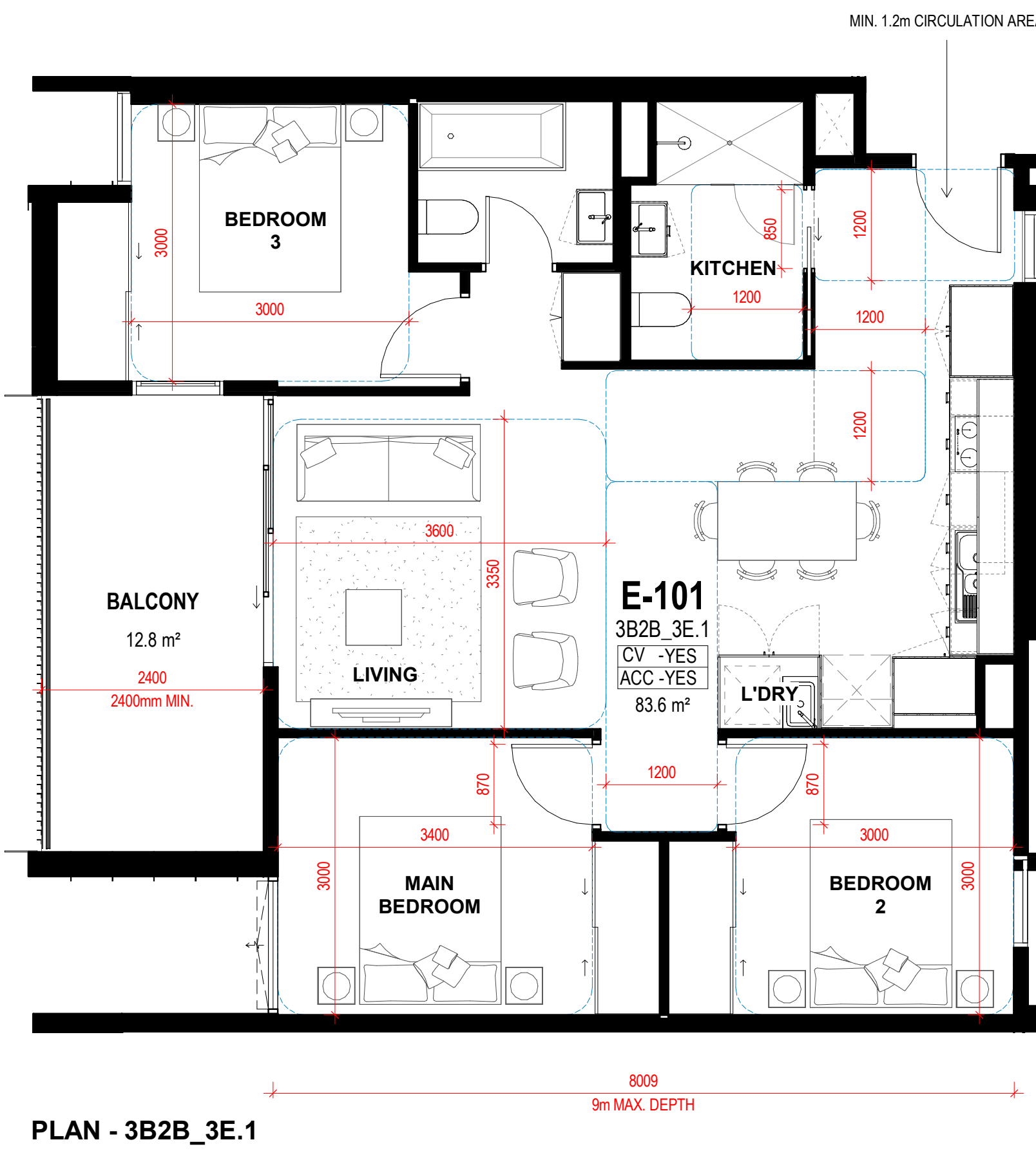
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Drawn By	Checked By	Date Printed	Scale
Author	Checker	6/16/2021 4:23:26	1 : 50@A4

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APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021

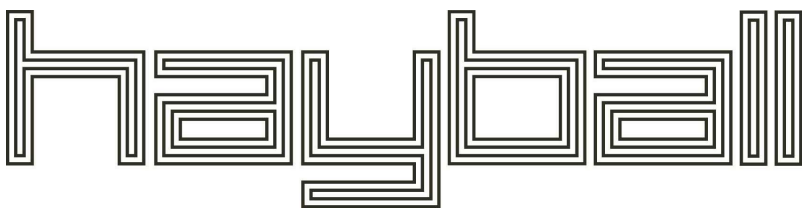
Status
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DRAFT

3	DRAFT TP SET FOR COORDINATION	28.05.2021
2	DRAFT TP SET FOR CONSULTATION	19.05.2021
1	DRAFT TP SET FOR CONSULTATION	14.05.2021

Rev	Description	Date
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Melbourne	Sydney	Brisbane
Level 12 250 Flinders Lane Melbourne VIC 3000 T +61 3 9609 3644	Ground Floor 11-17 Buckingham Street Surry Hills NSW 2010 T +61 2 9660 9329	Level 12 324 Queen Street Brisbane QLD 4000 T +61 7 3211 9821

ABN: 640034281 NSW Nominated Architects: Tom Jordan 7521, Richard Leonard 7522, David Toroff 8201

Client	Project Title
VICTORIA State Government	BILLS STREET HAWTHORN 1-12 BILLS ST, HAWTHORN

Drawing Title
TYPICAL APARTMENTS

Drawn By	Checked By	Date Printed	Scale
Author	Checker	6/16/2021 4:23:32 PM	1: 50/A0
Project No	Drawing No	Revision	
2480	AR-TP03.02	3	

Readers/Commissioners shall verify job dimensions before any job commences. Figured dimensions shall take precedence over written work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Commissioner and manufacturer shall not commence work until the approval of shop drawings is received. All work shall be done in accordance with the relevant standards and specifications and shall be done to the satisfaction of the Architect/Commissioner. The responsibility of the project and for the particular stages of work for which the Hayball has been commissioned only. Copyright 2008 All rights reserved.

APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021

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SUN STUDY 22 SEP 9AM



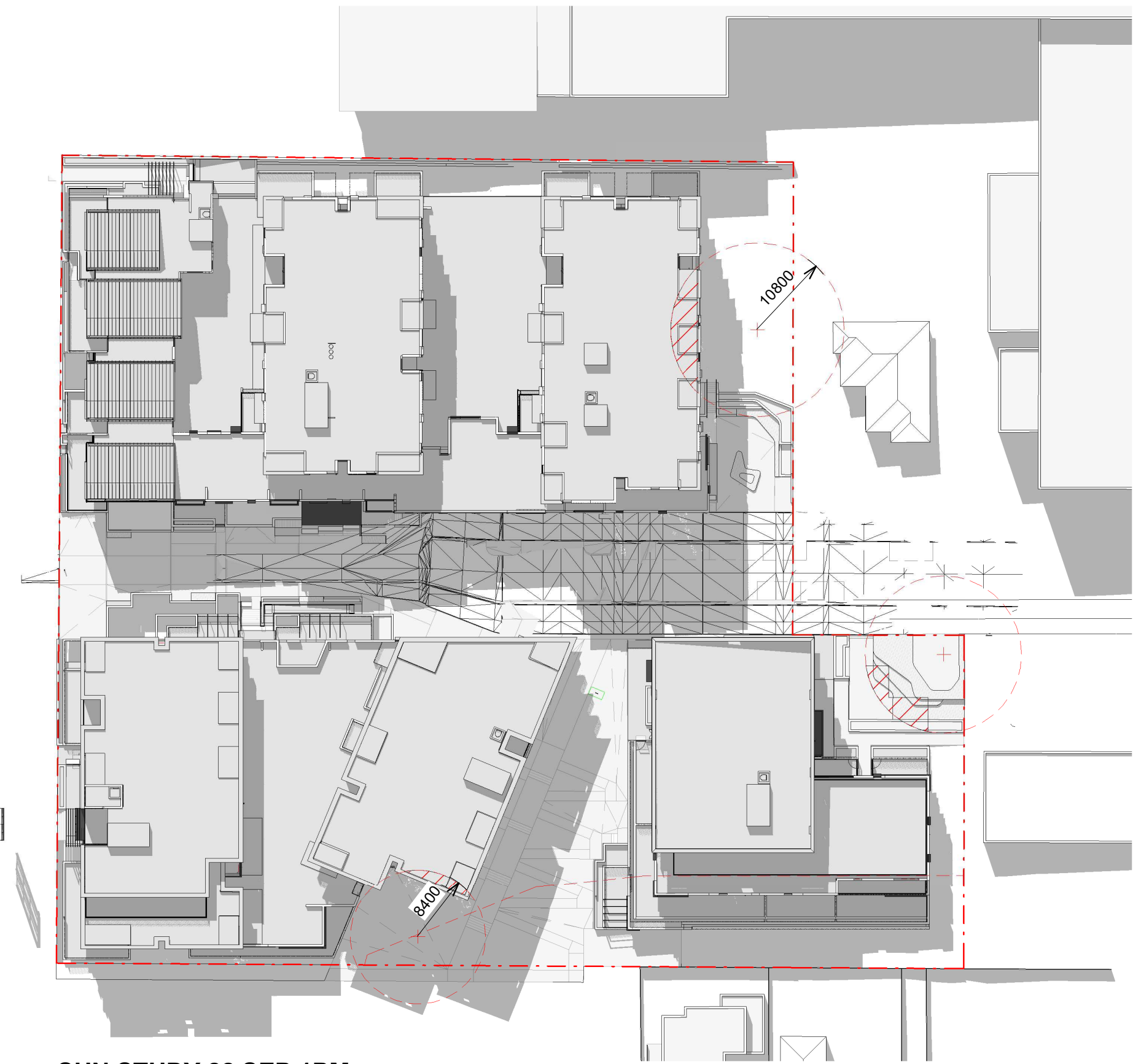
SUN STUDY 22 SEP 10AM



SUN STUDY 22 SEP 11AM



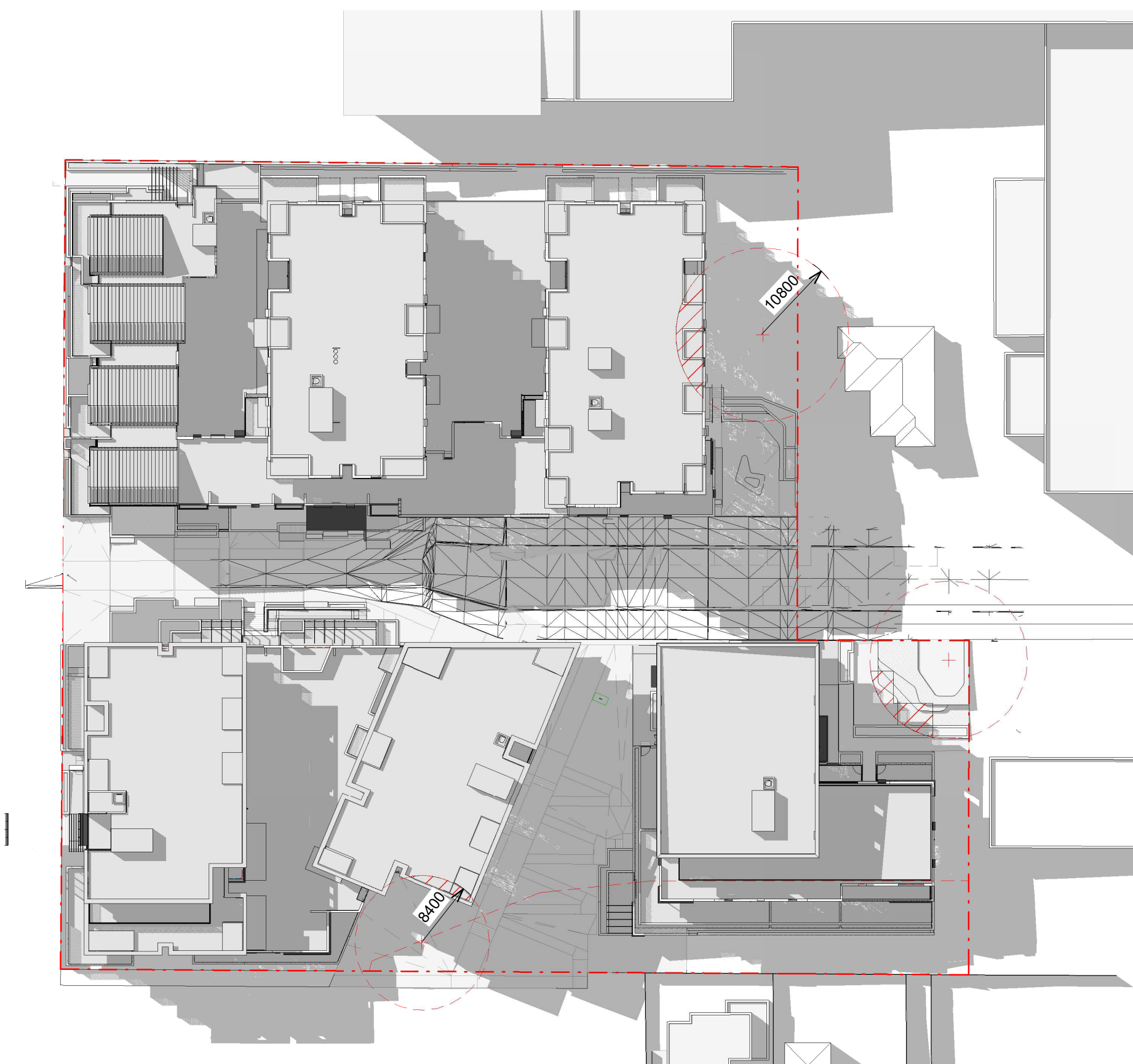
SUN STUDY 22 SEP 12PM



SUN STUDY 22 SEP 1PM



SUN STUDY 22 SEP 2PM



SUN STUDY 22 SEP 3PM



DRAFT

1	DRAFT TP SET FOR CONSULTATION	26/05/2021
Rev	Description	Date

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250 Flinders Lane
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Brisbane
Level 12
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Brisbane QLD 4000
T +61 7 3211 9821

ABN: 640034261 NSW Notified Architects: Tom Jordan 7521, Richard Leonard 7522, David Toroff 8021

Client	Project Title
	BILL ST HAWTHORN
	1-12 BILLS ST, HAWTHORN

Drawing Title
SHADOW STUDIES 22 SEPT

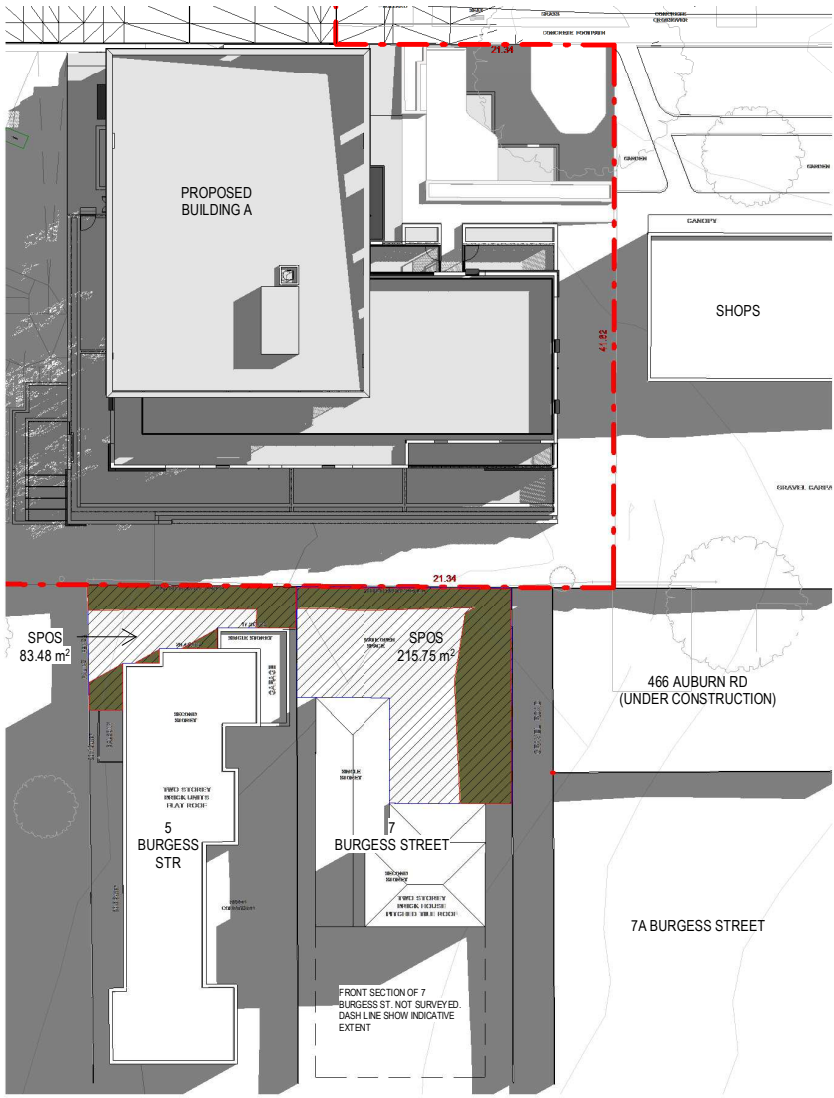
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Project No	Drawing No	Revision
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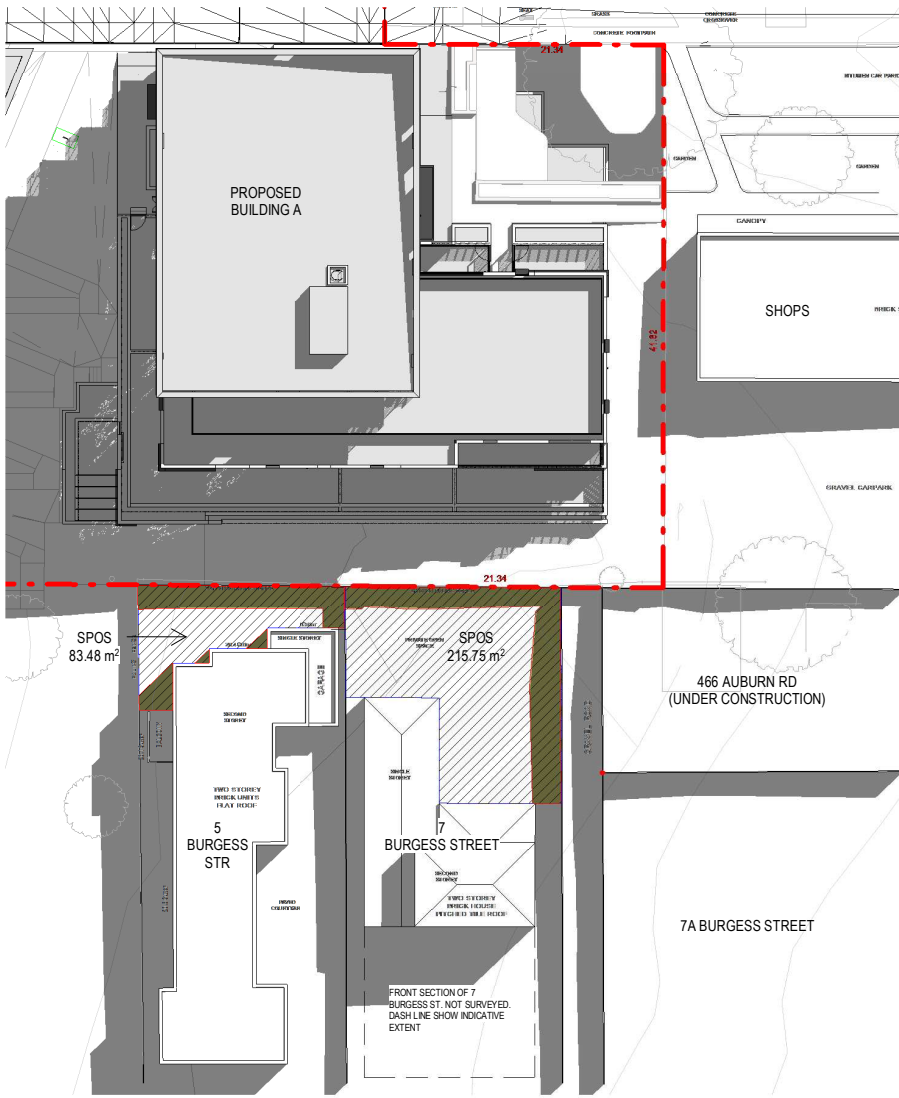
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APPENDIX A: FLOORPLANS AND ELEVATIONS - 29 June 2021

