URBAN PLANNING DELEGATED COMMITTEE

AGENDA

(Open to the public)

8.30pm, Monday 22 May 2023

Council Chamber, 8 Inglesby Road, Camberwell

Date of Issue: 16 May 2023

Please note: No audio, video, photographic or any other recording of proceedings at Council or Delegated Committee meetings is permitted without written authority from Council.

Order of Business

1 Apologies

2 Declaration of conflict of interest of any councillor or council officer

3 Presentation of officer reports

3.1 115-133 Cotham Road Kew - Modify Building and extend liquor licence area - PP06/01357

3.2 570 Burwood Road, Hawthorn (PP22/0648) Construction of a mixed use four (4) storey building

Close of meeting

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3 Presentation of officer reports

3.1 115-133 Cotham Road Kew - Modify Building and extend liquor licence area - PP06/01357

115-133 Cotham Road, Kew (Studley Ward)

Application no.:	**PP06/01357.01**
Responsible director:	**Scott Walker, Director Urban Living**
Authorised by:	**David Cowan, Manger Planning and Placemaking**
Report officer:	**Jack Richardson, Senior Urban Planner**

Executive Summary

Proposal

The proposal seeks to amend Planning Permit PP06/01357 and the endorsed plans for 115-133 Cotham Road, Kew to modify the existing building and increase the activity under the liquor licence. In particular, the proposal involves:

Buildings & Works

- Relocation of Hotel Entry to the western façade fronting Ridgeway Avenue. The proposed hotel entry area will be 157sqm and will include a lobby lounge, reception desk and small lobby bar with tables and chairs.
- Deletion of four (4) hotel rooms at ground floor level to facilitate hotel entry space.
- Re-configuration to existing restaurant including two new restaurant entries proposed from Cotham Road and on the corner of Cotham Road and Ridgeway Avenue.
- Modifications to internal ground floor building layout and building services, including to landscaping and integrated into the building.

Liquor Licence

- Extend the red line plans area of the restaurant/bar;
    - Increase the operating hours of the restaurant/bar to 7:00am - 1:00am the following day, 7 days a week.

      [Current approved operating hours:
        - 6:30am – 11:00pm 7 days a week for restaurant.
        - 7:00am – 11:00pm 7 days a week for bar].

- Increase the patron numbers of the restaurant/bar to 250 patrons, including 150 seated (current approved patron number is 130).

Issues

Twenty-three (23) objections to the application have been received.

The following key issues are addressed in the Planning Assessment Report (Attachment 1):

- Adequacy of car parking;
- Increased presence of the hotel in Ridgeway Avenue;
- Noise emitted from the hotel and restaurant/bar;
- Potential amenity impacts from anti-social behaviour

Officer's response

A thorough assessment of the proposal has been undertaken against the Boroondara Planning Scheme as outlined in the Planning Assessment Report (Attachment 1)

Under the *Planning and Environment Act 1987*, assessment is limited to consideration of the proposed amendments to the existing permit. This application does not give Council the ability to re-consider the original application in it's entirety.

The proposed physical changes along Cotham Road and Ridgeway Avenue will not alter the overall appearance of the existing built form located on the subject site. The works will allow both the existing hotel and restaurant/bar an increased presence within the Cotham Village Neighbourhood Centre, whilst improving the relationship of the building within the streetscape through improved functionality, amenity and appearance.

Whilst there are changes to the liquor licence including the increase in red line plan area, increase in patron numbers and increase in operating hours, potential significant amenity impacts will be mitigated through various conditions proposed including:

- Compliance with noise regulations;
- Preparation of a Noise Amenity Action Plan;
- Limiting late night trade to Thursday-Saturday (inclusive);
- Closing hotel lobby bi-fold windows at a specific time;
- Requiring more seating and serving of meals associated with the liquor licence;
- No live music; and
- Acoustic testing to demonstrate compliance.

Officers' recommendation

That the Urban Planning Delegate Committee resolve that a Notice of Decision to Grant an Amended Planning Permit PP06/01357.01 at 115 -133 Cotham Road, Kew subject to conditions for the proposed amendments to the planning permit and endorsed plans be issued under the Boroondara Planning Scheme allowing the following changes:

1. Amended Plans showing:
    - Relocation of Hotel Entry to Ridgeway Avenue and associated changes including the deletion of four ground floor hotel rooms.
    - Re-configuration to the existing restaurant/bar including, buildings and works to create two new entries, internal changes, incorporation of landscaping and internal and external planter boxes, addition of an external terrace fronting Cotham Road, and addition of bi-fold windows along Ridgeway Avenue.
    - Modifications to internal ground floor building layout and building services, including to landscaping and integrated into the building.

2. Variation of liquor licence to allow:
    - Increase in hours of operation, number of patrons and increase in red line plan area.
3. Rewording of Condition 1, 4, 21, 33, 35 and 36.
4. Addition of Condition 1d, 1e, 1f, 39, 40, 41, 42, 43, 44, 45 and 46.

5. Issue an Amended Planning Permit subject to the following conditions:

[Red text to be added and strikethrough text to be removed]

Amended Plans

1. Prior to the commencement of Buildings and Works allowed under the amended Planning Permit, ~~Within 30 days of the date of issue of this amended Planning Permit,~~ amended plans must be submitted and approved by the Responsible Authority. When approved, they will be endorsed. The plans must be drawn to scale with dimensions and electronic copies provided (unlocked PDF). ~~and three (3) copies provided~~ The Plans must be generally in accordance with the following plans ~~prepared by JAM Architects~~:
    - ~~0466_TP04 Revision F~~
    - ~~0466_TP05 Revision I~~
    - ~~0466_TP06 Revision J~~
    - ~~0466_TP07 Revision H~~
    - ~~0466_TP08 Revision G~~
    - ~~0466_TP09 Revision G~~
    - ~~0466_TP10 Revision F~~
    - ~~0466_TP11 Revision J and~~
    - ~~0466_TP12 Revision J~~
    - TP00 - TP12 (Inclusive) Dated 10 October 2022 prepared by JAM Architects; and
    - TP04.0 dated 21 November 2022 prepared by JAM Architects; and
    - Red Line Plan advertised in January 2023

    And modified to show:

    ~~(a) The loading bay in the porte cochere area having dimensions of approximately 7 metres by 3.6 metres, with the removal of the adjacent planter box.~~

    ~~(b) Clear delineation of the trafficable and non-trafficable areas on the balconies associated with the hotel rooms at all levels (possibly on new plans with the detail of these areas enlarged).~~

    ~~(c) The removal of the west side door to the restaurant/bar and replacement with walls and/or windows to match the existing exterior appearance of the building.~~

    (d) The existing garden bed in front of the proposed residential hotel entry to be retained.

    (e) Update to the proposed Materials Schedule (TP12) to show the clear glazing as GL8.

    (f) An updated Red Line Plan associated with the restaurant/bar that shows the red line area in the context of the proposed buildings and works.

Layout

2. The development and layout of the uses, levels design and location of buildings and works shown on the endorsed plan must not be modified for any reason without the prior written consent of the Responsible Authority.

3. On the proviso that permission and access to erect such lattice is given by the owner of 3 Kent Street Kew, the owner of the subject land must by the end of April 2012 (or at a later date as agreed to by 3 Kent Street and the Responsible Authority) and at its own expense entirely, erect the following self supported lattice extension to the southern and western boundary fences to 3 Kent Street Kew to an overall height of 2.4 metres above natural ground level for fence and lattice extension and to the following specifications (unless otherwise agreed to by 3 Kent Street and the Responsible Authority):

   (a) a powder-coated steel lattice and powder-coated steel support posts of suitable strength to hold the lattice without sag or bending and to raise the fence height to 2.4 metres above ground level;
   (b) Colourbond "Rivergum" colour or other colour to the satisfaction of the owner of 3 Kent Street Kew;
   (c) the steel support posts to be set in concrete and located along the western fence, but located outside the fence line on the southern side of 3 Kent Street; and
   (d) the lattice to extend from the south west corner of 3 Kent Street:
      - approximately 5 metres along the west boundary;
      - approximately 20 metres along south boundary, thus providing sight protection for kitchen and bathroom windows.

Trees and Landscaping

4. Within 30 days of the date of issue of ~~this~~ the amended Planning Permit (issued on 23 September 2012), a revised landscape plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three (3) copies must be provided. The plan must be substantially in accordance with that prepared by CDA Design Group and endorsed by the Responsible Authority on 16 August 2011 but modified to show changes to the ground floor layout depicted on plan 0466_TP06 Revision J prepared by JAM Architects.

5. All proposed new street trees must be to the satisfaction of the Responsible Authority.

6. Before the use starts or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed landscape plan must be carried out and completed to the satisfaction of the Responsible Authority.

7. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced to the satisfaction of the Responsible Authority.

8. An in-ground sprinkler system must be installed in all landscaped areas, to the satisfaction of the Responsible Authority.

Infrastructure

9. The land must be drained to the satisfaction of the Responsible Authority and all drainage works and ground water management works must be completed prior to the occupation of any building. A drainage contribution may also apply, the cost of which will depend on the method of stormwater discharge adopted. Prior to the commencement of construction under this planning permit, the permit holder must submit a ground water management plan and a drainage management plan to the satisfaction of the Responsible Authority which once approved will be endorsed as forming part of this permit.

10. Prior to the commencement of the approved uses, stormwater drains must be connected to a legal point of discharge approved by the Responsible Authority.

11. Prior to the completion of the development, evidence must be provided to the satisfaction of the Responsible Authority that:
    (a) the existing drainage reserve on the north-eastern part of the site has been removed;
    (b) the existing MMBW easement on the land has been expunged;
    (c) all to the satisfaction of the Responsible Authority.

12. All disused and redundant vehicular crossings must be removed at the same time as the construction of any new crossovers and prior to the completion of development works. The cost of removal of the existing crossings and the reinstatement of street assets (i.e. footpath, nature strip and kerb and channel etc.) is to be borne by the applicant and must be in accordance to Council's standards. A Council Supervision Permit is required for this work.

13. All Council assets damaged as a result of building or construction works (such as streets, roads, crossovers, footpaths, nature strip, kerb and channel, drainage assets, etc) must be reinstated in accordance with Council's Standards and to the satisfaction of the Responsible Authority.

14. Reticulated electricity must be provided underground to the satisfaction of the Responsible Authority.

15. No buildings or works are to be constructed over any easement or other restriction on the land or any sewers, drains, pipes, wires or cables without the prior written consent of the relevant authority or company and the Responsible Authority.

16. Before the commencement of the use authorised by this permit:
    (a) a certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or
    (b) an environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with IXD of that Act that the environmental conditions are suitable for residential use.

Any conditions required on a Statement of Environmental Audit must be implemented prior to the occupation of any building or otherwise in accordance with those conditions, to the satisfaction of the Responsible Authority and the Environment Protection Authority.

Amenity

17. The amenity of the area must not be adversely affected by the use or development as a result of:

    (a) Transport of materials, goods or commodities to or from the land;
    (b) Appearance of any building, works, stored goods or materials;
    (c) Artificial light, vibration, smell, fumes, smoke, vapour, steam, dust, waste water, waste products, grit or oil;

    to the satisfaction of the Responsible Authority.

18. All security alarms or similar devices installed on the land must be of a silent type approved by the Standards Association of Australia and be connected to a registered security service.

19. Before the use starts a Waste/Recycling Management Plan must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of this permit. In the preparation of the waste/recycling management plan, specific attention must be made to the following items (but not limited to):

    (a) How the collection of refuse and recycling material will be managed;
    (b) The type of refuse and recycling bins to be used on the site and where they will be stored including details of screening and ventilation;
    (c) What will be the frequency for the removal of such refuse and recycling materials?
    (d) How it is intended to control the emission of odour caused by such refuse and recycling material when it is being stored within the site.
    (e) That the bin storage areas are sufficient to cater for the amount of waste that will be produced;
    (f) What type of bins will be used on the site;
    (g) The private collection of bins;
    (h) Who will be responsible for taking refuse and recycling bins in and out for collection, where this will occur and how collection of refuse and recycling materials will be managed;
    (i) Hours of bin collection not being outside the hours of:
        7am to 8pm Monday to Saturday; and
        9am to 8pm Sunday and public holidays.
    (j) Access routes for private waste collection vehicles that do not rely on extensive reversing movements;
    (k) Compaction of refuse and the breaking up of bottles not occurring whilst the collection vehicle is standing stationary at or near the site.

    The approved Waste/Recycling Management Plan must be implemented to the satisfaction of the Responsible Authority.

Car Parking

20. Before any new building is occupied, the areas set aside for car parking, access roads and lanes and driveways shown on the endorsed plans must be:
    (a) constructed;
    (b) formed to such levels and properly drained so that they can be used in accordance with the plans;
    (c) line marked to indicate each car spaces; and
    (d) clearly marked to show the direction of traffic along the accessway; to the satisfaction of the Responsible Authority.

21. Prior to the extension of trading hours associated with the restaurant and bar ~~Within 30 days of the date of issue of this amended Planning Permit,~~ an updated Car Parking Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the Car Parking Management Plan will be endorsed and will then form part of the permit. The plan must include details of the following:

    (a) allocation of car parking with the minimum number of car parking spaces allocated to each use set out as follows unless otherwise approved in writing by the Responsible Authority:
    - Office — 157 spaces;
    - Medical centre — 20 spaces;
    - Residential Hotel — 67 spaces;
    - Restaurant and Bar — 32 spaces (six of which must be available for restaurant/bar staff).
    (b) that the lower level car park will be open for vehicles entering the site (i.e. not have access obstructed by any roller door or boom gate or the like, and not have access dependent on any phone or intercom system or other type of security system) for access between the hours of 6.30am and 11:00pm daily, and the ability for vehicles to leave the site at any time without restriction
    (c) all tandem car parking allocated to the same tenancy
    (d) provision of disabled car parking
    (e) outline of directional signage
    (f) directional signage to, and available times of, use of the loading bay in the porte cochere for loading purposes
    (g) signage of available times of use for visitor car parking in the loading bay in the porte cochere
    (h) outline of car parking and traffic management devices used within the development to comply with the relevant Australian Standard including linemarking, traffic calming devices, mirrors, car parking barriers and other such matters
    (i) Management of visitor drop off bay
    (j) Security measures and
    (k) Signs to the satisfaction of the Responsible Authority must be provided directing drivers to customer and patient car parking spaces associated with the restaurant/bar and medical centre uses, and directing patrons of the restaurant/bar from the allocated car parking area to available lift access. Such sign must be located and maintained to the satisfaction of the Responsible Authority and must not exceed 0.3sqm in area.

22. The Car Parking Management Plan must be implemented to the satisfaction of the Responsible Authority.

23. The areas set aside for car parking shown on the endorsed plans must be clearly marked and made available for use by visitors to and staff of the facility at all times and must not be used for any other purpose, to the satisfaction of the Responsible Authority.

Loading and Unloading

24. A Loading and Waste Plan must be provided to the satisfaction of the Responsible Authority prior to the commencement of the use permitted by this permit. This plan must restrict the size of loading vehicles using the porte cochere to no larger than 6.4 metres.

General

25. No plant, equipment, services or architectural features other than those shown on the endorsed plan are permitted above the roof level of the buildings without the prior written consent of the Responsible Authority.

26. Service and storage areas must be kept in a tidy, rubbish-free condition at all times to the satisfaction of the Responsible Authority.

27. All pipes (except down pipes and rain heads), fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

28. Any outdoor clotheslines or other clothes drying devices must be positioned so as not to be visible from any land nearby, to the satisfaction of the Responsible Authority.

Lighting

29. Low intensity lighting must be provided to the satisfaction of the Responsible Authority ensuring that carpark areas and pedestrian access ways are adequately illuminated during evening periods without any loss of amenity to occupiers of nearby land.

30. External lighting must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on adjoining land.

Construction

31. All building and works associated with the construction of the development must be limited to the following hours, unless otherwise approved in writing by the Responsible Authority:

    (a) Monday to Friday: 7.00am to 7.00pm
    (b) Saturday: 8:00am to 5.00pm
    (c) Sunday & gazetted Public Holidays: No construction

32. Prior to the commencement of any works, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the Construction Management Plan will be endorsed to form part of the approval documents and must be implemented to the satisfaction of the Responsible Authority. The plan must include details of the following:

    (a) site contamination and disposal of contaminated matter;
    (b) delivery and unloading points and expected frequency;
    (c) a liaison officer for contact by residents and the Responsible Authority in the event of relevant queries or problems experienced;
    (d) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
    (e) any requirements outlined within this permit as required by the relevant referral authorities;
    (f) hours for construction activity in accordance with any other condition of this permit;
    (g) measures to control noise, dust, water and sediment laden runoff;
    (h) the location and design of a vehicle wash down bay for construction vehicles on the site;
    (i) the location of parking areas for construction and sub-contractors' vehicles on the site and on nearby land, and nomination of timeframe of which the basement car parking will be available for vehicles associated with the construction activity to minimise disruption to surrounding premises and traffic flows;
    (j) measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
    (k) that all vehicles involved in construction of the development must access and egress Ridgeway Avenue and Kent Street via Cotham Road only;
    (l) the location of any site sheds;
    (m) any construction lighting to be baffled to minimise intrusion on adjoining lots.

Noise

33. ~~Noise levels emanating from the premises must not exceed limits prescribed by the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 and SEPP N-2 to the satisfaction of the Responsible Authority.~~ Noise levels emanating from the premises must not exceed the relevant levels prescribed by the State Environment Protection Policy (Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues - Publication 1826.4) or any successive relevant legislation, to the satisfaction of the Responsible Authority.

Medical Centre

34. Except with the further written consent of the Responsible Authority, not more than five (5) practitioners shall operate from the medical centre under this permit at any one time.

Restaurant/Bar

35. ~~The hours of operation for the restaurant shall be 6.30am to 11:00pm seven days a week, and the hours of operation for the bar shall be 7.00am to 11:00pm seven days a week.~~ The hours of operation for the restaurant/bar may only be 7:00am to 11:00pm Sunday to Wednesday (inclusive) and 7.00am to 1.00am (the following day) Thursday to Saturday (inclusive).

36. The combined total of patrons allowed in the restaurant/bar at any one time ~~shall~~ must not exceed ~~one hundred and thirty (130)~~ two hundred and fifty (250).

37. The gym shown on the endorsed plans shall only be used by guests of the Residential Hotel.

Expiry

38. This permit will expire if:

    (a) The development approved under this planning permit does not start within two years of the issue date of this permit; or
    (b) The development is not completed within five years of the issue date of this permit.

    The Responsible Authority may extend the times referred to if a request is made in writing before the permit expires or within the three months afterwards.

39. The Buildings and Works approved under this amended planning permit must be commenced within 2 years of the issue date of this amended planning permit and completed within four years of this amended planning permit.

40. The extended restaurant and bar operation approved under this amended planning permit must be commenced within 2 years of the issue date of this amended planning permit

Noise Amenity Action Plan

41. Prior to the extended operation of the restaurant and bar approved under this amended planning permit a Noise Amenity Action Plan must be provided to the satisfaction of the Responsible Authority. The Noise Amenity Action Plan must be in accordance with that dated November 2022, but amended to show:

    (a) Clear reference that no live music will be played on the premises.
    (b) Methodology of restricting patrons from occupying footpaths adjacent to the premises.

Bi-Fold Window Operation

42. Restaurant/Bar bi-fold windows must be closed by 11:00pm each day to prevent noise spill.

Serving of Alcohol

43. Liquor must only be made available for consumption on the premises at such time when food is available to be prepared and served for consumption on the licence premises.

44. Tables and chairs must be placed in position on the licensed premises so as to be available for at least 75% of the patrons attending the premises at any one time, to the satisfaction of the Responsible Authority.

45. Sale and consumption of liquor must only occur within the endorsed red line plan area.

Testing of Noise Emissions

46. At the request of the Responsible Authority, the owner or occupier must, within 30 days, supply an assessment by a qualified acoustic consultant of noise levels emitted from the site with readings taken at times and locations specified by the Responsible Authority.

    The cost of the assessment is to be borne by the owner or occupier. If necessary, additional noise control features must be installed in consultation with an acoustic engineer, or activities and noise sources on the premises regulated at the direction of and to the satisfaction of the Responsible Authority. The frequency of this request will be at the discretion of the Responsible Authority.

BOROONDARA
City of Harmony

PLANNING ASSESSMENT REPORT
Urban Planning Delegate Committee

Application Number	PP06/01357.01
Date Received	20 October 2022
Planning Officer	Jack Richardson
Applicant	Cotham Service Pty Ltd C/- Urbis
Owner	Cotham Service Pty Ltd
Property Address	115-133 Cotham Road, Kew
Existing Permit Preamble	Development and the use of the land for the purposes of office and residential hotel, the sale and consumption of liquor (pursuant to clause 52.27), and a reduction in the standard car parking requirement and of the loading requirements in accordance with endorsed plans.
Existing Permit Number	PP06/01357
Proposal	Amendment to Permit
Ward	Studley
Zoning	Commercial 1 Zone
Overlays	Design & Development Overlay - Schedule 16 Parking Overlay - Schedule 1
Aboriginal Heritage Layer?	No
Covenant	No
Advertised?	Public notice of the application was given in December 2022/January 2023 by Council posting notices to abutting and nearby property owners and occupiers and by the display of a sign(s) on the site for a period of not less than 14 days. Refer to the Notice of Amendment Section of this report for further detail.
Number of Objections Received	Twenty three (23)
Plans Assessed in this Report	Plans advertised in December 2022/January 2023
Recommendation	Amend Planning Permit

PERMIT HISTORY

Planning Permit PP06/01357 was issued on 4 January 2008 allowing a proposal to '*Construct buildings and works for a new building to be used for the purposes of shops, offices, dwellings and an aged care facility and a reduction in the standard car parking requirements*.'

The Planning Permit has previously been amended three times; on 24 June 2010, 23 February 2012 and 13 September 2012. Details of each of these amendments is provided below.

24 June 2010 (PA09/00152)

An amended Planning Permit was issued on 24 June 2010 at the direction of the Victorian Civil and Administrative Tribunal (VCAT).

The planning permit preamble was amended to '*Development and use of the land for the purposes of office, residential hotel, the sale and consumption of liquor (pursuant to clause 52.27), 3 dwellings and a reduction in the standard car parking requirement and of the loading requirements in accordance with the endorsed plans*.'

The amended planning permit amended a number of conditions of the permit.

23 February 2012 (PA11/00184)

An amended Planning Permit was issued on 23 February 2012 at the direction of the Victorian Civil and Administrative Tribunal (VCAT).

The planning permit preamble was amended to '*Development and the use of the land for the purposes of office and residential hotel, the sale and consumption of liquor (pursuant to clause 52.27), and a reduction in the standard car parking requirement and of the loading requirements in accordance with endorsed plans*.'

The amended planning permit amended Conditions 1, 3, 4, 21, 24 and 38(b).

Condition 1 relates to endorsement of plans, Condition 3 to the provision of lattice along specific property boundaries, Condition 4 to the requirement of a landscape plan, Condition 21 to the requirement of a Car Parking Management Plan, Condition 24 to the requirement of a Loading and Waste Plan and Condition 38(b) to the expiry condition of the permit.

13 September 2012 (PA12/00067)

An amended Planning Permit was issued on 13 September 2012 at the direction of the Victorian Civil and Administrative Tribunal (VCAT).

The amended permit amended Conditions 21, 35 and 36 of the Planning Permit.

Condition 21 relates to the requirement of a Car Parking Management Plan, Condition 35 the hours of operation of the restaurant/bar and Condition 36 the total number of patrons allowed in the restaurant/bar.

Endorsed Plans

Whilst there are a number of documents and plans endorsed which form part of the Planning Permit, the figures below are the current set of endorsed plans. In some instances when a minor amendment was sought the endorsed drawing may only cover the small amendment being sought at the time with the remainder of the plan content being covered by a previous set. For example the Elevation Plans must be read in conjunction with one another.