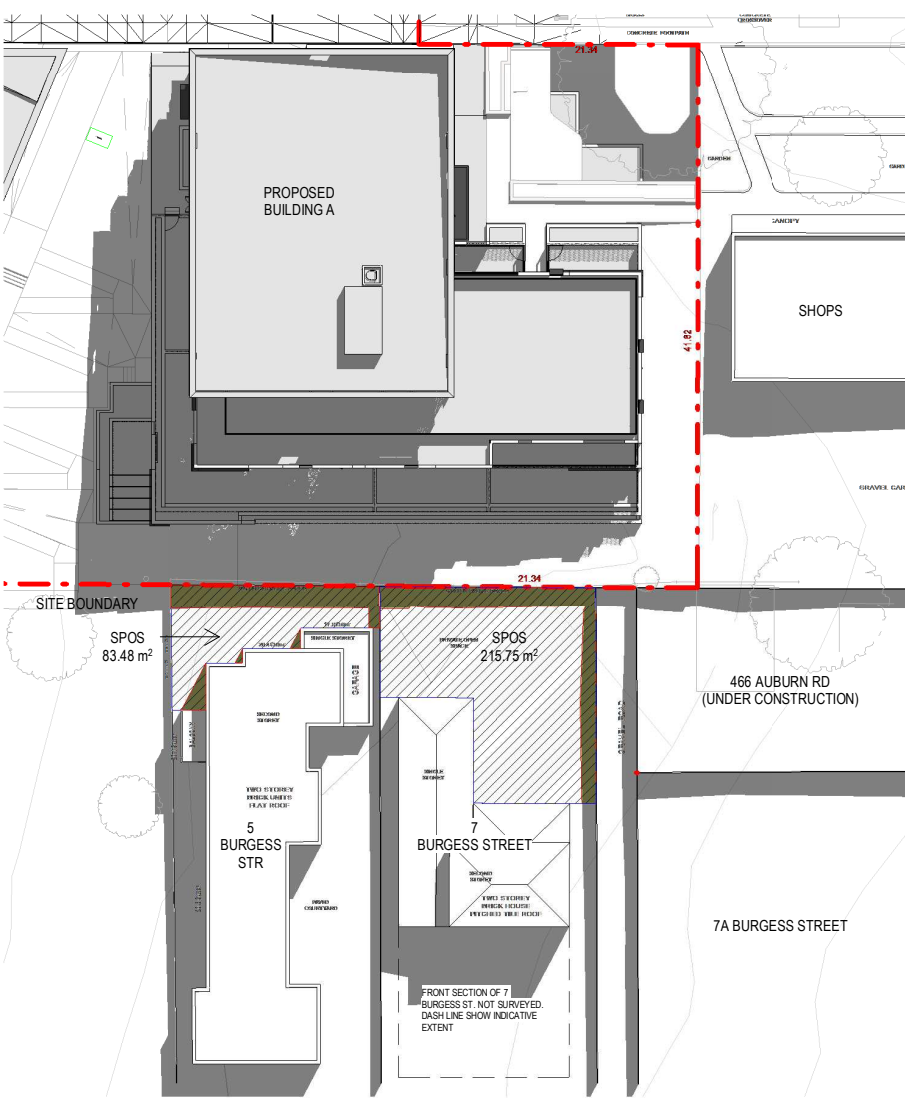
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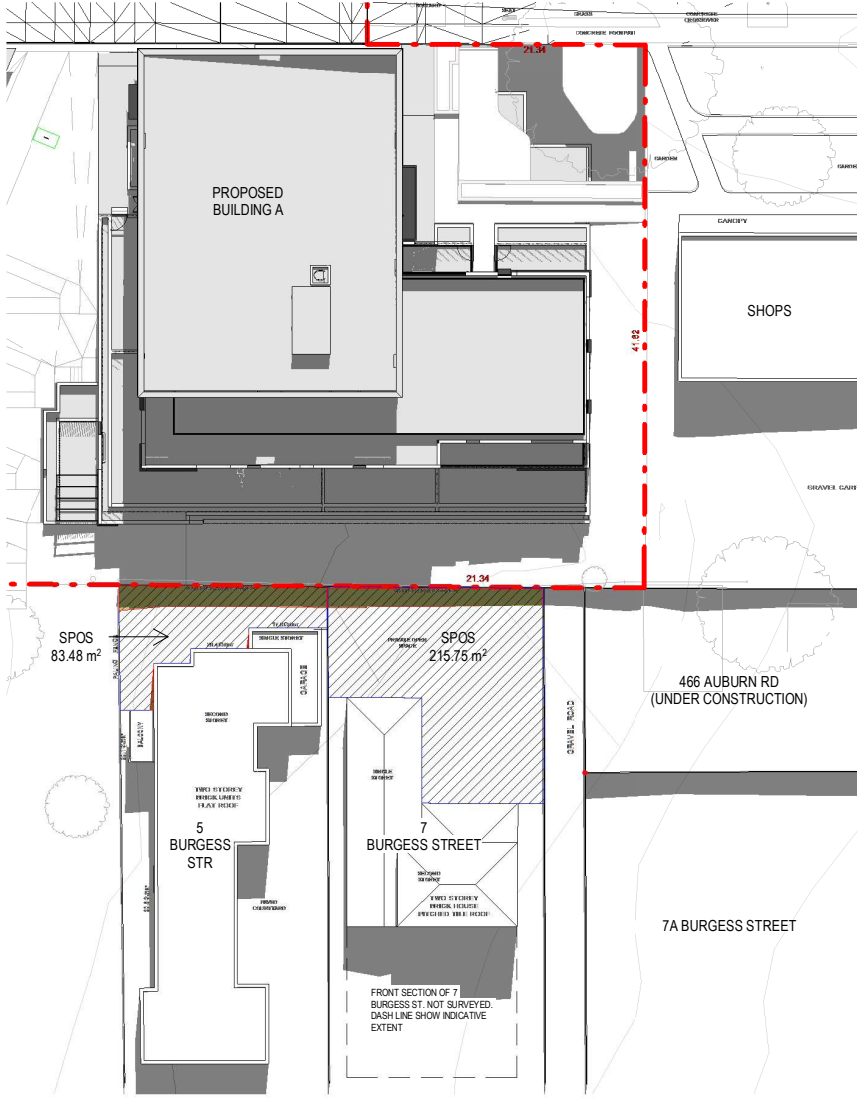
SUN STUDY 22 SEP 9AM - SPOS



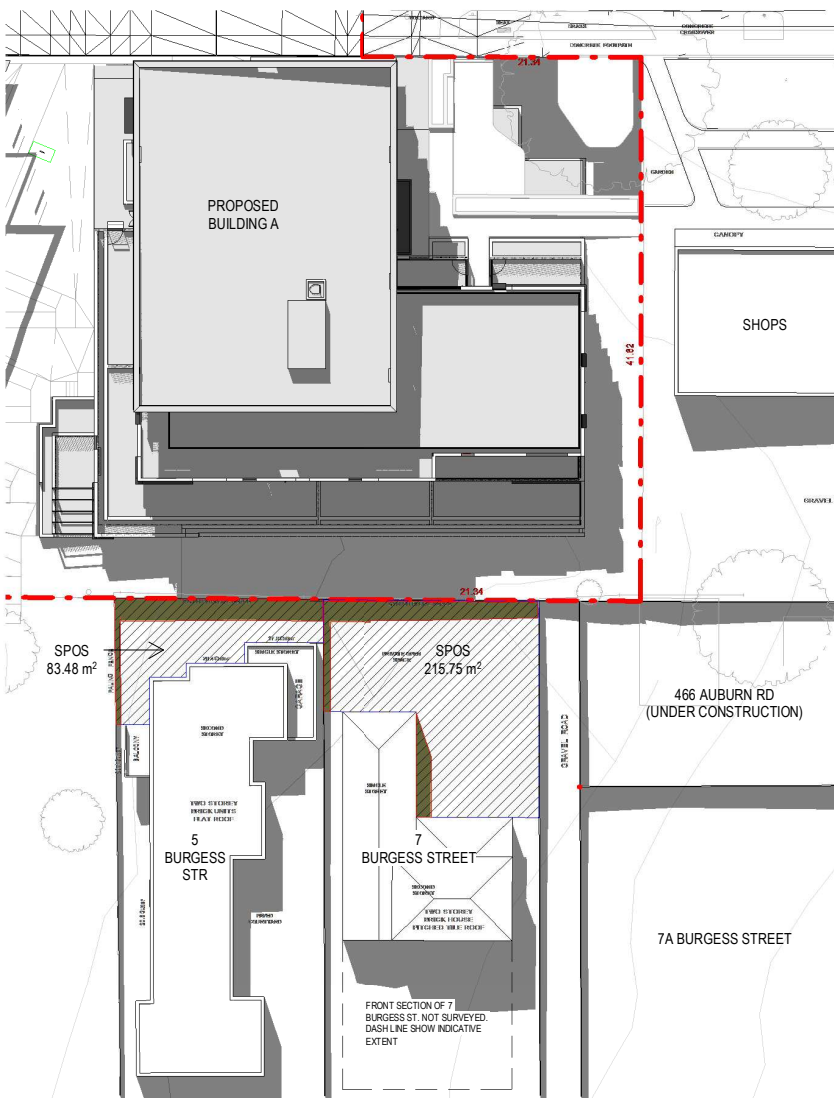
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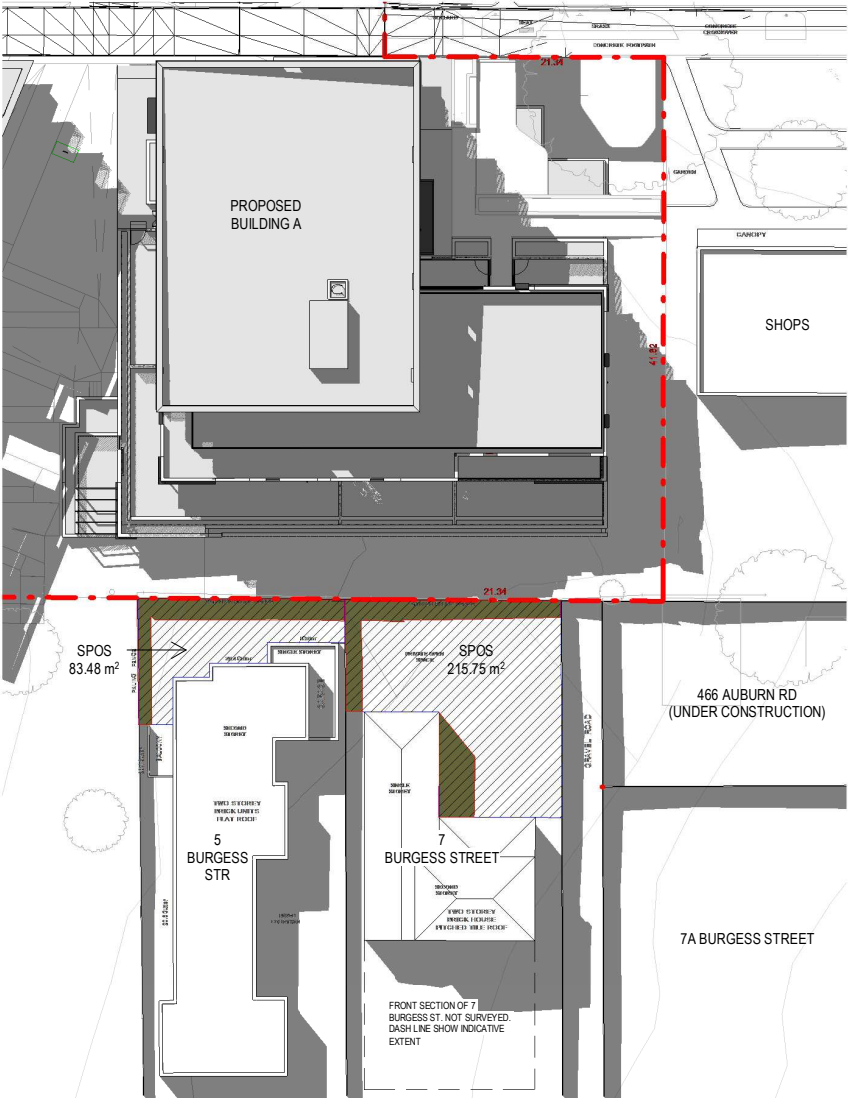
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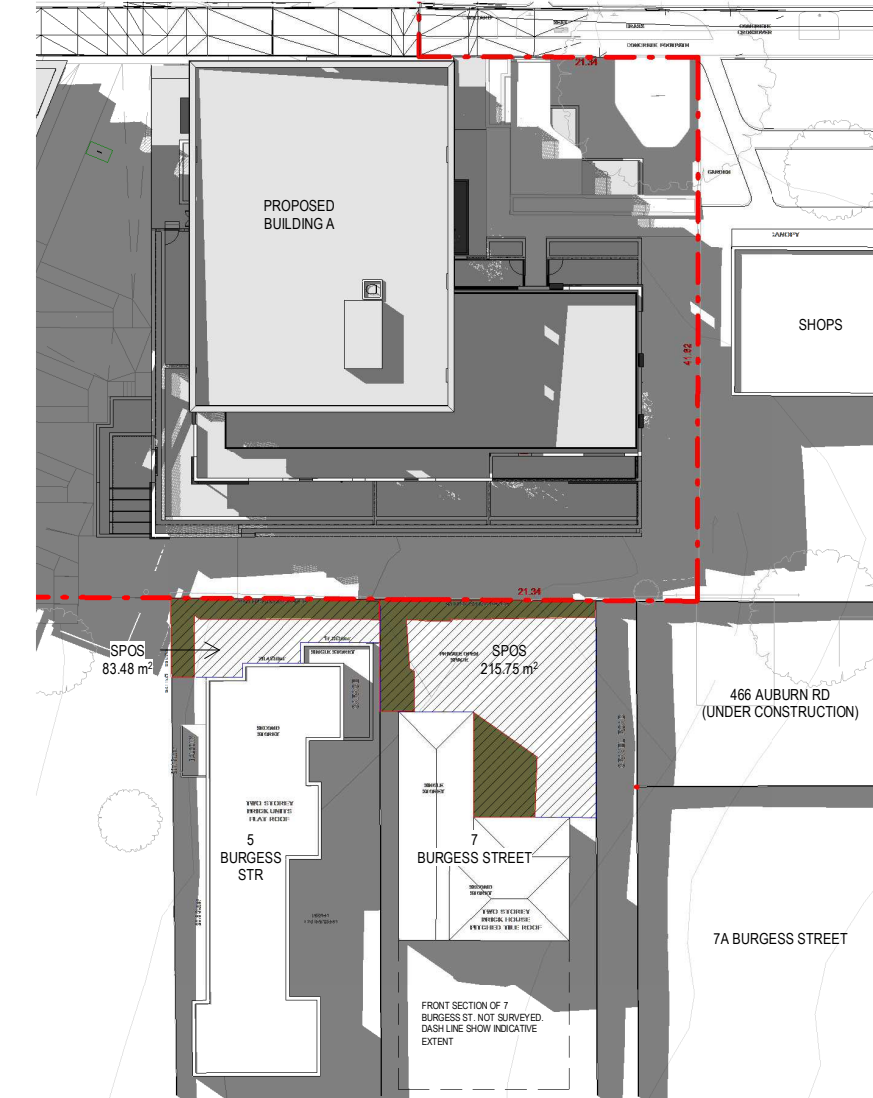
SUN STUDY 22 SEP 12PM - SPOS



SUN STUDY 22 SEP 1PM - SPOS



SUN STUDY 22 SEP 2PM - SPOS



SUN STUDY 22 SEP 3PM - SPOS

A14 and B21 Overshadowing of open space
This standard protects existing private open space from overshadowing from new developments.

Standard A14 and B21
Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.
If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

LEGEND

- SECLUDED PRIVATE OPEN SPACE (SPOS)
- EXISTING SHADOW CAST OVER SPOS
- NEW SHADOW CAST OVER SPOS

Note: No additional shadows are cast on the existing SPOS by the proposed development.



DRAFT

1 DRAFT TP SET FOR CONSULTATION 26.05.2021
Rev Description Date

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Melbourne
Level 1
250 Flinders Lane
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Sydney
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Level 12,
324 Queen Street,
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T +61 7 3211 9821

ABN: 8400694261 NSW Nominated Architects: Tom Jordan 7521, Richard Leonard 7522, David Todoff 8028

Client
VICTORIA
State Government

Project Title
BILL ST HAWTHORN
1-12 BILLS ST, HAWTHORN

Drawing Title			
SHADOW STUDIES 22 SEPT - SPOS			
Drawn By	Checked By	Date Printed	Scale
Author	Checker	5/26/2021 3:04:39 PM	As indicated@A0
Project No	Drawing No	Revision	
2480	AR-TP04.02	1	

Builders/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Architect/Consultant and manufacture shall not commence prior to the return of inspected shop drawings signed by the Architect/Consultant. Hayball retains copyright and grants the client a licence to use the Design for the purpose of this project and for the particular stage of services for which the Hayball has been commissioned only. © Copyright 2008 All rights reserved.

APPENDIX B: URBAN DESIGN REFERRAL COMMENTS - BASED ON 29 JUNE PLANS



URBAN DESIGN REFERRAL COMMENTS	
APPLICATION ADDRESS:	1-12 Bills Street, Hawthorn
DESCRIPTION OF PROPOSAL:	Redevelopment of the Bills Street site for social and affordable housing pursuant to Cause 52.20 - Victoria's Big Housing Build
URBAN DESIGN ASSESSMENT	
<p>Project background</p> <p>The proposed redevelopment of the Bills Street site has had a long gestation period dating back to 2011 and culminating in the latest development proposal before Council.</p> <p>The application seeks to redevelop the former Bills Street housing estate for 206 dwellings across six, 3-7 storey buildings, consisting of 103 social housing dwellings and 103 affordable homes thus achieving 50:50 split between public and private housing. The proposal is funded by Victoria's Big Housing Build and does not require a planning permit but has to comply with the requirements set out in Clause 52.20.</p> <p>In 2017, DHHS approached Council with some preliminary design concepts for the site as part of the public housing estate renewal program announced at the time. In response to that and acting proactively, Council prepared an urban design and development framework for the Bills Street Estate to guide any future redevelopment of the site. The UDF was adopted by Council on 3 July 2017 following consultation with affected neighbours. The UDF may not be an incorporated or referenced document in the planning scheme but still a relevant consideration when assessing any design proposals for the site. It articulates the Council and community's vision for the site within the strategic planning parameters of the planning scheme.</p> <p>The current design proposal has attempted to embody the spirit of Council's Framework while also working diligently to reconcile the many wide-ranging and often conflicting challenges presented by a project of this scale and nature. We recognise the numerous technical complexities the design team had to grapple with and appreciate the efforts and resources invested in the project. Many of which the UDF could not examine given the limitations of its scope and information available at the time of its preparation.</p> <p>To this end, the Framework serves to provide an overarching vision that sets out the design parameters for any future redevelopment of the site highlighting the potential and exploring the grand prospects of a project like this with precinct wide implications. It is from this perspective we offer this urban design critique of the current proposal, bringing to light its key strengths and weaknesses, if any, and examining how well it managed to deliver the UDF's vision and respond to the provisions of Clause 52.20.</p>	

Key design principles: site planning, buildings, spaces and interfaces

To understand how the proposal compares to the Council's adopted design and development framework, It is essential to revisit the UDF's vision, which states the following:

The overarching vision for the design framework is to create a distinctive community and place-based development that delivers a higher density and mix of housing in a landscaped setting infused with a sense of openness and spatial generosity and richness.

The site-specific master plan envisages an exemplary medium density housing development with a clear hierarchy and structure, a refined quality and high amenity, complemented by an intricate, multi-layered network of green spaces and movement corridors that extend out and beyond to integrate seamlessly with the area's urban fabric and sensitive parkland environs.

The development plan has 'people' at its core and aspires to deliver a genuinely integrated precinct with a vibrant, richly diverse community accommodated within various housing clusters and under different tenure arrangements; one where the boundaries between the public and private housing are blurred, where the two coexist and complement each other, relying on each other's strengths to lift the overall quality, amenity standards and expectations for the entire development and the locale.

It is important that sustainability is embedded in every aspect and applied intrinsically on every level: physical, environmental and social, giving the development a unique identity and image and making it a model for any future development of public land.

The above vision was translated into five design principles, each containing a few design objectives and strategies and complemented by diagrams/sketches. The five fundamental design principles upon which the vision was based were:

1. *Integrating the site with the context and restitching the urban fabric of the area;*
2. *Preserving and celebrating the openness and leafy green setting of the precinct;*
3. *Creating a high-quality, multi-layered public realm and a safe, walkable and pleasant built environment that encourages people to stop and engage;*
4. *Creating a vibrant and pulsating heart for the precinct centred around Bills Street and the green corridor, anchored by the Bills Street shops east, to promote social interaction and a sense of community and belonging; and*
5. *Capitalising on the land topography and existing built form conditions to maximise density and yield within an agreed set of design and building envelope parameters that ensure a high quality/high amenity housing product.*

A broad overview of the design proposal reveals it generally aligns with the UDF vision, as may be appreciated from the comparative visual analysis between the two in Figures 1 and 2 below.



Figures 1 & 2: the diagram to the left represents Council's framework while the one to the right communicates the proposal's vision for the site.

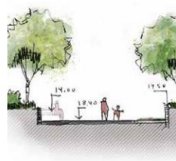
The vision for the design proposal is captured in the design principles diagram in Figure 3 below. Evidently, many of the design principles align with those underpinning the central vision for Council's Framework.

03 Key Design Principles

SENSE OF PLACE - PUBLIC REALM

Contribute to neighbourhood character by capitalising on positive site features and introducing attractive landscaping.

Provide strong public realm framework for all new buildings including extension of Bill St as a highly landscaped and pedestrian friendly street.



LIVEABLE HOMES - SAFETY IN DESIGN

Provide comfortable, energy efficient and durable buildings.

Ensure the design addresses safe use and management throughout the life of the development.



ACTIVE TRANSPORT

Prioritise walking and cycling through convenient and safe streets, paths and end-of-trip facilities.

Public parking, taxi and uber drop off points are integrated and linked to building entries.



FAMILIARITY - TENURE BLIND

Adopt a conventional character for streets, spaces and buildings, irrespective of housing tenure.

Provide co-located Social and Affordable Housing, with design integrated in such a way that it is indistinguishable from each other.



COMMUNITY - BUILDING ENTRANCES

Blend with the surrounding neighbourhood through direct connections, local facilities and shared space.

Legible and welcoming entrances which allow for manageable building community sizes and encourage engagement and play within shared spaces.



SAFE STREETS

Ensure public spaces, streets, paths and building entries are legible and safe.

Safe and secure environment to CPTED principles such as passive surveillance, lighting and careful application of landscape.



CONTEXTUAL DEVELOPMENT

- RESIDENTIAL CONTEXT

Determine the development density based on access to public transport and employment.

Adopt a residential character for streets, spaces and buildings. Material palette draws from surrounding residential context.



NEIGHBOURLINESS - LANDSCAPE INTERFACE

Protect neighbouring amenity including access to sunlight, privacy and visual amenity.

Respect the parkland character of the surrounds, with 'soft' edge throughout the development. Maintain sightlines and connections to parklands.



ADAPTABILITY

Design buildings and spaces to support people of all abilities and the changing needs of households over time.

Integrated universal access features and design to LHA principles and guidelines.

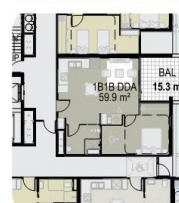


Figure 3: an extract from the applicant's urban design report outlining the key design principles for the proposed development.

While the design proposal before us may not be identical to the Bills Street UDF or achieve its high aspirations entirely, it does exemplify its ethos, albeit with a more realistic and financially feasible improvement works program. It may even be more advanced than the UDF in some areas, simply because the UDF has not had any revisions or updates since its adoption back in July 2017. Also, it has not endured the same level of sustained scrutiny or benefited from the continuous dialogue and feedback that allowed the proposal to evolve and progress. In saying this, we do not mean to undermine the UDF's vision, rather to highlight and accept the continuously evolving nature of urban design in general. Demonstrably, the proposed scheme has come a long way from the initial design concepts presented to the Council at the very early stages of the planning process in 2017.

From an urban design perspective, the application delivers a high-quality architectural response that should act as an excellent precedent and significantly elevate the

standards for public housing projects. Some of the critical wins that both Council and DHHS/Homes Victoria should be proud of include:

1. The proposal delivers a genuinely integrated and diverse precinct that accommodates an equal number of dwellings for social and affordable housing in a tenure-blind configuration - the two are co-located and indistinguishable from each other. The shift in the development focus from predominantly private housing in the earlier design concepts to such a mature public project is highly commendable. The development offers a valuable mix of housing for lower-income groups that is desperately needed and vital for the urban and social fabric of the area. This, and the fact that no sale of public land is contemplated to fund the project, is a significant achievement for the community and the Council; one that would not have materialised without the zealous efforts and crucial advocacy work by the Council and the community, and of course the great level of commitment and cooperation from the state government.
2. The proposed site layout generally aligns with the UDF's vision in that it breaks the superblock into variously scaled, mass components with generous open spaces and view corridors in between, providing a sense of spaciousness and visual relief. Though not explored in the UDF, the Bills Street realignment provides a direct, visual and physical connection between Auburn and Robinson Roads and improves pedestrian and cycling access and movement through and around the site. Closing the Robinson Road end of the street to cars, except emergency vehicles, and focusing vehicular access on the eastern Auburn Road end contains and limits any potential through traffic and minimises the impact of traffic generated by the development on residential streets like Robinson Rod. By virtue of its primary role, Auburn Road has a better capacity to absorb any likely unfavourable traffic impacts generated by the development.
3. The proposed master plan also builds on and expands the UDF's ambition to create a high-quality, legible, multi-layered public realm with a clear hierarchy and diversity of spaces and a strong focus on pedestrian access and movement through the site and beyond. We also acknowledge its efforts to work with the land topography and use existing assets/easements to inform the location and alignment of the new movement and view corridors, though some drains/sewers appear to have been shifted, realigned or reconstructed to correspond with the new site plan. This arrangement retains the existing feel of the site and reinforces the sense of place created by current view and movement corridors. Other improvement works include widening Bills Street and undergrounding electricity lines.
4. Though many trees have been lost in the process given the level of site excavation and basement footprint, a few valuable ones have been retained in specific locations to create focal points. A comprehensive tree replanting strategy with integrated bio-swales, rainwater gardens and other WSUD measures support and complement the retained trees. All these initiatives should contribute to a green setting and a thematically rich landscape regime.
5. Lastly, the proposal is in line with the UDF insofar as utilising the topography and capitalising on the robust northern interface with the University of Melbourne campus to contain taller (up to 7 storeys) building forms and deliver higher density in a more manageable format and configuration of buildings. Although the built form is not in full concert with the UDF's building envelope parameters, the overall density/intensity and yield is considerably lower than that forecast in the initial 2017 scheme (300-400 dwellings) and more in agreement with UDF's indicative yield. The integration of the built form into the landform and landscape is also handled with greater care and more thoughtfully.

Overall performance of the proposal

Indisputably, the current proposal scores high on many levels and is a significant departure from the original 2017 design concepts, having benefited from the guidance provided by Council's UDF, the multiple phases of public consultation and feedback from the OVGA, Council and DELWP.

Clearly, the design proposal has a sound strategic rationale and accords with the general intents of the UDF and Clause 52.20. However, the question is whether the proposal fulfils the purpose and meets the objectives of both documents entirely. Regrettably, the answer to this may not be in the affirmative yet. The proposal needs refinement in a few areas to deliver a development that is nestled well within its setting, seamlessly integrates with its abutments and minimises its on and off site impacts.

For ease of reference, we have used the questions listed in the referral request to structure the discussion in this section and specifically address the matters you listed:

1. Whether the development creates high quality, legible, functional and safe public spaces?

As outlined earlier, the proposal delivers a richly detailed, multi-layered public realm boosted by a network of high-quality, legible, functional and safe spaces. In addition, there is a clear hierarchy in the urban structure with spaces transitioning from the public, which includes Bills Street, the square and the north-south corridor, to semi-public/communal courtyards between Buildings and finally to the semi-private and private spaces within each building and dwelling respectively.

The landscape strategy suggests various activities within the different spaces proposed, ranging from formal places for meeting and gathering to more dynamic and playful zones for children inviting them to engage, play, and explore their environment. The proposed surface finishes and furniture materiality are all high quality, durable, complementary to the architecture and suitable for the space use and functionality.

The tiered landscape created by the steep topography may be challenging for people with limited physical abilities but unfortunately inevitable, and generally managed well within the precinct. All footpaths and ramps must meet Australian standards and be DDA compliant to tick the boxes. The site's landfall also contributes to the diverse landscape on offer, varying from hard to soft and from podium to street and park landscape.

Moreover, designing all buildings with generously sized entrance foyers opening to Bills Street/lane and other public spaces should enhance their sense of address. These along with the many balconies facing these spaces should provide passive surveillance and enhance safety and security within these spaces. For example, Building B's lobby has two entry points, a primary to Bills St and a secondary to the north-south spine reached via a gentle ramp, to generate some activity and pedestrian flow around the spine and improve security.

Notwithstanding the above, the legibility and functionality of some public spaces is compromised in some areas due to the inappropriate management of adjacent interfaces. Particularly we note the following:

- a. Bill Street's western end: this portion of Bills Street is closed to traffic, except for emergency vehicles, and designed to function as a lively lane and public space where people meet and children play safely. To some degree, this lane forms the precinct's core, as it is the main pedestrian thoroughfare

linking east to west and drawing people from neighbouring areas. The primary source of activation is from pedestrians' movement and flow into adjacent buildings. While the adjacent balconies/terraces can offer passive surveillance, their contribution to street activation is constrained by the level difference. This leaves the sole responsibility of generating activity and physical interaction to buildings' entrances/lobbies, unlike the eastern section of the street that benefits from traffic activity.

The lobbies of Buildings E and F and the direct access/gates to their ground floor apartments should provide some engagement and interaction along the northern alignment of the street, but the same is not afforded to the southern side. A secondary, rather discreet access point leads to the elevated lower ground floor of Building C, which is about 1.5 metres above the street's NGL. Two side gates below lead to the lower ground floor apartments. The contribution these make to the street is inadequate, and in fact may even be negative given the likely security concerns arising from the secluded access area and adjacent planter boxes.

The successful functionality and pleasantness of Bills Lane are influenced by its clarity and access to sunlight since no public (commercial/retail) activity is on offer to encourage passers-by to stay and linger. Both aspects are weakened to a certain extent, reducing its success chances. The laneway expands and contracts along its length to create nooks for seating, with its width decreasing to 3.5m in the middle. Though open to the public, the useability of this as a public space may be limited to residents. Its layout and interfaces may discourage outsiders from using it as a place to stay but more like a link/lane to pass through.

As for solar access, the Equinox shadow diagrams indicate that the shadows cast by the 4-storey podium of Buildings E and F will keep this section of Bills Street in complete shadow throughout the day, including midday 11 am - 1 pm. A sliver of light will reach the southern side from 1 pm - 3 pm, but this section forms part of the semi-private zone, i.e., the gardens and access points to Building C. The publicly accessible section of the lane will be in shadow throughout the year.

- b. Arrival Court: the proposal re-imagines the UDF's public square/piazza at the north-eastern corner of the site as an 'Arrival Court'. 'Arrival Court' is centred on the existing tree, a focal point at the entry to the precinct. It is conceived as a playful court and a public space that will provide informal seating, gathering and adult play areas and is somewhat an extension to Building A's forecourt, which frames the place.

The UDF sees this space as the pulsating heart of the precinct that reaches out to meet the existing community around the site, drawing in and feeding on the activity generated by the adjacent shops. The retained tree and the continuation of the public footpath and on-street parking from the shops to the square and further west was a means of tying the new and existing communities. The success of the piazza is largely dependent on the community facility, which brings the residents together and creates a sense of community. Also, by expanding their reach out of the precinct, the two (facility and square) build bridges between the new and existing communities.

The court may be constructed as a public space, it is somewhat ambiguous. Though open to the street and surrounding area, the space is flanked by private apartments on two sides making it less inviting. It is the detailing of this

space and the thresholds with adjacent interfaces, i.e., how flawless is the movement from Bills Street and the adjacent shops to the square that will make this court a successful square. Even its name 'Arrival Court' connotes a threshold that is being crossed and that in itself is a psychological barrier.

- c. Pocket Park: this is a long, deep park flanking the eastern wall of Building G and sloping up toward the deepest north-eastern corner of the site. A few existing trees are proposed for retention within this park, including the large oak tree in the middle. Despite its classification as a public space, realistically, the public may only use the front portion adjacent to Building G's forecourt if the design is encouraging. A few steps lead to the raised back section of the park. The east-facing balconies of Building G should provide passive surveillance and enhance security within this space. However, the elevated, deeper end of the park will most likely function as a communal space and may eventually be fenced off to ensure safety at night, if not during the day too. This park will receive ample sunlight in the morning and early afternoon, but its use would most likely be communal.
- d. North-South spine: though angled, the north-south spine should receive direct sunlight at Equinox for 2.5-3 hours midday. The North-South spine is the open green corridor linking Bills Street to the Patterson Reserve and Gardiners Creek Trail. The landscape design strategy imagines this as a bio-swale/dry creek path that meanders down the slope, providing greenery and aiding drainage and stormwater flow. A zigzag ramp negotiates the slope and provides universal access.

Adjacent balconies of Buildings A and B on either side of the spine and a secondary access to Building B should provide casual surveillance and enhance safety and security within the spine. The northern tip of the spine is about 7 metres in width increasing to 12m clear space at the lower southern end, measured from balcony edges. This may sound generous, but the northern opening of the spine is tightly sandwiched between the hard edges of Buildings A and B, restricting its visibility to direct views from Bills Street. Its limited visibility from the square and the shops further east reduces its use by the public. The UDF proposed a 12m wide opening with direct visual and physical connections to the square and shops with the community facility in Building A acting as the mediator and connector of all.

2. Whether the communal spaces and public realm will be substantially and unreasonably overshadowed by the development?

Almost all six buildings within the proposal have an east-west orientation, which facilitates solar access to the open spaces between them due to their northerly aspect. The Equinox shadow diagrams indicate that the primary communal open spaces, namely those between Buildings B & C, E & F and F & G, as well as the southeast podium terrace of Building A, will all receive sunlight from 11 am - 2 pm, at least for the majority of the space.

Clause 52.20-7.3 is slightly more stringent in assessing solar access to communal outdoor open space requiring a minimum of two hours of sunlight between 9 am and 3 pm on 21 June. The tabulated analysis of the shadow diagrams in the urban design report concludes that all communal spaces will satisfy the requirements of this Clause.

The same outcome, though, is yet to be achieved for all public spaces, particularly the pedestrianised, western part of Bills Street. While most of Bills Street will be overshadowed by the uninterrupted, 4-storey street wall stretching along its

northern alignment, the impact on the pedestrianised Bills Lane is particularly concerning as noted earlier.

Breaking the 4-storey high, 75+m long podium between Buildings E & F and F & G should help relieve the apparent mass, provide outlook and open new view corridors from the communal spaces to Patterson Reserve south. If not practical, at least the street wall between Buildings E and F should be removed to allow solar access to Bills Lane and mitigate the excessive visual bulk experienced from this public space. Severing this street wall should also help reduce the wind tunnel effect in Bills Street. Refer to the 3D models in Figure 4 below, which show the difference between the UDF and the proposed building envelopes along with indicative locations of the breaks in the northern wall of Bills Street.



Figure 4: a 3D model of the UDF buildings showing indicative building massing and scale to the left compared to those proposed on the site in the right diagram. The red dotted lines show the potential location of mass breaks.

3. Whether the development will have unreasonable impacts on the amenity of Patterson Reserve, due to visual bulk and/or overshadowing?

The September shadow diagrams, extracted in Figure 5 below, indicate the likely impact on the amenity of Patterson Reserve due to overshadowing as relatively minor, especially at midday. Clearly, the impact is worse in Winter but is still acceptable. Patterson Reserve stretches over a massive area and caters for various sporting activities. None of these immediately abuts the site.



Figure 5: an extract of the shadow diagram analysis showing the potential overshadowing cast to the park in September between 12 -1 pm.

However, the visual impact of the proposal might be more discernible within the Patterson Reserve environs. Partly the reason for this is the modest scale and scattered nature of the buildings that stood on the site for many decades, which somewhat complemented and reinforced the vastness of the parkland south. Although the proposed buildings continue the theme of 'objects in space', they are significantly bigger and more robust in their appearance. Stepping down with the land slope has helped contain much of the bulk within the terrain and as such minimise the likely impact these buildings would otherwise have. Regardless, the

southwest corner of Building C will sit rather prominently, rising up to four levels before a setback appears on the top fifth floor.

One of the many positives of the proposal is the distinct architectural language adopted for each building cluster, which is heavily influenced and informed by its immediate interfaces.

The architectural language ambition for Buildings B and C seeks to echo their open green environs. 'Park buildings' is the term coined for these buildings. Park Buildings exhibit discreet, muted colours, a vertical rhythm and textural language. Devised as buildings in landscape, these structures are clothed in delicate, sheer skin and muted green colours to emulate the surrounding landscape. This light, somewhat ethereal expression softens their presence in the park environs.

Views to Building B will be filtered through the dense canopy of the retained plane tree and the additional new planting at this end. Besides, the taller form of this building is set back by 9.6m at its nearest point to the southern edge, which further lessens its visual impact on the park environs.

Building C, on the other hand, is set back by only 2.100 and 3 meters from the southern and western borders respectively. A two-level platform rises above this edge, containing the lower two ground floors, followed by another three levels. Levels 3 and 4 continue the podium's alignment, i.e., same setbacks, but the top fifth floor steps back by a further 8.50 metres roughly, with a 2m roof overhang. The architectural expression of the two lower floors is more of a robust masonry appearance, with the middle mass connecting Buildings B and C largely dressed in face brickwork. The brick finish extends east and west but only for the lowest floor forming a continuous plinth on which the two buildings stand.

Since no photomontages or 3D renders of the proposal from the southeast were submitted, we had to rely on the south elevation, see extract in Figure 6 below, and the indicative 3D model in Figure 4 above for our assessment of the visual impact of Building C on the park.



Figure 6: an extract from the south elevation showing Buildings B and C and their interface with the park.

There is also the UDF's recommended 5m and 6m setbacks from the western and southern boundaries, respectively, which should form the starting point for any setbacks at this extremity, refer to Figure 7 below. Note that these setbacks were for a three-storey built form with a further 9m setback for the upper two levels of Building B2 in the centre of the south elevation. The townhouses along Robinson Road had a 2-3 storey scale to ease the scale transition to the west and southwest. The ground floor setbacks sought to provide a soft green interface to the park and Robinson Road.

More specifically, the edge treatment along the park envisaged a 6m wide footpath, complemented by trees and greenery, linking Auburn Road to the Park at

the back of the shops through the site. Planting along the southern edge inside and outside the site merged, blurring the boundary between the two. The proper resolution of the southern interface is paramount for the success of the north-south spine as a public corridor.

The lack of any deep soil planting along the south and southwest borders of the site, at least for some sections if not all, is problematic. It will amplify the visual presence and impact of Building C on the park. The relatively small setbacks, almost non-existent, above Building C's podium/plinth further accentuate this effect. A combination of both is needed to create a visually sensitive and responsive interface with the park at this end.



Figure 7: an extract from the UDF showing the setbacks envisaged from the south and west boundaries. It also shows how the landscape flows and spills out from the site onto the park.

4. Whether the scale, siting and massing of buildings with public realm interfaces is appropriate for the context?

A key criticism of the proposal is how it meets its edges, handles its public interfaces and integrates with its surroundings. The very notion of describing the site as an 'island' and drawing a hard red line around it without at least prescribing/showing how the proposed spaces, streets/lanes, corridors and buildings meet their abutments is inconsistent with the spirit of the design and the UDF upon which it bases most of its assumptions.

To describe the site as '*not having any immediate street interfaces and Bills Street as an internal street*' is simply inaccurate. At least a third of Bills Street is public, with two variably scaled university buildings lining its northern border and the Bills Street shops its southern edge.

The site location is advantageous, benefiting from a large institution and its monolithic buildings to the north, a steep inclination and vast parkland to the south and southwest.

Bills Street may be partly internal, but its reinvented character/flavour will be determined by its context and capacity to absorb higher built form. Any redevelopment of the site must strike a balance between the two, i.e., respond to contextual cues while delivering a suitable higher scale and greater intensity of development.

The series of elevational and cross-sectional diagrams in Figure 8 below provides a sequential experience through the re-imagined Bills Street, starting from the east

[illegible]

The snapshots of street views above should be seen in conjunction with the north and south elevations of Bills Street in Figure 9 below to give a better appreciation of the streetscape and environment within the new Bills Street. Evidently, the continuous wall of massing along the northern alignment of the street without interruption will have a negative visual and physical impact. The visual mass will

overwhelm the viewer, while the overshadowing will leave the street in constant shadow for most of the year.

The architectural language of this podium describes it as a 'weaving ground plane', with rich red brickwork unifying buildings and providing texture and tactility at a pedestrian scale. The proposed buildings may be elegantly crafted and executed, but the relentless wall of mass is uncharacteristic of the area, especially for residential development. The anomalous institutional buildings of the university may inform the building height but should not dictate the character nor create unfavourable massing precedents that will erode the established character of the area. To address this matter, we suggest breaking the street wall between Buildings E & F and F & G, as mentioned earlier.



Figure 9: the north and south elevations of Bills Street as depicted in the proposal.

The interfaces with the southern neighbours and parkland were examined in detail in our response to Question 3 above.

Interface with Robinson Road

Robinson Road is perhaps the only interface where the proposal comes face to face with low-scale residential areas. The street view in Figure 10 below demonstrates the leafy, low scale character of the street with the tall monolithic university buildings deeply set behind large at-grade car park areas and obscured behind layers of landscaping and planting.

To address this interface, the UDF had imagined three groups of 2-3 storey townhouses extending along the site's western edge and stepping down with the landfall to the south. A 5m setback along this edge would ensure sufficient deep-soil planting and vegetation cover and mirror the softness and leafiness of the western side.



Figure 10: a street view of Robinson Road showing the subject site and the university complex to the right and residential context to the left. The monolithic buildings of the university are barely visible in the streetscape, deeply set behind open car park yards and largely obscured by multiple layers of planting.

The proposed building typology for this interface, north of Bills Street (Building E), continues the apartment theme applied elsewhere in the site, but endeavours to break down the scale into a series of attached, 3-4 storey gabled forms. The term coined for this building is 'Neighbourly Podium', with the architectural language adopting a terrace-housing format and a vertical emphasis. A few deep rebates interpose between every two forms/gables reinforcing the impression of a row of masses as opposed to a continuous mass. A varied palette of materials, including brickwork, render and metal complement the architecture and muted green tones emulate the park interface across the road.

Architecturally, the proposed built form along this edge is masterly but how well it responds to the context that remains the question. The proposal suggests a 3m setback along this edge to negotiate the character and mediate with residential interfaces. However, a row of attached balconies stretches along this edge, occupying the majority of the 3m setback. A recessed section in the middle provides deep soil planting for a tree. The semi-hard edge of this building is at odds with the street character. The west elevation can be seen in Figure 8 above.

The same semi-hard edge treatment continues to the south of Bills Street (Building C), though the architectural language changes to Park Buildings. Both Buildings E & C capitalise on the outlook and visual amenity offered by the park without reciprocating the gesture. Both fail to respect the sensitive interface and respond accordingly. The limited setbacks, scarcity of planting and building massing all contribute to an imposing and assertive presence within Robinson Road. A combination of measures can help address this interface, including variation in the building alignment to create opportunities for deep soil planting.



Figure 11: a photomontage of part of Building E north of Bills Street. Potentially the gabled frames enveloping the balconies can be reduced in depth, pushed or cut back in some sections to create upper-level setbacks and a mix of 2 and 3 components in the façade composition.

5. Whether the scale, siting and massing of Building A will have a detrimental impact on the amenity of adjacent properties in Burgess Street?

Unsurprisingly, the analysis of the shadows cast by Building A to the POSs of Nos. 5 and 7 Burgess Street indicates no additional shadows will be caused. This is the cumulative effect of the staggered height and the 5m landscape buffer to this interface.

The impact on these neighbours would most likely be visual, as evident in the 3D renders in Figure 12 below. This effect is partly because of the building height and partly because of its massing and expression. A reduction in the height of the middle floors, potentially the deletion of the fourth level, and an increased level of mass modulation, e.g., more rebates and greater relief, should minimise the visual impact of this building.

It is worth highlighting that the original UDF had suggested this building be five storeys. The height was subsequently reduced to three storeys in response to feedback from the affected neighbours and community. This by no means diminishes the validity and accuracy of the adopted UDF. The UDF had sought to retain the existing trees along this edge and suggested a 12m setback for the ground floor to facilitate the overland flow of water, as per advice from the Council's drainage unit and the estimated overland flow. These two measures would have significantly reduced the visibility of the built form and made the 5-storey height palatable. Even then, the upper two floors (Levels 4 & 5) were recessed to secure a 15m setback from the southern border.

Figure 13 below shows a cross-section of the proposed Building A and southern neighbours. We have superimposed the original UDF building envelope and setback profile on the cross-section in orange coloured hatching. Setbacks from the south commenced at 12m for the lower three floors increasing to 15 m for the upper two levels. This diagram also nominates the preferred setbacks for Building A marked in blue-coloured lines. The deletion of the fourth level mentioned above is marked in a zigzag line. We have also taken the liberty to suggest the potential footprint and position of the sixth floor if it were to be added, noting its addition is conditional on the inclusion of a community facility on the ground floor.