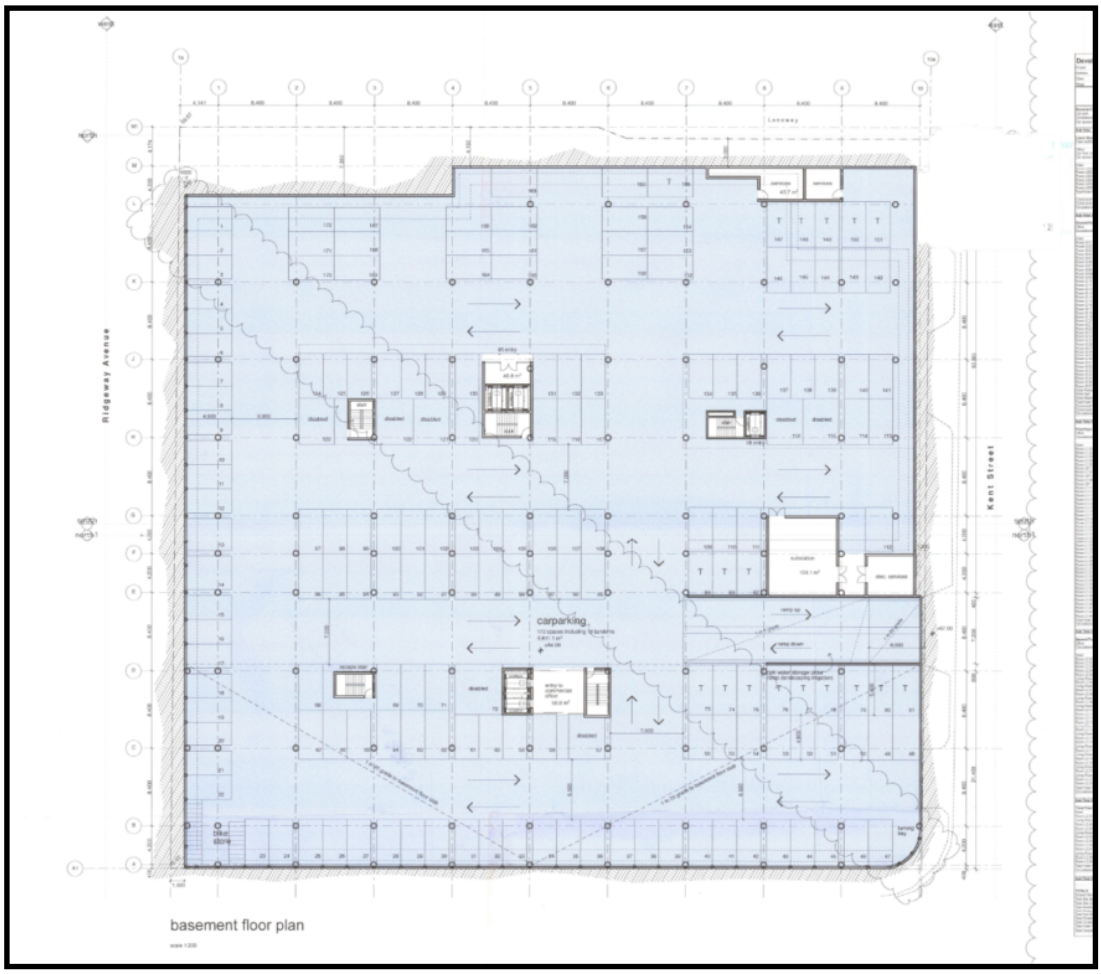


Figure 1: Endorsed Basement Floor Plan (Post12/00219 Endorsed on 10 April 2012)

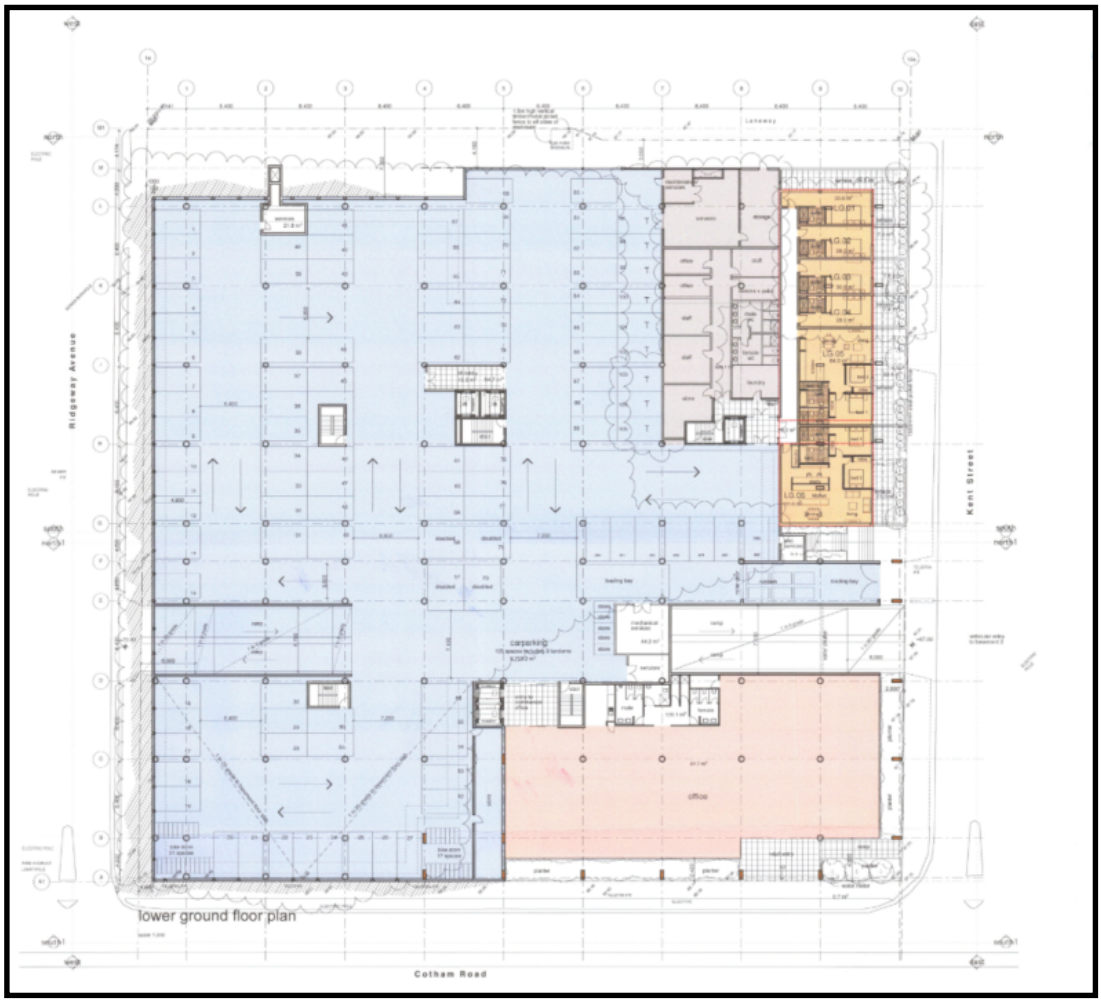


Figure 2: Endorsed Lower Ground Floor Plan (Post12/00219 Endorsed on 10 April 2012)

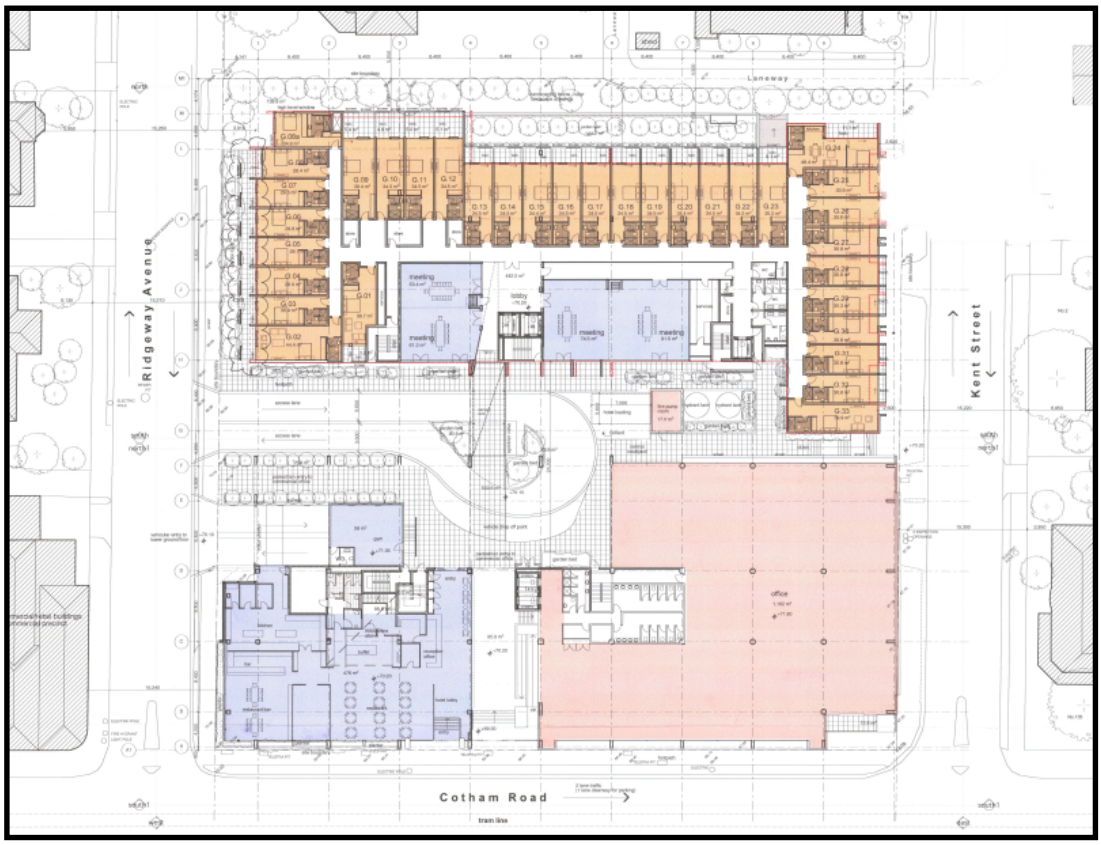


Figure 3: Endorsed Ground Floor Plan (Post12/00865 Endorsed on 10 December 2012)

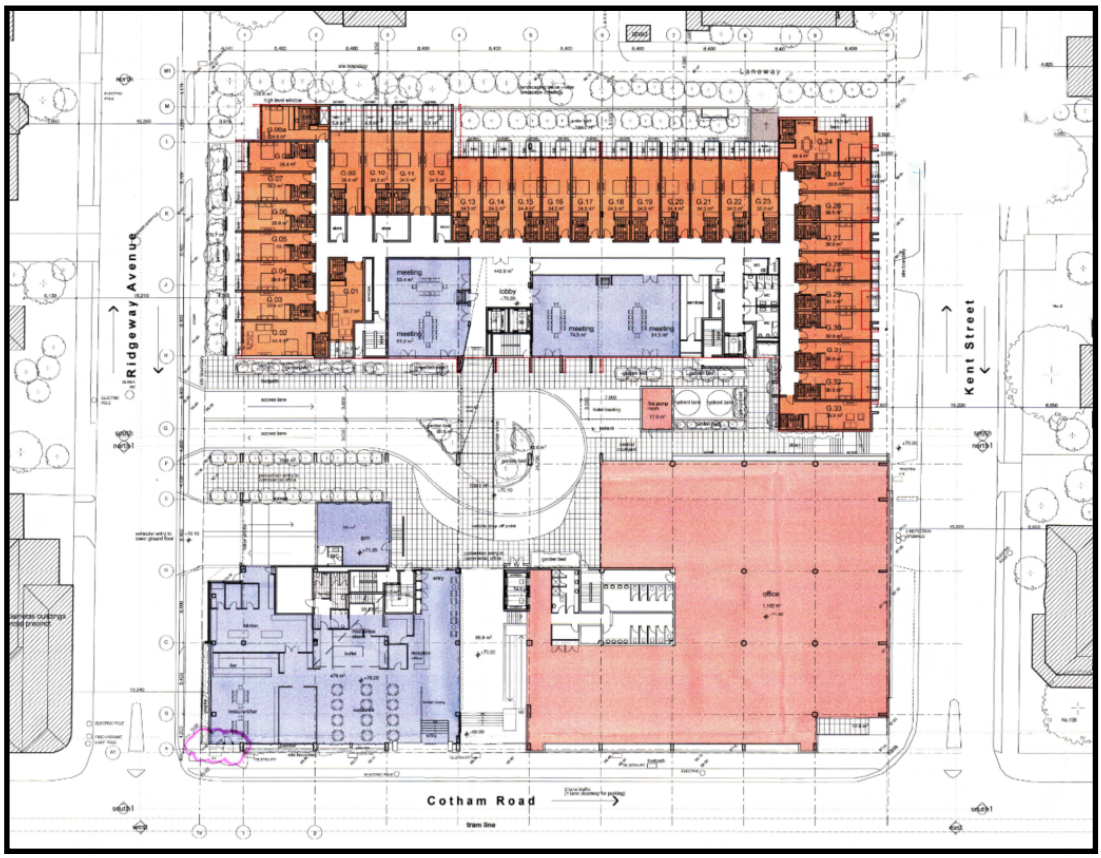


Figure 4: Endorsed Ground Floor Plan (Post13/00017 Endorsed on 30 January 2013)

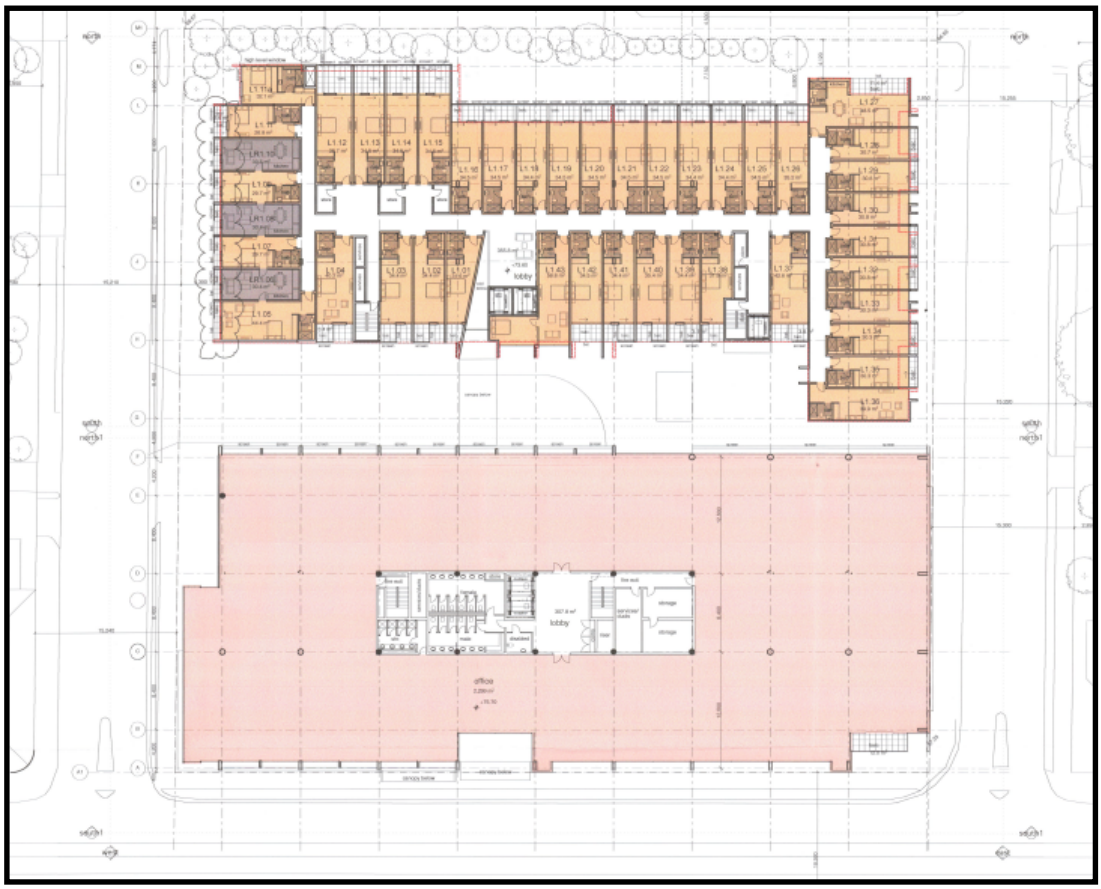


Figure 5: Endorsed First Floor Plan (Post12/00865 Endorsed on 10 December 2012)

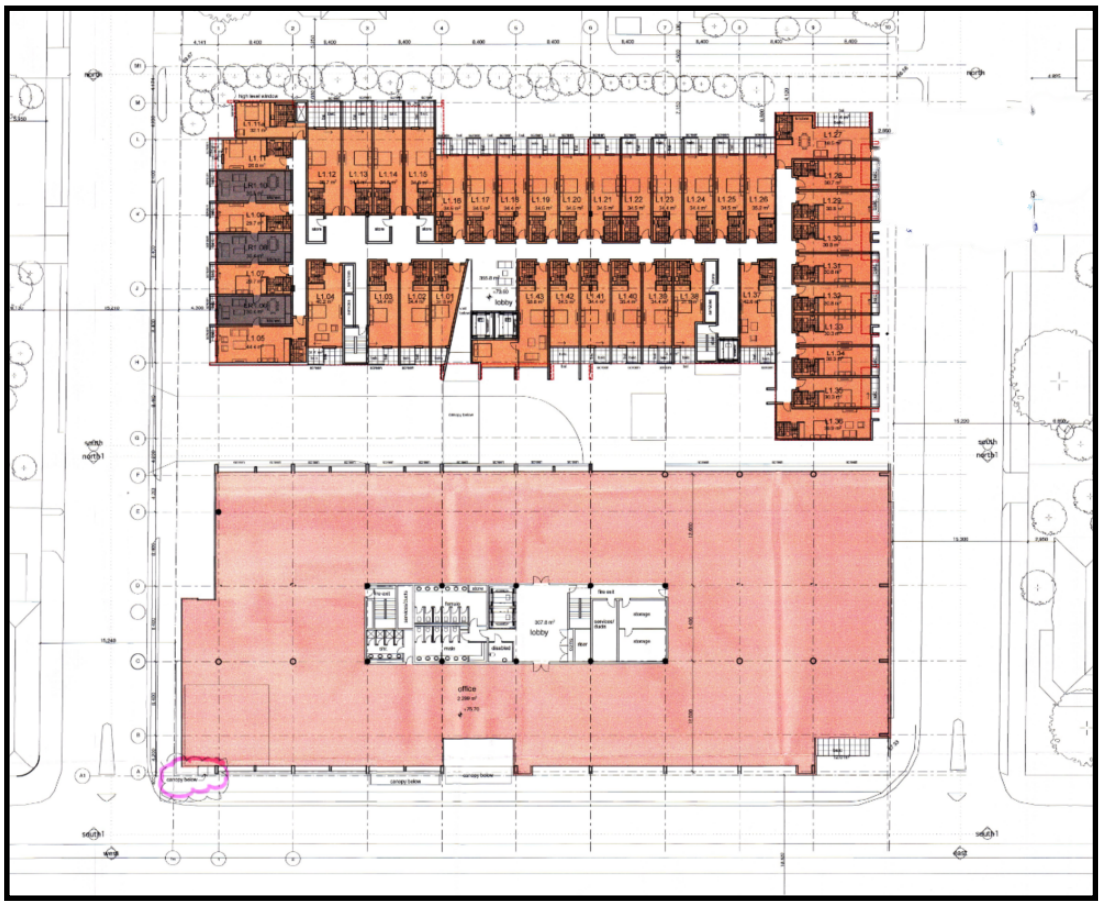


Figure 6: Endorsed First Floor Plan (Post13/00017 Endorsed on 30 January 2013)

Figure 7: Endorsed Second Floor Plan (Post12/00865 Endorsed on 10 December 2012)

Figure 8: Endorsed Third Floor Plan (Post12/00219 Endorsed on 10 April 2012)

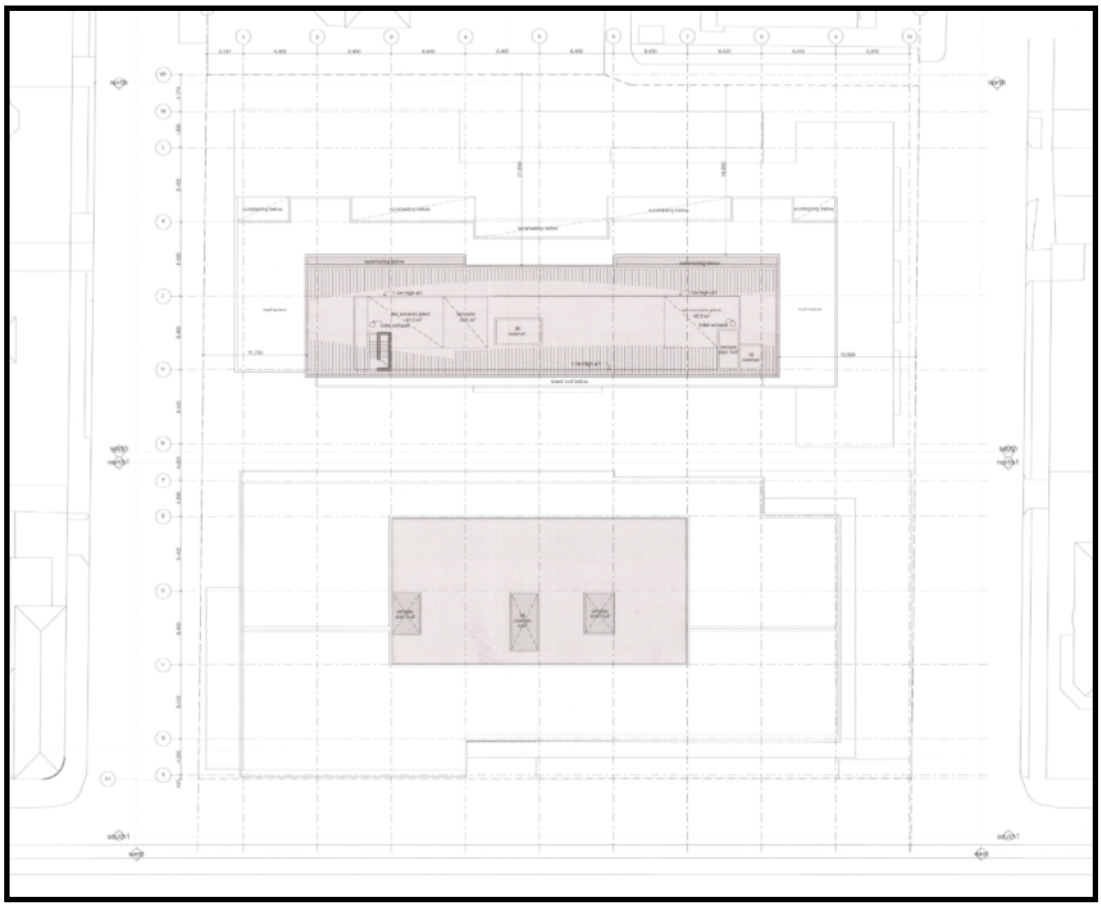


Figure 9: Endorsed Roof Plan (Post12/00219 Endorsed on 10 April 2012)

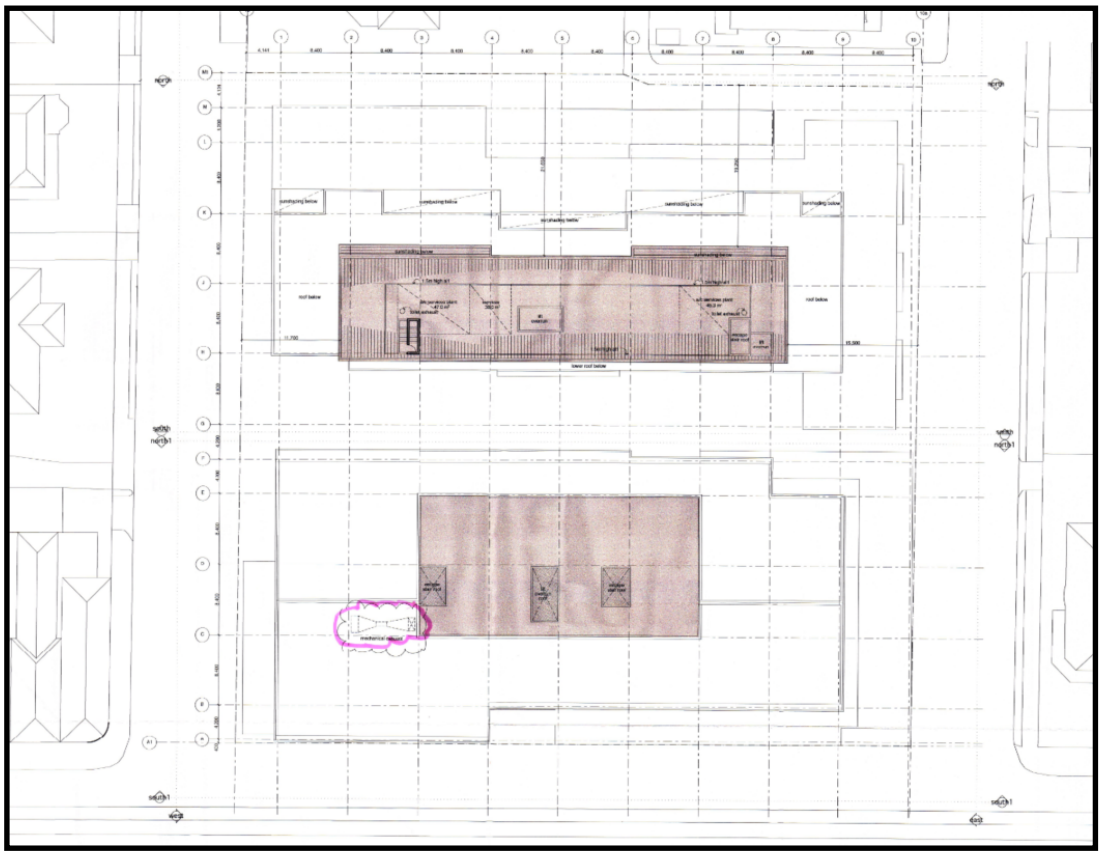


Figure 10: Endorsed Roof Plan (Post13/00017 Endorsed on 30 January 2013)

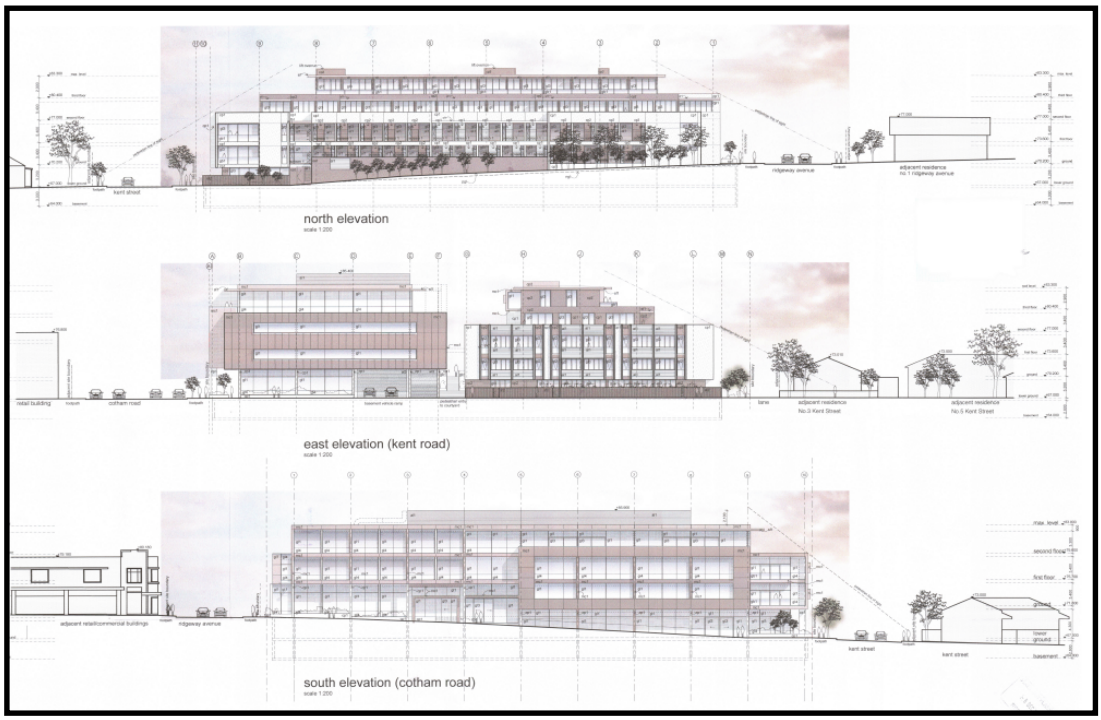


Figure 11: Endorsed Elevation Plans (Post12/00865 Endorsed on 10 December 2012)

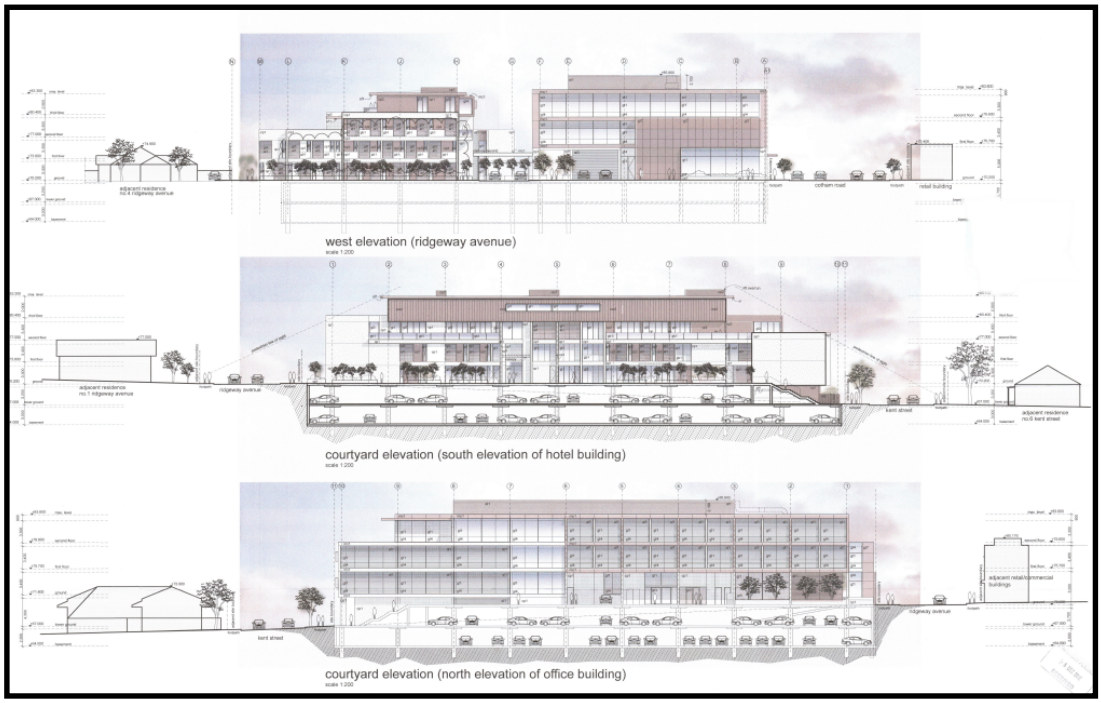


Figure 12: Endorsed Elevations Plan (Post12/00865 Endorsed on 10 December 2012)