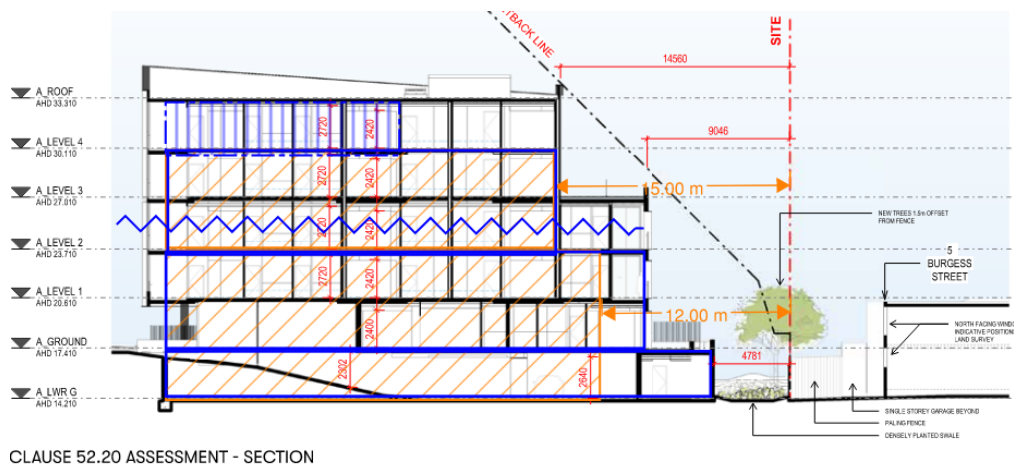
VIEW FROM 5 BURGESS STREET SPOS*

* Artistic interpretation of the earliest relevant urban context based on site photographs and aerial imagery. For visual reference only.

VIEW FROM 7 BURGESS STREET SPOS*

* Artistic interpretation of the earliest relevant urban context based on site photographs and aerial imagery. For visual reference only.

Figure 12: extracted 3D renders of the proposal as seen in the views from the backyards of Nos. 5 and 7 Burgess Street.



CLAUSE 52.20 ASSESSMENT - SECTION

Figure 13: a cross section through Building A showing the proposed setbacks in the application. The UDF's original building envelope is superimposed on the section in the orange hatching. The blue lines represent our preferred outline for Building A, noting the removal of the fourth floor marked in the zigzag line.

If a community facility were to be incorporated in the ground floor level of this building, then an allowance for a sixth floor with a small footprint can be contemplated, as depicted in the vertical blue hatching, to offset the loss in floor space.

6. If a community room were to be incorporated into the development, would you support it being incorporated in the Ground Floor of Building A, and constructed with a hard street edge, with an opening onto the street and onto the eastern adjacent publicly accessible open space (i.e. in place of Apartment A-G02)? Are there any other more suitable locations for a community room?

The UDF had envisioned that the community room that was part of the housing estate would be reinstated and play a pivotal role in any future redevelopments. It saw it expanding to be the centre of the new precinct, the beating heart of the revitalised area. Co-located with the public square/piazza and centred on the retained trees, the community facility would be imperative for building a sense of community and belonging among residents. In addition, the vision was that a wide pedestrian walkway would connect the two to the adjacent shops to the east and the North-South Spine/Corridor to the west, as well as connecting Auburn Road to Robinson Roads via the enhanced Bills Street avenue environment, as illustrated in the extracted sketch in Figure 14 below.

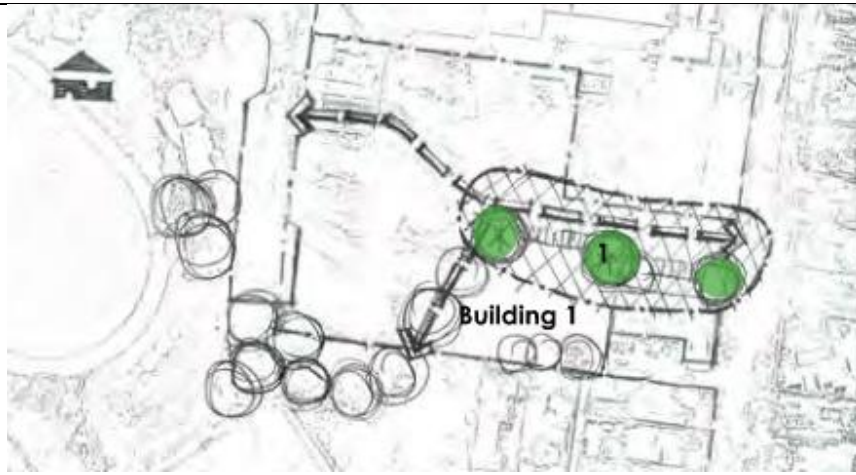


Figure 14: a sketch extracted from the UDF communicating the vision for the precinct, which seeks to create a unique sense of place by capitalising on the synergies between the new community facility, the public square, the adjacent shops and the north-south spine linking to the Reserve.

The inclusion of a community facility/room into the precinct should be non-negotiable. It was part of the housing estate, and its loss is regrettable. As explained above, its contribution to the new community, particularly the social housing residents, would be invaluable as it would help reconnect the displaced community and foster a spirit of comradery and belonging. If it is reinstated, the community facility should ideally be located on the ground floor of Building A to help revitalise the public square, as marked on the ground floor plan in Figure 15 below.

While a hard-edged façade would typically work better, in this particular case, we need to establish a strong and direct visual and physical connection between the shops, the square and the north-south spine with the community facility acting as the glue that holds all these scattered elements together, literally and symbolically. Therefore, a 2m setback along Bills Street edge would be preferable. When added to the abutting 2m footpath, the 4m wide walkway will act as a linear public space/corridor, activated by the community centre and anchored by the square to the east and north-south spine to the west.

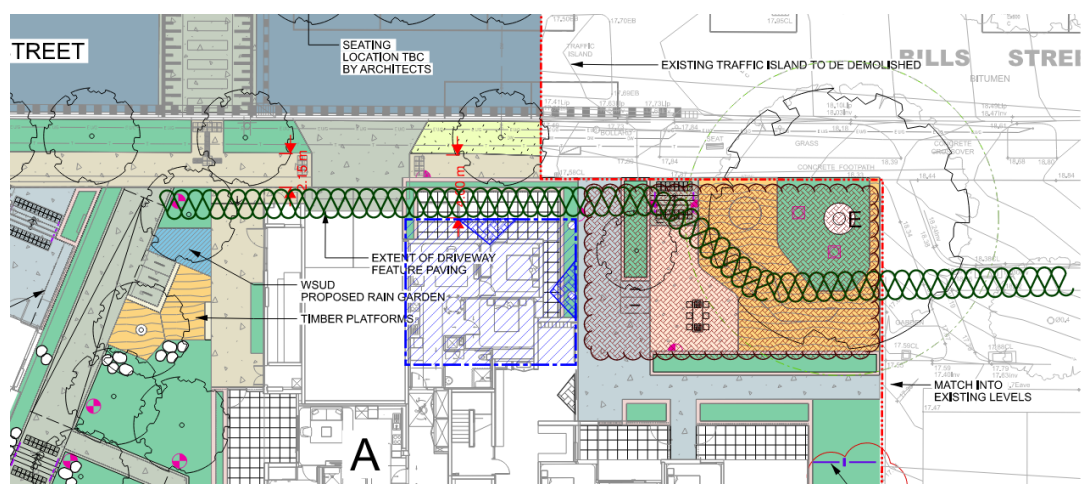


Figure 15: An extract from the ground floor plan showing the preferred location for the community facility and its potential footprint in blue hatching, with two entry points, the first to the square and the second to Bills Street. Setting the ground floor by 2 metres widens the public footpath along this edge to 4 metres, improves the visual and physical connection between the square, the shops and the north-south spine, creating a focal node, optimising the use of all and enhancing activity and safety within the precinct. The brown hatching provides an approximate location and extent of the public square.

7. Any other relevant matters?

The silence of the proposal on the resolution and replacement of the public car park at the end of Robinson Road is another matter for consideration. It is also one of the interfaces the proposal fails to recognise and resolve.

The UDF considered the car park an important resource for the reserve and visitors to the housing estate, thus retaining and reconfiguring it to on-street parking. After all, it is part of the bigger picture for the site and its integration with the context, as may be appreciated from the UDF extract in Figure 16 below.

Typically, improvements to the public realm around any redevelopment sites fall on the developer as part of their contribution to the public domain, a goodwill gesture offered to the existing community. The application documents do not propose the replacement of the Robinson Road car park or attempt to visualise how the new links, public and communal, will connect with abutting streets/spaces and blend with the setting and broader catchment.



Figure 16: to the left, an extract from the UDF's framework plan looking at the potential replacement of the Robinson Road car park. The diagram to the right is extracted from the traffic report exploring the options for the car park annotated as beyond of the scope of this work.

COMMENTS BY: Sylvia Georges

DATED: 23 July 2021

CP&D Referral Advice - Homes Victoria Big Housing Build
Bills Street Estate
20 July 2021

1. Whether on the basis of the number of apartments incorporated into the development (103 social housing & 103 affordable housing) it would be appropriate and beneficial to include a community room in the development?

Based on the number of apartments at Bills Street Estate, we believe it would be appropriate and beneficial to include a multipurpose community room accessible to tenants and the broader community, designed to deliver a range of support services. A community room could have the following benefits:

- deliver essential services to residents from an accessible location
- establish connections between residents, local community groups and service providers
- provide a soft entry for families into accessing necessary individual health and community services and help build trust with residents who have low trust in services
- reduce social isolation and provide a shared space for neighbours to meet (especially if they don't feel they can invite someone into their homes)
- enable interaction in inclement weather.

The Victorian Government Department of Families Fairness and Housing (DFFH) has identified the need for social connection amongst tenants in existing public housing estates. For example, DFFH has recently partnered with local health provider, Access Health and Community, through its Integrated Health Promotion program to support social connection in two other housing estates in Boroondara (Alamein Avenue and Munro and Caroline Street). An onsite community room at Bills Street would be in line with the DFFH's direction at these other estates by enabling social connection to be embedded in the new development.

The provision of a community room is also consistent with results from Homes Victoria's *Bills Street Hawthorn Engagement Report June 2021*. Consultation participants including neighbours and local community members suggested including 'community spaces onsite where residents can meet and where local agencies could connect with residents' (p.20).¹ Furthermore, including a community room to facilitate community connection is consistent with the Victorian Government's focus on recognising '*people at the centre*' of the 10-Year Strategy for Social and Affordable Housing.

The provision of a community room is also proposed as the site is not in close walking distance to relevant services for residents without a car, such as Centrelink and Camcare. This is despite Section 55 of the Planning Report on page 14 noting the site 'benefits from proximity to a range of services and amenities'. It is also inconsistent with the Victorian Government's long-term *Plan Melbourne 2017-2050* principle of 20-minute neighbourhoods, which aims to enable people to 'meet most of their daily needs within a 20-minute return walk from home'. For example Access Health and Community, Centrelink, and Camcare are all a one-hour return walk and Kooyong station is a 30-minute return walk. While the 16 tram is conveniently placed on Glenferrie Road and only a 20-minute return walk, it is most directly accessible through a park, which may be a deterrent at night. The Report also lists 'Bus Route 624 along Auburn Road', which delivers people to the 70 and 75 trams as a proximate amenity (p.14). However, buses along Route 624 only run every 30-minutes on weekdays.

Access Health and Community has provided a list of services commonly utilised by public housing residents from an onsite community room, such as Bills Street Estate. The list includes:

- **support groups** such as Alcohol and Other Drug (AOD) specialists, mental health support groups and support groups for survivors of domestic and family violence

¹ Homes Victoria (2021). *Bills Street Hawthorn Engagement Report June 2021*, p.20. Retrieved from <https://engage.vic.gov.au/bills-street-hawthorn-redevelopment>.

- **health and community specialist outreach days** bringing in services to the tenants, for example, AOD, oral wellbeing, and allied health
- **outreach specialist services** such as Camcare, the TaxHelp program and promotion of available material/food aid
- **exercise groups and strength-based programs** especially for older adults ,for example, Good Life with Osteoarthritis from Denmark (GLA:D) Australia program
- **supported playgroups** for vulnerable parents
- **the High-Risk Accommodation Response (HRAR) project** coordinated by Access Health and Community
- **opportunities for social connection** such as life-long learning programs and neighbourhood house classes.

Currently, the closest service from those listed above is supported playgroups for vulnerable parents at Hawthorn Community House, which is a 50-minute return walk. Where walking may not be possible or difficult for residents with accessibility needs, public transport options are limited and can require multiple transfers and uphill walks.

The pandemic has further highlighted the need to engage residents in support services to reduce social isolation and increase community connectedness. Community spaces provide opportunities to deliver public health responses, such as Access Health and Communities' High-Risk Accommodation Response (HRAR) program, which engages people in high-risk settings to promote COVID-19 prevention and preparedness activities, including COVID-19 testing and vaccinations. In the absence of community space at these estates, HRAR clinicians need to set up responses like vaccine hubs outdoors using tents. This is problematic during inclement weather conditions and can provide additional challenges for engagement, testing, and vaccine rates.

2. If yes, what size/facilities would the room require?

The design principles of the community room will need to be accessible, visible and multifunctional. It should include one large space and a smaller adjacent office for meetings and confidential consultations and include the following specifications:

- a large, open space of approximately 65m² fitted with flip tables, stackable chairs, chair trolley and basic AV setup
- an adjacent office/consultation room of about 17m², soundproofed for privacy and furnished with a desk, desk chair, smaller meeting table, and lockable storage
- the entrance should be external to the building at ground level with a visible, easy-to-find, accessible and welcoming entrance
- centrally located and accessible for tenants of all tenure types and the broader community
- accessible for mobility scooters and wheelchairs, including charging stations, safe egress from lifts and doorways
- windows with block-out blinds as well as access to natural light.

If possible the following specifications would also be met:

- the community room would be adjacent to an outdoor community space, which could include landscaping, shaded seating area, children's play area or sensory space and public barbeque
- adjacent parking, including a loading bay.

For the room to be multifunctional, it would also need to be fitted with:

- kitchenette including sink with hot and cold tap, dishwasher, fridge, domestic oven, and cabinetry stocked with appropriate crockery
- adjoining storage size sufficient to store chairs and other equipment with shelving

- durable floor covering appropriate to deliver diverse activities, for example, exercise classes and playgroups
- adjoining but discreet gender-neutral toilets, baby change and an accessible toilet
- needle disposal unit
- access/security system.

For the space to accommodate resident's needs, it also needs to be designed with:

- consideration to safety/security of service delivery workers and users, e.g. lines of sight, duress system, adequate lighting, Crime Prevention Through Environmental Design (CPTED) principles
- trauma-informed design principles²
- neutral fittings, including decoration appropriate for all ages use.

3. If a community room were to be incorporated into the development, would you support it being incorporated in the Ground Floor of Building A, and constructed with a hard street edge, with an opening onto the street and onto the eastern adjacent publicly accessible open space (i.e. in place of Apartment A-G02)? Even if that meant a reduction of 1 social housing apartment? Are there any other more suitable locations for a community room?

Council supports the reduction of one unit for the allocation of a community room. It will enable residents to access programs, activities, and services which may otherwise be difficult to access due to financial, transport, mobility, illness, or mental illness barriers. As noted above, this will result in better long-term health and wellbeing outcomes for the residents. An onsite community room would also embed opportunities for increased social connection among residents in the Estate, which DFFH has identified as a need for tenants in existing public housing estates, such as Alamein Avenue and Munro and Caroline Street.

Considering the specifications provided above, Homes Victoria's Redevelopment Plans, and in alignment with clause 52.20 of the Boroondara Planning Scheme, Council recommends two potential sites for the community space (in priority order). They are:

1. In place of Apartment A-G02 (Ground Floor of Building A, and constructed with a hard street edge, with an opening onto the street and onto the eastern adjacent publicly accessible open space)
2. In place of either Apartment B-G05 or B-G06.

If the community room is constructed in place of Apartment A, dwellings should be reconfigured to retain a minimum of 103 social housing residencies and at least five DDA apartments as proposed on page 29 of the Planning Report. This can be achieved through a 'salt and pepper' integration approach as outlined in Council's response to Question 8. If integration is not possible, Homes Victoria should prioritise a community room in place of either Apartment A-G02 or B-G05 / B-G06.

There are presently no DDA apartments in the affordable housing. Council would recommend that consideration be given to including some DDA apartments in the affordable housing units.

4. What management arrangement would you recommend?

Council proposes the following two management models for the community space:

1. Community group/incorporated organisation managing the community room at Bills Street.
2. Housing association managing the community room.

Council's preference is for option one, where a lead agency manages the community room and coordinates support services. Access Health and Community has expressed interest to Council officers in managing the

² Trauma-Informed Design Resource, https://cotsonline.org/wp-content/uploads/2018/04/Trauma-Informed-Design.BOD_.pdf

community room at Bills Street Estate, Hawthorn if it was included. A lead agency coordinating services in community spaces has worked successfully at other public housing estates in Boroondara. For example, before works commenced at the Markham Avenue Public Housing Estate, Alamein Neighbourhood Learning Centre (ANLC) utilised space at the Estate to engage public housing residents with services and programs that enhanced social connection. ALNC managed the space, coordinated access and collaborated with support services to respond to residents' needs through a range of health promotion activities and initiatives designed to build connections between residents, promote social inclusion and foster a sense of community.

The extent to which residents engaged with the project at ANLC highlighted the need for onsite support at other public housing estates, with support services extended to public housing tenants in Munro Street Hawthorn East and Alamein Avenue Ashburton. Residents have reported increased engagement with support services and reduced feelings of insecurity and isolation. Security complaints lodged to DFFH by residents have also decreased. These outcomes demonstrate residents highly value community spaces and the programs delivered by support services.

The lead agency model also has been successful at high rise public housing estates around inner-city Melbourne. A range of outreach support services operate from community spaces at these estates in response to community needs. For example, Drummond Street Services manage a family and community space at 253 Hoddle Street Collingwood and coordinate a range of programs and support services for residents that meet their unique needs, including housing support, mental health services, food relief and community and wellbeing programs. East Preston Community Centre, managed by the Darebin City Council, also operate a community space with a range of services that build community connections and improve the wellbeing outcomes of public housing residents.

Cultivating Community is another program which has successfully operated from community spaces at public housing estates across Melbourne, addressing food insecurity and building stronger and more connected communities through a range of capacity building programs.

5. What activities do you envisage a community room would be able to host? Would it be a suitable space for any necessary outreach services residents, or the local community may require?

Based on service models described above and feedback from Access Health and Community the following services, programs, and activities could be delivered from the Bills Street Estate community room:

- outreach specialist services such as financial counselling, retirement planning, Centrelink outreach worker, community housing worker
- health and community groups and services offered by Access Health and Community, including HRAR and Camcare as outlined in response to Question 1
- mental health, counselling and support services
- exercise and wellbeing classes
- programs for children and young people such as playgroup and homework club
- programs for older adults such as the University of the Third Age Hawthorn (U3A)
- bookable meeting space for tenants, residents, local community groups, and children's birthday parties.

6. Where is the nearest equivalent community space located? Does it have capacity to provide services for an additional 206 households?

The nearest *equivalent* community room is located at Hawthorn Community House. Hawthorn Community House has two venues (32 Henry Street and upstairs at 584 Glenferrie Rd) in Hawthorn, and five rooms across these facilities available to hire. Access Health and Community manages the facilities through a lease agreement with Council. Bookings are made directly with the neighbourhood house. Hawthorn Community House currently does not have the space nor capacity to run programs for an additional 206 households. It is at capacity to deliver services during the day and is also inconveniently located for Bills Street Estate residents

as it is either a one-hour return walk or via the 624 Bus, which only runs every 30-minutes. It would be more logical to deliver services onsite at Bills Street.

Other facilities within a 30-minute return walk with a bookable community space include one 82m² room at H.A. Smith Reserve Pavilion (9-minute return walk), one 87m² room at Patterson Reserve Pavilion (2-minute walk) and one 150m² room at the Tooronga Village Community Centre (30-minute return walk). However, these spaces do not provide an equivalent space to undertake what Council is proposing at Bills Street as they do not have suitable facilities or availability. For example, without adequate storage, groups will be required to bring, set-up and remove their own equipment for each booking. This is particularly difficult given current COVID-19 cleaning requirements. These spaces are also unreliable to book as they are openly available to the public and already in high use. For example, sporting groups have regular bookings at each pavilion. Using these spaces is therefore not practical.

7. No information has been provided for what is meant by 'affordable' housing. Do you have any views of what it should entail?

Council recommends the eligibility criteria for the affordable housing at the Bills Street Estate follows the *Planning and Environment Act 1987* definition of affordable housing, which states 'housing, including social housing that is appropriate for the needs of very low, low and moderate income households'. Under section 3AB of the Planning and Environment Act 1987, this includes the annual income ranges shown in Table 1 below.

Table 1: Annual income ranges - eligibility for affordable housing (excluding social housing)

	Very low income range (annual)	Low income range (annual)	Moderate income range (annual)
Single adult	Up to \$ 26,200	\$26,201 to \$41,920	\$41,921 to \$62,860
Couple, no dependant	Up to \$ 39,290	\$39,291 to \$62,870	\$62,871 to \$94,300
Family (with one or two parents) and dependent children	Up to \$ 55,000	\$55,001 to \$88,020	\$88,021 to \$132,030

Source: Victorian Government Gazette, 22 June 2021³

Median weekly rents in Boroondara for all dwelling types are higher than the Metropolitan Melbourne median (\$420 weekly compared to \$395) and widen as dwellings increase in size. The rent for a four-bedroom house in Boroondara costs almost double that of Metropolitan Melbourne overall (\$875 weekly rent compared to \$450). In March 2021, the DHHS reported there were only 14 affordable dwellings (0.6% of dwellings) available in Boroondara for families receiving a Centrelink payment.⁴

Housing options delivered as 'affordable housing', typically at a 20 per cent discount to market rent, are therefore not affordable to very low to moderate income earners in Boroondara. Therefore, Council does not recommend 'affordable' housing be defined in comparison to the market rate for the area. Instead, we believe it is important the annual income ranges set in the *Planning and Environment Act 1987* are adopted to set the rent for the affordable housing at the Bills Street Estate.

Priority groups

Council has identified four types of households in urgent need of housing due to a range of social and income factors to prioritise for affordable housing at the Bills Street Estate which are listed below:

³ Victorian Government Gazette (2021), *Planning and Environment Act 1987 Section 3AB - Specification of Income Range*, Retrieved from [Resources for Implementing Affordable Housing \(planning.vic.gov.au\)](https://www.vic.gov.au/resources-for-implementing-affordable-housing).

⁴ DHHS (2021), *Rental Report March quarter 2021*. Retrieved from <https://www.dhhs.vic.gov.au/publications/rental-report>.

Key workers in the local economy⁵

Key workers are people that work in essential industries such as teachers, nurses and emergency workers who are considered important to the proper functioning of the city.⁶ Key workers are often in the low and moderate income ranges and are increasingly unable to afford to live in inner city suburbs due to housing affordability problems but are also ineligible for public housing.⁷ ABS Census 2016 data shows a significant portion of employed persons living in Boroondara are employed in key worker industries. Key workers make a significant contribution to the economic and social vitality of Boroondara and will be increasingly unable to afford housing without intervention.

Single older women

In 2010-12 Council, with the support of Monash University, undertook research that found single older women are at risk of homelessness due to a range of factors such as low or no income, lack of superannuation, and the high cost of private rental and homeownership. Single older women are often forced to move out of their local community due to unaffordable housing, isolating them from their family, social, health and geographical networks. This is consistent with the *Parliamentary Inquiry into Homelessness* (2021), which found older women are a fast-growing cohort experiencing homelessness.

People escaping domestic and family violence

The *Royal Commission into Family Violence* heard consistent evidence about problems with the housing response to family violence.⁸ There was clear evidence that housing pathways were 'blocked up' and not flowing as intended, with a lack of viable long-term housing options to allow people to 'exit' the system and get on with their lives. In 2019–20, 35% (40,021 clients) of all clients seeking specialist homelessness services in Victoria cited 'family and domestic violence' as their main reason for seeking assistance.⁹ There is a demand for people and families escaping domestic and family violence to be relocated to secure housing and the affordable housing residencies at Bills Street Estate provide one such opportunity.

People living with disabilities

Many people with disabilities rely on the Disability Support Pension (DSP) as their main source of income, which may put some housing options out of reach¹⁰. While there is limited data on this, the data available suggests that some people with disabilities struggle to find affordable housing and are vulnerable to housing or rental stress. The availability of affordable, sustainable and appropriate housing helps people with disabilities to participate in the social, economic and community aspects of everyday life.¹¹

⁵ Key workers fall into occupational categories who provide essential functions in areas such as childcare, aged care, education and health or significantly contribute to the economic vitality of the region. Examples include education and training, health care and social assistance, retail trade, accommodation and food services, professional scientific and technical services.

⁶ AHURI (2005), *Housing affordability, occupation and location in Australian cities and regions*. Retrieved from <https://www.ahuri.edu.au>.

⁷ AHURI (2005), *Housing affordability, occupation and location in Australian cities and regions*. <https://www.ahuri.edu.au>

⁸ State Government of Victoria (2021), *Report of the Family Violence Reform Implementation Monitor - as at 1 November 2020*. Retrieved from [Safe housing | Family Violence Reform Implementation Monitor \(fvrim.vic.gov.au\)](https://www.fvrim.vic.gov.au).

⁹ Australian Institute of Health and Welfare (2020) Specialist Homelessness Services 2019–20 cited in State Government of Victoria (2021), *Safe Housing*, Retrieved from [Safe housing | Family Violence Reform Implementation Monitor \(fvrim.vic.gov.au\)](https://www.fvrim.vic.gov.au).

¹⁰ NDS (2021), *Submission in response to Homes Victoria's Ten-Year Social and Affordable Housing Strategy Discussion Paper*. Retrieved from <https://www.nds.org.au>.

¹¹ Australian Institute of Health and Welfare (2020), *People with disability in Australia*. Retrieved from [People with disability in Australia, Housing - Australian Institute of Health and Welfare \(aihw.gov.au\)](https://www.aihw.gov.au)

8. Do you support the segregation of social and affordable apartments into separate buildings, as is currently proposed, if the facilities in the buildings mean they will be indistinguishable (except for the rate of car parking allocation)? If not, how should the social and affordable housing apartments be distributed through the development?

Section 78 on page 18 of the planning proposal reports housing will be 'Tenure blind', achieved through 'a conventional character for streets, spaces and buildings irrespective of housing tenure'. However, Council is concerned the building-by-building integration proposed will not achieve tenure blindness due to inconsistent architectural expressions leading more directly to a visual distinction of tenures. As advocated in Council's *Submission into the Public Housing Renewal Program 2017*,¹² Council does not support the segregation of the development into public and affordable enclaves. A 'salt and pepper' mixed tenure approach, where social and affordable units are incorporated into the same building, should be taken to ensure tenure blindness in all respects. This approach will help to minimise stigma attached to subsidised housing and therefore reduce the need for future Department-funded work to reduce social isolation and stigma.

Parking

Section 137 of the planning proposal on page 29 of the Report outlines there will be no visitor parking. Council believes the proposal should also allow for visitor parking for residents to ensure their family, friends and support services are welcome and can access the property easily. Council's new Parking Policy (August 2016) includes providing visitor parking permits for residents at registered rooming houses. Council is committed to supporting residents' rights in social housing, including DHHS owned public housing. In addition, visitor parking will be required for health and community services staff attending the site to support residents. These car parks will be required close to the building to facilitate staff being able to attend and carry any necessary items into the building.

RECOMMENDATIONS

The City of Boroondara supports the following recommendations of the assessment (July 2021):

- 1. Include a multifunction community room in the redevelopment plans where relevant services, activities and programs can be delivered.**
- 2. A community group/incorporated organisation manage the community room at Bills Street.**
- 3. Apply a 'salt and pepper' mixed housing approach to ensure tenure blindness and reduce future health and wellbeing issues.**
- 4. The definition of housing affordability should be based on the annual income eligibility defined by The Planning and Environment Act 1987 rather than median rents for Boroondara.**
- 5. Prioritise the allocation of Boroondara residents including key workers, single older women, people living with a disability and people escaping domestic and family violence for the affordable housing units at the Bills Street Estate.**

¹² City of Boroondara (2017), *Council's Submission to the Inquiry into the Public Housing Renewal Program*, Retrieved from [Submission to the Inquiry into the Public Housing Renewal Program \(boroondara.vic.gov.au\)](https://www.boroondara.vic.gov.au/submission-to-the-inquiry-into-the-public-housing-renewal-program).

**APPENDIX D - Clause 52.20 assessment based on plans received 29 June 2021
- 1-12 Bills Street HAWTHORN**

Clause 52.20-6 Development standards for dwellings and buildings

Clause 52.20-6.1 Infrastructure

Standard	Assessment/comments	Complies
Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas.	Infrastructure is available to connect the site to sewerage, drainage and electricity. It is not known whether a gas connection is available.	✓ Complies
Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.	The available capacity of utility services is not known. Council's Traffic Engineers have provided advice demonstrating the capacity of the intersection of Bills Street and Auburn Road will be exceeded. It is recommended modifications to the road carriageway in Bills Street be undertaken as part of the development, to create dedicated left-turn and right-turn lanes from Bills Street into Auburn Road.	* Non-compliant
In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.	The development incorporates an upgrade to drainage infrastructure, in response to a known overland flow issue. Council's Drainage Engineers have advised further modifications are required to the design of Building A and the area to its south, to ensure no adverse overland flow effects.	* Non-compliant

Clause 52.20-6.2 Street setback

Development context	Minimum setback from front street (metres)	Minimum setback from a side street (metres)
The site is on a corner.	<p>If there is a building on the abutting allotment facing the front street, the same distance as the setback of the front wall of the existing building on the abutting allotment facing the front street or 7 metres, whichever is the lesser.</p> <p>If there is no building on the abutting allotment facing the front street, 6 metres for streets in a Road Zone, Category 1, and 4 metres for other streets.</p>	<p>Front walls of new development fronting the side street of a corner site should be setback at least the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 3 metres, whichever is the lesser.</p> <p>Side walls of new development on a corner site should be setback the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 2 metres, whichever is the lesser.</p>

Building	Proposed front setback	Required	Complies?
A (faces Bills St)	0m	7.0m from Bills St	✗ Non-compliant
B (faces Bills St)	0m	7.0m from Bills St	✗ Non-compliant
C (faces Robinson Rd)	3.13m	7.0m from Robinson Rd	✗ Non-compliant
E (faces Robinson Rd)	3.0m	7.0m from Robinson Rd	✗ Non-compliant
F (faces Bills St)	0m	7.0m from Bills St	✗ Non-compliant
G (faces Bills St)	0m	7.0m from Bills St	✗ Non-compliant

Building	Proposed side setback	Required	Complies?
C	0m	3.0m from Bills St	✗ Non-compliant
F	3.25m	3.0m from Robinson Rd	✓ Complies

Planner's comments:

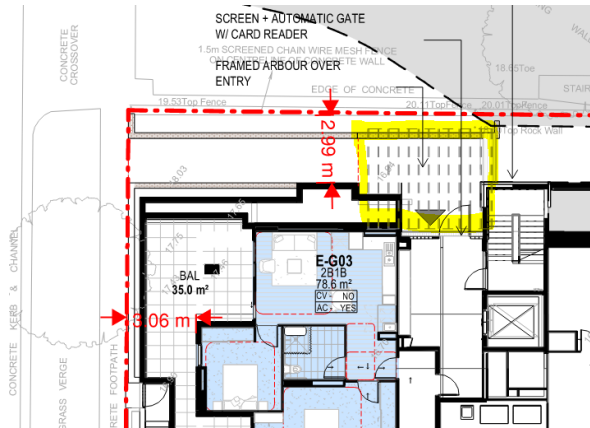
Having regard to the size of the site and the nature of its abutments it is considered that, to an extent, it is acceptable for the development to create its own built-form character. However, along Robinson Road, the site shares an interface with a low-scale, leafy residential street that is characteristic of the broader precinct in which the site is located. Council's Urban Designer has identified that the proposed setbacks, large extent of hard paving in the western setbacks of Buildings C and E/F, and the consequential lack of deep soil planting opportunities, is an unacceptable design response.

Clause 52.20-6.3 Permeability

Proposed	Required	Complies
20.93% including road reserve within site area, however permeability increases to	Min. 20% of site	✓ Complies

23.39% if the road reserve is excluded from the site area

Clause 52.20-6.4 Safety

Standard	Assessment/comments	Complies
Entrances to dwellings should not be obscured or isolated from the street and internal accessways.	<p>Council's Urban Designer is critical of the design of the entrances to Building C from Bills Street, stating "a secondary, rather discreet access point leads to the raised lower ground floor of Building C, which is about 1.5 metres above the street's NGL. Two side gates below lead to the lower ground floor apartments. The contribution these make to the street is inadequate, and in fact may even be negative given the likely security concerns arising from the secluded access area and adjacent planter boxes."</p> <p>A framed arbour marks the location of the entrance to Building E, on its northern side, with the entrance itself invisible from the street, recessively sited behind planter boxes. Given the lack of sensitive abutments to the north, it is recommended the entry foyer be extended northwards, occupying the entire area the arbour is proposed. This will enable the building entrance to face the street.</p>  <p>Above: Extract from the Lower Ground 1 Plan. It is recommended the entry foyer be extended to occupy all of the area the arbour was proposed, to ensure the entrance has a more prominent presence in the street</p>	* Non-compliant (Building C and E)
Planting which creates unsafe spaces along	The layout of the entrance to Building C, facing Bills Street, requires modifications to remove discreet access points that may	* Non-compliant (Building C)

streets and accessways should be avoided.	create seclusion spaces that may create opportunities for anti-social behaviour.	
Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.	Council's Strategic Asset Management Department has not raised any concerns with the proposed Bills Street Functional Layout Plan.	✓ Complies
Private spaces within developments should be protected from inappropriate use as public thoroughfares.	<p>A clear distinction between publicly accessible open spaces and communal spaces for resident-only use is achieved by the design.</p> <p>To embed ongoing public rights of access, an easement-in-gross for right of way should be applied to the western end of Bills Street (for its entire realigned length as it passes through the site) together with the publicly accessible spaces to the east and west of Building A.</p>	✓ Complies (subject to the creation of an easement-in-gross for right of way)

Clause 52.20-6.5 Access

Standard	Assessment/comments	Complies
<p>The width of accessways or car spaces that front existing streets should not exceed:</p> <ul style="list-style-type: none"> • 33 percent of the street frontage; or • If the width of the street frontage is less than 20 metres, 40 percent of the street frontage. 	<p>The development incorporates three vehicle access points, servicing the six buildings. A single access point services Building A, a shared access point services Buildings B and C and a third access point in Building G services that building and Buildings E and F. Each of the accessways is 6.1m - 6.5m wide, enabling independent two-way access.</p> <p>On the northern side of the street, the site frontage to Bills Street is approximately 91.3m long. Therefore, the accessway to Building G (6.1m) occupies 6.68% of the site frontage.</p> <p>On the southern side of the street, the site frontage to Bills Street is approximately 112.7m long. Therefore the combined accessway width of 12.6m occupies 11.18% of the site frontage.</p>	✓ Complies
No more than one single-width	Three vehicle crossings are proposed to service 206 dwellings.	✓ Complies

crossover should be provided for each dwelling fronting a street.		
The location of crossovers should maximise the retention of on-street car parking spaces.	<p>The three proposed crossovers replace a single, 12.5m wide crossing located on the northern side of the street, which provided access to on-site parking adjacent to the former community room. No other on-site parking was provided for the former estate residents. Instead, resident parking was available on-street and in the Robinson Road car park (via "Permit Zone" restrictions).</p> <p>A total of six on-street parking spaces will be retained adjacent to the site frontage. This is a reduction in comparison with existing conditions, due to the proposed narrowing and 'pedestrianisation' of the western end of Bills Street.</p>	
The number of access points to a road in a Road Zone should be minimised.	N/A	N/A
Developments must provide for access for service, emergency and delivery vehicles.	The western end of Bills Street has been designed to accommodate emergency vehicle access, regulated by a bollard. Council's Traffic Engineers have advised the proposed arrangement is acceptable, subject to it being for emergency vehicles only.	✓ Complies (subject to vehicle access to the western end of Bills St being restricted to emergency vehicles only)

Clause 52.20-6.6 Parking location

Standard	Assessment/comments	Complies
<p>Car parking facilities should:</p> <ul style="list-style-type: none"> • Be reasonably close and convenient to dwellings. • Be secure. • Be well ventilated if enclosed. 	<p>The inclusion of basement and semi-basement parking for the development is supported. The plans show direct access from the parking areas to the buildings above, and convenient links to the residential foyers.</p> <p>Ventilation points are shown on the floor plans. Care is required to ensure ventilation points on the southern</p>	✓ Complies

	elevation of Building B are sufficiently raised above NGL to not be an inundation point in overland flow events.	
Shared accessways or car parks of other dwellings should be located at least 1.5m from the windows of habitable rooms. This setback may be reduced to 1.0m where there is a fence at least 1.5m high or where window sills are at least 1.4m above the accessway.	There are no apartments with an outlook into the proposed basement accessways. Apartments A-G02 and A-G01 in Building A are located adjacent to the accessway for that building, but do not contain any windows facing into the accessway.	✓ Complies

52.20-6.7 Car parking

Standard	Assessment/comments	Complies
A minimum 0.6 car spaces should be provided to each dwelling. A minimum 1 car space should be provided to each 4 bedrooms of a residential building.	<p>The development proposes 206 dwellings (apartments), therefore the applicable standard is 0.6 car spaces per dwelling.</p> <p>A total of 165 on-site car spaces are proposed, comprising 103 car spaces for the affordable housing apartments (at a rate of 1 car space per dwelling) and 62 spaces for the social housing apartments (at a rate of 0.602 car spaces per dwelling).</p> <p>Overall, the development is provided with parking at a rate of 0.8 car spaces per dwelling. This satisfies the requirement. Notwithstanding this, there is a significant concern regarding onsite parking provision being sufficient to meet demand. It is likely visitors to the site will seek out public car parking, including on street parking in the area to the detriment of nearby residents and users of the park and sporting facilities. This is not considered acceptable and additional onsite parking should be provided.</p>	✓ Complies Concerns raised regarding car parking demand being met onsite.
Car parking for other land uses must be to the	No other land uses are proposed by the development. If a community room were to be incorporated, as	✓ Complies (subject to allocation of

satisfaction of the responsible authority.	recommended by officers, it should be allocated one on-site car space.	one car space to the recommended community room)
Car spaces may be covered or uncovered.	The proposed car parking facilities are located in basement and semi-basements and are all covered.	✓ Complies
If in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number greater than 1.	Applying a rate of 0.6 car spaces to 206 dwellings equals a requirement for 123.6 car spaces, which is rounded down to 123 car spaces. The proposed 165 on-site spaces exceeds this requirement.	✓ Complies

Clause 52.20-6.7 Accessway design

Standard	Assessment/comments	Complies
Accessways must: <ul style="list-style-type: none"> • Be at least 3.0m wide. 	Inadequate dimensions are provided on the plans, however scaling indicates all accessways are at least 3.0m wide.	✓ Complies (more dimensions should be added to the plans)
<ul style="list-style-type: none"> • Have an internal radius of at least 4.0m at changes of direction or intersection or be at least 4.2m wide. 	The car park layout incorporates appropriate internal radii at changes of direction.	✓ Complies
<ul style="list-style-type: none"> • All vehicles parked in the last space of a dead-end accessway in public car parks to exist in a forward direction with one manoeuvre. 	No public parking is proposed.	N/A
<ul style="list-style-type: none"> • Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m. 	Cross-sections of the accessway entrances have not been supplied.	✗ Non-compliant (further information required)
<ul style="list-style-type: none"> • If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be 	All vehicles, including waste collection vehicles undertaking collection from within the basement, are able to enter and exit the car park in a forwards direction.	✓ Complies

designed so that cars can exit the site in a forward direction.		
<ul style="list-style-type: none"> Provide a passing area at the entrance at least 6.1m wide and 7.0m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Road Zone. 	<p>Inadequate dimensions are provided on the plans, however scaling indicates acceptable passing areas are provided at all entrances.</p> <p>The accessway at the entrance of Building A has dimensions of 6.1m x 13.27m.</p> <p>The accessway at the entrance of Building C has dimensions of 6.1m x 7.2m.</p> <p>The accessway at the entrance of Building G has dimensions of 7.59m x 9.8m.</p>	<p>✓ Complies (more dimensions should be added to the plans)</p>
<ul style="list-style-type: none"> Have a corner splay or area at least 50% clear of visual obstructions extending at least 2.0m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height. 	<p>There are no obstructions adjacent to the vehicle accessways.</p>	<p>✓ Complies (more dimensions should be added to the plans)</p>

Clause 52.20-6.7 - Car parking spaces

Standard	Assessment/comments	Complies
Car parking spaces and accessways must have the minimum dimensions	There are no dimensions whatsoever on the Lower Ground 2 Plan of the car spaces and access aisles beneath Buildings B and C. On the Lower	✗ Non-compliant (further

as outlined in Table 2 of Clause 52.20-6.7.	<p>Ground 1 Plan, two of three access aisle widths are dimensioned, and no car spaces are dimensioned.</p> <p>The same issue of no dimensions arises for the car park beneath Building A, shown on the Lower Ground 1 Plan.</p> <p>The car park beneath Buildings E, F and G also requires more dimensions to demonstrate compliance.</p>	information required)
<p>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:</p> <ul style="list-style-type: none"> • A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. • A structure, which may project into the space if it is at least 2.1m above the space. 	Columns appear to be appropriately sited, however the setbacks of the columns from the access aisle should be dimensioned to demonstrate compliance.	✓ Complies (more dimensions should be added to the plans)
Car spaces in garages or carports must be at least 6.0m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage or carport.	No garages are proposed.	N/A
Where parking spaces are provided in tandem (one behind the other) an additional 500mm in length must be provided between each space.	No tandem parking spaces are proposed.	N/A
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of	Disabled parking spaces are provided within each car park, including on each floor of the car park beneath Building C, for a total of six spaces. No dimensions are shown on the plans to demonstrate compliance, however	✓ Complies (more dimensions should be added to the plans)

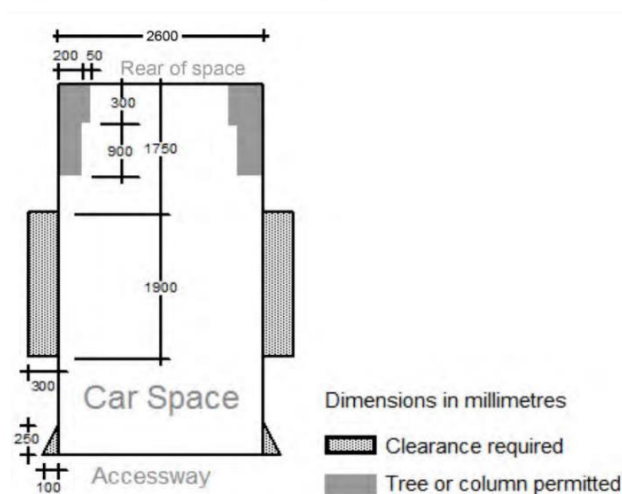
Australia. Disabled carparking spaces may encroach into an accessway width specified in Table 2 by 500mm.	scaling indicates the dimensions of the spaces and adjacent access aisles are acceptable.	
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Table 2: Minimum dimensions of car parking spaces and accessways

Angle of car parking spaces to access way	Accessway width	Car space width	Car space length
Parallel	3.6 m	2.3 m	6.7 m
45°	3.5 m	2.6 m	4.9 m
60°	4.9 m	2.6 m	4.9 m
90°	6.4 m	2.6 m	4.9 m
	5.8 m	2.8 m	4.9 m
	5.2 m	3.0 m	4.9 m
	4.8 m	3.2 m	4.9 m

Note: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).