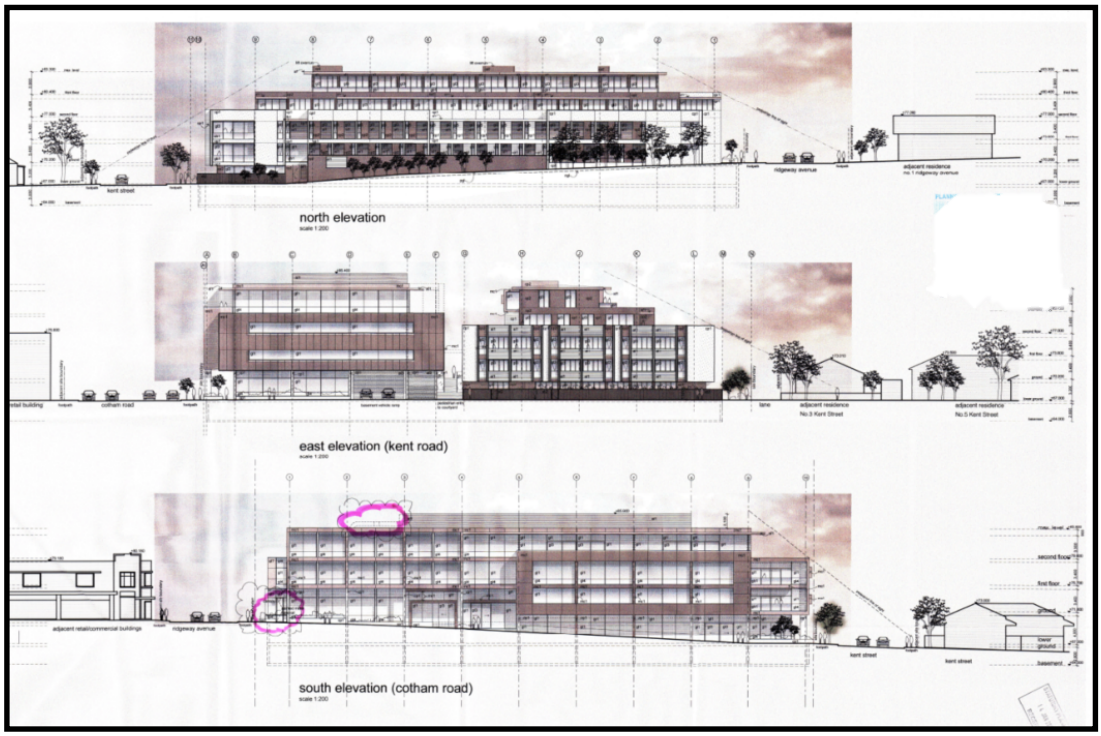


Figure 13: Endorsed Elevation Plans (Post13/00017 Endorsed on 30 January 2013)

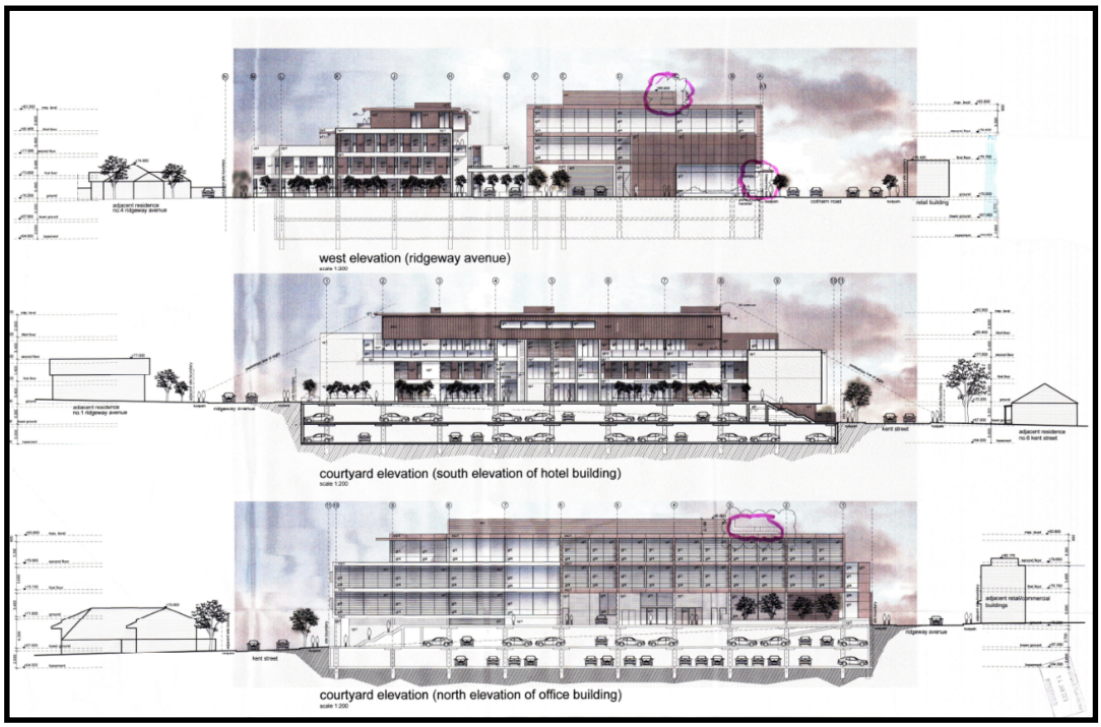


Figure 14: Endorsed Elevation Plans (Post13/00017 Endorsed on 30 January 2013)

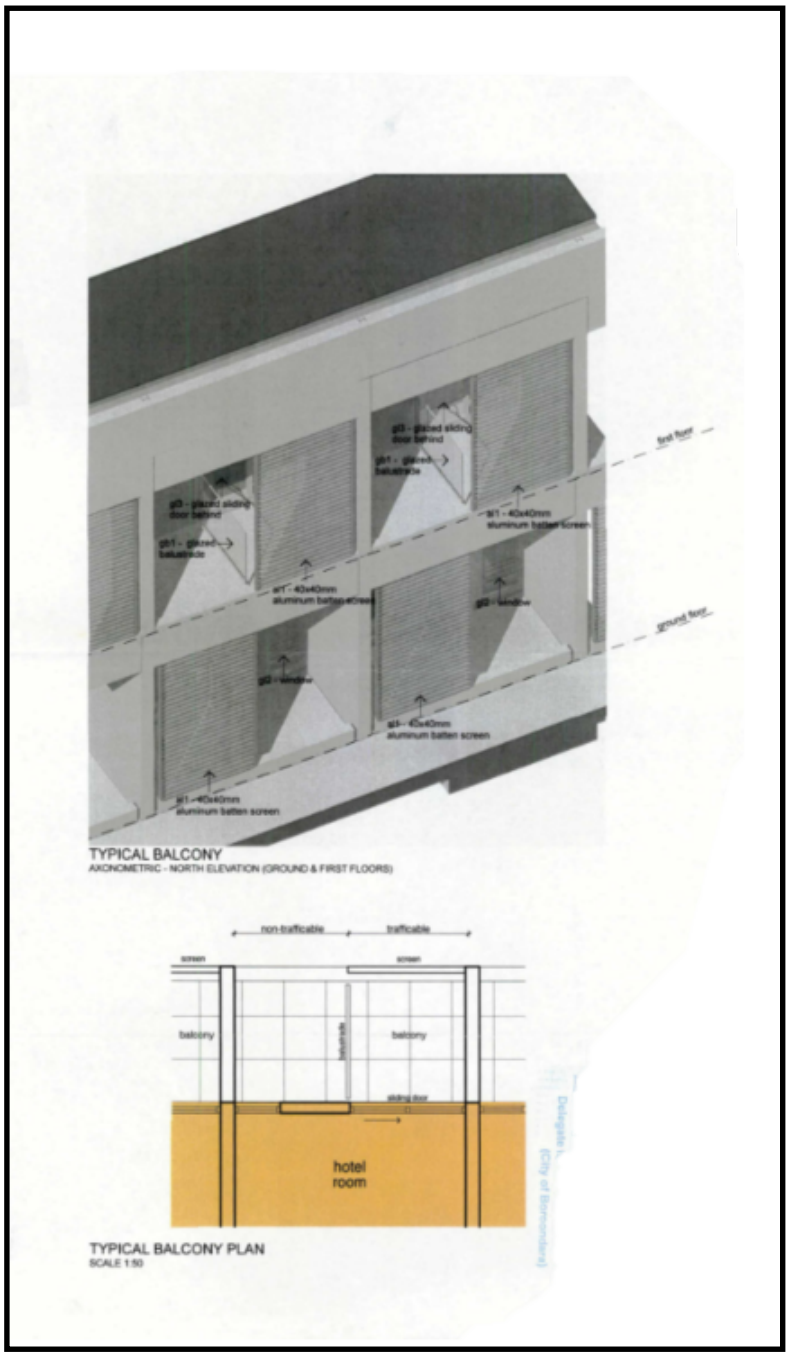


Figure 15: Endorsed Balcony Plan (Post12/00219 Endorsed on 10 April 2012)

Liquor Licence

The Restaurant and Bar has a liquor licence approved through Planning Permit PP06/01357.

As per amended planning permit issued on 13 September 2012 (PA12/00067), the following two conditions state:

> *35. The hours of operation for the restaurant shall be 6.30am to 11:00pm seven days a week, and the hours of operation for the bar shall be 7.00am to 11:00pm seven days a week.*
>
> *36. The combined total of patrons allowed in the restaurant/bar at any one time shall not exceed one hundred and thirty (130).*

The Endorsed Red Line Plan for the Restaurant/Bar is as shown below.

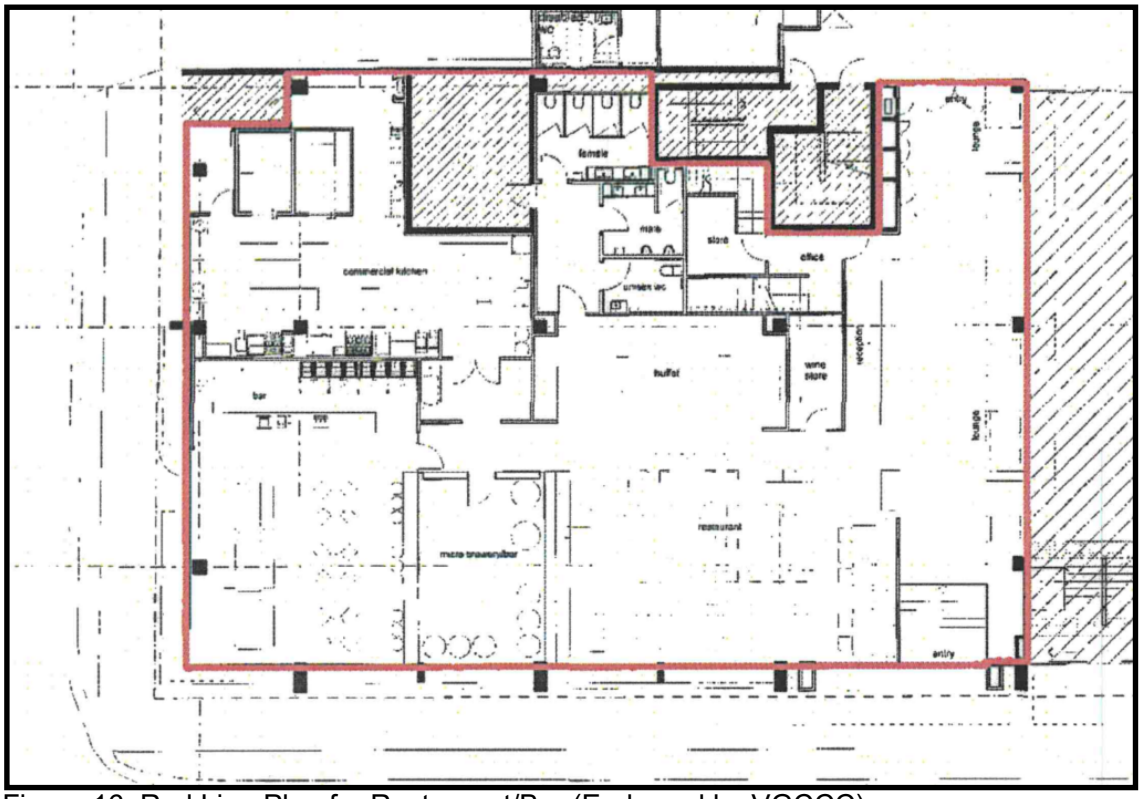


Figure 16: Red Line Plan for Restaurant/Bar (Endorsed by VGCCC)

The residential hotel, as approved by this planning permit, has a restricted limited licence. A planning permit is not required for a restricted limited licence. However, the

endorsed plans associated with the restricted limited licence, endorsed by the Victorian Gambling and Casino Control Commission (VGCCC) are shown below.

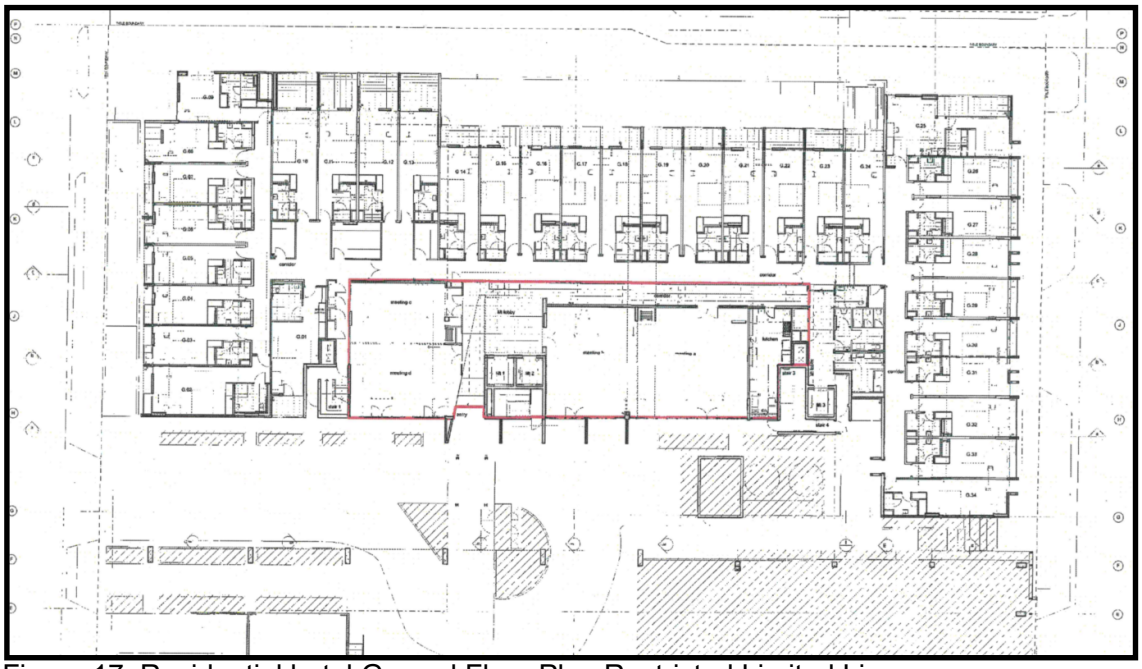


Figure 17: Residential hotel Ground Floor Plan Restricted Limited Licence

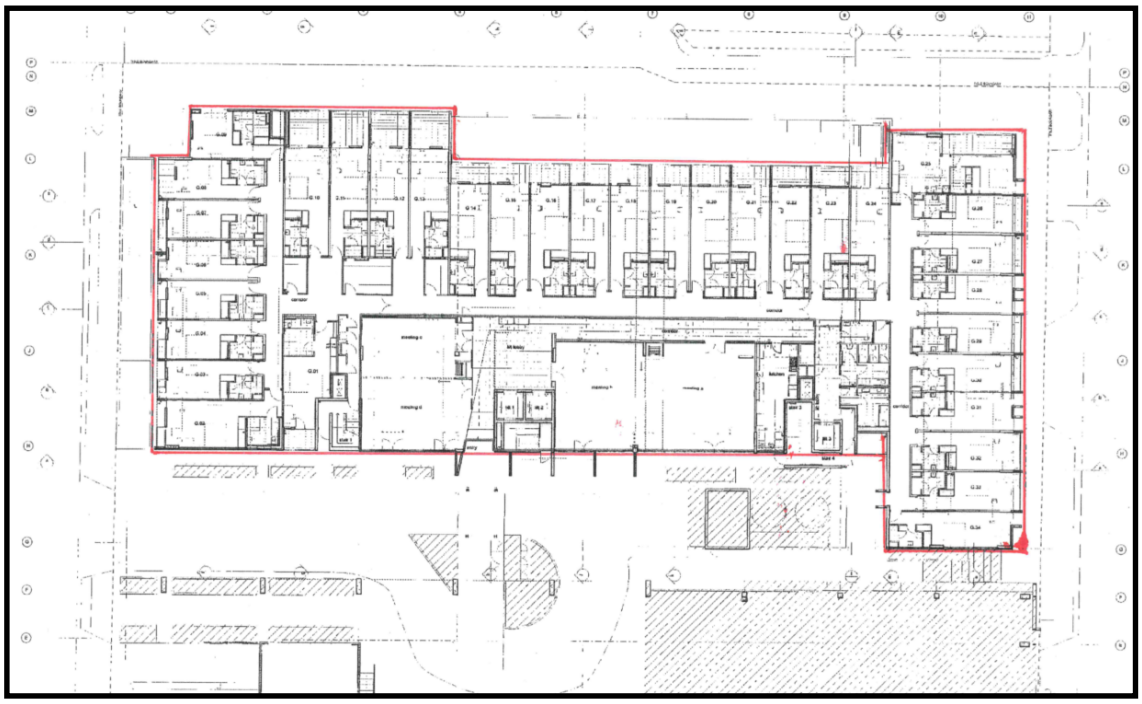


Figure 18: Residential hotel Ground Floor Plan Restricted Limited Licence

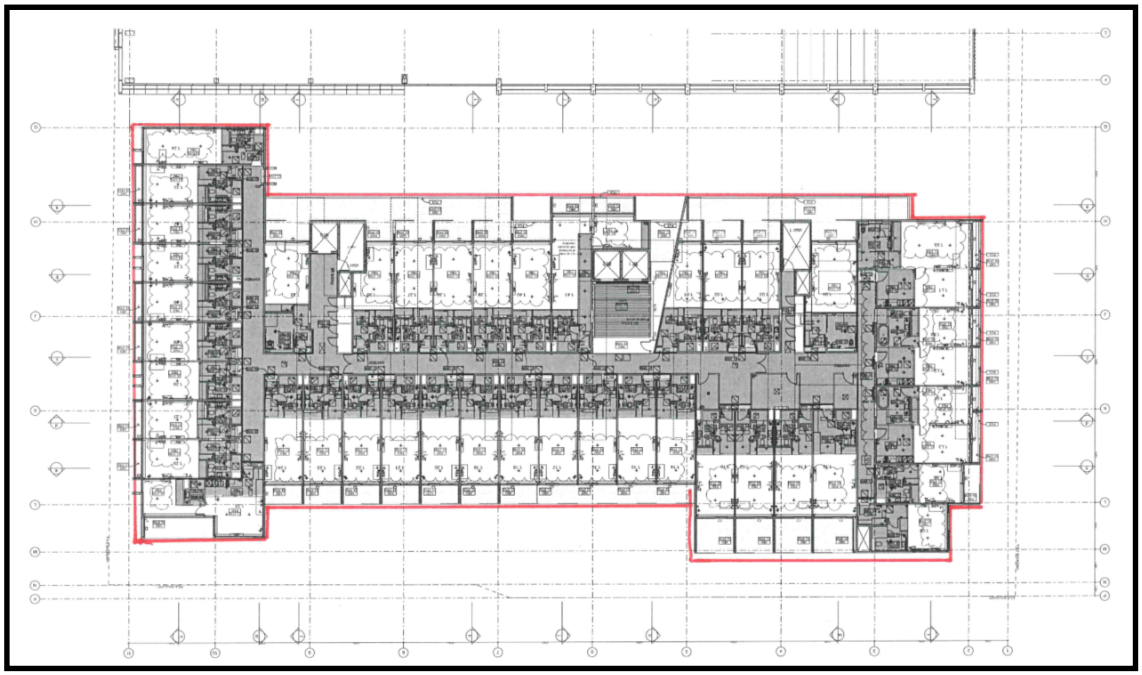


Figure 19: Residential hotel First Floor Plan Restricted Limited Licence

Figure 20: Residential hotel Second Floor Plan Restricted Limited Licence

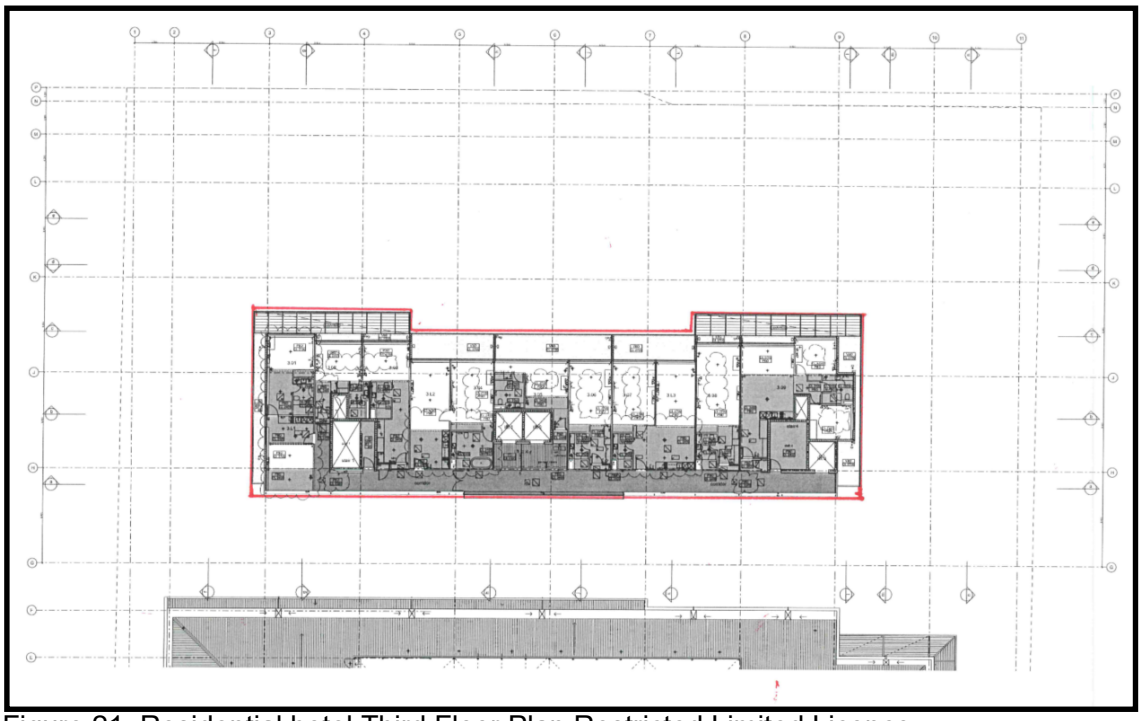


Figure 21: Residential hotel Third Floor Plan Restricted Limited Licence

Expiry of Planning Permit

An extension of time (Post13/00044) was issued by Council on 31 January 2013.

The extension of time extended the expiry of the permit by 12 months, and stated that it will expire if the development is not completed by 4 January 2014.

It is considered that the development was complete.

PROPOSAL

Appendix A - Plans

An application has been made to Council pursuant to Section 72(1) of the *Planning & Environment Act* 1987 for an amendment to the planning permit. The reference to a permit includes any plans, drawings or other documents approved under the permit.

The application proposes to amend Planning Permit PP06/01357 and the endorsed plans.

Details of the proposal are summarised as follows:

<u>Buildings & Works</u>

- Relocation of Residential hotel Entry
  - Removal of the residential hotel entry currently accessible from Cotham Road. The residential hotel entry will be re-located to the western façade fronting Ridgeway Avenue.
  - The proposed residential hotel entry area will be 157sqm including; a lobby lounge, reception desk and small lobby bar with tables and chairs.
  - Removal of four (4) residential hotel rooms at ground floor level to facilitate new residential hotel entry space.