Diagram 1 Clearance to car parking spaces



Clause 52.20-6.7 - Gradients

Standard	Assessment/comments	Complies
Accessway grades must not be steeper than 1:10 (10%) within 5.0m of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheel base of the vehicle being designed for; pedestrian	<p>The grade of the accessway at the entrance to Building A is not shown, however it is clear the ramp has a grade. Further details are required to be added to the plans.</p> <p>The grade of the accessway at the entrance to Building C is not shown. Nor are any finished floor levels</p>	✗ Non-compliant (further information required)

and vehicular traffic volumes; the nature of the carpark; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	shown, to ascertain if the lack of grade is because the surface is flat. The accessway at the entrance to Building G has a grade of 1:10 for the first 5.0m (scaled).	
Ramps (except within 5.0m of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.	Insufficient information is provided on the plans.	* Non-compliant (further information required)
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5%) for a summit grade change, or greater than 1:6.7 (15%) for a sag grade change, the ramp must include a transition of at least 2.0m to prevent vehicles scraping or bottoming.	Insufficient information is provided on the plans.	* Non-compliant (further information required)
Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less than 3.0m apart for clearances, to the satisfaction of the responsible authority.	Insufficient information is provided on the plans.	* Non-compliant (further information required)

Table 3: Ramp gradients

Type of car park	Length of ramp	Maximum grade
Public car parks	20 metres or less	1:5 (20%)
	longer than 20 metres	1:6 (16.7%)
Private or residential car parks	20 metres or less	1:4 (25%)
	longer than 20 metres	1:5 (20%)

Clause 52.20-6.7 - Mechanical parking

Standard	Assessment/comments	Complies
Mechanical parking may be used to meet the	No mechanical parking is proposed.	N/A

carparking standard provided: <ul style="list-style-type: none"> At least 25% of the mechanical carparking spaces can accommodate a vehicle height of at least 1.8m. 		
<ul style="list-style-type: none"> Carparking spaces that require the operation of a system are not allocated to visitors unless used in a valet parking situation. 	No mechanical parking is proposed.	N/A
<ul style="list-style-type: none"> The design and operation is to the satisfaction of the responsible authority. 	No mechanical parking is proposed.	N/A

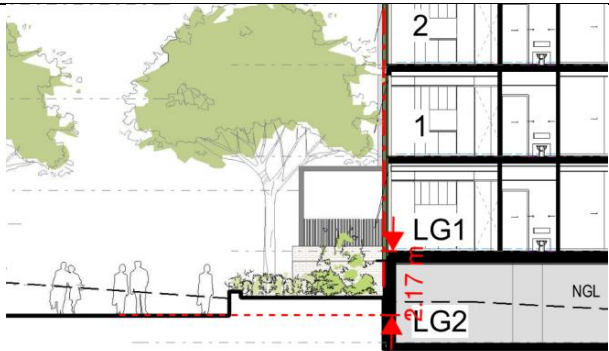
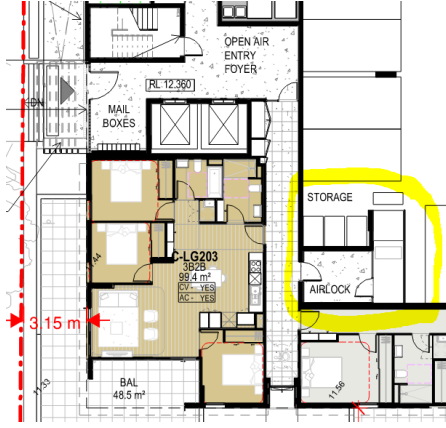
Clause 52.20-6.7 - Urban design

Standard	Assessment/comments	Complies
Ground level carparking, garage doors and accessways must not visually dominate public space.	Confining the vehicle access points to three locations servicing the six buildings ensures accessways are not overt or dominating.	✓ Complies
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and art works.	The fall of the land causes the car parking levels to be exposed at selected building edges (i.e. they are not fully basement levels on all sides of the buildings). The largest exposure is in the south-west corner of Buildings A and C. The architects have sheathed the car park with apartments, masking the car parking behind. This is an appropriate design response.	✓ Complies
Design of carparks must take into account their use as entry points to the site.	The design of the car park entrances is acceptable.	✓ Complies
Design of new internal streets in developments must maximise on street parking opportunities.	The western-most end of Bills Street is proposed to be closed to traffic, except for intermittent emergency vehicle access. The primary role of the western end of the road, described as a lane by the architect and Council's Urban Designer, is to act as a pedestrian/cyclist priority zone. The	✓ Complies

	<p>architects' plans identify the space as "publicly accessible or communal open space 455sqm". Council's Urban Designer and Traffic Engineers support this function and therefore support the decision not to incorporate on-street parking at the western end.</p> <p>The eastern end of the street, where it is within and adjacent to the site, incorporates five on-street parking spaces. The layout of these spaces complies with the Australian Standard.</p>	
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Clause 52.20-6.7 - Safety

Standard	Assessment/comments	Complies
Car parking must be well lit and clearly signed.	<p>Details of internal lighting within the basement car parks is not shown on the plans.</p> <p>Details of directional signage is not shown on the plans.</p>	* Non-compliant (further information required)
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	Other than the on-street spaces, no at-grade parking is proposed.	N/A
Pedestrian access to carparking areas from the street must be convenient.	Council's Urban Designer has identified concerns with the design of the building entry for Building C, from Bills Street. The entrance is too discrete, encircled by balcony and planter infrastructure associated with Apartments C-LG103 and C-LG104, and located some 2.17m above the proposed pavement level of the western end of Bills St. The layout of Building C and its interface with Bills Street needs to be entirely reconceived to provide improved pedestrian connections and activation of the public realm.	* Non-compliant (Building C)

	 <p>Above: Extract from Site Section 3, showing the pedestrian entrance to Building C sitting more than 2m above pavement level in Bills St</p>	
<p>Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.</p>	<p>The Lower Ground 2 south-west entrance to the car park in Building C is circuitous and opens into a space encircled by storage cubicles. The airlock is also proximate to bedrooms in Apartments C-LG202 and C-LG203, which may be a source of disruptive noise. It is recommended the airlock be shifted further north and swapped with the storage spaces, locating it closer to the lift core/entry foyer.</p>  <p>Above: Extract from the Lower Ground 2 Floor Plan, showing the inconveniently located airlock entrance to the car park in the south-west corner</p>	<p>* Non-compliant (Building C)</p>

Clause 52.20-6.7 - Landscaping

Standard	Assessment/comments	Complies
<p>The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.</p>	<p>No at-grade parking is proposed.</p> <p>The proposed design of the realigned section of Bills Street incorporates in-ground tree planting.</p>	<p>✓ Complies</p>

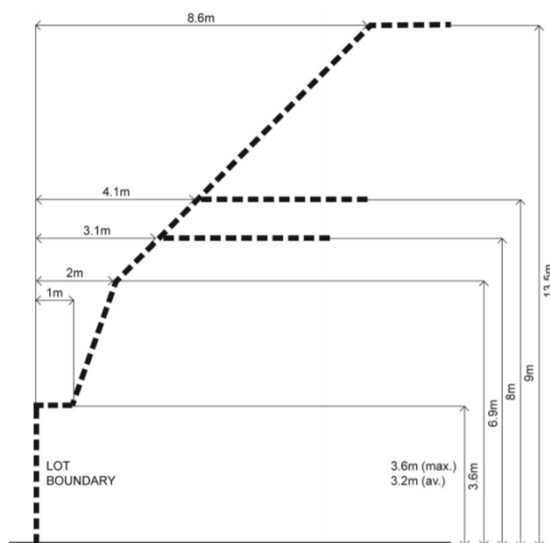
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the identification of pedestrian paths.	<p>The plans aspire to create “a tree lined street with a boulevard character”. This is successfully achieved in Bills Street.</p> <p>Officers are concerned with the extent of hard paving in the western setback of Buildings C and E/F, facing Robinson Road. Council’s Urban Designer is critical, noting Robinson Road is the only interface where the proposal comes face to face with low-scale residential areas, suggesting the row of attached balconies which stretch along the street edge create a semi-hard edge which is at odds with the street character. The Urban Designer concludes, “the limited setbacks, scarcity of planting and building massing all contribute to an imposing and assertive presence within Robinson Road. A combination of measures can help address this interface, including variation in the building alignment to create opportunities for deep soil planting.”</p>	* Non-compliant (Buildings C & E/F)
Ground level carparking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.	No at-grade ground level parking areas are proposed.	N/A

Clause 52.20-6.8 - Side and rear setbacks (this standard does not apply to buildings which are 5 or more storeys)

Standard	Assessment/comments	Complies
A new building not on or within 200mm of a boundary to a residential zone should be set back from side or rear boundaries 1.0m, plus 0.3m for every metre in height over 3.6m up to 6.9m, plus 1.0m for every metre of height over	<p>There are no buildings of 5 or less storeys with an abuttal to land in a residential zone.</p> <p>Building A abuts land in the NRZ3, however as it is 6-storeys, this standard does not apply.</p>	N/A

6.9m. Diagram 2 details the standard.		
Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5m into the setbacks of this standard.	N/A	N/A
Landings having an area of not more than 2sqm and less than 1.0m high, stairways, ramps, pergolas, shade sails and carports may encroach into the setbacks of this standard.	N/A	N/A

Diagram 2 Side and rear setbacks



Clause 52.20-6.9 - Walls on boundaries

Standard	Assessment/comments	Complies
A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1.0m of a side or rear boundary of lot (sic) should not abut	No boundary wall construction is proposed.	N/A

the boundary for a length of more than: <ul style="list-style-type: none"> • 10.0m 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 greater. 		
A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2.0m on the abutting property boundary.	N/A	N/A
A building on a boundary includes a building set back up to 200mm from a boundary.	N/A	N/A
The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1.0m of a side or rear boundary should not exceed an average of 3.2m with no part higher than 3.6m unless abutting a higher existing or simultaneously constructed wall.	N/A	N/A

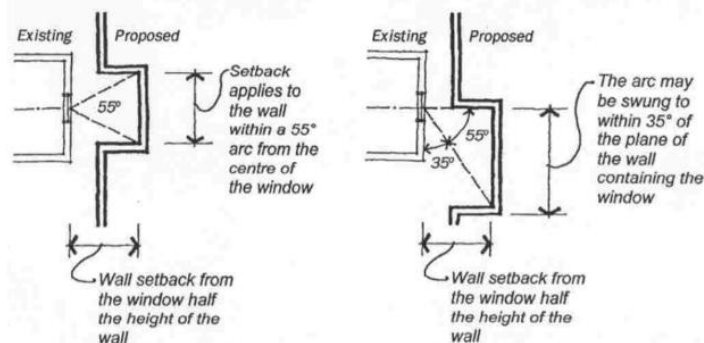
Clause 52.20-6.10 - Daylight to existing windows

Standard	Assessment/comments	Complies
Buildings opposite an existing habitable room	Building A is sited opposite habitable room windows with an outlook towards	✓ Complies

<p>window should provide for a light court to the existing window that has a minimum area of 3sqm and minimum dimension of 1.0m clear to the sky. The calculation of the area may include land on the abutting lot.</p>	<p>the site at Nos. 3/5 and 7 Burgess Street. The closest habitable room windows at No. 3/5 Burgess Street are sited 5.0m from the common boundary. At No. 7 Burgess Street, the nearest north-facing habitable room window is sited approximately 16.6m from the common boundary.</p> <p>The southern elevation of Building A has a maximum overall height of 21.35m, measured to the top of Level 4 (i.e. the roof). Therefore a minimum of 10.6m clear to the sky is required between the southern edge of Level 4 and the adjacent neighbouring windows. 19.6m clear to the sky is achieved from the windows of No. 3/5 Burgess Street and 31.2m is achieved from the windows at No. 7 Burgess Street.</p> <p>The podium of Building A has a maximum height of 13.68m on its southern elevation (i.e. to the top of Level 2), so requires a minimum distance of 6.84m clear to the sky. Including the proposed setback of 9.06m from the southern boundary, a distance of 14.06m clear to the sky is achieved from the windows at 3/5 Burgess Street and a distance of 25.6m from No. 7 Burgess Street.</p> <p>Therefore, the development will not unreasonably reduce daylight access to the adjacent dwellings.</p>	
<p>Walls or carports more than 3.0m 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</p>	<p>N/A</p>	<p>N/A</p>

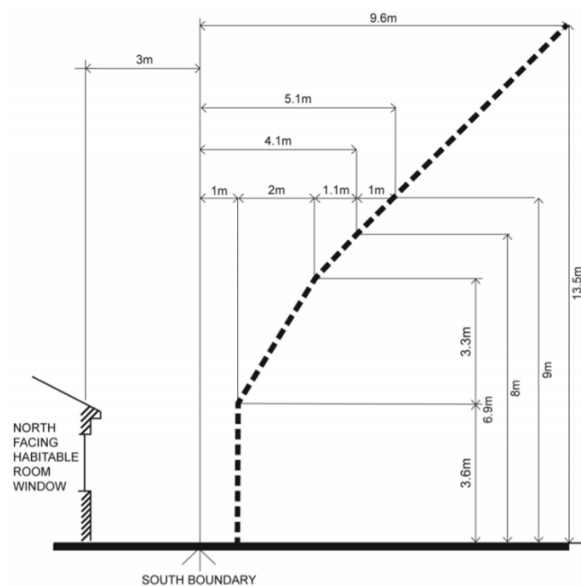
the wall containing the existing window.		
Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window.	Noted.	✓ Complies

Diagram 3 Daylight to existing windows

**Clause 52.20-6.11 - North-facing windows**

Standard	Assessment/comments	Complies
If a north-facing habitable room window of an existing dwelling is within 3.0m of a boundary on an abutting lot, a building should be setback from the boundary 1.0m, plus 0.6m for every metre of height over 3.6m up to 6.9m, plus 1.0m for every metre of height over 6.9m, for a distance of 3.0m from the edge of each side of the window. A north-facing window is a window with an axis perpendicular to its surface oriented north 20 degrees west to north 30 degrees east.	There are no north-facing habitable room windows within 3m of the common boundaries.	N/A

Diagram 4 North-facing windows



Clause 52.20-6.12 - Overshadowing open space

Standard	Assessment/comments	Complies
Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75%, or 40sqm with minimum dimension of 3.0m, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9am and 3pm on 22 September.	<p>The shadow analysis submitted with the application material indicates the development will not cast any additional shadow over the secluded private open space of the adjacent residential properties to the south and south-east, between 9am-3pm at the September Equinox. On this basis, the plans indicate the development satisfies the standard.</p> <p>However, officers note the depiction of the extent of shadows cast by the development appears to be riddled with inaccuracies and omissions:</p> <ul style="list-style-type: none"> • inaccurate depiction of the location of the existing boundary fence at 3/5 Burwood Rd (the fence is shown on the title boundary, however the survey plan shows it is sited inside the subject land); • inaccurate description of the area of secluded private open space for 3/5 Burgess Street for the purposes of shadow analysis (should be 73sqm, not 83sqm, as that part of the rear yard to the west of the dwelling 	<p>✗ Non-compliant (further information required - accurate shadow plans and more detailed analysis of impacts on 3/5 Burgess St required)</p>

	<p>should be excluded as it is not at least 3.0m wide);</p> <ul style="list-style-type: none"> • inaccurate depiction of the extent of shadows cast by the boundary fences (the survey plan indicates the fence at 3/5 Burgess St is 2.2m high and the fence at 7 Burgess St is 2.0m high); and • inaccurate depiction of the length of shadows cast by Building A at all times between 9am-3pm at the Equinox (Level 2); • analysis of the extent of existing solar access received (particularly for 3/5 Burgess St, as the smaller of the adjacent rear yards) at each hour between 9am-3pm is omitted. This is essential to determine whether compliance with the standard can only be achieved through no net increase in the extent or duration of shadows cast. <p>The officers' own calculations of the length and extent of shadows cast by the development confirms there will be an encroachment of shadows into the secluded private open space of Nos. 3/5 and 7 Burgess Street between the hours of 9am and 3pm at the September Equinox, caused by Level 2 of the building.</p> <p>Despite the inaccuracies, it is clear to officers the impact on No. 7 Burgess Street is within the acceptable threshold and complies with the standard. However, in relation to No. 3/5 Burgess Street, far greater detail is required (accurate plans at a scale of 1:100). It appears to officers to be borderline as to whether the standard is met in respect of the impact on this abuttal.</p>	
If existing sunlight to the secluded private open space of an existing dwelling is less than the	Noted.	

requirements of this standard, the amount of sunlight should not be further reduced.		
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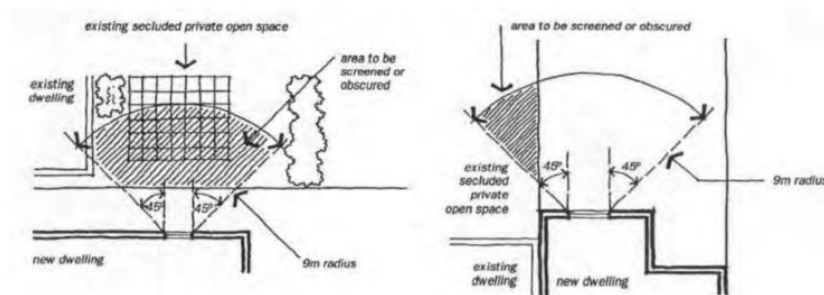
Clause 52.20-6.13 - Overlooking

Standard	Assessment/comments	Complies
A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9.0m (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7m above floor level.	<p>Screening treatments of various styles are incorporated in the south elevation of Building A, to limit unreasonable views into the secluded private open space of adjacent dwellings. Arguably, the balconies and habitable room windows in the southern elevation of Levels 1 and 2 are not required to meet the standard, as they are sited marginally more than 9m from the common boundary (9.09m). The south elevation shows screening with no detail of what it consists of and no dimensions of its height above finished floor level. Scaling indicates the Level 1 screen has a height of 1.8m above FFL and the Level 2 screen has a height of 1.66m above FFL.</p> <p>Levels 3 and 4 in Building A are set back 11.75m (measured to the balcony edge of the Level 3 communal open space) and 14.64m, respectively. However, by virtue of the number of south-facing apartments with clear and direct views into the adjacent rear yards, particularly if Homes Victoria insists it cannot retain the existing She-oak trees, it is the view of officers all floors require integrated privacy screening on the southern elevation.</p>	* Non-compliant (Building A South Elevation - screening required to all floors, which must be demonstrated on the plans to consist of max. 25% openings and a min. height of 1.7m above finished floor level.
A habitable room window, balcony, terrace, deck or patio with direct views into a habitable room window of an existing dwelling within a horizontal distance of 9.0m (measured at ground level) of the	The submitted elevations do not contain sufficient information to demonstrate compliance with either the required 1.7m screen height or max. 25% openings.	* Non-compliant (further information required)

<p>window, balcony, terrace, deck or patio 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 and be no more than 25% transparent. 		
<p>Obscure glazing in any part of the window below 1.7m above floor level may be openable provided that there are no direct views as specified in this standard.</p>	<p>The submitted elevations do not contain sufficient information to demonstrate compliance.</p>	<p>* Non-compliant (further information required)</p>
<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. 	<p>The submitted elevations do not contain sufficient information to demonstrate compliance.</p>	<p>* Non-compliant (further information required)</p>

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

Diagram 5 Overlooking open space

**Clause 52.20-6.14 - Noise impacts**

N/A, as this standard does not apply to apartment buildings.

Clause 52.20-6.15 - Daylight to new windows

Standard	Assessment/comments	Complies
<p>A window in a habitable room should be located to face:</p> <ul style="list-style-type: none"> • An outdoor space clear to the sky or a light court with a minimum area of 3sqm and minimum dimension of 1.0m clear to the sky, not including land on an abutting lot, or • A verandah provided it is open for at least one third of its perimeter or • A carport provided it has two or more open sides and is open for at least one third of its perimeter. 	<p>All habitable room windows in the development are adjacent to a light court at least 3sqm in area and a minimum distance of 1.0m clear to the sky (not including land on an adjacent lot).</p>	<p>✓ Complies</p>

Clause 52.20-6.16 - Private open space

Standard	Assessment/comments	Complies
<p>A dwelling (other than an apartment) should have private open space consisting of:</p> <ul style="list-style-type: none"> • An area of secluded private open space with a minimum area of 25sqm, a minimum dimension of 3.0m and 	<p>All dwellings proposed are apartments.</p>	<p>N/A</p>

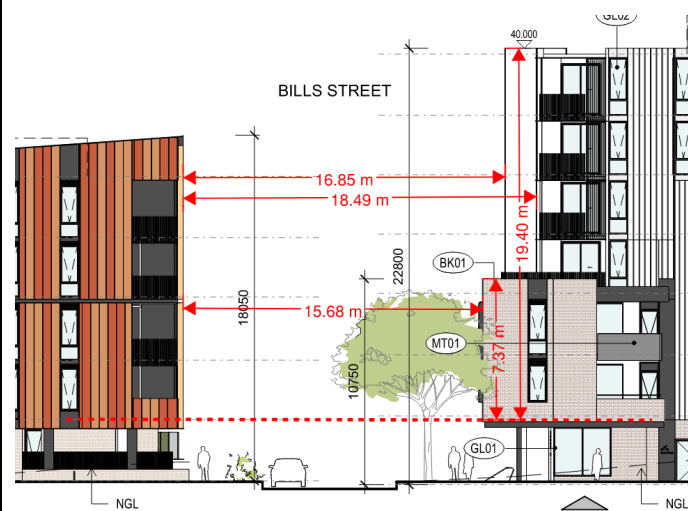
<p>convenient access from a living room; or</p> <ul style="list-style-type: none"> • A balcony of 8sqm with a minimum width of 1.6m and convenient access from a living room; or • A roof-top area of 10sqm with a minimum width of 2.0m and convenient access from a living room. 		
Secluded private open space may be located in the front setback if it is no more than 30% of the street frontage.	N/A	N/A

Clause 52.20-6.17 - Solar access to open space

Standard	Assessment/comments	Complies
The private open space should be located on the north side of the dwelling if appropriate.	<p>The building layout commendably minimises the number of apartments with south-facing balconies and living areas (only 18 apartments [8.7%] have a solely southerly aspect for their living areas/balconies). Due to the site layout, the architects have optimised easterly and westerly aspects, rather than northerly, which is acceptable in the circumstances.</p> <p>However, officers note that in some locations where a northerly aspect is achieved, the apartment amenity is compromised because it will be overshadowed by other buildings in the development. This is discussed below.</p>	✓ Complies
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,	<p>The north-facing Ground Floor apartments in Buildings A, B and C will be unreasonably overshadowed by the continuous built form in the northern street wall. As per the Urban Designer's advice, it is recommended the street wall height be lowered between the tower elements of Buildings E/F and F/G.</p> <p>The extent of shadows cast over the Ground Floor apartments in Buildings A and B will be non-compliant with this standard (even accounting for their elevation above footpath level) due to the height and minimum setback of the upper levels of Building G. Levels 5 and 6 of Building G should be given a greater setback from the street wall, to</p>	✗ Non-compliant (Buildings E, F and G unreasonably overshadow Buildings A, B & C)

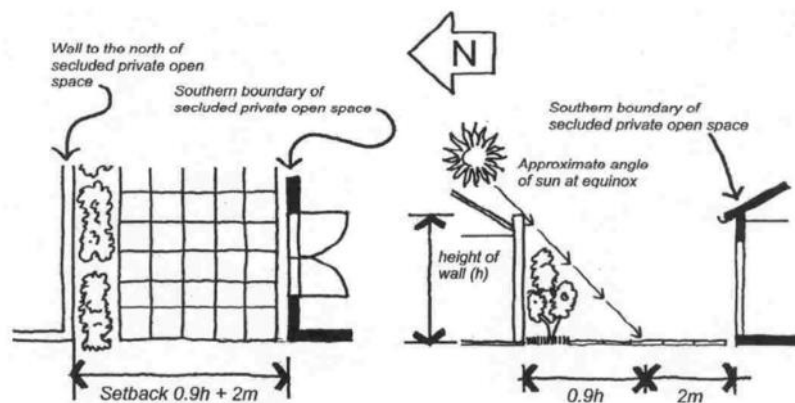
where 'h' is the height of the wall.

improve the solar access to the north-facing apartments opposite.



Above: Marked-up extract from the East Elevation. The height and siting of Building G relative to Buildings A and B causes it to unreasonably overshadow the Ground Floor north-facing apartments. A minimum setback of 19.46m is required between the Ground Floor façade of Buildings A and B, and the southern façade of Levels 5 and 6 in Building G

Diagram 6 Solar access to open space



Clause 52.20-6.18 Storage

Standard	Assessment/comments	Complies
A dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.	The plans show very few storage areas for the apartments, such as that within the south-west corner of the Lower Ground 2 car park in Building C. Secure storage space separate to the	✗ Non-compliant (all buildings, and the

	apartments is provided for all dwellings. In addition, the plans should be amended to clearly note which apartments the storage spaces are allocated to (noting some apartments are reliant on these basement storage spaces to comply with Clause 52.20-7.11).	plans should annotate which apartments are allocated basement storage areas)
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Clause 52.20-6.19 Front fence

Standard	Assessment/comments	Complies
A front fence within 3.0m of a street should not exceed a maximum height of: 2.9m for streets in a Road Zone, Category 1, and 1.5m in other streets or where secluded private open space is proposed within the front setback, the front fence may reach a height of up to 1.8m for not more than 30% of the length of the boundary.	No front fences are proposed.	N/A

Clause 52.20-6.20 - Common property

N/A, as this standard does not apply to apartment buildings.

Clause 52.20-6.21 - Site services

Standard	Assessment/comments	Complies
The design and layout of buildings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.	The plans provision for site services, including a substation, booster and water meters, in the south elevation of Building G. The services open directly onto Bills Street, occupying a length of approximately 12.65m of the façade. The Bills Street North Elevation does not identify the material the service cupboard doors will be clad with. It is recommended they be clad using a material found in the material palette of Building G (such as "MT12", lightweight metal cladding with recessed joints in	✗ Non-compliant (further information required to be added to the plans re material/finish of the service cupboard doors)

	Colorbond colour "Monument"), to ensure the cabinets are integrated with the balance of the building.	
Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.	The plans make adequate provision for mailboxes and waste storage, including for recycling, organics and hard waste.	✓ Complies
Bin and recycling enclosures should be located for convenient access by residents.	<p>The proposed waste management systems are summarised as follows:</p> <ul style="list-style-type: none"> • Apartment receptacles for garbage, recycling and organics; • Public receptacles in amenity areas; • Six garbage chutes and six recycling chutes (in pairs), each with residential intakes and bin store discharge; • Building A, F and G bin stores located on Lower Ground Level 1; • Building B and C bin stores located on Lower Ground Level 2; • Building E bin store located on the Ground Floor; • Three hard waste / other waste rooms (two at Lower Ground Level 1 and one at Lower Ground Level 2); • Collection bins for general waste, co-mingled recycling and food organics. Garden organics are to be collected and disposed of by the future landscape maintenance contractor. <p>Waste collection is to be carried out by a private service and will be collected within the onsite car parks at Ground and Lower Ground levels, carried out using a rear-lift vehicle (approx. 6.4m long, 2.1m high, needing a 2.3m height clearance when lifting 660L bins and a 2.5m height clearance when lifting 1100L bins).</p>	✓ Complies

Mailboxes should be provided and located for convenient access as required by Australia Post.	Provisions for mailboxes are made in the main entry foyers of each building.	✓ Complies
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Clause 52.20-7 Development standards for apartments

Clause 52.20-7.1 Energy efficiency

Standard	Assessment/comments	Complies
Buildings should be: <ul style="list-style-type: none"> Oriented to make appropriate use of solar energy. Sited and designed that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Sited and designed to ensure that the performance of existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged. 	<p>The north-south alignment of the buildings ensures apartments have acceptable solar access.</p> <p>The energy efficiency of existing dwellings on adjacent lots to the south and south-east will not be unreasonably reduced by the development.</p> <p>No adjacent dwellings have rooftop solar energy systems. The nearest rooftop system is observed on the roof of No. 470 Auburn Road (in the NRZ3) approximately 38m from the south-east corner of the site. The dwelling is double storey, with the solar panels located on the northern aspect of the First Floor roof. The panels will not suffer any reduced energy output as a consequence of shadows cast by the development by virtue of the separation distance and their elevated position.</p>	✓ Complies
Living areas and private open space should be located on the north side of the development, if practicable.	The buildings largely have a north-south alignment, meaning most living areas have an easterly or westerly aspect. Commendably, only 18 apartments (8.7%) have a solely southerly aspect for their living areas/balconies.	✓ Complies
Developments should be designed so that solar access to north-facing windows is optimised.	North-facing apartments are optimised where possible, however officers note the non-compliance raised in relation to overshadowing	✗ Non-compliant (due to unreasonable)

	of north-facing windows in the lower levels of Buildings B and C, caused by the northern street wall.	overshadowing caused by the northern street wall)
Dwellings located in a climate zone identified in Table 4 should not exceed the maximum NatHERS annual cooling load. ¹	Analysis submitted with the application demonstrates all apartments will achieve a cooling load less than the recommended maximum.	✓ Complies

Table 4 Cooling load

NatHERS climate zone	NatHERS maximum cooling load
	MJ/M2 per annum
Climate zone 21 Melbourne	30
Climate zone 22 East Sale	22
Climate zone 27 Mildura	69
Climate zone 60 Tullamarine	22
NatHERS climate zone	NatHERS maximum cooling load
	MJ/M2 per annum
Climate zone 62 Moorabbin	21
Climate zone 63 Warrnambool	21
Climate zone 64 Cape Otway	19
Climate zone 66 Ballarat	23

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

Clause 52.20-7.2 Communal open space

Standard	Assessment/comments	Complies
Developments with 40 or more dwellings should provide a minimum area of communal open space of 2.5sqm per dwelling or 250sqm, whichever is lesser.	<p>For 206 apartments, a total of 515sqm is equivalent to 2.5sqm per apartment, therefore the lesser amount of 250sqm is required.</p> <p>Five areas of communal open space are provided throughout the development, including the rooftop terrace in Building A, and communal podium-level spaces located between Buildings B/C, E/F and F/G. These spaces provide a cumulative total of approximately 1,328sqm.</p>	✓ Complies

¹ Boroondara is located within Climate Zone 62 Moorabbin.

	In addition, four areas of publicly accessible open space are provided, adjacent to the north-east corner of Building A, between Buildings A/B (and extending behind Building B at the interface with Patterson Reserve), the pedestrianised western end of Bills Street and to the east of Building G. These areas have a cumulative total of approximately 1,822sqm.	
Communal open space should: <ul style="list-style-type: none"> • Be located to: <ul style="list-style-type: none"> ➤ Provide passive surveillance opportunities, where appropriate. ➤ Provide outlook for as many dwellings as practicable. ➤ Avoid overlooking into habitable rooms and private open space of new dwellings. ➤ Minimise noise impacts to new and existing dwellings. • Be designed to protect any natural features on the site. • Maximise landscaping opportunities. • Be accessible, useable and capable of efficient management. 	It is recommended the landscaping in the communal terrace located on Level 4 of Building A be reconfigured to provide increased separation distance between the occupiable spaces in the terrace and the balcony and east-facing living room window of Apartment A-401.	✓ Complies

Clause 52.20-7.3 Solar access to communal outdoor open space

Standard	Assessment/comments	Complies
The communal outdoor open space should be located on the north side of a building, if appropriate.	All of the areas of communal open space have a northern aspect.	✓ Complies
At least 50% or 125sqm, whichever is the lesser, of the primary communal outdoor open space	Each of the four separate areas of communal open space (Building A roof terrace, Building B/C, E/F and F/G) are designed to receive more than two	✓ Complies

should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.	hours of solar access to at least 50% or 125sqm, between 9am and 3pm at the Winter Solstice.	
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Clause 52.20-7.4 Deep soil areas and canopy trees

Standard	Assessment/comments	Complies
<p>The landscape layout and design should:</p> <ul style="list-style-type: none"> • Be responsive to the site context. • Consider landscaping opportunities to reduce heat absorption such as green walls, green roofs and roof top gardens and improve on-site storm water infiltration. • Maximise deep soil areas for planting of canopy trees. • Integrate planting and water management. 	<p>The proposed landscape concept creates an attractive series of high quality open spaces. The design emulates the aspirations of Council's adopted UDF, retaining selected canopy trees as features and delivering generous open spaces and improved pedestrian and cyclist connections through and around the site.</p> <p>Notwithstanding this, it is recommended the design response for the Robinson Road edge be revisited, decreasing the amount of hard paving and structure and increasing the areas available for deep soil canopy tree planting, to create an acceptable transition to the leafy, low-scale residential area to the north and north-west. Furthermore, Council's Parks Department advises the extent of encroachment into the Tree Protection Zone of Tree No. 37 (located within Patterson Reserve, in "good condition and of high landscape value") will cause the tree to die, when considered in conjunction with the extent of encroachment that would be caused by the works associated with replacement of the Robinson Road car park in Patterson Reserve. The layout of Building C must be modified to remove all buildings and works from the Tree Protection Zone of Tree No. 37, to enable Council to retain the tree and proceed with a modified version of Option 2 for the replacement of the Robinson Road car park.</p>	<p>* Non-compliant (Robinson Road interface)</p>
Developments should provide the deep soil	As the site area exceeds 1,000sqm, and it is proposed to retain an existing canopy tree over 8m (Tree No. 20 - a	✓ Complies

<p>areas and canopy trees specified in the Table 5.</p>	<p>Burr Oak, located in the north-east corner of the site) the standard requires a minimum of 7% of the site area be available for deep soil planting.</p> <p>The development provides two deep soil planting zones with a min. width of 6m: between Buildings A and B (including the area to the south of Building B which interfaces with Patterson Reserve) (610sqm, 6.55m min. width) and the area to the east of Building G (464sqm, 9.6mmin. width), for a total area of 1,074sqm. This equates to 10.65% of the site area (including the road reserve in the site area, increasing to 11.9% if the road reserve is excluded from the site area)².</p>	
<p>If the development cannot provide the deep soil areas and canopy trees specified in Table 5 an equivalent canopy cover should be achieved by providing either:</p> <ul style="list-style-type: none"> • Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements. • Vegetated planters, green roofs or green facades. 	<p>The required deep soil zones are provided. Notwithstanding this, significant areas of landscape in planters and on podium is also proposed around the perimeter of the buildings. However, officers note Council's Urban Designer has raised concerns with the extent of hard paving and structure in the front setback of Buildings E/F and C (facing Robinson Road).</p>	<p>✓ Complies</p>

² The overall site area is 10,081sqm. Excluding the road reserve, which has an area of 1,058.9sqm, the site area is 9,022.1sqm.

Table 5 Deep soil areas and canopy trees

Site area	Deep soil areas	Minimum tree provision
750 - 1000 square metres	5% of site area (minimum dimension of 3 metres)	1 small tree (6-8 metres) per 30 square metres of deep soil
1001 - 1500 square metres	7.5% of site area (minimum dimension of 3 metres)	1 medium tree (8-12 metres) per 50 square metres of deep soil or 1 large tree per 90 square metres of deep soil
1501 - 2500 square metres	10% of site area (minimum dimension of 6 metres)	1 large tree (at least 12 metres) per 90 square metres of deep soil or 2 medium trees per 90 square metres of deep soil
>2500 square metres	15% of site area (minimum dimension of 6 metres)	1 large tree (at least 12 metres) per 90 square metres of deep soil or 2 medium trees per 90 square metres of deep soil

Note: Where an existing canopy tree over 8 metres can be retained on a lot greater than 1000 square metres without damage during the construction period, the minimum deep soil requirement is 7% of the site area.

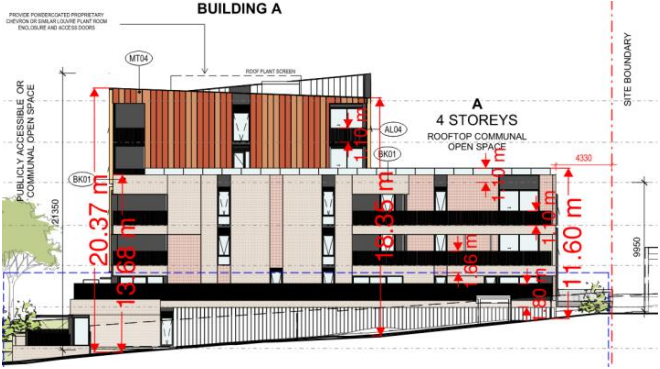
Clause 52.20-7.5 Integrated water and stormwater management

Standard	Assessment/comments	Complies
Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.	The land is connected for potable water, however it is understood a connection to non-potable reticulated water is unavailable in this location. Harvested rainwater will instead be used for landscape irrigation and toilet flushing, decreasing reliance on potable water supply.	✓ Complies
<p>The stormwater management system should be:</p> <ul style="list-style-type: none"> Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999). Designed to maximise infiltration of stormwater, water and drainage of residual 	A Water Sensitive Urban Design report submitted with the application material indicates three rainwater retention tanks are to be incorporated into the development, with volumes of 26,000L, 26,000L and 42,000L. The tanks will collect rainwater from roof areas which will be reused for toilet flushing and landscape irrigation. Notations on the architect's plans indicate the tanks are located together with separate on-site detention tanks within the basement levels of Buildings A, B and E/F. In addition, the development incorporates two rain gardens, which will treat the water, filtering sediment and improving water quality before it flows into the legal point of discharge.	✓ Complies

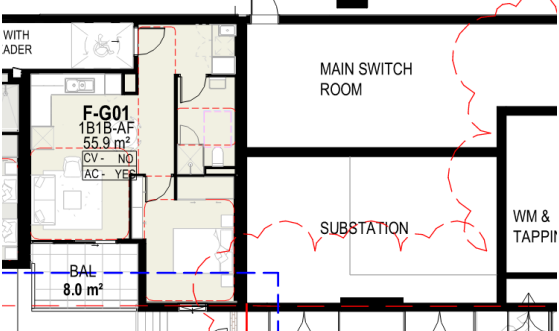
flows into permeable surfaces, tree pits and treatment areas.		
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Clause 52.20-7.6 Building setback

Standard	Assessment/comments	Complies
The built form of the development should respect the existing urban context and respond to features of the site.	<p>Having undertaken a detailed review of the site context in preparing Council's adopted UDF and now having reviewed the application material, Council's Urban Designer has formed the expert view the development fails to appropriately respond to the urban context in three key respects:</p> <ol style="list-style-type: none"> 1. The scale and massing of Building A, where it interfaces with Burgess Street properties. The Urban Designer recommends Level 2 (the fourth floor) be deleted in its entirety. 2. The continuous, uninterrupted street wall along the northern side of Bills Street will degrade the amenity of the public realm due to excessive overshadowing and visual bulk. Analysis also reveals the northern street wall will unreasonably overshadow north-facing apartments in Building C. The northern street wall should be decreased in height between Buildings E/F and F/G. 3. The limited setbacks and scarcity of deep soil planting opportunities along the Robinson Road and Patterson Reserve interfaces (Buildings C and E/F) fail to respect the sensitive interface. Variation in the building alignment is required, to create opportunities for deep soil planting. 	* Non-compliant
<p>Buildings should be set back from side and rear boundaries, and other buildings within the site to:</p> <ul style="list-style-type: none"> • Ensure adequate daylight into new habitable room windows. • Avoid direct views into habitable room windows and 	<p>All buildings are sufficiently set back from side and rear boundaries and other buildings within the site to ensure adequate daylight is available to new habitable room windows.</p> <p>The south-facing habitable floors in Building A commence with a 9.1m setback (for the First, Second and Third Floors (Ground, Level 1 and Level 2) before increasing the setback to 14.6m for the Fourth and Fifth Floors (Levels 3 and 4). Three floors of apartments with a direct view into the rear yards of 3/5 and 7 Burgess Street, with a setback of effectively 9m is not supported. Officers have formed the view increased screening is required to ensure direct views are</p>	* Non-compliant (direct views from Building A into the southern adjacent dwellings)

<p>private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views.</p> <ul style="list-style-type: none"> • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. 	<p>minimised, however it is noted the southern elevation of Building A already lacks mass modulation and articulation. Rather than relying on additional screening, which will increase visual bulk impacts, the setback of the building should be increased from the southern boundary.</p>  <p>Above: Extract of the South Elevation of Building A</p>	
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Clause 52.20-7.7 Noise impacts

Standard	Assessment/comments	Complies
<p>Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.</p>	<p>The bedroom of apartment F-LG04 in Building F is sufficiently separated from the adjacent plant room, due to the location of the apartment ensuite.</p> <p>The bedrooms of apartment E-G01 in Building E is sufficiently separated from the adjacent plant room, due to the location of the apartment entrance and ensuite.</p> <p>The bedroom of Apartment F-G01 in Building F directly abuts the western wall of the substation room, which may lead to noise disturbance issues.</p> 	<p>✗ Non-compliant (Apartment F-G01 in Building F)</p>

	Above: Extract from the Ground Floor Plan showing the bedroom of F-G01 directly adjacent to the substation room	
The layout of new dwellings and buildings should minimise noise transmission within the site.	<p>The following modifications are suggested, to reduce opportunities for noise conflicts:</p> <ul style="list-style-type: none"> • The layout of the storage area and carpark airlock on the Lower Ground 2 Floor of Building C should be revisited, to minimise potential noise conflicts between people accessing the airlock and the nearby bedrooms in Apartments C-LG202 and C-LG203. • Use of construction materials with acoustic properties in the eastern wall of Apartment C-LG201, noting its location directly adjacent to a bin loading zone. • Landscaping in the communal terrace located on Level 4 of Building A be reconfigured to provide increased separation distance between the occupiable spaces in the terrace and the balcony and east-facing living room window of Apartment A-401 (i.e. increase the width of the garden bed adjacent to the apartment). 	✗ Non-compliant (Apartment F-G01 in Building F, Building C Lower Ground 2 airlock, Apartment C-LG201 and Building A roof terrace)
Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.	See recommended modifications, above.	✗ Non-compliant (Apartment F-G01 in Building F, Building C Lower Ground 2 airlock, Apartment C-LG201 and Building A roof terrace)
New dwellings should be designed and constructed to include acoustic attenuation	The submitted draft Planning Report states an Acoustic Report has been prepared for Homes Victoria by Arup. A copy of the report was not included in the	✗ Non-compliant (further

measures to reduce noise levels from off-site noise sources.	consultation documents provided to Council.	information required)
<p>Buildings within a noise influence area specified in Table 6³ should be designed and constructed to achieve the following noise levels:</p> <ul style="list-style-type: none"> • Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. • Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm. 	<p>The subject land is located within a “noise influence area”, due to its proximity to the Monash Freeway.</p> <p>No analysis has been provided to Council to demonstrate what acoustic attenuation measures are required to be incorporated into the development to achieve the recommended standards. The draft Planning Report states recommendations for façade treatments are made in the Arup report, to mitigate sound impacts generated by the freeway, however it does not outline what the recommendations are. There do not appear to be any notations in the floor plans or elevations that might be based on recommendations arising from acoustic analysis.</p> <p>Any review of the acoustic performance of the development should satisfy itself that all exposed facades of the various buildings (see below) will be constructed to the necessary standard.</p>	<p>* Non-compliant (further information required)</p>
Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.	The southern façade of Building B, the southern and western facades of Building C, and the southern and western facades of Building E/F have direct line of sight to the noise source (the Monash Freeway), so should be designed and constructed to achieve the standard.	<p>* Non-compliant (further information required)</p>
Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.	Noted.	

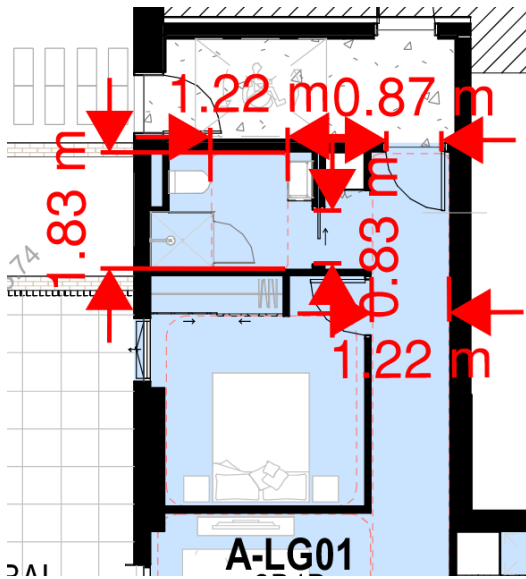
³ The entirety of the subject land is located within a noise influence area specified in Table 6, as it is located within 300m of the nearest trafficable lane of the Monash Freeway/Citylink.