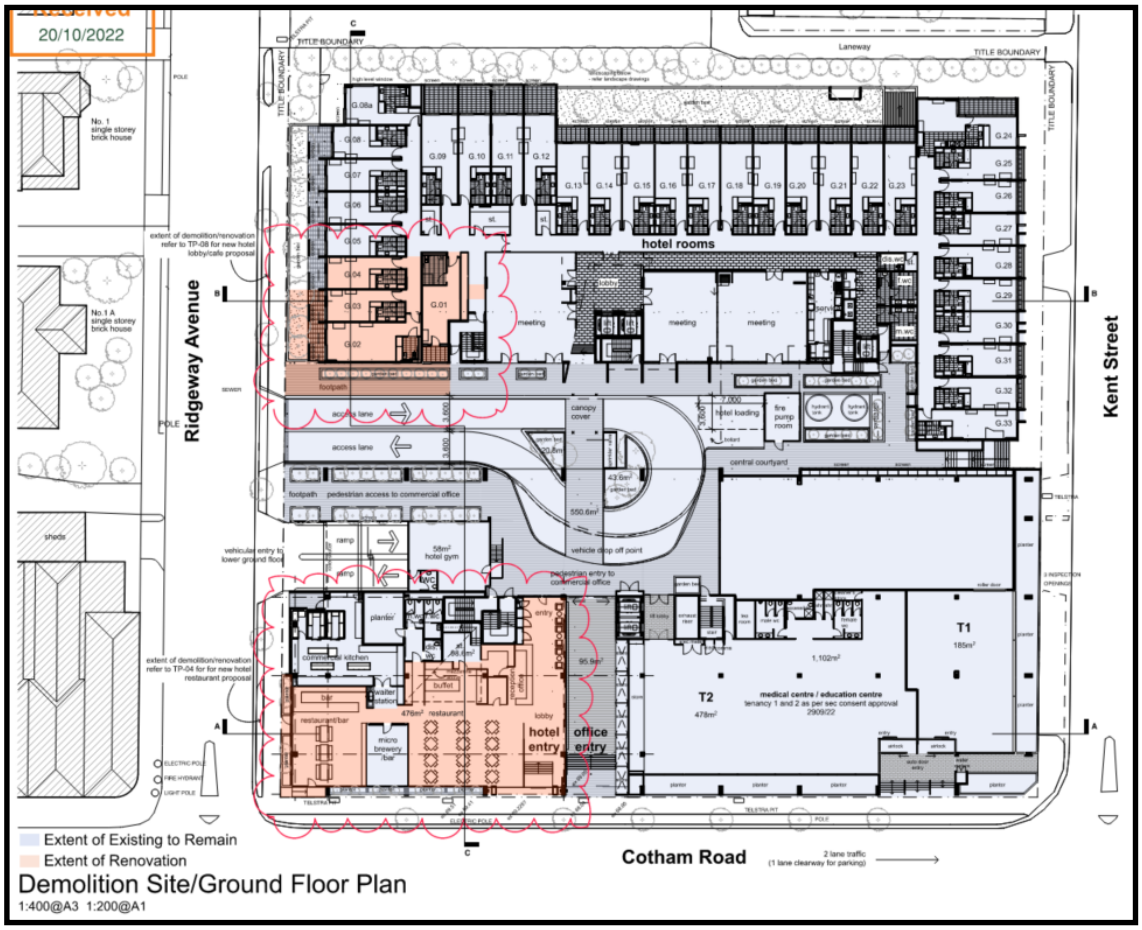


Figure 22: Proposed Demolition Plan

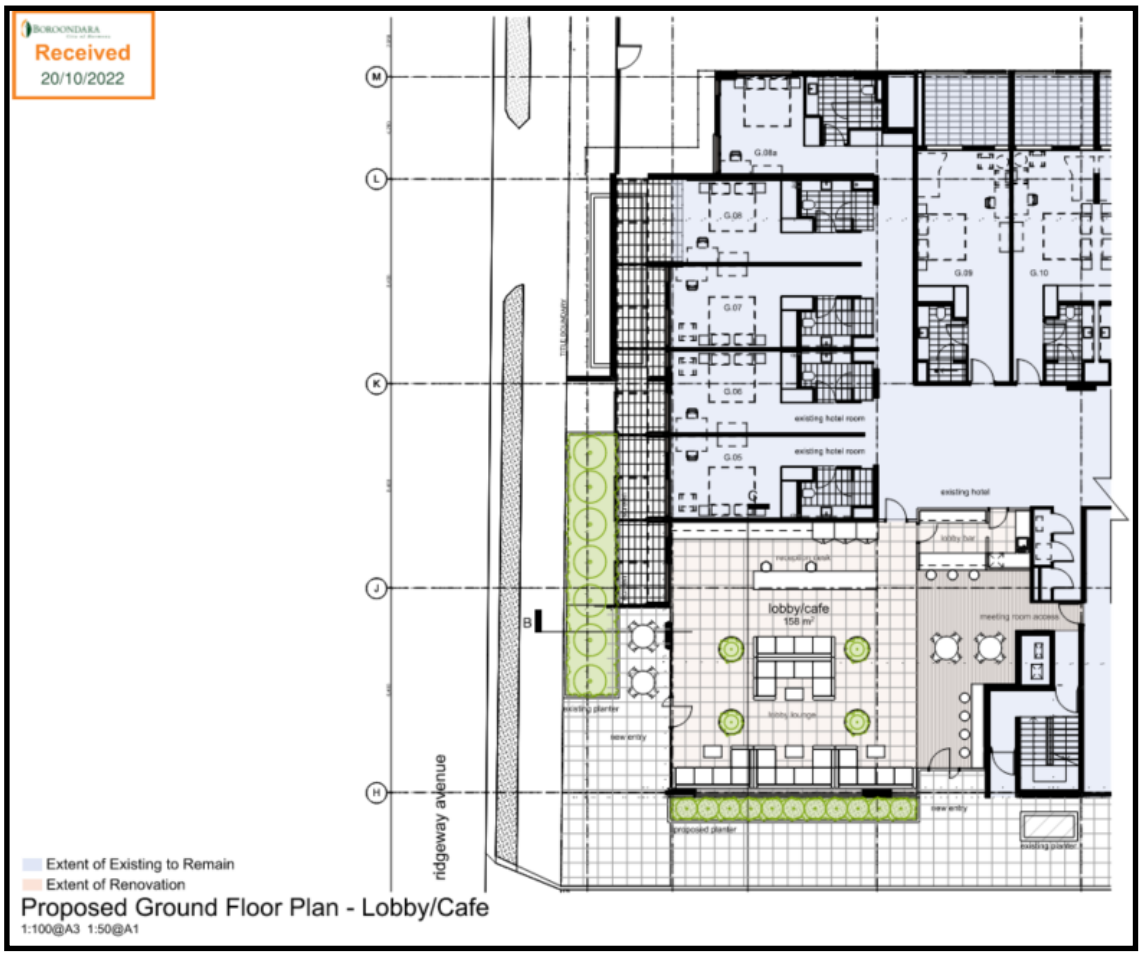


Figure 23: Proposed Residential hotel Entry from Ridgeway Avenue

- Re-configuration to the existing restaurant including:
  - Two new restaurant entries proposed from Cotham Road and on the corner of Cotham Road and Ridgeway Avenue.
  - Tables and chairs re-configured.
  - Incorporate landscaping
  - External terrace proposed fronting Cotham Road.
  - Provision of bi-fold windows along Ridgeway Avenue
  - Provision of internal and external planter boxes

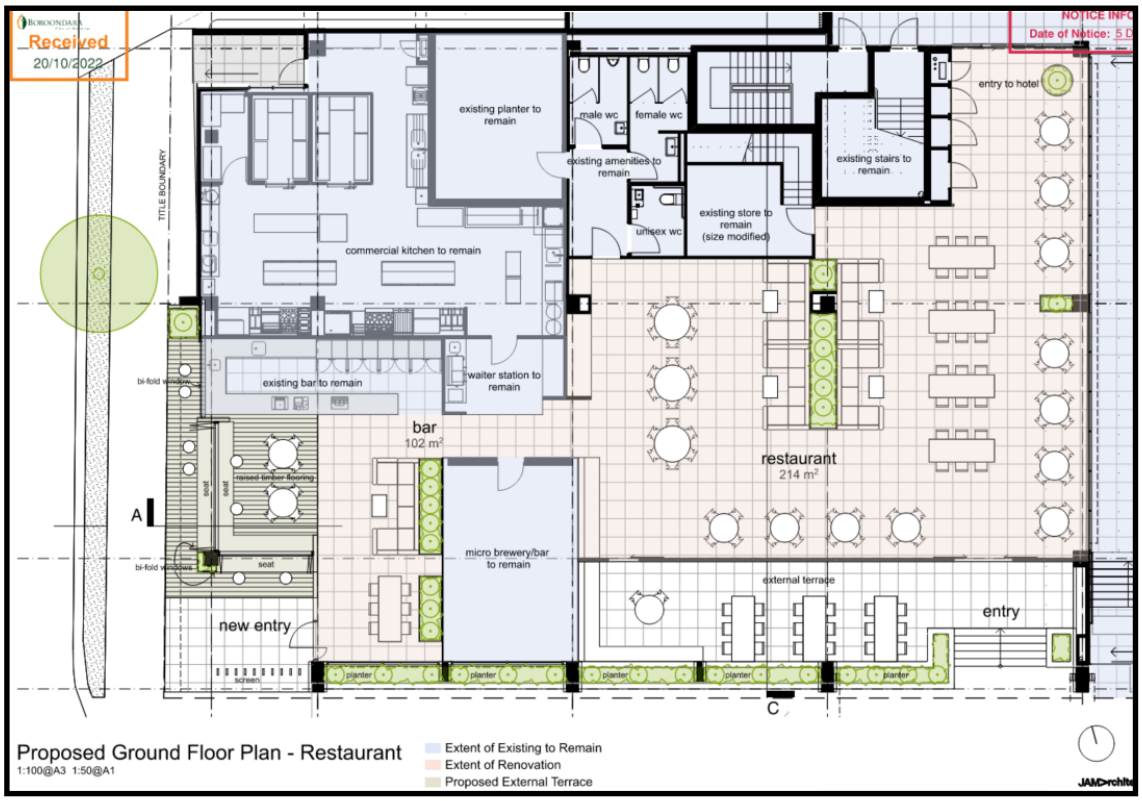


Figure 24: Proposed changes associated with the Restaurant

- Modifications to internal ground floor building layout and building services, including to landscaping and integrated into the building.

<u>Liquor Licence</u>

- Extend the red line plans area of the restaurant/bar

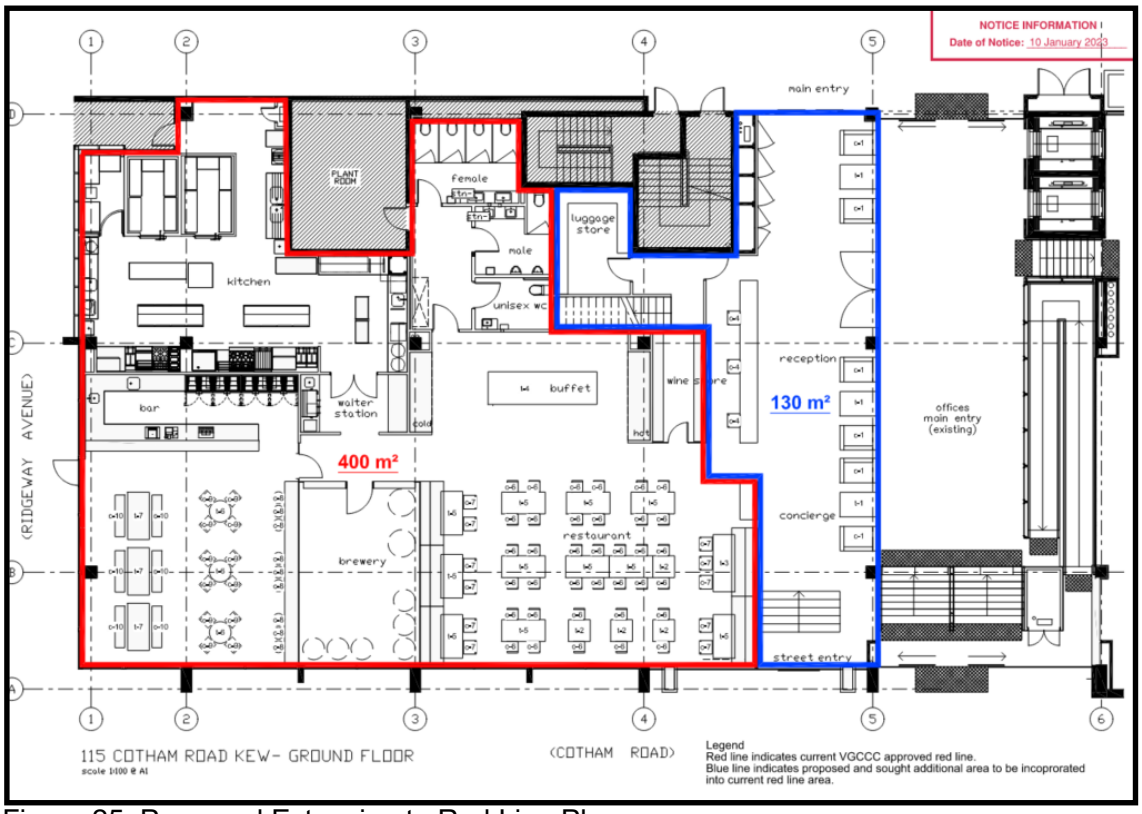


Figure 25: Proposed Extension to Red Line Plan

- Increase the operating hours of the restaurant/bar.
  - Current approved operating hours (Condition 35 of the Planning Permit):
    - 6:30am – 11:00pm 7 days a week for restaurant.
    - 7:00am – 11:00pm 7 days a week for bar.
  - Proposed operating hours of 7:00am - 1:00am following day, 7 days a week.

- Increase the patrons numbers of the restaurant/bar
  - Current approved patron numbers (Condition 36 of the Planning Permit) is one hundred and thirty (130).
  - Proposed patron numbers of 250, including 150 seated.

As a result, the application seeks to amend Conditions 35 and 36.

The proposed plans are to be read in conjunction with the previously endorsed plans.

Importantly, this report only assesses the above detailed amendments to the plans and planning permit.

THE SITE

Appendix B - Locality Plan

Site Location	The subject site is located on the northern side of Cotham Road, between Ridgeway Avenue and Kent Street.
Width of Frontage	Approximately 80 metres to Cotham Road Approximately 80 metres to Ridgeway Avenue Approximately 83 metres to Kent Street
Total Site Area	6596m^2
Easements	The subject site is not encumbered by any easements.
Fall of the Land	The site has a moderate fall from the west to the east of approximately 3 metres.

The subject site is located on the northern side of Cotham Road, between Kent Street and Ridgeway Avenue. The subject site comprises a large generally square allotment with frontages of approximately 80 metres to Cotham Road, Ridgeway Avenue and Kent Street.

The subject site is developed with a four storey mixed-use development approved under Planning Permit PP06/01357 (see below for details). The approved development comprises two separate buildings constructed over two levels of basement car parking, as follows:

- The southern building is part three - part four - storeys in height and adjoins Cotham Road, Kent Street and Ridgeway Avenue. This building contains the '115 Grill and Brewhouse' restaurant and bar (part of the same tenancy as the residential hotel - see below), office and a medical centre. The office and medical centre uses are separate tenancies to the residential hotel and restaurant/bar uses on the site.
- The northern building is four-storeys in height and adjoins Ridgeway Avenue and Kent Street. This building comprises the 'Residential hotel 115 Premier' residential hotel and includes 112 residential hotel rooms and associated meeting facilities.

Figure 26: Aerial of the Subject Site (Council's WEAVE July 2022)

Figure 27: Subject Site viewed from corner or Cotham Road and Ridgeway Avenue (Google Streetview Dated July 2021)

Figure 28: Subject Site (Residential hotel Location) viewed from Ridgeway Avenue (Google Streetview Dated July 2021)

THE SURROUNDING AREA

The subject site is located within the Cotham Village Neighbourhood Centre, which is a small centre focussed around the intersection of Cotham Road and Glenferrie Road.

Details of the surrounding area are as follows:

- To the north of the subject site are residential properties with frontages to Kent Street and Ridgeway Avenue. The property at 4 Ridgeway Avenue has a direct interface with the northern building. The property at 3 Kent Street is separated from the subject site by a laneway.
- To the east of the subject site are five dwellings with frontages to Kent Street, located opposite the subject site.
- To the south of the subject site are commercial properties (zoned Commercial 1 Zone) with frontages to Cotham Road. These properties are used for a variety of commercial uses, including offices and retail, as well as restaurants/bars.
- To the west of the subject site is a commercial property on the opposite corner of Ridgeway Avenue and Cotham Road, which is currently used as the 'Centonove' restaurant. There are also three residential properties with frontages to Ridgeway Avenue, located opposite the subject site.

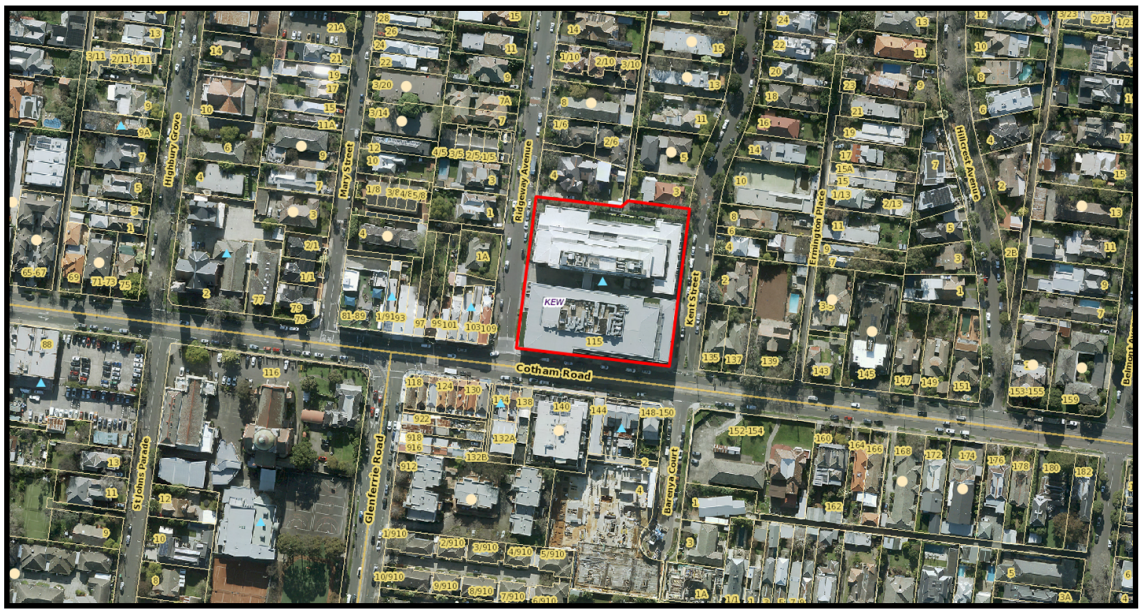


Figure 29: Aerial View of the Subject Site & Surrounds (Council's WEAVE July 2022)

Figure 30: View East along Cotham Road from directly in front of the subject site (Google Streetview Dated December 2022)

Figure 31: View West along Cotham Road from directly in front of the subject site (Google Streetview Dated December 2022)

Figure 32: View North along Ridgeway Avenue from directly in front of the subject site on Cotham Road (Google Streetview Dated December 2022)

Figure 33: View North along Kent Street from directly in front of the subject site on Cotham Road (Google Streetview Dated December 2022)

RESTRICTIVE COVENANT/AGREEMENTS

No covenant or restriction has been registered on Title for this property.

ABORIGINAL CULTURAL HERITAGE

Is the site within an area of Aboriginal cultural heritage sensitivity?	No
Is a Cultural Heritage Management Plan required?	No

AMENDMENTS TO THE PROPOSAL

An amendment to the amendment application was lodged with Council after notification on 3 April 2023.

The Section 57A Amendment combined two Section 72 Amendment Applications, PP06/01357.01 and PP06/01357.02, which had been submitted and processed simultaneously.

As a result, the amendment allowed both amendments to be processed and assessed under PP06/01357.01.

As both PP06/01357.01 and PP06/01357.02 were previously advertised, with no changes proposed through the amendment to what is proposed, it was considered that the application did not warrant re-notification. All objectors to both applications were notified of the combined application.

NOTICE OF AMENDMENT

Pursuant to Section 52 of the *Planning & Environment Act* 1987, both Section 72 Amendment PP06/01357.01 and PP06/01357.02, which are now combined, were advertised.

PP06/01357.01

Pursuant to Section 52 of the *Planning & Environment Act* 1987, the amended application was advertised on 5 December 2022 by:

- Sending notices to the owners and occupiers of adjoining land; and
- Placing three signs on the land for a period of 14 days.

Additional notices were sent to owners and occupiers of adjoining land on 25 January 2023 making a correction to the public notice.

PP06/01357.02

Pursuant to Section 52 of the *Planning & Environment Act* 1987, the amended application was advertised on 10 January 2023 by:

- Sending notices to the owners and occupiers of adjoining land; and
- Placing three signs on the land for a period of 14 days.

OBJECTIONS RECEIVED?

Twenty-three (23) objections have been received to the proposal. The grounds of objection are summarised as follows:

- Traffic and congestion, including loss of on street car parking, due to proposed reduction in car parking and increase in patron numbers;
- Increased foot traffic;
- Increase in noise and impact on nearby residents;
- Outdoor dining at café/bar will increase noise levels;
- Oversupply of restaurants/cafes/bars in the area;

- Inappropriate location of entrances along Ridgeway Avenue, which is a residential street;
- Impact on safety of children using public transport;
- Loss of existing vegetation which provides privacy to neighbouring dwellings;
- Introduction of anti-social behaviour in a residential street/area;
- Impacts to the character and heritage value of the street and individual dwellings within;
- Increase and impact of trash and pollution on the surrounding streets;
- Impact on property values of surrounding properties;
- Impact to safety and security of surrounding dwellings and properties;
- Lack of clarity regarding smoking and vaping areas for patrons; and
- Live music will cause new and increased noise impacts to surroundings residents.

CONSULTATION MEETING

A consultation meeting was held on the 8 March 2023, via Microsoft Teams. The applicant, objectors and planning officer/s attended the meeting.

The following issues were discussed:

- Future of the planning permit and whether it can be amended further.
- Clarification of the number of ‘vertical drinkers’ proposed.
- Questioning of the operating hours.
- Concerns raised with the lack of current signage indicating parking provision on site.
- Noise concerns.
- Concerns with windows which are able to be opened along Ridgeway Avenue.
- Clarification of whether there is an existing red line plan area for the Residential hotel lobby.
- Concern with the focus shifting from Cotham Road to Ridgeway Avenue.
- Clarification of whether live music is proposed.
- Questioning of whether on-street parking requirements are proposed to be amended.
- Concerns with traffic impacts to Ridgeway Avenue.

No objections have been withdrawn as a result of the meeting.

The Applicant has proposed to make the following changes through conditions which can be included in an amended planning permit:

- Close residential hotel lobby bi-fold windows by 11:00pm to prevent noise, if any, from spilling out onto the street.
- That alcohol must be served with food and 75% of the floor area should have tables and chairs to address vertical drinking concerns.

INTERNAL REFERRALS

The application was not required to be referred internally.

EXTERNAL REFERRALS

The application was not required to be referred externally.

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.

PLANNING & ENVIRONMENT ACT 1987

Pursuant to Section 72 of the *Planning & Environment Act* 1987,

(1) A person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.

(2) This section does not apply to-

(a) a permit or a part of a permit issued at the direction of the Tribunal, if the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or

(b) a permit issued under Division 6.

CONSIDERATIONS

In assessing this application, consideration has been given to the following:-

- The objectives of planning in Victoria as detailed in Section 4 of the *Planning & Environment Act* 1987;
- Section 60 of the *Planning & Environment Act* 1987;
- The relevant provisions and decision guidelines of the Boroondara Planning Scheme including the decision guidelines of Clause 65;
- Any objections received.

The proposal does not raise any significant adverse social or economic impacts. General social and economic impacts are specifically addressed by the planning policy assessment below.

BOROONDARA PLANNING SCHEME

ZONING & OVERLAYS

Appendix D - Zoning Map

Commercial 1 Zone

Pursuant to Clause 34.01 of the Boroondara Planning Scheme, a permit is required to construct a building or construct or carry out works.

Design and Development Overlay - Schedule 16

Pursuant to Schedule 16 of the Design and Development Overlay, and permit is required to construct a building or construct or carry out works.

Parking Overlay - Precinct 1

A permit is not required by the Parking Overlay.

PARTICULAR PROVISIONS

Clause 52.06 - Car Parking

The consideration of car parking and traffic is under Clause 52.06 of the Boroondara Planning Scheme.

Clause 52.06 requires a standard rate of 3.5 car parking spaces per 100sqm of leasable floor area for a Restaurant. Based on the overall leasable floor area of 530sqm for the restaurant, 18.5 car parking spaces are required. As the endorsed Car Parking Management Plan specifies 32 car parking spaces for the Restaurant, no reduction from the car parking rate is required.

The amended planning permit issued on 13 September 2012 (PA12/00067) was issued at the direction of VCAT (VCAT Reference No. P1280/2012). Condition 21 of the permit was amended to require 67 Car Parking Spaces associated with the residential hotel with

112 rooms. Due to the proposed buildings and works, there will be a reduction by four rooms without any change to the provision of car parking.

Based on the above, there is no requirement for additional car parking spaces to be provided, nor a reduction from the standard car parking rate sought.

Clause 52.27 - Licensed Premises

Pursuant to Clause 52.27 of the Boroondara Planning Scheme, a permit is required to use land to sell or consume liquor if any of the following apply:

- A licence is required under the *Liquor Control Reform Act 1998*.
- A different licence or category of licence is required from that which is in force.
- The hours of trading allowed under a licence are to be extended.
- The number of patrons allowed under a licence is to be increased.
- The area that liquor is allowed to be consumed or supplied under a licence is to be increased.

This amendment proposes to:

- Extend the red line plans area of the restaurant/bar into the existing foyer of the residential hotel;

- Increase the operating hours of the restaurant/bar.
    - Current approved operating hours (Condition 35 of the Planning Permit):
        - 6:30am – 11:00pm 7 days a week for restaurant.
        - 7:00am – 11:00pm 7 days a week for bar.
    - Proposed operating hours of 7:00am - 1:00am following day, 7 days a week.

- Increase the patrons numbers of the restaurant/bar
    - Current approved patron numbers (Condition 36 of the Planning Permit) is one hundred and thirty (130).
    - Proposed patron numbers of 250, including 150 seated.

Clause 53.06 - Live Music Entertainment Venues

This clause applies to an application required under any zone of this scheme to use land for, or to construct a building or construct or carry out works associated with:

- A live music entertainment venue.

In this clause:

- ***live music entertainment venue*** means:

- a food and drink premises, nightclub, function centre or residential hotel that includes live music entertainment

A live music entertainment venue must be designed, constructed and managed to minimise noise emissions from the premises and provide acoustic attenuation measures that would protect a noise sensitive residential use within 50 metres of the venue.

A noise sensitive residential use must be designed and constructed to include acoustic attenuation measures that will reduce noise levels from any:

- Indoor live music entertainment venue to below the noise limits specified in the Environment Protection Regulations under the *Environment Protection Act 2017* and the incorporated Noise Protocol (Publication 1826, Environment Protection Authority, November 2020)
- Outdoor live music entertainment venue to below 45dB(A), assessed as an L_{eq} over 15 minutes.

For the purpose of assessing whether the above noise standards are met, the noise measurement point may be located inside a habitable room of a noise sensitive residential use with windows and doors closed (consistent with EPA Publication 1826).

A permit may be granted to reduce or waive these requirements if the responsible authority is satisfied that an alternative measure meets the purpose of this clause. This clause does not apply to this application as the existing land uses of the residential hotel and restaurant/bar do not include live music entertainment, as per the Noise and Amenity Action Plan (NAAP). A condition included in any amended planning permit can require the NAAP to specifically state that no live music is required.

OFFICER ASSESSMENT

PLANNING POLICY FRAMEWORK

The following State policies are relevant to the assessment of the current application:

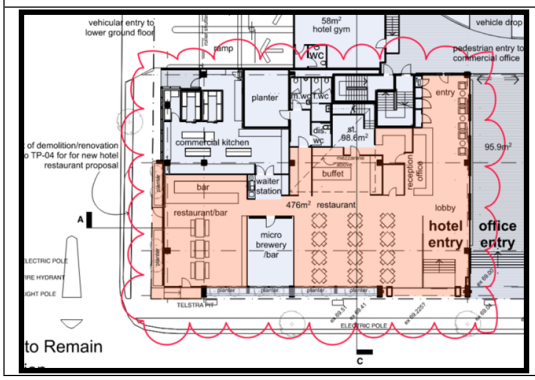
- Clause 11 Settlement
  - Clause 11-03-1S - Activity Centres
- Clause 15 - Built Environment and Heritage
  - Clause 15.01-1S - Urban Design
  - Clause 15.01-1L-01 - Urban design and built form outcomes
  - Clause 15.01-1L-02 - Neighbourhood centre and commercial corridors built form
- Clause 17 - Economic Development

- Clause 17.01-1S and 17.01-1R - Diversified economy
- Clause 17.02-1S - Business

Built Form

The amendment seeks the construction of buildings and works within the Ridgeway elevation to provide hotel lobby associated with the residential hotel. The other buildings and works involves the western and southern elevations at ground level to accommodate the Restaurant/ Bar.

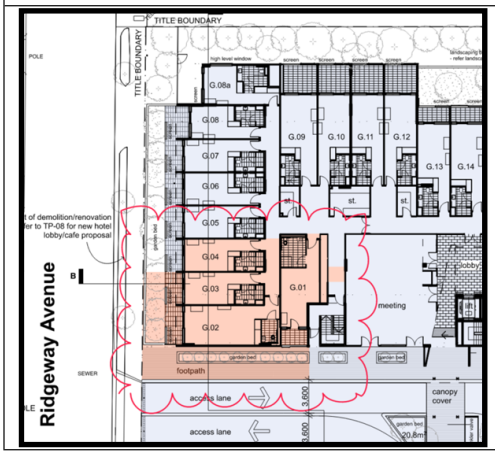
Restaurant/Bar

Existing	Proposed
	

The changes to Cotham Road are considered minor in nature, with the restaurant/bar claiming the previous residential hotel entry. This will enhance the operation of the restaurant/bar, by increasing the presence to Cotham Road, a major arterial road with high pedestrian connectivity and links.