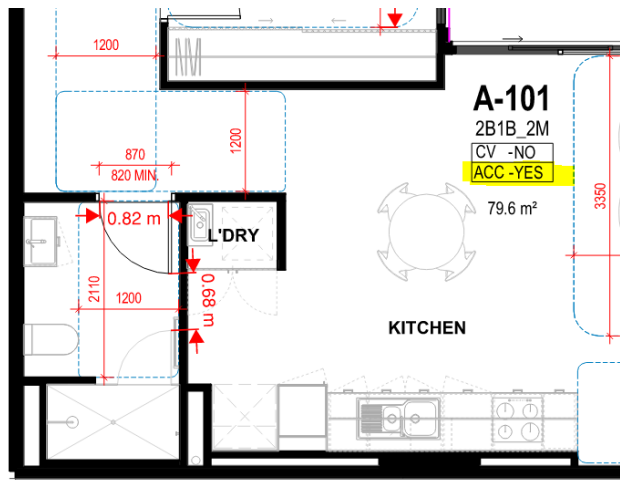
Table 6 Noise influence area

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

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

Clause 52.20-7.8 Accessibility

Standard	Assessment/comments	Complies
<p>At least 50% of dwellings should have:</p> <ul style="list-style-type: none"> A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. At least one adaptable bathroom that meets all of the 	<p>The Architect's Urban Design Response indicates 175 apartments in the development meet the standard (85%). However, the officer's independent review of the floor plans indicates there are a number of apartments which are claimed to be compliant, but which are not.</p> <p>For example, in Apartment A-LG01, the bathroom meets part of the requirements of Design B, but not all, yet the Clause 52.20 'Assessment Matrix' supplied by the architect states it is a compliant apartment.</p> 	<p>* Non-compliant (the plans contain mis-statements with regard to the level of compliance achieved)</p>

<p>requirements of either Design A or Design B specified in Table 7.</p>	<p>Above: Marked-up extract from the Lower Ground 1 Floor Plan showing the dimensions of the bathroom in Apartment A-LG01, which comply with some but not all of the requirements of Design B (the circulation area is not 2.7m long)</p> <p>A review of even the annotated, enlarged “typical” apartment layouts included in the package of plans from the architects shows erroneous statements of compliance with the standard. For example, Apartment A-101 is shown to be accessibility-compliant, yet the bathroom circulation area does not have dimensions that comply with either Option A or Option B (noting that because the bathroom door clear opening width is 0.82m, the layout should comply with Option B) because the circulation space is not clear of the bathroom door or shower door swing.</p>  <p>The floor plan for Apartment A-101 (2B1B_2M) shows a kitchen, a living area, a bedroom, and a bathroom. The bathroom has a door with a clear opening width of 0.82m. The circulation area is marked with dimensions 1200, 870, 820 MIN, and 1200. The kitchen area is marked with dimensions 2110, 1200, and 890. The overall dimensions of the apartment are 3350 by 79.6 m². The accessibility status is listed as CV -NO and ACC-YES.</p> <p>Above: Extract of Apartment A-101 from the “Typical Apartments” layout plans, which demonstrates the bathroom does not meet all of the requirements of either Option A or Option B, despite being labelled “ACC-YES”, meaning compliant</p>	
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Planner’s comments:

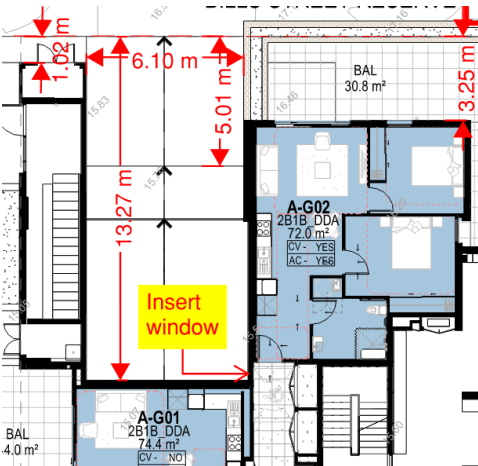
Council’s assessment of this standard is unreasonably hindered by the failure to provide enlarged, dimensioned ‘BADs’ plans for each unique apartment layout. The architect has provided only 14 “typical” apartment floor plans in an enlarged, annotated format. This makes it virtually impossible for Council, and ultimately the decision maker, to verify compliance is achieved for the Accessibility, Private open space, Storage, Functional layouts, Room depth and Natural ventilation Standards.

Table 7 Bathroom design

	Design option A	Design option B
Door opening	A clear 850mm wide door opening.	A clear 820mm wide door opening located opposite the shower
Door design	Either: <ul style="list-style-type: none"> A slide door, or A door that opens outwards, or A door that opens inwards that is clear of the circulation area and has readily removable hinges. 	Either: <ul style="list-style-type: none"> A slide door, or A door that opens outwards, or A door that opens inwards and has readily removable hinges.
Circulation area	A clear circulation area that is: <ul style="list-style-type: none"> A minimum area of 1.2 metres by 1.2 metres. Located in front of the shower and the toilet. Clear of the toilet, basin and the door swing. The circulation area for the toilet and shower can overlap.	A clear circulation area that is: <ul style="list-style-type: none"> A minimum width of 1 metre. The full length of the bathroom and a minimum length of 2.7 metres. Clear of the toilet and basin. The circulation area can include a shower area.
Path to circulation area	A clear path with a minimum width of 900mm from the door opening to the circulation area.	Not applicable.
Shower	A hobless (step-free) shower.	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening.
Toilet	A toilet located in the corner of the room.	A toilet located closest to the door opening and clear of the circulation area.

Clause 52.20-7.9 Building entry and circulation

Standard	Assessment/comments	Complies
<p>Entries to dwellings and buildings should:</p> <ul style="list-style-type: none"> Be visible and easily identifiable. Provide shelter, a sense of personal address and a transitional space around the entry. 	<p>It is recommended the entrance to Building C from Bills Street and the entrance to Building E from Robinson Road be revisited, to provide improved visibility, street activation and sense of address.</p>	<p>* Non-compliant (Building C entrance from Bills Street and Building E entrance from Robinson Road)</p>
<p>The layout and design of buildings should:</p> <ul style="list-style-type: none"> Clearly distinguish entrances to residential and non-residential areas. Provide windows to building entrances and lift areas. Provide visible, safe and attractive stairs from the entry level to encourage use by residents. 	<p>The communal corridors and lift cores are generally well designed and incorporate access to natural daylight, however the following modification is recommended:</p> <ul style="list-style-type: none"> Incorporate an openable window in the internal west elevation (overlooking the basement ramp) in the Ground Floor communal corridor of Building A (between Apartments A-G01 and A-G02 [which Council recommends be converted to a community room] to 	<p>* Non-compliant (Building A Ground Floor)</p>

<ul style="list-style-type: none"> • Provide common areas and corridors that: <ul style="list-style-type: none"> ➢ Include at least one source of natural light and natural ventilation. ➢ Avoid obstruction from building services. ➢ Maintain clear sight lines. 	<p>allow ventilation and natural light into the corridor.</p>  <p>Above: Extract from the Ground Floor Plan of Building A, highlighting the suggested location for a window</p>	
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Clause 52.20-7.10 Private open space

Standard	Assessment/comments	Complies
<p>A dwelling should have private open space consisting of:</p> <ul style="list-style-type: none"> • An area of 25sqm, with a minimum dimension of 3.0m at natural ground floor level and convenient access from a living room, or • An area of 15sqm, with a minimum dimension of 3.0m at a podium or other similar base and convenient access from a living room, or • A balcony with an area and dimensions specified in Table 8 and convenient access from a living room, or • A roof-top area of 10sqm with a minimum dimension of 2.0m and 	<p>The architects' "compliance matrix" indicates compliance is achieved for all balconies (min. width and min. area) for all apartments except seven in Building B⁴. Many of the affected apartments in Building B are some of the few 3-bedroom apartments in the development. It is considered unacceptable they are provided inadequate private open space, regardless of the supplementary communal open space in the development or nearby access to public open space.</p> <p>As with the assessment of accessibility compliance, this assessment is hindered by the lack of enlarged, annotated floor plans for each unique apartment layout. In addition, where dimensions have been provided by the architect, in many instances they are measured to the outer edge of the</p>	<p>✗ Non-compliant (the plans contain mis-statements with regard to the level of compliance achieved and errors in the annotated area and dimension of some balconies)</p>

⁴ Apartments B-105, B-106, B-205, B-206, B-305, B-306 and B-G06 are the only apartments in the development with non-compliant balconies, according to the architects.

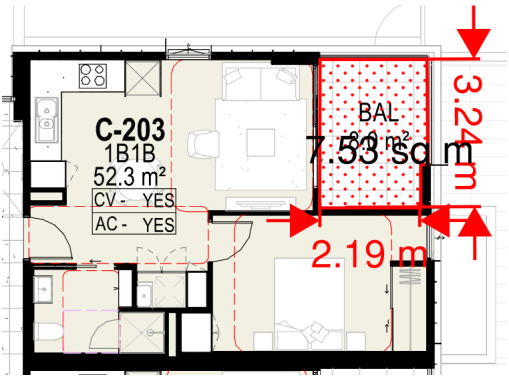
<p>convenient access from a living room.</p>	<p>balcony balustrade, rather than measuring the functional, occupiable area of the balcony. Consequently, the plans overstate the area of the balcony, leading to the architects overstating compliance with the standard. It is also of concern that of the 14 “typical” apartment layouts provided, they do not examine any of the apartments with very small balconies, some of which on independent review appear to be less than 8sqm in area, or of inadequate minimum width. For example, Apartment C-203, below.</p>  <p>Above: Extract from the Level 2 Plan of Building C, showing the balcony of Apartment C-203 has an area of 7.53sqm, which is less than the 8sqm required and annotated by the architect</p>	
<p>If a cooling or heating unit is located on a balcony, the balcony should provide an additional area of 1.5sqm.</p>	<p>Given many of the balconies only just comply with the Standard, it is recommended an annotation be added to the plans that heating and cooling units are not to be located on the balconies.</p>	<p>* Non-compliant (an annotation should be added to the plans)</p>

Table 8 Balcony size

Dwelling type	Minimum area	Minimum dimension
Studio or 1 bedroom dwelling	8 square metres	1.8 metres
2 bedroom dwelling	8 square metres	2 metres
3 or more bedroom dwelling	12 square metres	2.4 metres

Planner's comments:

Council's assessment of this standard is unreasonably hindered by the failure to provide enlarged, dimensioned 'BADs' plans for each unique apartment layout. The architect has provided only 14 "typical" apartment floor plans in an enlarged, annotated format. This makes it virtually impossible for Council, and ultimately the decision maker, to verify compliance is achieved for the Accessibility, Private open space, Storage, Functional layouts, Room depth and Natural ventilation Standards.

Clause 52.20-7.11 Storage

Standard	Assessment/comments	Complies
Each dwelling should have convenient access to usable and secure storage space.	All apartments are provided with internal storage.	✓ Complies
The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table 9.	The "Compliance Matrix" prepared by the architects indicates all apartments are provided with storage (internal/total) that meet the requirements of the standard. However, in the absence of enlarged, annotated floor plans of each unique apartment layout, it is not possible to verify compliance is achieved for all apartments.	✓ Complies

Table 9 Storage

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

Planner's comments:

Council's assessment of this standard is unreasonably hindered by the failure to provide enlarged, dimensioned 'BADs' plans for each unique apartment layout. The architect has provided only 14 "typical" apartment floor plans in an enlarged, annotated format. This makes it virtually impossible for Council, and ultimately the decision maker, to verify compliance is achieved for the Accessibility, Private open space, Storage, Functional layouts, Room depth and Natural ventilation Standards.

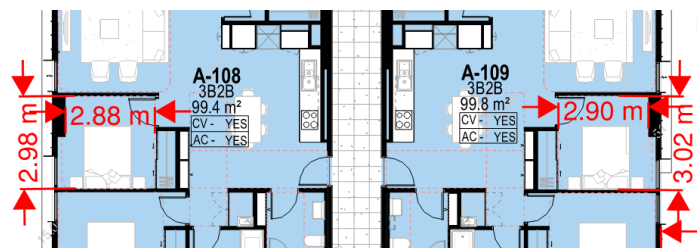
Clause 52.20-7.12 Waste and recycling

Standard	Assessment/comments	Complies
Developments should include dedicated areas for:	The plans and Waste Management Plan make adequate provisions for the storage and disposal of household	✓ Complies

<ul style="list-style-type: none"> • Waste and recycling enclosures which are: <ul style="list-style-type: none"> ➤ Adequate in size, durable, waterproof and blend in with the development. ➤ Adequately ventilated. ➤ Located and designed for convenient access by residents and made easily accessible to people with limited mobility. • Adequate facilities for bin washing. These areas should be adequately ventilated. • Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate. • Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing. • Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing. • Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste were appropriate. 	<p>waste, including recyclables and organics.</p>	
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<p>Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:</p> <ul style="list-style-type: none"> • Be designed to meet the better practice design options specified in <i>Waste Management and Recycling in Multi-unit Developments</i> (Sustainability Victoria, 2019). • Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements. 	<p>The plans and Waste Management Plan make adequate provisions for the storage and disposal of household waste, including recyclables and organics.</p>	<p>✓ Complies</p>
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Clause 52.20-7.13 Functional layouts

Standard	Assessment/comments	Complies
<p>Bedrooms should:</p> <ul style="list-style-type: none"> • Meet the minimum internal room dimensions specified in Table 10. • Provide an area in addition to the minimum internal room dimensions to accommod 	<p>The submitted enlarged, annotated apartment layouts feature apartments that all comply with the minimum bedroom dimensions for main and other bedrooms. However, there are some bedrooms, most notably in Building A, where the minimum dimensions are not fully met. This is largely due to building structure intruding into the rooms. Officers have formed the view the encroachments are modest and will not unreasonably affect the functionality of the room because the narrowing does not extend for the length of the room.</p> 	<p>✓ Complies</p>

ate a wardrobe.	<p>Above: Extract from the Level 1 Plan of Building A, showing two bedrooms with undersized dimensions due to building structural elements</p> <p>Notwithstanding this, officers remain of the view compliance for all apartments should be demonstrated in enlarged, annotated floor plans.</p>	
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Table 10 Bedroom dimensions

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

Planner's comments:

Council's assessment of this standard is unreasonably hindered by the failure to provide enlarged, dimensioned 'BADs' plans for each unique apartment layout. The architect has provided only 14 "typical" apartment floor plans in an enlarged, annotated format. This makes it virtually impossible for Council, and ultimately the decision maker, to verify compliance is achieved for the Accessibility, Private open space, Storage, Functional layouts, Room depth and Natural ventilation Standards.

Clause 52.20-7.13 Functional layouts

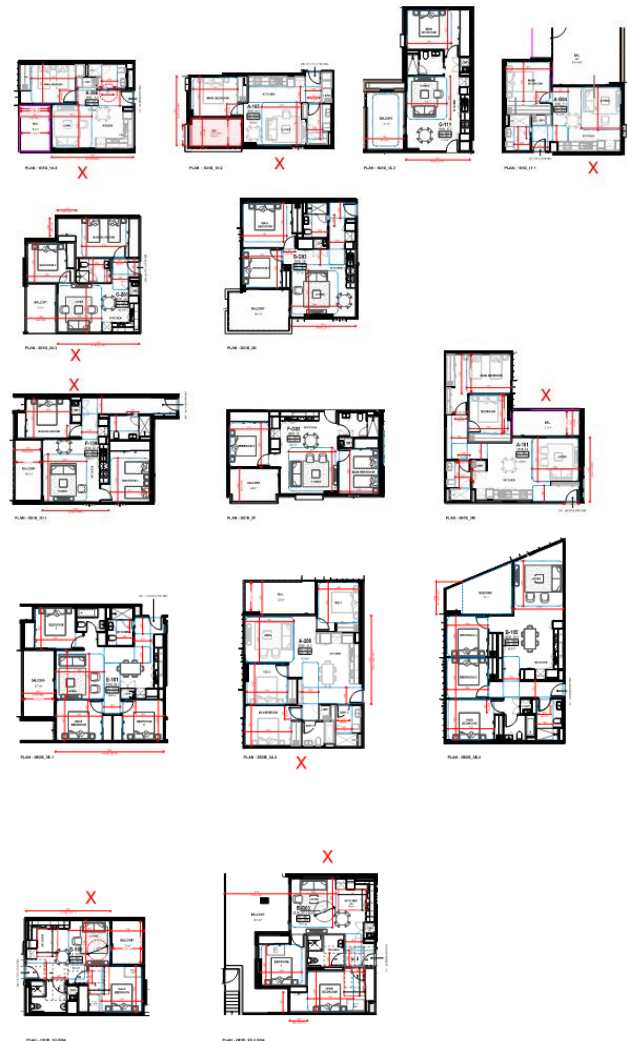
Standard	Assessment/comments	Complies
Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table 11.	<p>The architect appears to erroneously be of the understanding the minimum living room dimension only needs to be achieved in one direction. i.e., if the minimum width required is 3.3m, it is acceptable to provide a living area with dimensions of 3.3m x 3.0m, or a variation thereof. It appears the consultant town planner acting for Homes Victoria (Three Thirds Group) also holds this view, as they indicate in the draft Planning Report that "<i>internal layouts of all units are compliant with the minimum standards of... Table 11.</i>"⁵</p> <p>The architect and consultant planner are incorrect in their understanding. Noting that this standard is directly derived from Clause 58, Council's interpretation is supported by a VCAT "red dot" decision⁶, which says the minimum dimension is to be achieved in all directions, i.e.</p>	<p>✗ Non-compliant (1-bed apartments are to have living areas with min. dimensions of 3.3m x 3.3m. 2-bed and 3-bed apartments are to have living areas with min. dimensions of 3.6m x 3.6m)</p>

⁵ Page 63 of 71, Planning Report, Draft 1.1, dated June 2021, prepared by Three Thirds Group.

⁶ http://www.austlii.edu.au/cgi-bin/viewdoc/au/cases/vic/VCAT/2018/1849.html?context=1;query=631%20Plenty%20Road%20Preston%20Pt%20Ltd;mask_path=

if the minimum width required is 3.3m, the living area is to have dimensions of at least 3.3m x 3.3m. Council brought this same issue to the attention of Homes Victoria, in the officers' assessment of the Markham Estate plans for endorsement.

Of the 14 “typical” apartment layouts provided in an enlarged, annotated format, nine have living areas which are non-compliant. If these “typical” apartment layouts are genuinely a representative sample of apartments in the development, it is estimated 64% of apartments have non-compliant living areas. This is considered to be a failure to deliver liveable, functional homes.



Above (2): Extract from the “Typical Apartments” Plans. Apartments with non-

	compliant living area dimensions are marked with an X	
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Table 11 Living area dimensions

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

Planner's comments:

Council's assessment of this standard is unreasonably hindered by the failure to provide enlarged, dimensioned 'BADs' plans for each unique apartment layout. The architect has provided only 14 "typical" apartment floor plans in an enlarged, annotated format. This makes it virtually impossible for Council, and ultimately the decision maker, to verify compliance is achieved for the Accessibility, Private open space, Storage, Functional layouts, Room depth and Natural ventilation Standards.

Clause 52.20-7.14 Room depth

Standard	Assessment/comments	Complies
Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.	There are no single-aspect habitable rooms with a depth that exceeds 2.5 times the height of the ceiling.	✓ Complies
<p>The depth of a single aspect, open plan, habitable room may be increased to 9.0m if all the following requirements are met:</p> <ul style="list-style-type: none"> • The room combines the living area, dining area and kitchen. • The kitchen is furthest from the window. • The ceiling height is at least 2.7m measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. <p>The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.</p>	Noted.	✓ Complies

Planner's comments:

Council's assessment of this standard is unreasonably hindered by the failure to provide enlarged, dimensioned 'BADs' plans for each unique apartment layout. The architect has provided only 14 "typical" apartment floor plans in an enlarged, annotated format. This makes it virtually impossible for Council, and ultimately the decision maker, to verify compliance is achieved for the Accessibility, Private open space, Storage, Functional layouts, Room depth and Natural ventilation Standards.

Clause 52.20-7.15 Windows

Standard	Assessment/comments	Complies
Habitable rooms should have a window in an external wall of the building.	All habitable rooms are provided with a window in an external wall of the building.	✓ Complies
A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky. The secondary area should be: <ul style="list-style-type: none"> • A minimum width of 1.2m. • A maximum depth of 1.5 times the width, measured from the external surface of the window. 	Noted.	✓ Complies

Clause 52.20-7.16 Natural ventilation

Standard	Assessment/comments	Complies
The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.	All habitable rooms are provided with an openable window in an external wall of the building.	✓ Complies
At least 40% of dwellings should provide effective cross ventilation that has: <ul style="list-style-type: none"> • A maximum breeze path through the dwelling of 18.0m. 	Officers have identified 88 apartments (42.7%) which provide effective cross ventilation. This is less than the 101 (49%) identified by the architect, but remains compliant.	✓ Complies

<ul style="list-style-type: none"> • A minimum breeze path through the dwelling of 5.0m. • Ventilation openings with approximately the same area. <p>The breeze path is measured between the ventilation openings on different orientations of the dwelling.</p>		
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Planner's comments:

Council's assessment of this standard is unreasonably hindered by the failure to provide enlarged, dimensioned 'BADs' plans for each unique apartment layout. The architect has provided only 14 "typical" apartment floor plans in an enlarged, annotated format. This makes it virtually impossible for Council, and ultimately the decision maker, to verify compliance is achieved for the Accessibility, Private open space, Storage, Functional layouts, Room depth and Natural ventilation Standards.

Clause 52.20-7.17 Integration with the street

Standard	Assessment/comments	Complies
Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.	Council's Urban Designer is of the view the amenity in the western end of Bills Street will be severely degraded as a consequence of the layout of Building C and the pervasive overshadowing caused by the height of the northern street wall.	✗ Non-compliant (overshadowing of Bills St and layout of Building C facing Bills St)
Development should be oriented to front existing and proposed streets.	Overall, the development achieves a high level of street activation, with the exception of Building C, where it faces Bills Street.	✗ Non-compliant (Building C, facing Bills St)
High fencing in front of dwellings should be avoided if practicable.	No fencing is proposed.	✓ Complies
Development next to existing public open space should be laid out to complement the open space.	If Council resolves it is appropriate to proceed with a modified version of the Option 2 Robinson Road car park replacement, officers are of the view the siting of Building C is generally acceptable (with the exception of the extent of hard paving and limited deep soil planting opportunities in the western and southern boundary setbacks). Officers have come to this view on the	✓ Complies (subject to Council resolving to proceed with a modified version of the Option 2 Robinson Rd)

	<p>basis that the character of the immediately adjacent open space to the south would be substantially changed as a result of the construction of the replacement car park.</p> <p>However, if Council comes to the view a replacement car park should be located elsewhere (or not provided at all), officers are of the view the proposed siting of Building C is unacceptable and will cause unreasonable visual bulk impacts when viewed from Patterson Reserve.</p> <p>The overall site layout skilfully enables the public to meander through the site, between Buildings A and B, visually and physically connecting Bills Street with the reserve. The layout of apartments within Building C sheaths the semi-basement car park from public view and provides passive surveillance of the park, improving the security of the area.</p>	replacement car park)
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