The buildings and works associated with the new entry to the restaurant/ bar on the corner of Cotham Road and Ridgeway Avenue, will enhance the functionality of this commercial floor space. The proposed changes improve the relationship of the building with the streetscape of both Ridgeway Avenue and Cotham Road and will enhance the appearance of the existing building. The new entrance will provide the restaurant/bar with an increased presence to Cotham Road, with a clear and distinct entry which is visible to people travelling via various forms both west and east to and past the site.

Residential hotel

Existing	Proposed
	

The proposed buildings and works to the Residential hotel entry, which is redirected from Ridgeway Avenue, as opposed to Cotham Road, results in the reduction of four residential hotel rooms, to create the proposed lobby. The proposal is a positive urban design change, as the residential hotel will be ‘opened up’ to Ridgeway Avenue, increasing views into and out of the site, increasing safety or users and enabling easy and efficient use, as intended by Clause 15.01-1S of the scheme. As a result, the changes maximise passive surveillance, engagement and safety within the public realm (Clause 15.01-1L-01). Holistically, the proposed change in the built form of the residential hotel, updates and improves the functionality and presentation of the building to Ridgeway Avenue.

It is recommended that a condition be imposed that seeks the existing garden bed in front of the proposed residential hotel lobby to be retained which will maintain the garden setting along Ridgeway Avenue and soften the visual impact from the paving in the vicinity of the residential hotel lobby.

A condition should also be imposed that seeks to update the material schedule to match the elevations. This is an administrative change only.

Land Use

The residential hotel and restaurant/bar are both existing land uses, previously approved through the history of Planning Permit PP06/01357. Whilst the proposed changes to the built form, and in the case of the Restaurant/Bar changes associated

with the liquor licence, will alter the operation of each use, both remain acceptable within the policy context of the site. The proposed amendments allow renewal of the existing land uses, which supports economic growth, diversification of the local economy and maximises the use of a commercial site within an existing neighbourhood centre.

Off-Site Amenity

Car Parking/Traffic

The proposed amendments do not require additional car parking spaces, nor result in a further reduction from the standard car parking rate required by the planning scheme. An endorsed Car Parking Management Plan (dated 29 September 2022, PSec22/0148), specifies the number of car parking spaces required per land use within the site, access to these spaces and signage and line marking required. The endorsed Car Parking Management Plan forms part of the planning permit and is an enforceable document. It is not considered that the proposes changes will have detrimental traffic impacts, such as additional on-street car parking required.

Noise & Safety

It is acknowledged that the proposed increase in operating hours and patron numbers to the restaurant/bar, changes in the built form of both the restaurant/bar and residential hotel and the resultant changes to the operation of both uses broadly, may increase the noise levels generated at the site at various times. This has potential to impact on neighbouring residents and the surrounding area. As a result, there are a range of ways that this will be managed, as detailed below.

- Car Parking Management Plan - the previously endorsed Car Parking Management Plan (dated 29 September 2022, PSec22/0148), will continue to a manage access to the site, and ensure sufficient car parking is available for customers and staff of the restaurant/bar and residential hotel
- Condition 33 of the planning permit states ‘Noise levels emanating from the premises must not exceed limits prescribed by the State Environment Protection Policy (Control of Noise from Commerce, and Trade) No. and SEPP N-2 to the satisfaction of the Responsible Authority.’ This condition can be amended to reflect current requirements, and therefore state ‘Noise levels emanating from the premises must not exceed the relevant levels prescribed by the State Environment Protection Policy (Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and

entertainment venues - Publication 1826.4) or any successive relevant legislation, to the satisfaction of the Responsible Authority.'

- A new condition should also be imposed that in the instance there may be excessive noise eminating from the premises, Council will be able to request an acoustic report be commissioned to demonstrate and/or recommendations to achieve acceptable noise limits.
- The application was submitted with a NAAP relating to the restaurant/bar, which will be required to be endorsed through a condition to be included with an amended planning permit issued. This will ensure that the restaurant/bar has specific requirements and measures in place to manage noise levels and impacts on the amenity of neighbouring residents. Through the inclusion of a condition in an amended planning permit, the NAAP will form part of the planning permit when endorsed and be enforceable. The NAAP will also be updated to prohibit live music from being played on the premises and to address patrons will be restricted from spilling out onto the footpath.
- A condition can be imposed to ensure that the sale and consumption of liquor is limited to within the red line area.
- Following the consultation meeting held in March 2023, the Applicant has also proposed the following changes, which should be required through conditions in any amended planning permit issued:
    - Close residential hotel lobby bi-fold windows by 11:00pm to prevent noise, if any, from spilling out onto the street.
    - That alcohol must be served with food and 75% of the floor area should have tables and chairs to address vertical drinking concerns.

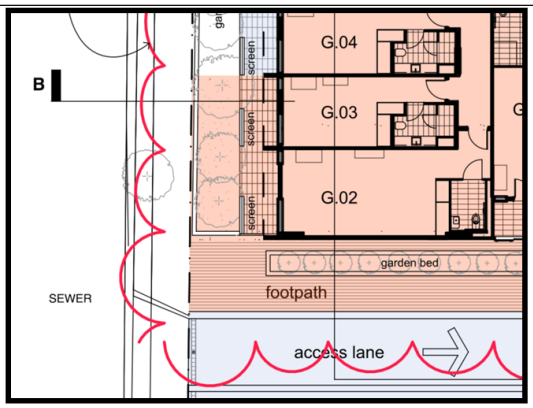
It is considered that the above outlined conditions and documents will ensure that noise levels and related amenity impacts to neighbouring residents and the surrounding area will be minimised, whilst providing measures to manage these appropriately.

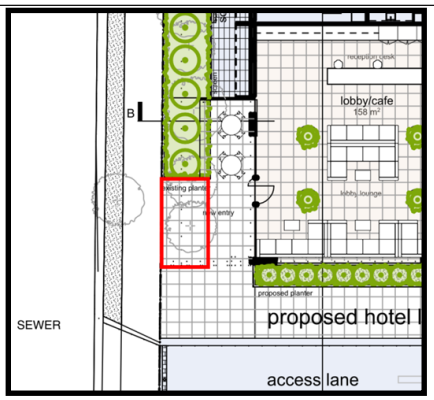
OBJECTION RESPONSE

Summary of Objection	Planner's Comments
Traffic and congestion, including loss of on street car parking, due to proposed reduction in car parking and increase in patron numbers	This amendment application does not propose a further reduction from the standard car parking rate specified in Clause 52.06 (Car Parking) of the scheme. An endorsed Car Parking Management Plan (dated 29 September 2022, PSec22/0148), specifies the number of car parking spaces required per land use within the site, access to these

	spaces and signage and line marking required. As a result, the proposed amendments are not considered to lead to a loss of on street car parking or a significant increase in traffic congestion within the surrounding road network.
Increased foot traffic	The residential hotel will not result in any increase in intensity. In fact, the number of rooms will decrease from 112 rooms to 108 rooms. Whilst the existing foyer is located on the Cotham Road frontage, many visitors to the residential hotel would use the more convenient access from port cochere which will continue to be the case. In relation the restaurant/ bar, an increase in patrons may result in increased foot traffic along Cotham Road and Ridgeway Avenue. However, footpaths are a public facility and there will be no significant amenity impact arising from people being able to use the footpaths.
Increase in noise and impact on nearby residents.	The proposed changes have an ability to increase noise levels emitted from the site and therefore to impact on nearby residents. However, as detailed in the Noise & Safety section of the assessment within this report, additional and amended conditions in the planning permit will minimise the impacts of any increase in noise levels.
Outdoor dining at café/bar will increase noise levels.	It is acknowledged that the introduction of outdoor dining as per the proposed buildings and works has potential to increase noise levels emitted from the site, in comparison to the existing indoor dining setup. It is considered that amending Condition 33 of the planning permit, adding a condition requiring the NAAP to be endorsed, and the applicant's changes committed to following the consultation meeting will ensure noise

	levels emitted from the outdoor area are minimised, whilst allowing methods for these to be appropriately managed.
Oversupply of restaurants/cafes/bars in the area.	The restaurant and bar which are proposed to be amended through this application are an existing land use. Whilst the proposed amendments intensify the use through buildings and works, changes to the area in which alcohol can be served, and increase operating hours and number of patrons, it is not considered that the amendment results in an oversupply of this particular land use in the area. The subject site in located within the Cotham Village Neighbourhood Centre, an area where this land use is appropriate.
Inappropriate location of entrances along Ridgeway Avenue, which is a residential street.	The proposed changes to the built form, which result in a re-directed focus of the residential hotel from Cotham Road to Ridgeway Avenue, is considered acceptable. The proposed changes respond positively to the Planning Policy Framework, including Clause 15.01-1S and Clause 15.01-1L-01 of the scheme. Holistically, the proposed change in the built form of the residential hotel, updates and improves the presentation of the building to Ridgeway Avenue.
Impact on safety of children using public transport.	The proposed changes are not expected to lead to impacts on the safety of public transport uses, including minors.
Loss of existing vegetation which provides privacy to neighbouring dwellings.	The proposed buildings and works include the loss of some existing vegetation along Ridgeway Avenue, to allow the new residential hotel entrance (as shown below).

	 It is considered that to avoid those entering and exiting the residential hotel having direct views into the front yards of the neighbouring dwellings on the opposite side of Ridgeway Avenue, a condition can be included in any amended planning permit that the existing garden bed in front of the proposed residential hotel entry is to be retained. This will result in the below layout.

	
Introduction of anti-social behaviour in a residential street/area.	Whilst the planning scheme cannot fully avoid anti-social behaviour from any land use, the inclusion of a new condition in the planning permit, requiring the NAAP to be endorsed, will ensure anti-social behaviour is able to be managed and minimised. The uses on the site are existing, and it is considered that the proposed changes will not increase the likelihood of anti-social behaviour from patrons.
Impacts to the character and heritage value of the street and individual dwellings within.	The proposed buildings and works will not impact on the character and heritage value of dwellings and the street holistically. The proposed changes to the existing building do not increase the footprint or significantly alter the appearance of the building and uses.
Increase and impact of trash and pollution on the surrounding streets.	An endorsed Loading and Waste Plan remains in place, as required by Condition 24 of the Planning Permit. This application does not propose to amend the endorsed plan or condition 24. Further, the existing uses do not offer takeaway food or alcohol, which is not proposed to change through this amendment. Therefore, it is not expected that rubbish or pollution within the street, caused by the uses on the site will increase.
Impact on property values of surrounding properties.	The Victorian Civil and Administrative Tribunal have generally found subjective claims that a proposal will reduce property values are difficult, if not impossible to gauge

	and of no assistance to the determination of a planning permit application. It is considered the impacts of a proposal are best determined through an assessment of the amenity implications rather than any impacts upon property values. This report provides a detailed assessment of the amenity impact of this proposal.
Impact to safety and security of surrounding dwellings and properties.	The land uses which will be amended through this application are both existing. The proposed changes are considered to be acceptable and have negligible impact on safety and security of surrounding dwellings and properties.
Lack of clarity regarding smoking and vaping areas for patrons	Smoking areas and any potential associated issues are not controlled by the planning scheme, and are therefore not relevant considerations of the amendment application. Operators will need to comply with the Tobacco Act and other relevant legislation.
Live music will cause new and increased noise impacts to surroundings residents.	During the consultation meeting held on 8 March 2023, the Applicant confirmed that no live music was proposed. However, any amended planning permit issued will include a condition that the Noise and Amenity Action Plan is amended to state that no live music is to be played in the restaurant/bar.

RECOMMENDATION

That Council having considered all of the matters required under Section 60 of the *Planning & Environment Act 1987* and the Boroondara Planning Scheme decides to grant a **Notice of Decision to Amend a Planning Permit.**

BOROONDARA
City of Harmony
Received
20/10/2022

NOTICE INFORMATION
Date of Notice: 5 December 2022

115 Cotham Road, Kew
Mixed Use Development

Town Planning
October 2022

JAM Architects

Town Planning

Dwg No.	TP00
Project No.	2108
Revision	
Date	10/10/2022
Project	Mixed Use Development
Address	115 Cotham Road, Kew
Client	Banco Group of Companies

Notes

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Floor Areas shown are generally measured using the guidelines - "Method of Measurement for Residential Property" - published by the Property Council of Australia
All Areas and Measurements are shown to the nearest whole number
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Drawings

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TP 02	Demolition Elevations
TP 03	Demolition Sections
TP 04	Proposed Ground Floor Plan - Restaurant
TP 05	Proposed Overall Elevations - Restaurant
TP 06	Proposed Sections - Restaurant
TP 07	Proposed Detail Elevations - Restaurant
TP 08	Proposed Ground Floor Plan - Lobby/Cafe
TP 09	Proposed Overall Elevations - Lobby/Cafe
TP 10	Proposed Sections - Lobby/Cafe
TP 11	Proposed Detail Elevations - Lobby/Cafe
TP 12	Material Schedule

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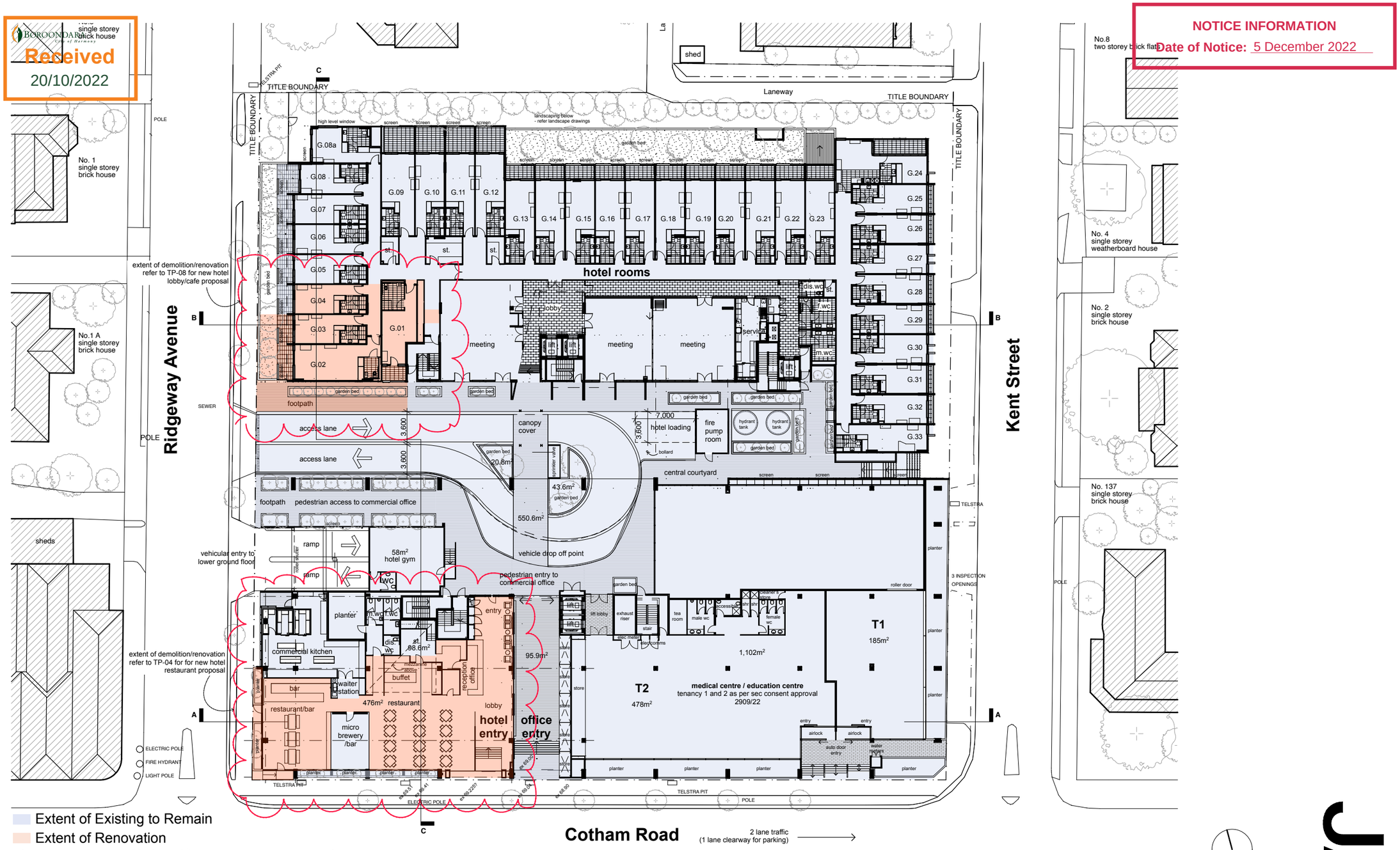

Demolition Site/Ground Floor Plan

1:400@A3 1:200@A1

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		Address	115 Cotham Road, Kew	**Date**	10/10/2022 **Drawn** YW	**Project No.** 2108	**Revision** P1

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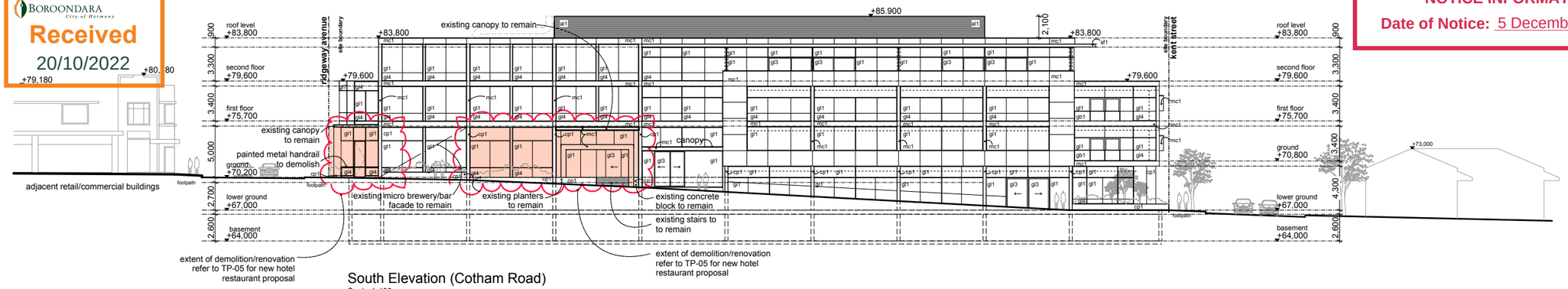
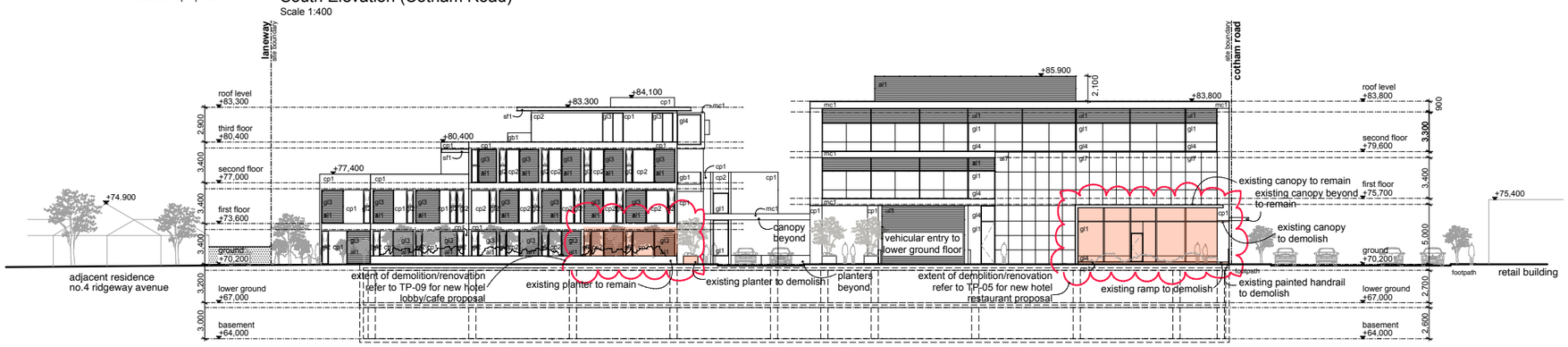
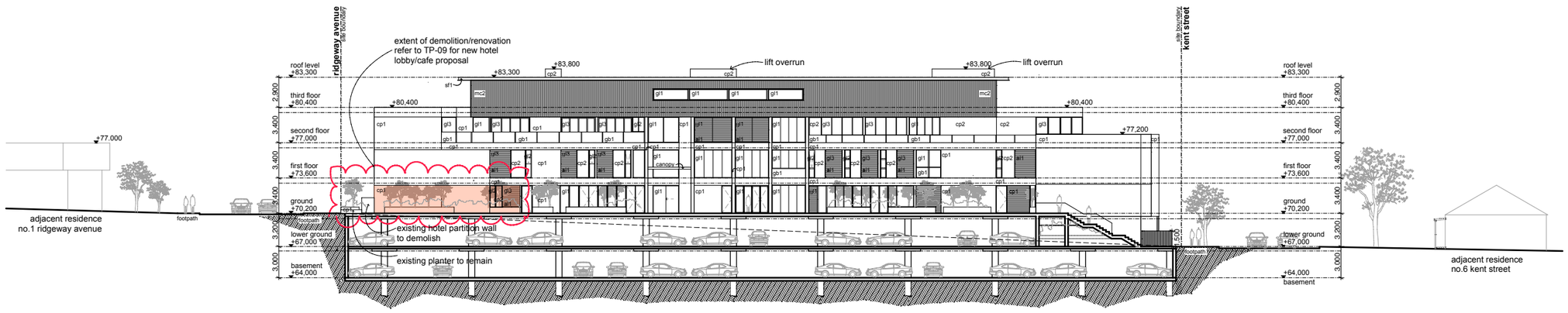


South Elevation (Cotham Road)
Scale 1:400



West Elevation (Ridgeway Avenue)
Scale 1:400



Courtyard Elevation (South Elevation of Hotel Building)
Scale 1:400

Extent of Demolition

Demolition Elevations

1:400@A3 1:200@A1

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		Address	115 Cotham Road, Kew	**Date**	10/10/2022 **Drawn** YW	**Project No.**	2108 **Revision** P1

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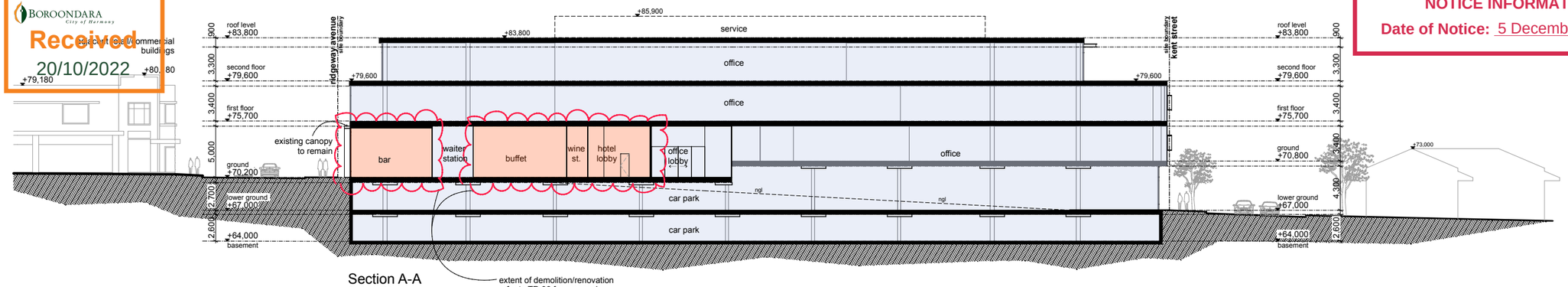
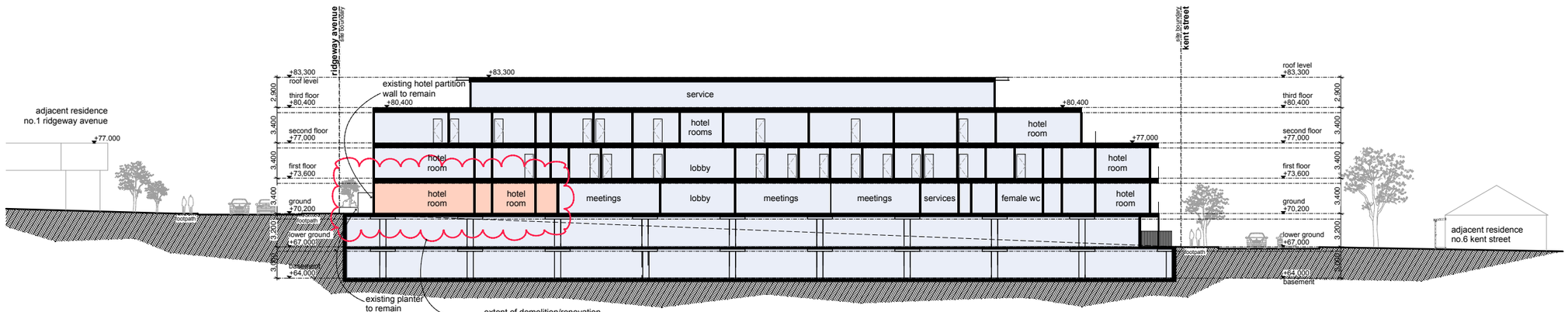
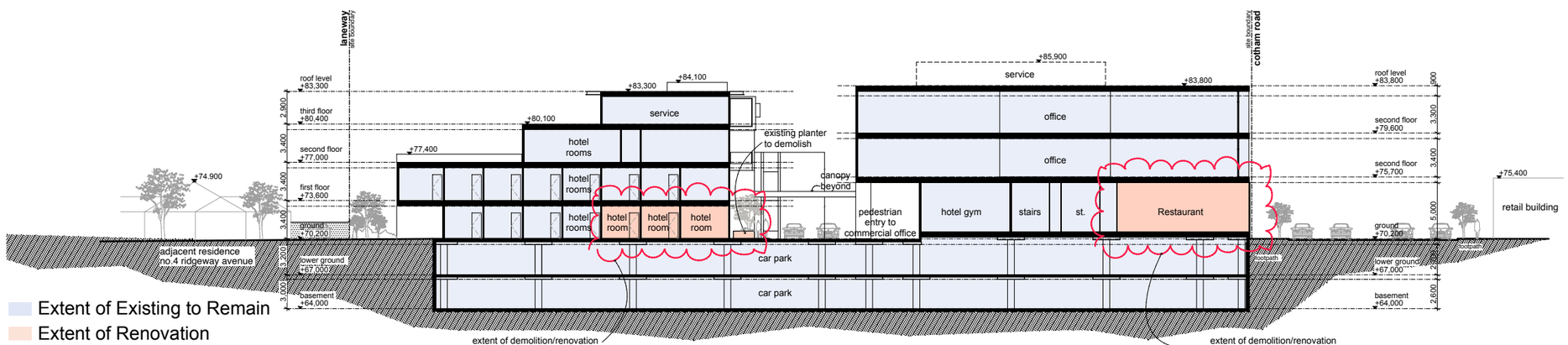
Date of Notice: 5 December 2022



Section A-A
Scale 1:400



Section B-B
Scale 1:400



Section C-C
Scale 1:400

Extent of Existing to Remain
Extent of Renovation

Demolition Sections

1:400@A3 1:200@A1

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		Address	115 Cotham Road, Kew	**Date**	10/10/2022 **Drawn** YW	**Project No.** 2108	**Revision** P1

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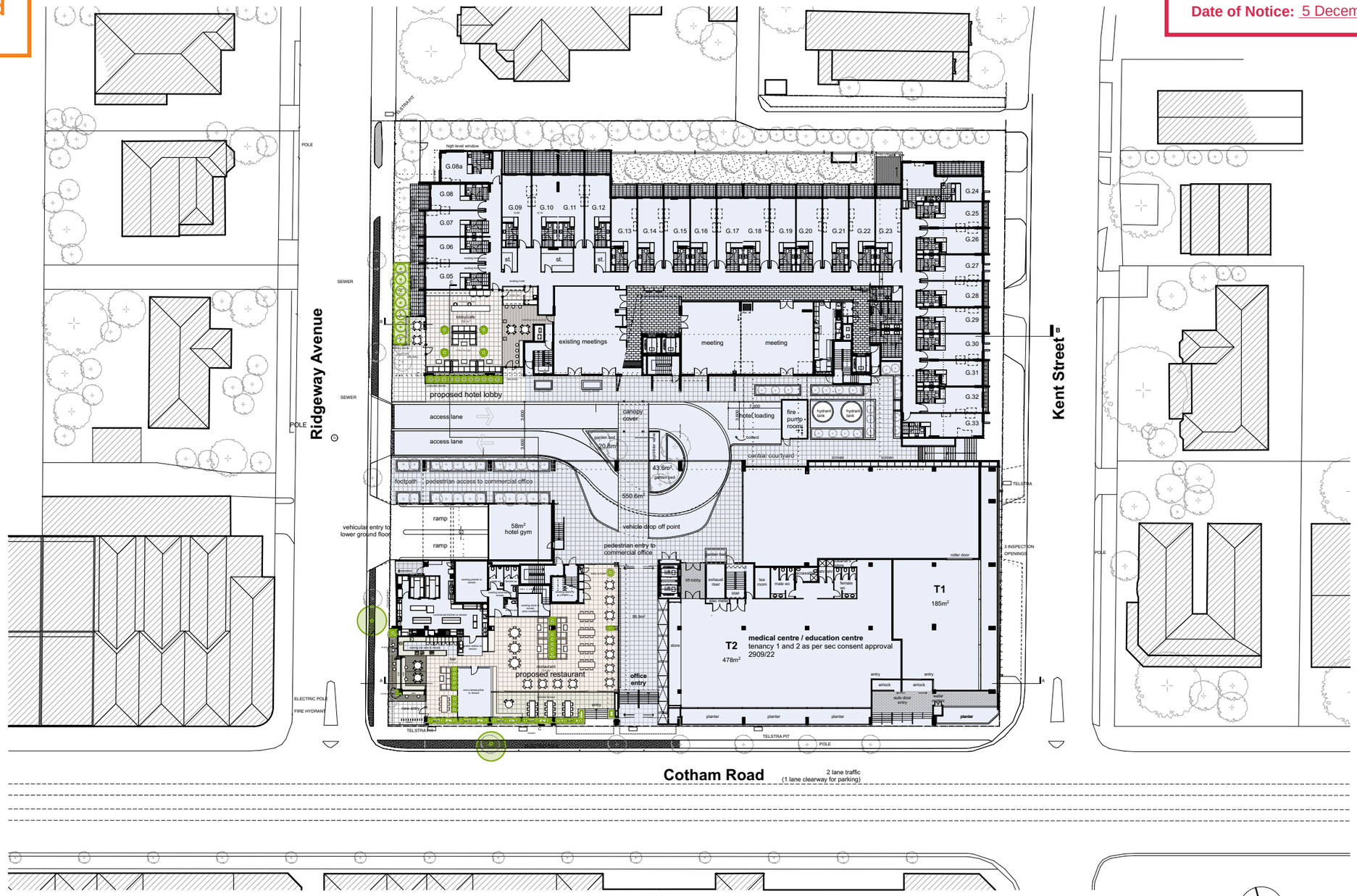
Date of Notice: 5 December 2022



Proposed Site Plan

1:500@A3

- Extent of Existing to Remain
- Extent of Renovation
- Proposed External Terrace

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Project	Mixed Use Development	**Client**	Banco Group of Companies
Address	115 Cotham Road, Kew	**Date**	21/11/2022 **Drawn** YW

Dwg No. **TP04.0**
Project No. 2108 **Revision** P1

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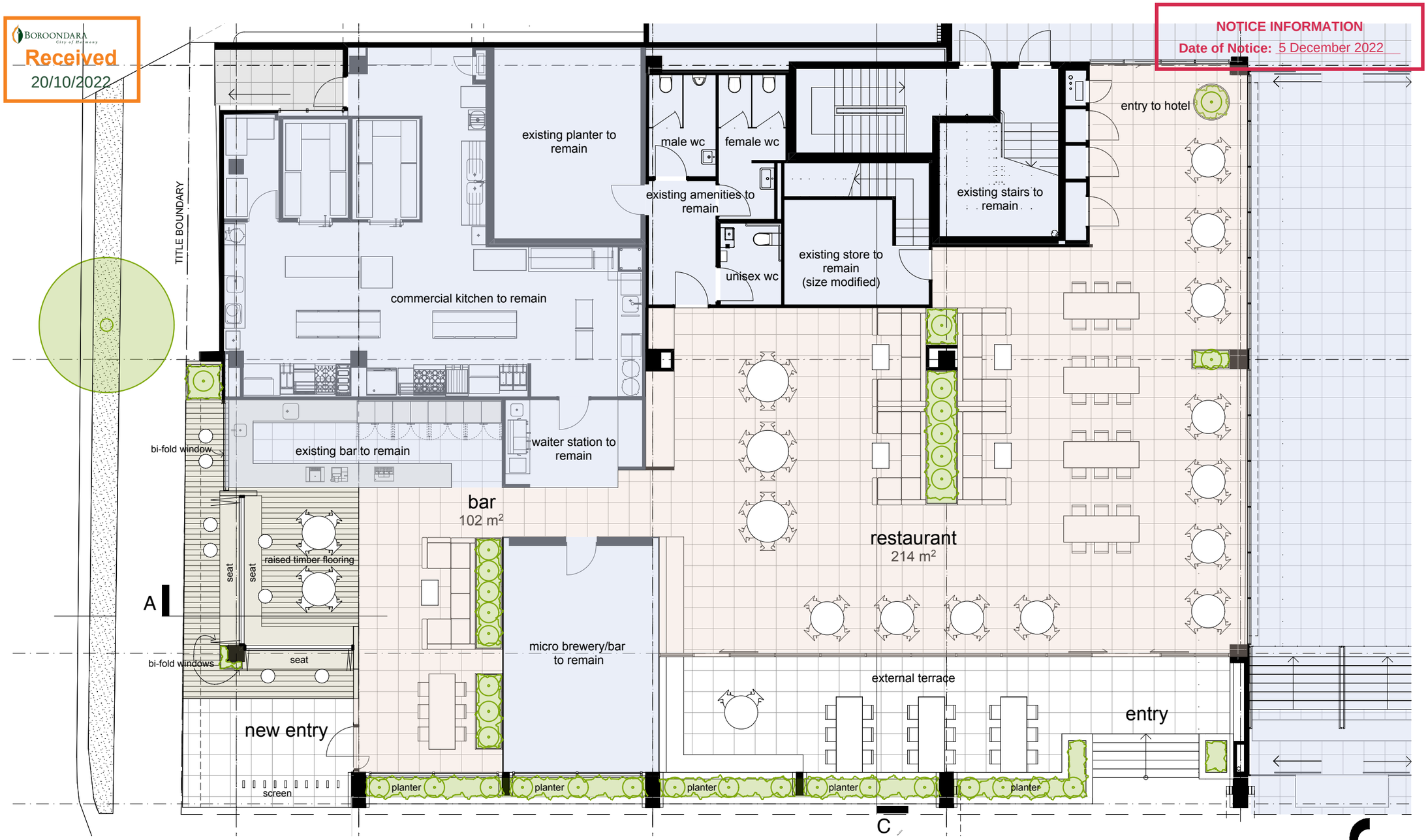

Proposed Ground Floor Plan - Restaurant

1:100@A3 1:50@A1

Extent of Existing to Remain
Extent of Renovation
Proposed External Terrace

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Project	Mixed Use Development	**Client**	Banco Group of Companies
Address	115 Cotham Road, Kew	**Date**	10/10/2022 **Drawn** YW

Dwg No. TP04

Project No. 2108 **Revision** P1

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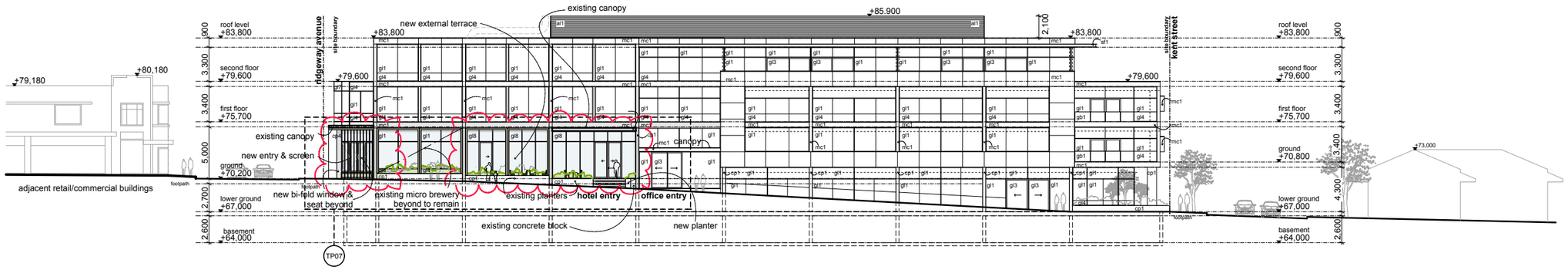
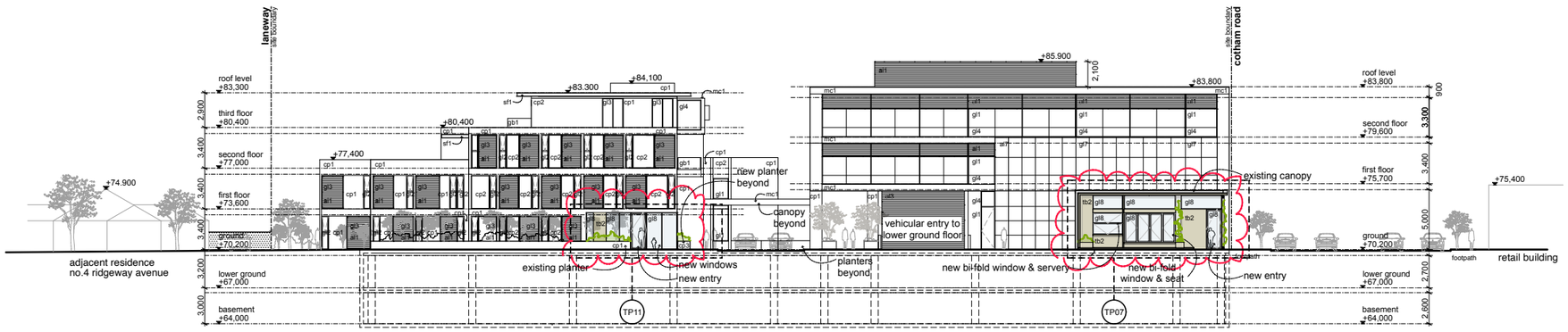


South Elevation (Cotham Road)
Scale 1:400



West Elevation (Ridgeway Avenue)
Scale 1:400

Proposed Overall Elevations - Restaurant

1:400@A3 1:100@A1

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		Address	115 Cotham Road, Kew	**Date**	10/10/2022 **Drawn** YW	**Project No.**	2108 **Revision** P1

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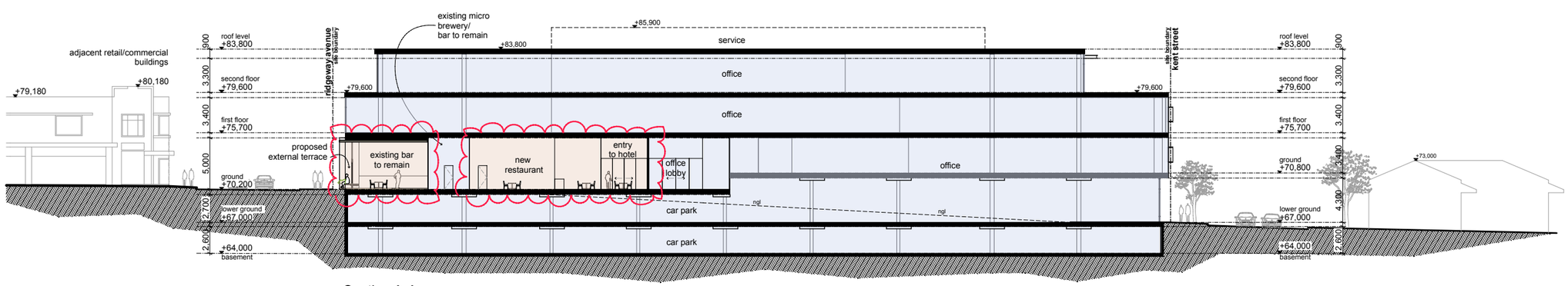
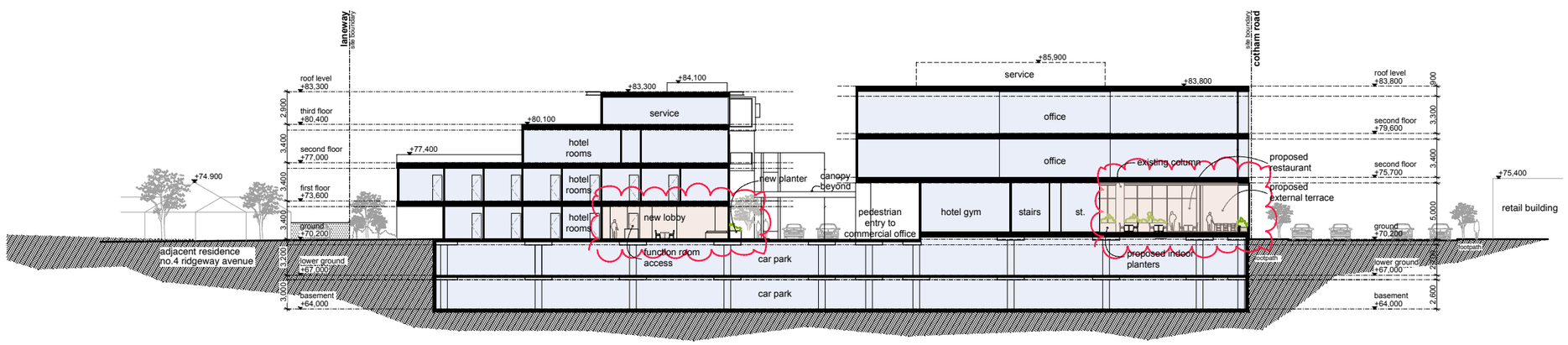


Section A-A
Scale 1:400



Section C-C
Scale 1:400

Extent of Existing to Remain
Extent of Renovation

Proposed Sections - Restaurant

1:200@A3 1:100@A1

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		Address	115 Cotham Road, Kew	**Date**	10/10/2022 **Drawn** YW	**Project No.** 2108	**Revision** P1

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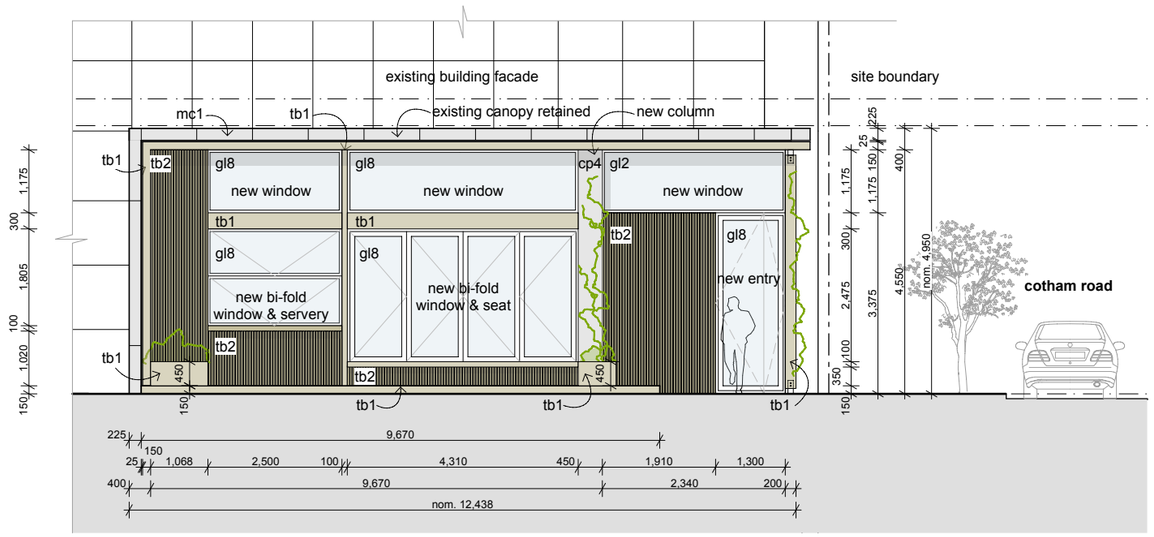
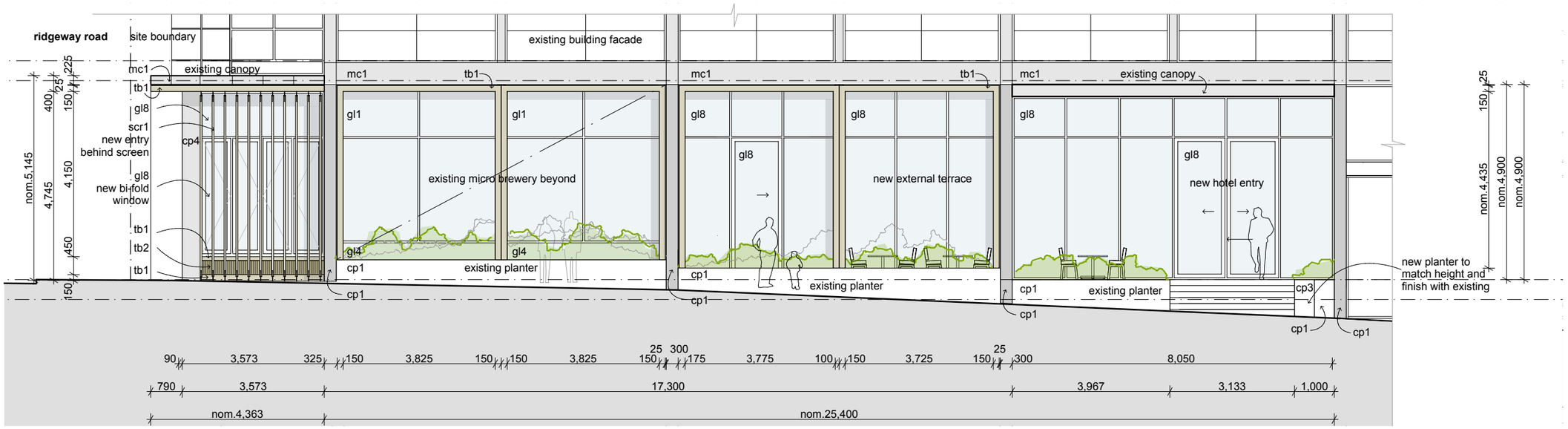


West Elevation (Ridgeway Avenue)
Scale 1:100



South Elevation (Cotham Road)
Scale 1:100

Proposed Detail Elevations - Restaurant

1:100@A3 1:50@A1

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		Address	115 Cotham Road, Kew	**Date**	10/10/2022 **Drawn** YW	**Project No.**	2108 **Revision** P1

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Received
20/10/2022

NOTICE INFORMATION
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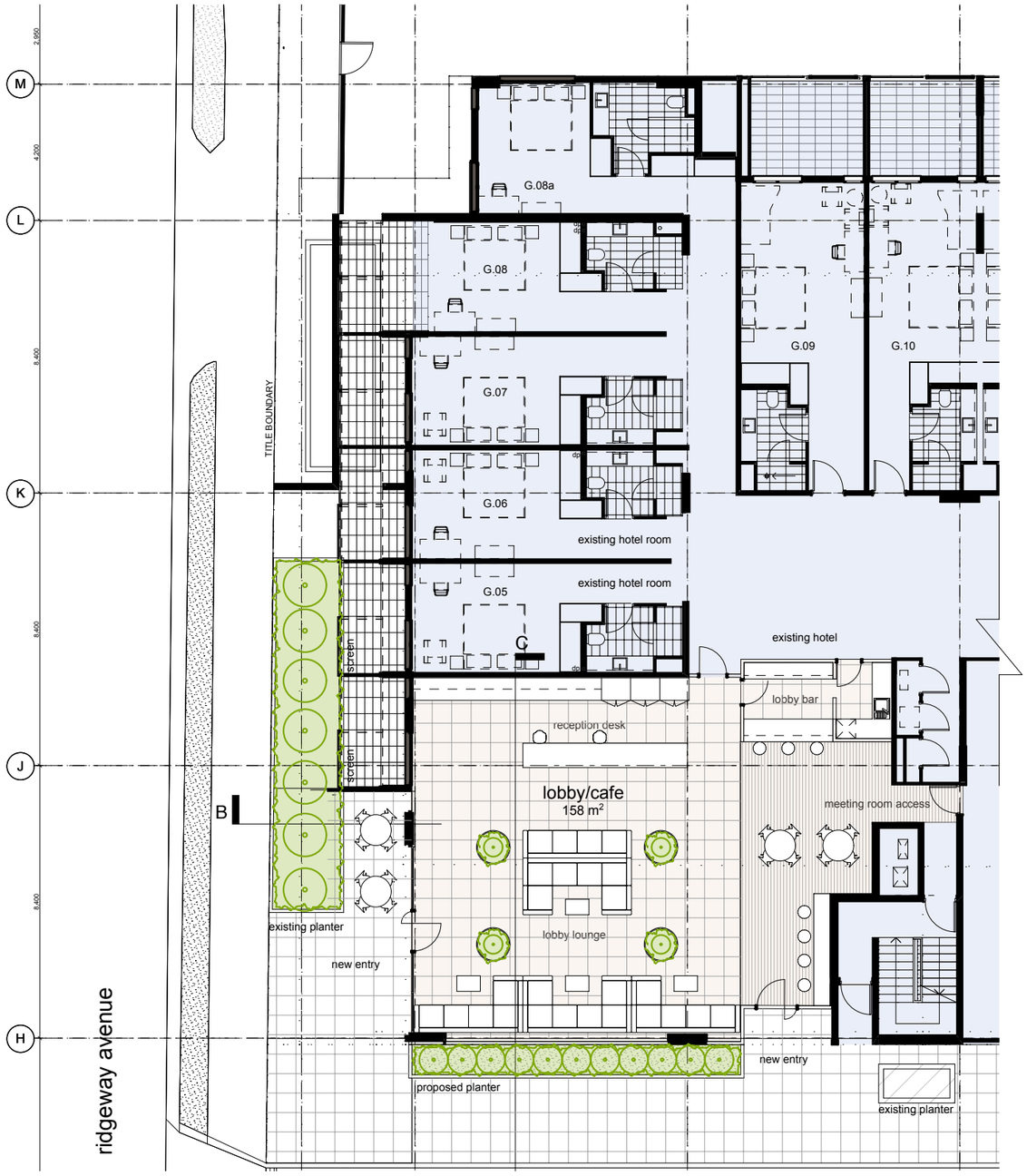

Extent of Existing to Remain
Extent of Renovation

Proposed Ground Floor Plan - Lobby/Cafe

1:100@A3 1:50@A1

Notes	This drawing is based on preliminary information and requires further advice from professional consultants and is subject to approval from the relevant statutory authorities. Floor Areas shown are generally measured using the guidelines - "Method of Measurement for Residential Property". JAM Architects accepts no legal responsibility for any decision, commercial or otherwise made on the basis of the information presented. This drawing is copyright & remains the property of JAM Architects Pty Ltd©	**Project**	Mixed Use Development	**Client**	Banco Group of Companies	**Dwg No.**	**TP08**
		Address	115 Cotham Road, Kew	**Date**	10/10/2022 **Drawn** YW	**Project No.** 2108	**Revision** P1

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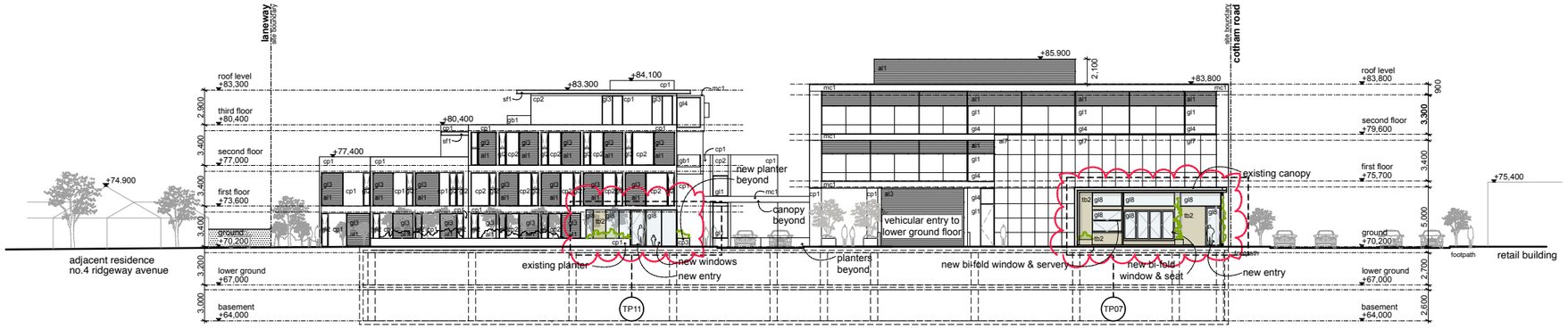
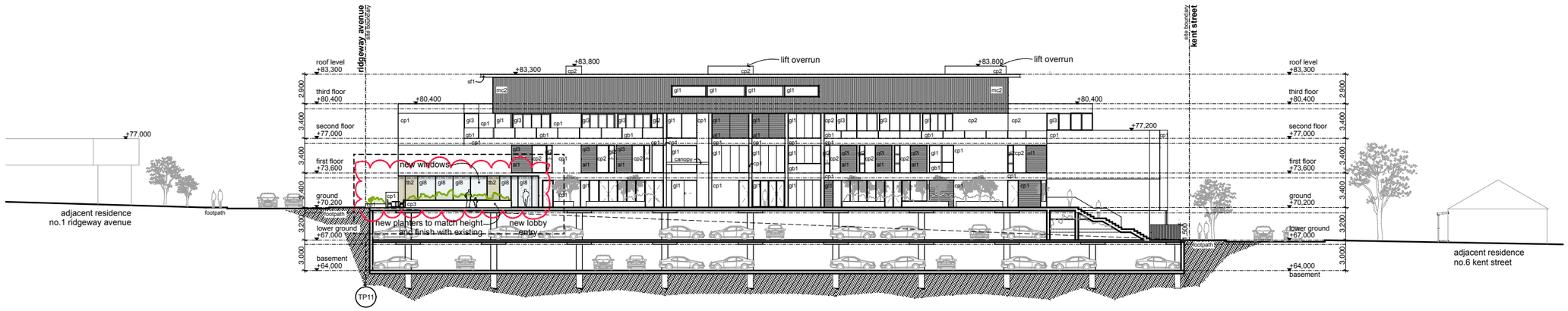
BOROONDARA City of Harmony
Received
20/10/2022

NOTICE INFORMATION
Date of Notice: 5 December 2022



West Elevation (Ridgeway Avenue)
Scale 1:400



Courtyard Elevation (South Elevation of Hotel Building)
Scale 1:400

Proposed Overall Elevations - Lobby/Cafe

1:200@A3 1:100@A1

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		Address	115 Cotham Road, Kew	**Date**	10/10/2022 **Drawn** YW	**Project No.**	2108 **Revision** P1

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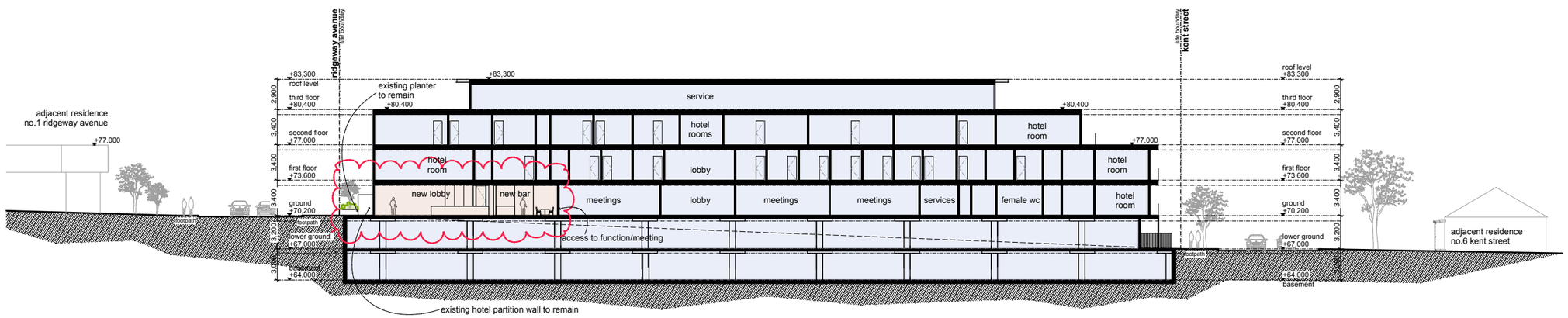
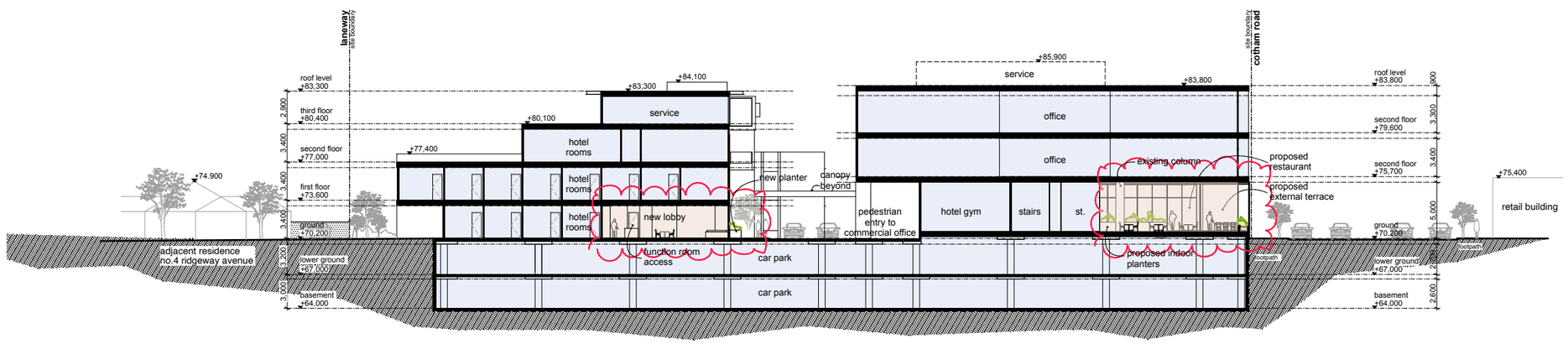


Section B-B
Scale 1:400



Section C-C
Scale 1:400

Extent of Existing to Remain
Extent of Renovation

Proposed Sections - Lobby /Cafe

1:200@A3 1:100@A1

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		Address	115 Cotham Road, Kew	**Date**	10/10/2022	**Drawn**	YW	**Project No.** 2108	**Revision** P1

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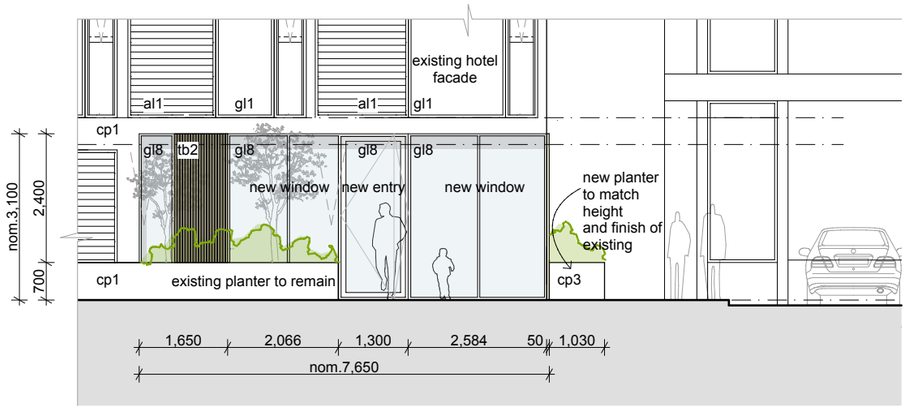
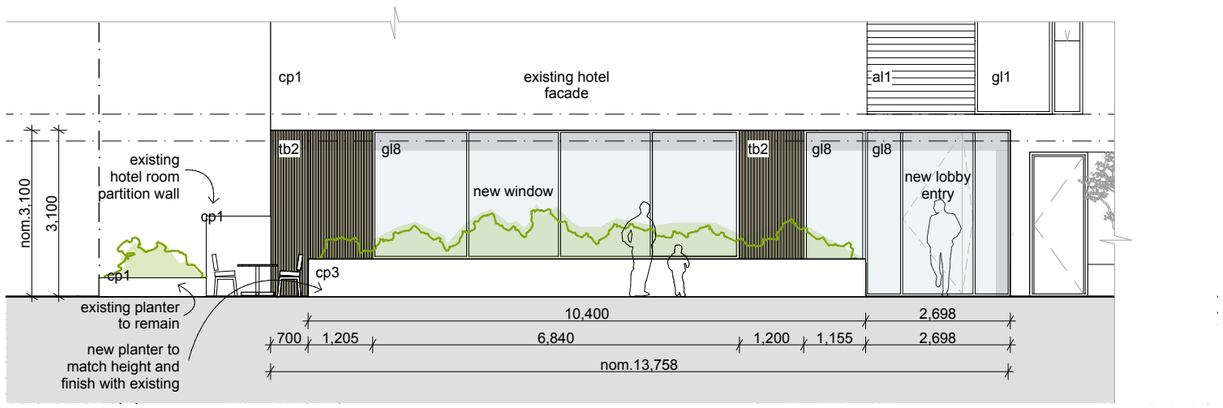


West Elevation (Ridgeway Avenue)
Scale 1:100



Courtyard Elevation (South Elevation of Hotel Building)
Scale 1:100

Proposed Detail Elevations - Lobby/Cafe

1:100@A3 1:50@A1

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		Address	115 Cotham Road, Kew	**Date**	10/10/2022 **Drawn** YW	**Project No.**	2108 **Revision** P1

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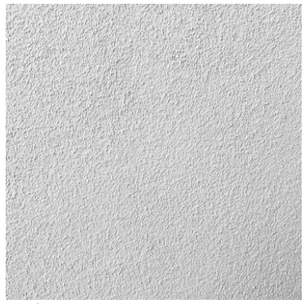
Code	Description	Finish
cp3	Precast concrete with rendered finish	Cream
cp4	Precast concrete with rendered finish	Light Grey
gl8	Glazing - Proposed	Clear
tb1	Timber	Natural
tb2	Timber batten 35x50mm batten with 15mm shadow	Natural

Proposed Material

cp3


cp4

gl2

tb1

tb2

Material Schedule

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Project Mixed Use Development

Address 115 Cotham Road, Kew

Client Banco Group of Companies

Date 10/10/2022 **Drawn** YW

Dwg No. TP12

Project No. 2108 **Revision** P1

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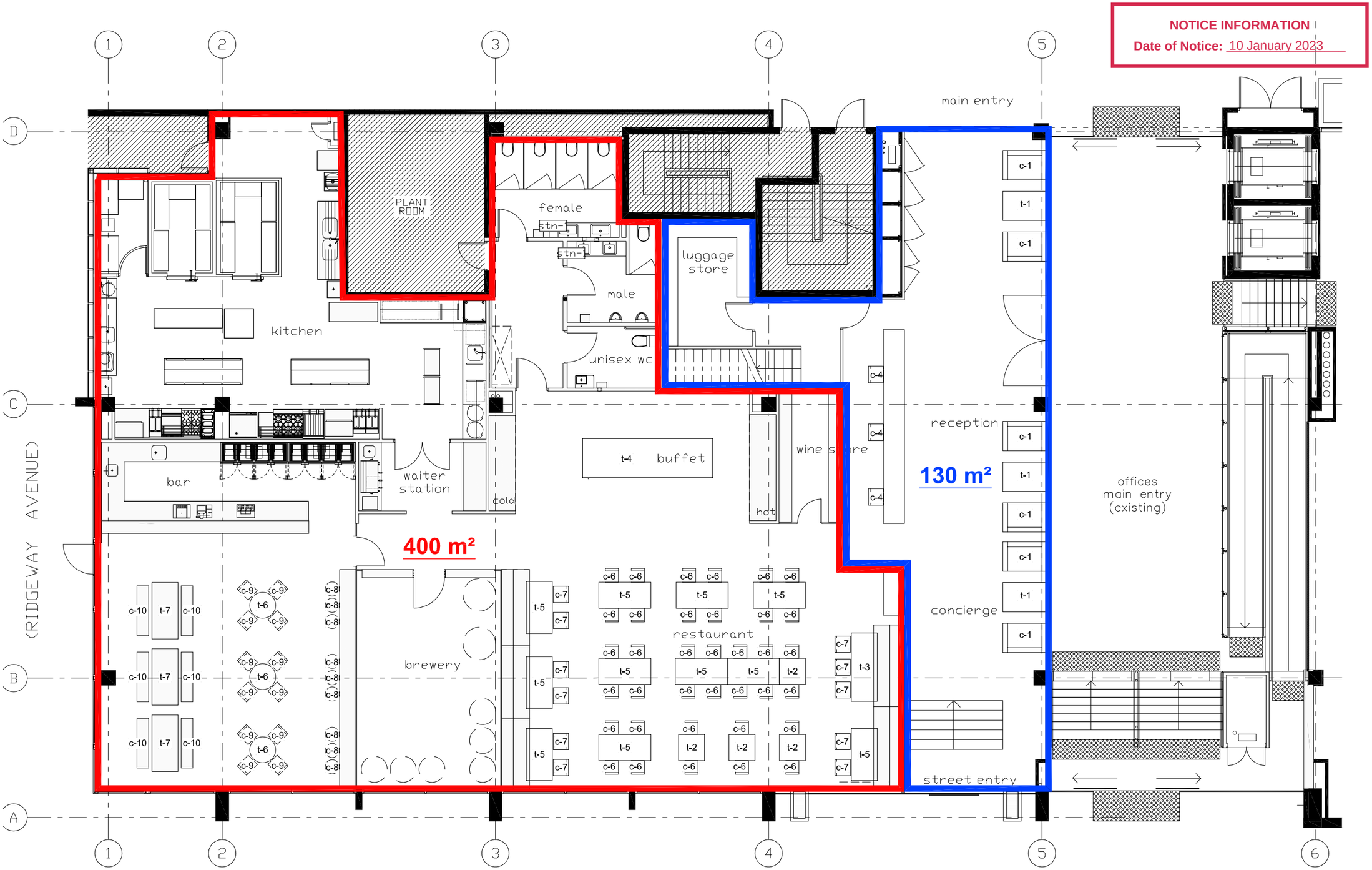

Legend
Red line indicates current VGCCC approved red line.
Blue line indicates proposed and sought additional area to be incoprorated into current red line area.

3.2 570 Burwood Road, Hawthorn (PP22/0648) Construction of a mixed use four (4) storey building

570 Burwood Road, Hawthorn - Construction of a four (4) storey mixed use building and a reduction in carparking

Application no.:	**PP22/0648**
Responsible director:	**Scott Walker, Director Urban Living**
Authorised by:	**David Cowan, Manager Planning and Placemaking**
Report officer:	**Chiara Lorini, Senior Urban Planner**

Executive Summary

Proposal
It is proposed to demolish the existing commercial building and construct a four (4) storey, mixed use building. The site is located within the Burwood Road/Camberwell Road Commercial Corridor and is in the Commercial 1 Zone and is affected by the Design and Development Overlay, Parking Overlay, and Environmental Audit Overlay.

The proposed development has an overall height of 15.62m and a street wall height to Burwood Road of 11m with a 5m upper floor setback. The ground floor will be occupied by a retail premises (café/restaurant) which has direct access from Burwood Road. The upper levels (1 and 2) are proposed for office use for two tenancies with the uppermost level a communal staff breakout space.

Vehicle access will be at ground level via the right of way (ROW) at the rear. The proposal includes a mechanical car stacker which accommodates a total of 10 car parking spaces.

Fifteen (15) objections have been received to the application.

Issues
The following key issues are addressed in the Planning Assessment Report (Attachment 1):

- Building height and visual bulk
- Overlooking and overshadowing
- Adequacy of car parking
- Traffic access via rear laneway

Officer's response
Council officers have undertaken a thorough assessment of the proposal against the Boroondara Planning Scheme as outlined in the Planning Assessment Report (Attachment 1)

Overall, the proposed land use and development scale is appropriate to the sites Commercial 1 Zone and its location within the Burwood Road/Camberwell Road Commercial Corridor.

The design achieves a high level of compliance with the Design and Development Overlay controls, the relevant requirements of Clause 55 (ResCode), and is supported by Council's Urban Designer.

The proposal provides an active street frontage to Burwood Road, public realm improvement via pedestrian awning, and responds appropriately to the preferred commercial corridor built form.

The commercial street wall frontage is enhanced with brickwork cladding, steel louvres, and vertical landscaping that provides a contemporary response to the traditional commercial building forms of the streetscape.

To the rear of the site, the proposal adopts setbacks in compliance with Standard B17 (Clause 55.04-1) that adequately transition to the residential interface. The site is also separated from nearby residential zoned land by a right of way. Furthermore, the proposal satisfactorily responds to overlooking and overshadowing of residential properties to the south of the laneway.

The proposal is well suited to a reduction in the standard car parking rate given it is conveniently located within proximity to public transport, that bicycle storage and end of trip facilities have been provided as part of the proposal, and a green travel plan prepared. Furthermore, the applicants have provided detail with regard to proposed low density occupancy of the office spaces that can be secured via permit condition. Council's Transport Engineers support the car parking and traffic arrangements.

Officers' recommendation

That the Urban Planning Delegated Committee resolve to issue a Notice of Decision to Grant a Planning Permit for Planning Permit Application PP22/0648 for construction of a four (4) storey mixed use building and a reduction in the standard carparking requirement at 570 Burwood Road, Hawthorn be issued under the Boroondara Planning Scheme subject to the following conditions:

Amended Plans Required

1. Before the development starts, amended plans to the satisfaction of the responsible authority must be submitted to and approved by the Responsible Authority. The plans must be drawn to scale with dimensions and electronic copies provided (unlocked PDF). When the plans are endorsed they will then form part of the permit. The plans must be substantially in accordance with the S.57a plans but modified to show:

1. Removal of the steel ball feature to the front façade or re-introduction of the corresponding metal frog sculpture as proposed on plans received 3 August 2022 to the under-awning area;
2. Notation that the water tanks will be located and accessible for maintenance purposes;
3. A 150mm apex located along the entire southern boundary.
4. Inclusion of climbing or trailing planting to the rear balcony planter boxes;
5. Provision of a full colour schedule of external materials showing the proposed palette of materials and finishes (including a physical sample board of all external materials and finishes) selected for all sides of the building;
6. A Landscape Plan in accordance with condition 3 of this permit;
7. A Waste Management Plan in accordance with condition 10 of this permit;
8. An ESD Report in accordance with condition 11 of this permit; and

9. A Green Travel Plan in accordance with condition 12 of this permit.

Layout not to be altered

2. The layout of the site and the size, levels, design and location of buildings and works shown on the endorsed plans must not be modified for any reason without the prior written consent of the Responsible Authority.

Landscape Plan

3. A Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The plan must be drawn to scale with dimensions and electronic copies provided (unlocked PDF). When endorsed, the plan will form part of the permit.

The Landscape Plan must be generally in accordance with the landscape concept plan dated October 2022 prepared by John Patrick Landscape Architects, except that the plan must show:

a) Details of the surface finish of all pathways, paved areas and accessways;
b) A planting schedule of all proposed shrubs and ground covers including botanical names, common names, pot sizes, sizes at maturity and the quantities of each plant;
c) Detailed plan for vertical green wall planting;
d) Detailed plan for the watering and long-term maintenance of vertical green wall and planter boxes;
e) Planting required by any other condition of this permit; and
f) Landscaping and planting within all open areas of the site.

Completion of Landscaping Works

4. Landscaping as shown on the endorsed landscape plan/s must be carried out and completed to the satisfaction of the Responsible Authority prior to the occupation of the development.

Landscaping Maintenance

5. All landscaping works shown on the endorsed landscape plan/s must be maintained and any dead, diseased or damaged plants replaced, all to the satisfaction of the Responsible Authority.

Drainage

6. The site must be drained to the satisfaction of the relevant building surveyor.

7. 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.

8. The ground floor finished level must be no lower than 40.71RL.

Sediment Laden Run-off

9. 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.

Waste Management Plan

10. An updated Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The plan must be generally in accordance with the Waste Management Plan submitted with the application (prepared by Leigh Design dated 2 September 2022) but updated to reflect latest set of plans. Once satisfactory, such plan will be endorsed and must be implemented to the satisfaction of the Responsible Authority. The plan must provide the following details of a regular private waste (including recyclables) collection service for the subject land including:

    (a) the type/s and number of waste bins;
    (b) screening of bins;
    (c) type/size of trucks;
    (d) frequency of waste collection;
    (e) plan showing the layout of the bins at collection time including sufficient clearances from all street services, features and infrastructure; and
    (f) delivery of bins to waste collection points and retrieval of bins once collected to the satisfaction of the Responsible Authority.

Environmentally Sustainable Design Report

11. Concurrent with the submission of plans pursuant to Condition 1 of this Permit, and Environmentally Sustainable Design (ESD) Report and BESS assessment is required to the satisfaction of the Responsible Authority. The assessment must be prepared by a suitably qualified expert and submitted to the Responsible Authority for approval. The report must be generally in accordance with the report submitted with the application (prepared by Frater Consulting Services dated 8 November 2022)) but updated to reflect latest set of plans. The ESD report must address ESD principles proposed for the site including, but not limited to, energy efficiency, stormwater collection and re-use on the site for garden irrigation and waste and building materials. Any recommended changes to the building must be incorporated into the plans required by Condition 1. Once approved, such a plan must be implemented prior to the occupation of the building to the satisfaction of the Responsible Authority.

Green Travel Plan

12. Before the use of the land commences, a Green Travel Plan in accordance with the actions contained in the ‘Green Travel Plan’ report prepared by Traffix Group dated July 2022 must submitted and approved by the Responsible Authority. The Plan must be prepared by a suitably qualified person and must encourage the use of non-private vehicle transport modes. The Plan must include the following:
    a. A description of the development's location in the context of alternate modes (non-private vehicle) of transport and objectives for the Green Travel Plan;
    b. The suitable transport options that are realistic, effective and efficient for the location of the workplace. This includes specific action items and information to being both the employer and employee learn to travel more sustainably.
    c. Initiatives that would encourage employees and visitors of the development to utilise active private and public transport and other measures that would assist in reducing the amount of private vehicle traffic generated by the site, such as:
        i. Provision of Myki cards.
        ii. Provision of maps depicting the site and locations of key public transport stops including details of the approximate distances and trip times to these stop.

iii. The promotion of various public transport smartphone applications, such as tram tracker.
iv. Education on the environmental, economic and social benefits of travelling sustainably.

d. The implementation, timescale, and management responsibilities, including identifying a person(s) (e.g., "Champion") responsible for the implementation of actions to assist employees to travel more sustainably;
e. A monitoring and review plan requiring annual review for at least five years;
f. Details of measures to avoid parking in the surrounding residential streets along residential frontages.
g. The installation of signs in prominent locations advising of the location of existing and proposed car-share schemes, bicycle parking facilities for employees and visitors, railway station, bus stops, and bicycle paths;
h. Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3 (New Bicycle Parking Requirements).

13. The Green Travel Plan must not be amended without prior written consent of the Responsible Authority.

Suitable Environmental Condition of Land

14. Prior to the commencement of construction of the building hereby approved:
    a. A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the buildings and works and/or the proposed uses; or
    b. An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use and development allowed by this permit.

Transport for Victoria

15. Separate consent for works within the road reserve and the specifications of these works may be required under the Road Management Act.

Number of Staff (Retail and Office)

16. The number of staff, proprietors, and person related to the proprietors working on the site or any other persons working on the site, whether paid or unpaid, must not exceed twenty-five (25) on the site at any one time without the prior written consent of the Responsible Authority.

Number of Car Parking Spaces

17. A minimum of 10 car parking spaces must be provided on the land to the satisfaction of the Responsible Authority.

Allocation of Car Parking

18. Car parking spaces must be allocated or made available to the following uses as follows:
    a. Ground floor retail - 2 spaces; and
    b. Level 1-3 Office - 8 spaces.

Use of Car Parking Spaces

19. Car parking spaces shown on the endorsed plans must not be used for any purpose other than the parking of vehicles, to the satisfaction of the Responsible Authority.

Model of Car Stacker

20. Unless otherwise agreed in writing by the Responsible Authority, the model of car stacker used in the basement car park is to be the Klaus 'Combination system TrendVario6300+/235 & TrendVario6300/235 2er LP250 2.0t with Electrical Vertical Gates'.

Car Stackers Installed

21. Before the use starts or any building is occupied, car stackers must be installed in accordance with the endorsed plans.

Maintenance of Car Stackers

22. The car stackers must be routinely serviced and maintained to the satisfaction of the Responsible Authority to ensure satisfactory access to all car spaces and to prevent any adverse effect on adjoining land by the emission of noise.

Boundary Walls

23. The external faces of walls on or facing boundaries must be cleaned and finished to an acceptable standard to the satisfaction of the Responsible Authority.

External Lighting

24. All external lighting must be designed, baffled and located so as to prevent light from the site causing any unreasonable impacts on the locality, to the satisfaction of the Responsible Authority.

Security Alarms

25. All security alarms or similar devices installed on the land must be of a silent type in accordance with any current standards published by Standards Australia International Ltd and must be connected to a registered security service, to the satisfaction of the Responsible Authority.

Concealment of Pipes

26. All pipes (except down-pipes), fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from external view, to the satisfaction of the Responsible Authority.

Plant/Equipment

27. All plant, equipment, services or architectural features must be located within the roof service platform other than roof top solar panels without the prior written consent of the Responsible Authority.

Permit to Expire:

28. This permit will expire if:

a) The development does not start within two (2) years of the issue date of this permit; or
b) The development is not completed within four (4) years of the issue date of this permit.

The Responsible Authority may extend the times referred to if a request is made in writing before the permit expires or:

(i) within six (6) months afterwards if the development has not commenced; or
(ii) within twelve (12) months afterwards if the development has not been completed.

Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.

BOROONDARA
City of Harmony

PLANNING ASSESSMENT
Urban Planning Delegated Committee

Application Number	PP22/0648
Date Application Received	03/08/2022
Planning Officer	Chiara Lorini
Applicant	570 Burwood Road Pty Ltd C/- Urbis
Owner	570 Burwood Rd Pty Ltd
Property Address	570 Burwood Road, Hawthorn
Proposal	Construction of a four (4) storey mixed use building and a reduction in the standard carparking requirement
Ward	Glenferrie
Zoning	Clause 34.01 - Commercial 1 Zone Clause 36.04 - Transport Zone (Burwood Road verandah)
Overlays	Clause 43.02 - Design and Development Overlay (Schedule 17) Clause 45.03 - Environmental Audit Overlay Clause 45.09 - Parking Overlay (Schedule 1)
Particular Provisions	Clause 52.06 - Car Parking Clause 52.34 - Bicycle Facilities
Permit Triggers	Clause 34.01-4 (Commercial 1 Zone): A planning permit is required to construct a building or construct or carry out works. Clause 36.04-2 (Transport Zone): A planning permit is required for the Burwood Road verandah over the footpath. Clause 43.02-2 (Design and Development Overlay): A planning permit is required to construct a building or construct or carry out works. Clause 52.06 (Car Parking): A planning permit is required to reduce the number of car parking spaces required under Clause 52.06-5. Clause 45.03 (Environmental Audit Overlay): A planning permit is not required under the Environmental Audit Overlay however consideration needs to be given that the site conditions are appropriate for the proposed landuses.

	Clause 52.34 (Bicycle Facilities): A planning permit is not required under the Bicycle Facilities provision however the application needs to demonstrate sufficient bicycle spaces, showers and changerooms will be provided.
Covenant	No
Potential Overland Flow?	No
Advertised?	Yes - 28 November 2022
Number of Objections Received	15
Ward	Glenferrie
Plans Assessed in this report	Floor Plans formally amended under S57a of the *Planning and Environment* Act (The Act) on 24 March 2023 relating to car parking provision and other sheets as Advertised Plans November 2022 (Appendix A).
Recommendation	Notice of Decision to Grant a Planning Permit, subject to conditions

PROPOSAL

Details of the proposal are summarised as follows:

- The application is for the construction of a 4-storey mixed use building (retail/offices).
- The ground floor is proposed to be occupied by a café/restaurant which has direct access from Burwood Road.
- Vehicle access is proposed via the right-of-way (ROW) at the rear of the site to a car stacker car parking system with capacity for 10 car parking spaces.
- There will be bicycle parking for 4 bicycles via a separate entrance from the ROW. End of trip facilities (shower area) will be provided at Level 4.
- The upper levels (1-2) are proposed for office use for separate tenancies.
- The uppermost level (Level 3) will be a shared multi-purpose space including amenities for the two office tenancies below.
- The office and café uses are proposed to have a maximum of 25 staff at any time.
- A pedestrian shelter is provided to the Burwood Road frontage.
- The maximum building heights will be:
    - 14.46m to the top of the parapet at the uppermost level;
    - 14.61m to the top of the lift overrun; and
    - 15.62m to the rooftop service platform screening.

- The proposal has a street wall height to Burwood Road of 11m and an uppermost floor setback of 5m. The front façade features vertical landscaping at upper levels and a sculptural element at ground level.

Figure 1 - Streetscape Perspective of the proposed development

THE SITE

The subject site is currently occupied by a single storey with pitched roof commercial building, most recently used as a retail premises (T-shirt printing and embroidery), with rear vehicle access/garage.

Site Location	The subject site is located on the southern side of Burwood Road.
Width of Frontage	9.144m
Maximum Depth of Site	36.576m
Total Site Area	334.45m^2
Easements	The subject site is not encumbered by any easements.
Fall of the Land	The site is generally flat with minimal fall across the allotment
Front Fencing Details	The site does not have front fencing.

Figure 2 - Existing Burwood Road frontage

Figure 3 - Existing rear laneway interface

THE SURROUNDING AREA

The subject site is located within the Burwood/Camberwell Road Activity Centre and is well serviced by public transport.

The commercial centre is characterised by mixed use buildings offering a variety of commercial activity and activated street frontages.

To the north and east of the subject site, the commercial premises are within the Heritage Overlay of the Auburn Village Precinct representing commercial development of the late 19th and early 20th century (Figure 4a).

Directly to the east of the subject site is a double storey office building (constructed c. 1920 and not contained within the Heritage Overlay) which is set back 1.56m in comparison to the prevailing streetscape frontages (Figure 2).

To the west of the subject site are more recent infill developments from circa 1970 onwards.

Directly to the west is a two-storey commercial office building developed c.1984 which is set back 5.51m from the prevailing streetscape and includes a basement carpark area (accessed from Burwood Road).

To the rear of the subject site, beyond the rear ROW the subject site interfaces with residentially zoned properties of Edlington Street that are within the heritage 'Leslie Street Precinct' characterised by predominantly Victorian to Federation era dwellings. Edlington Street has interwar era dwellings to the southern side of the street and predominantly Victorian era attached side-by-side dwellings to the northern side (in proximity to the subject site) (Figure 4). A notable exception is the more recent infill development at number 7 Edlington Street. Directly to the south of the subject site and ROW are numbers 3 and 5 Edington Street, an attached pair of contributory graded Victorian era dwellings with double and single storey rear additions respectively (Figure 4a).

Dwellings to the northern side of Edlington Street predominantly utilise the rear laneway for vehicle accommodation (car ports, garages, car spaces) while the interwar dwellings to the southern side of the street typically have vehicle crossovers and garages from the principle frontages.

Figure 4 - Aerial Photograph of the subject site and surrounds

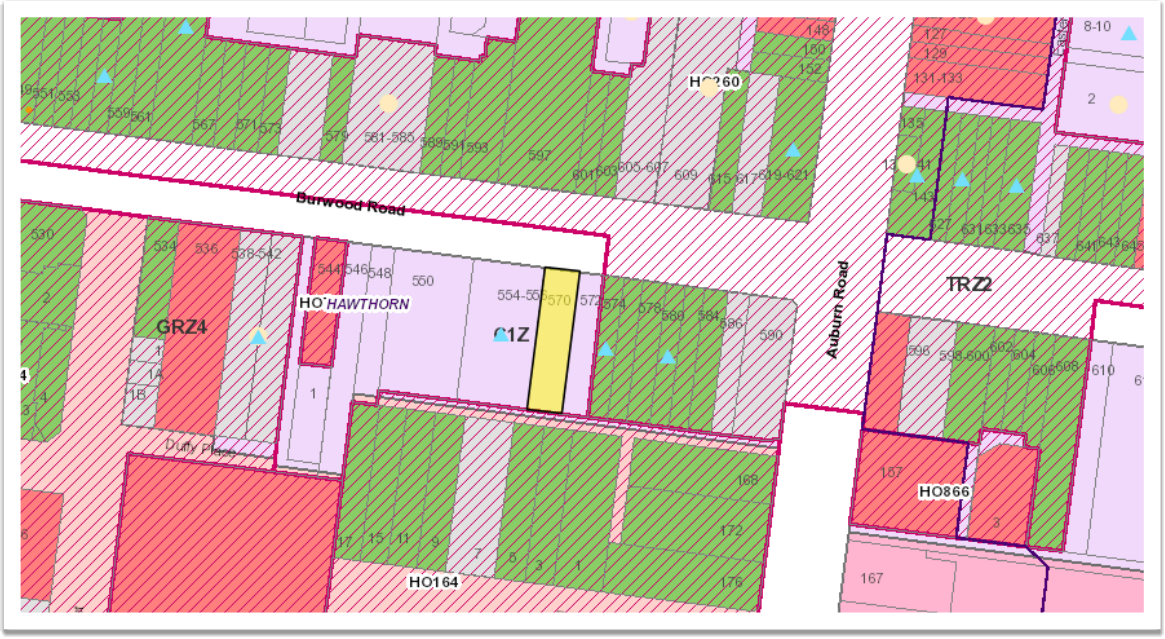

Figure 4a - Contributory and significant graded heritage homes/premises within proximity of subject site (red and green hatched).

Figure 4b - 3-5 Edlington Street.

PERMIT/SITE HISTORY

A review of Council records indicates that there have been no previous planning applications at the subject site.

NOTICE OF APPLICATION

Pursuant to Section 52 of the Act, the application was advertised by:

- Sending notices to the owners and occupiers of adjoining land; and
- Placing sign/s on the land for a period of 14 days.

15 objections have been received to the proposal. The grounds of objection are summarised as follows:

Car parking/ Vehicle Access

- Insufficient provision of car parking and proposal seeks inappropriate dispensation from required statutory car parking rate.
- Provision of car parking is inappropriate to new developments further contributing to congestion and pollution. Developments should require public transport and active transport options be prioritised;
- Car stackers inappropriate with regard to noise and maintenance;
- Condition of laneway surface, width of laneway and increased traffic to laneway;
- Development will increase congestion and pollution to area;
- Vehicle access is inappropriately located and should be via Burwood Road rather than rear laneway.

Height and Bulk

- Visual bulk to residential interface.
- Height of the proposal is inappropriate to surrounding commercial corridor.

Amenity

- Waste collection (noise and blocking laneway).
- Amenity impacts (overlooking and overshadowing).

Other

- Existing building contains asbestos.
- Impact of development with regard to nearby heritage streetscape on Edlington Street.
- Misleading streetscape elevation of proposed development.
- Residential property values within Edlington Street to be negatively impacted by proposed development.

AMENDMENTS TO THE PROPOSAL

An amendment to a planning application was lodged with Council after notification on 24 March 2023. The proposed changes are as follows:

- Increased car stacker capacity to accommodate 10 vehicles (previously 5 vehicles);
- Associated reduction in ground floor café/restaurant area from 177m² to 139m² due to increased car parking provision; and
- 5m recess provided at rear car parking/laneway interface to provide a waiting bay for vehicles to enter car stacker so laneway access is not impeded.

It was considered that the proposed changes were minor in nature and did not warrant re-notification. Notwithstanding this, given that the changes primarily responded to a common objector concern regarding car parking provision, the amended plans and supporting documentation were circulated to objectors and adjoining property owner/occupiers for further comment in April 2023.

REFERRALS

Traffic	Supported subject to conditions The advertised plans provided for a car stacker including 5 spaces. This provided a car parking rate of 0.77 spaces per 100m². Council's Transport Engineers did not support this proposed reduction in the standard car parking rate as required by Clause 52.06 (Car Parking). The reduction in the standard car parking requirement sought is more than what has been approved in previous Council decisions for Office uses. Furthermore, Council's Transport Engineer noted concerns with regard to impeding laneway access for other users while vehicles wait for the car stacker to prepare to receive a vehicle. They recommended additional car spaces be provided and a 5m setback to adequately accommodate vehicles to wait in front of the stacker and not impede laneway access. The Section 57a amended plans responded to the above advice and provided an increased car stacker capacity (now 10 spaces), 5m setback of the garage entrance from the rear boundary to provide a vehicle waiting area, and further detail from the permit applicant with regard to proposed low density occupancy of the office tenancies to justify the remaining shortfall. The permit applicant further noted that they would be amenable to a permit condition limiting overall staff with regard to the café and offices to a maximum of 25 persons.

	Councils Transport Engineer supports the proposal subject to the revisions detailed to Section 57a amended plans and limit on overall staff to 25 persons.
ESD	Supported subject to condition. The advertised plans satisfactorily responded to previous ESD advice with regard to Solar PV provision, ventilation, and daylight access. A condition is necessary to require the rainwater tank be located and designed so that it can be accessed for maintenance.
Urban Design	Supported subject to conditions. Council's Urban Designer supports the contemporary architectural expression and considers the design adequately responds to the high street character of the streetscape. Conditions should be imposed to seek greater detail with regard to material finishes, removal of the metal sphere to the front façade, and details with regard to the long-term maintenance of vertical landscaping.
Drainage	Supported subject to conditions. An apex at the laneway/car stacker entrance is required and that ground floor cannot be lower than 40.71RL. These requirements will be included as a condition of any permit issued.
Waste Services	Supported The proposal utilises a private waste management arrangement. Council's Waste & Infrastructure Services have reviewed the proposed Waste Management Plan and notes it is satisfactory.

External Referrals (S.55) - None

Vic Roads provided the applicant with written consent with regard to the works (awning to Burwood Road) pursuant to Clause 36.04-3 (Transport Zone). The Head, Transport Victoria requested that the following condition be included to the planning permit:

- Separate consent for works within the road reserve and the specifications of these works may be required under the Road Management Act.

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 general or material conflicts of interest requiring disclosure.

The report to Council and any decision arising of Council will be made available on Council's website and by inspection at the Council Offices in accordance with the requirements in the *Local Government Act* 2020, Council's Governance Rules and Public Transparency Policy.

CONSIDERATIONS

In assessing this application, consideration has been given to the following:

- The objectives of planning in Victoria as detailed in Section 4 of the *Planning & Environment Act* 1987;
- Section 60 of the *Planning & Environment Act* 1987;
- The relevant provisions and decision guidelines of the Boroondara Planning Scheme including the decision guidelines of Clause 65; and
- The objections received.

This proposal does not raise any significant adverse social or economic impacts. General social and economic impacts are addressed by the planning policy assessment below.

PLANNERS ASSESSMENT

The following planning policies are relevant to the assessment of the current application:

- Clause 11 - Settlement
    - Clause 11-03-1S - Activity Centres
    - Clause 11.03-1L-04 - Neighbourhood Centres, local centres, commercial corridors

- Clause 13 - Environmental Land Risks
    - Clause 13.01-1S - Natural hazards and climate change
- Clause 15 - Built Environment and Heritage
    - Clause 15.01-1S - Urban Design
    - Clause 15.01-1L-01 - Urban design and built form outcomes
    - Clause 15.01-1L-02 Neighbourhood centres and commercial corridors built form
    - Clause 15.01-2S - Building design
    - Clause 15.02-1L - Energy and resource efficiency
- Clause 17 - Economic Development
    - Clause 17.01-1S and 17.01-1R - Diversified economy
    - Clause 17.02-1S - Business
- Clause 18 - Transport
    - Clause 18.01-1S - Land use and transport integration
    - Clause 18.01-3S - Sustainable and safe transport
    - Clause 18.01-3L - Sustainable personal transport
- Clause 19 - Infrastructure
    - Clause 19.01-1S - Energy supply

Policy Context

The subject site is located within the Burwood Road/Camberwell Road Commercial Corridor between the Glenferrie and Camberwell Junction Major Activity Centres (Figure 5). Council's Strategic Direction at Clause 02.03-1 notes that Neighbourhood Centres and Commercial Corridors provide an important social, economic, environmental and infrastructure role in the municipality and enhance the City's desirability as a place to shop, work, meet, relax and live. The policy notes Council's strategic direction is to maintain and strengthen activity centres to retain a commercial focus with regard to land use and built form outcomes. The policy further directs to minimise the impacts of development on sensitive interfaces by way of visual bulk, noise, traffic and vehicle access.

Council's local policy at Clause 11.03-1L-04 (Neighbourhood Centres, local centres, commercial corridors) seeks to support retail and office development in accordance with the framework for centres and commercial corridors.

The site is also zoned within the Commercial 1 Zone. The purpose of the Commercial 1 Zone is to create vibrant mixed use commercial centres for a range of uses, which specifically include retail and office uses.

It is proposed to construct a café/restaurant and office building in a Neighbourhood Activity Centre/Commercial Corridor. Council's policy strongly encourages these uses in this location. The proposal strengthens the role of the area as being a commercial centre for people to shop and work.

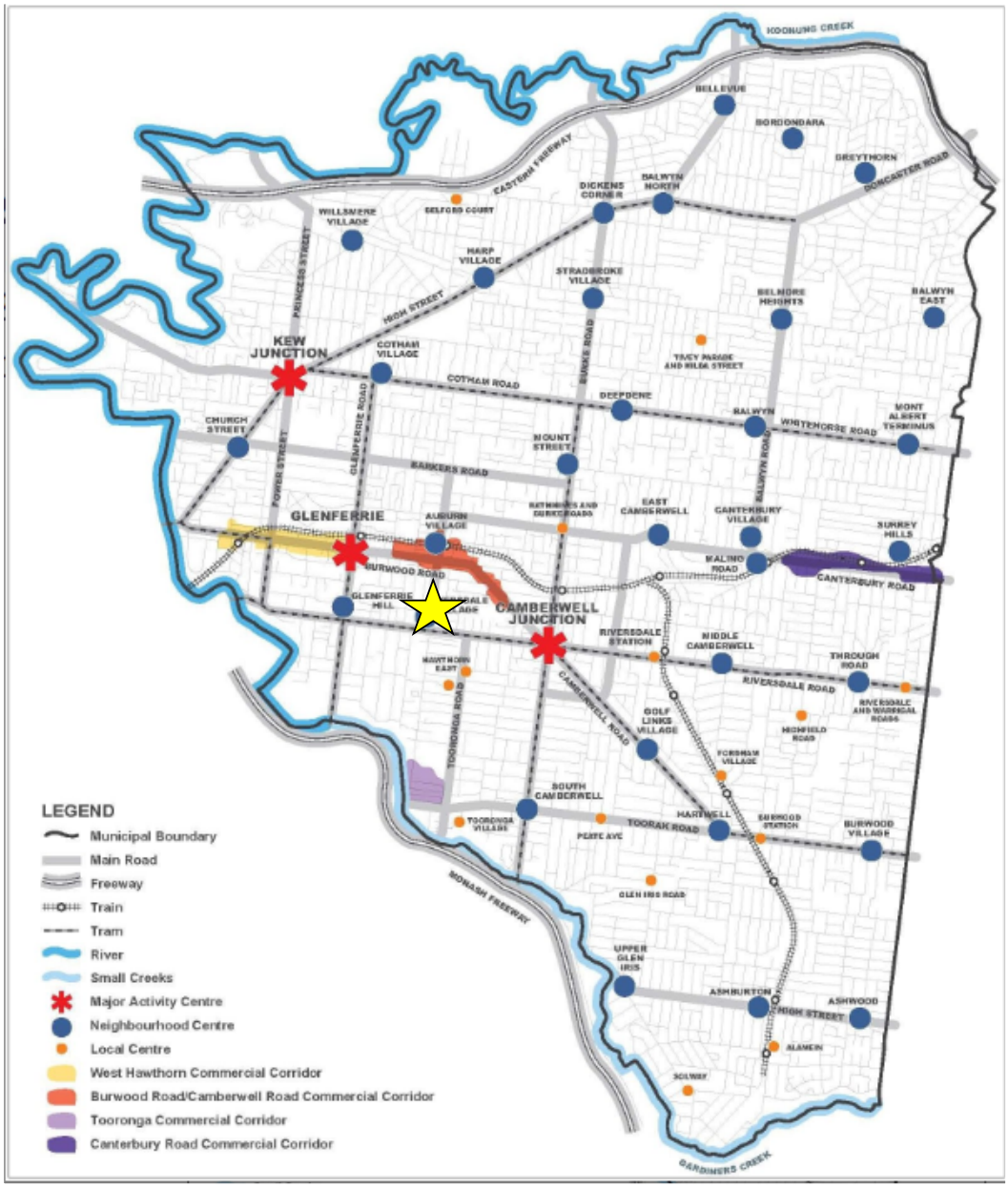

Figure 5 - Activity Centres Framework Plan (Clause 02.04-2) (approximate site location yellow star)

Car Parking and Traffic

Car Parking rates for particular land uses and development are set out in Clause 52.06 and Parking Overlay (Schedule 1). The proposal (as detailed to floor area in the Section 57a amended plans) has a statutory car parking rate of 26 car parking spaces This is based on the 139m² restaurant/ café at ground floor (3.5 spaces per 100m² = 4 spaces) and office tenancies above (levels 1-3 total 632m² at 3.5 spaces per 100m² = 22 spaces).

It is proposed to provide for 10 spaces on site exclusively for staff use, which comprises 2 spaces associated with the cafe and 8 spaces associated with the office component. The proposal therefore requires a reduction in the standard car parking rate of 16 spaces.

Clause 52.06 (Car Parking) and Clause 45.09 (Parking Overlay) seeks to ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality. Clause 18.02-4L - Car Parking notes that car parking is a planning issue in Boroondara, particularly ensuring adequate on-site provision of user and visitor parking associated with residential, retail and office developments. Clause 18.02-4L (Car Parking) notes parking reductions should only be considered where it can be demonstrated that sufficient car parking exists in the area and where there is a choice of transport modes available in the area.

Clause 52.06 (Car Parking) and Clause 18.01-3S (Sustainable and Safe Transport) supports sustainable transport options and seeks to ensure development is designed to reduce car dependency. The subject site has convenient access to public transport and is included with the Principal Public Transport Network (PPTN). The following public transport options are within close walking distance to the site:

- The Auburn Train Station is located conveniently within approximately 300m from the subject site (north east).
- The 624 Bus Route operates along Auburn Road, with a bus stop conveniently located approximately 60m to the east.

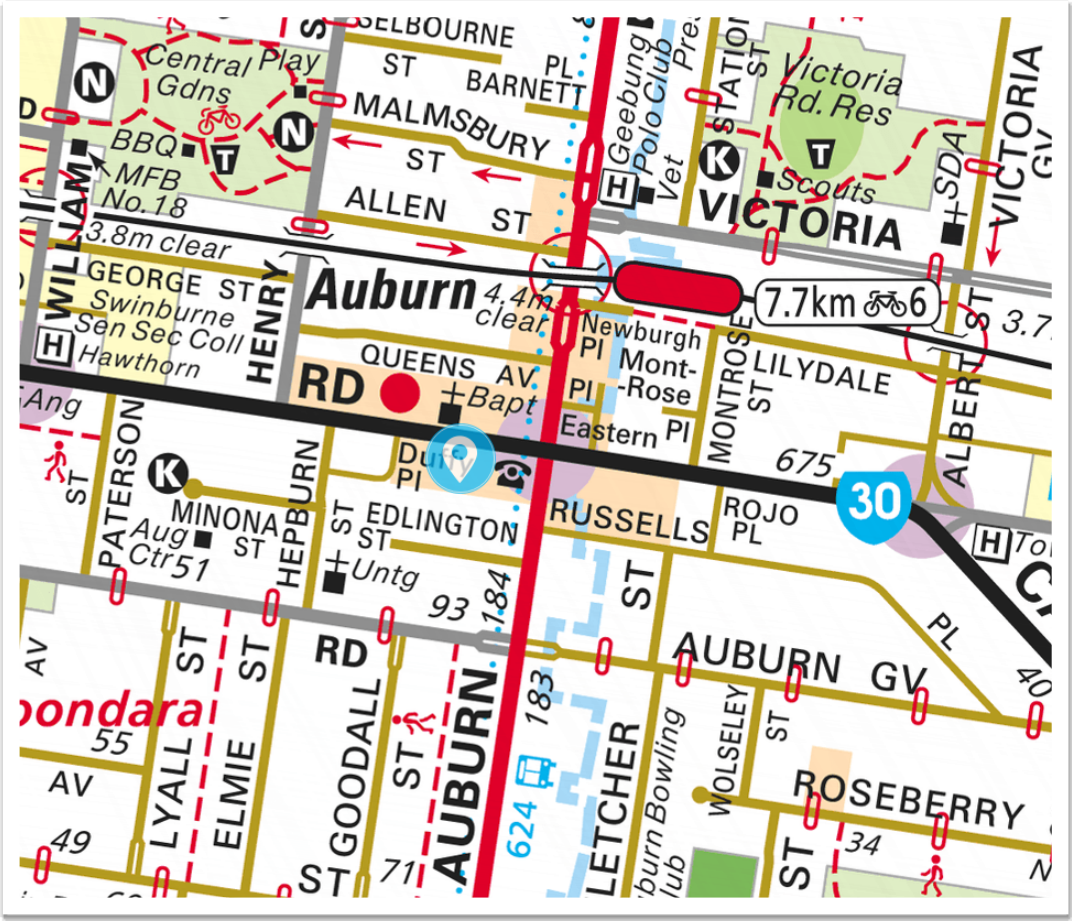

Figure 6: Melways of surrounding area

Furthermore, the proposal has provided capacity for 4 bicycle storage spaces and accessible end of trip facilities to encourage sustainable transport methods such as cycling and walking. This exceeds the statutory requirement pursuant to Clause 52.34-5 (Bicycle Facilities).

Council's Transport Engineers did not initially support the reduction of standard car parking rate proposed. The original application proposed a rate of car parking that would have been substantially lower than has previously been approved by Council in the past, which has generally been 2 car parking spaces per 100sqm of office space (or the most recently supported proposal at 655-657 Glenferrie Road, Hawthorn provided 1.59 car parking spaces per 100sqm of office space within a Major Activity Centre).

Given the proposed increase in car stacker capacity as detailed to the Section 57a plans, in addition to the detail regarding low-density occupancy of the office tenancies, it is

considered that the proposed provision of car parking is adequate. The restriction on maximum employees can be further secured via permit condition.

Council's Transport Engineers note that parking surveys indicate that short-term parking spaces were available in proximity to the site. They have acknowledged that the demand for short-term customer parking associated with the proposal can therefore be accommodated on-street in the surrounding area.

The proposal will not unreasonably reduce the capacity of the current on-street car parking. Local parking restrictions are in place in the immediate area, which includes short-term parking along Burwood Road, Auburn Road and the nearby residential Eglington Street. As these restrictions are existing, the staff will be aware of these conditions and make alternative arrangements to avoid the disruption and cost of longer-term parking over the course of the office day.

On balance, the proposal is well-suited to a reduction in the standard car parking rate. It is located within proximity to both a train station and bus route stop to encourage the use of public transport. A Green Travel Plan has been prepared as part of the application material which will be endorsed and form part of any planning permit issued. Council's Policies support sustainable transport options to reduce car dependency. The commercial and nearby residential areas already have tightly-controlled parking in the vicinity of the site and the proposal is therefore unlikely to result in long term car parking on residential streets. The proposed reduction in standard car parking rate will not have an unreasonable impact on the amenity of the area.

Green Travel Plan and Bicycle Parking

Clause 02.03-6 (Transport), Clause 11.03-1L-02, and 18.01-3L (Transport) seeks to encourage development that supports alternative modes of travel such as walking, cycling and public transport in reducing car dependency.

A Green Travel Plan has been submitted with the application that demonstrates how the proposal can encourage the use of public transport by virtue of the proposed location in proximity to a train station, bus route and tram routes.

It is proposed for 4 vertical bicycle spaces to be provided within the rear access service area. Pursuant to Clause 52.34 (Bicycle Facilities), the proposal requires 1 on-site bicycle parking space provided to staff. As such, the proposal exceeds the requirements of Clause 52.34.

The proposal has also provided end of trip facilities, which includes a shower/change rooms to the uppermost level which also exceeds the requirements of Clause 52.34.

It is further considered that the green travel plan and provision of bicycle facilities operate to balance the aforementioned reduction in standard car parking rate detailed above.

Built Form

The subject site is affected by the Design and Development Overlay (DDO17), which applies to the 'Commercial Corridors'.

The built form design objectives within the DDO17, seek to:

- *To ensure the height and setbacks of development enhances the established streetscape and commercial character of the corridor.*
- *To achieve innovative, high quality architectural design that makes efficient use of land whilst enhancing the appearance and strengthening the identity of the commercial corridors.*
- *To ensure appropriate development that is complementary to the existing neighbourhood character and has regard to adjoining residential amenity.*
- *To ensure development respects and enhances identified heritage buildings and precincts.*

Street Wall Height and Upper Floor Setback

The subject site is located within Area 3 to Map 1 of Schedule 17 pertaining to the Burwood/Camberwell Road Commercial Corridor. The associated Table 1 specifies that Area 3 has a mandatory maximum 11m street wall height and an upper storey minimum setback of 5m. The proposal has a street wall height of 11m. The upper floor is setback a 5m from the street wall. The proposal complies with the requirements of the DDO17.

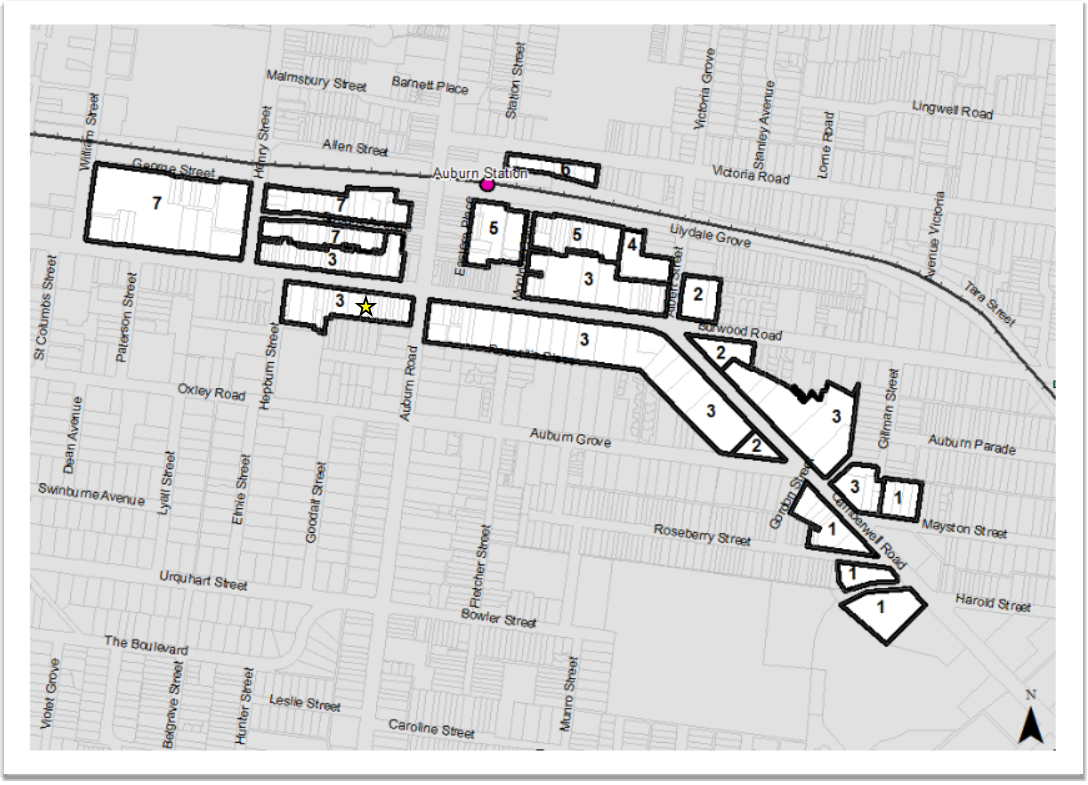

Figure 7: Extract from Map 1 to DDO17 (Building height and setback requirements) (subject site shown with yellow star)

The subject site sits within a pocket of the commercial corridor with existing street wall heights and setbacks incongruent from the prevailing streetscape character (see 572, 554-556 and 550 Burwood Road to Figure 8). The proposed street wall is a complementary height to the street wall heights of the nearby Contributory-graded heritage buildings (574-584 Burwood Road - see figure 8) that are representative of the broader established streetscape character and consistent with DDO17 requirements.

The scale, window detailing and landscaping to levels 1 and 2 provide a presentation consistent with the two-storey pattern of the heritage shop fronts to Burwood Road and is supported by Council's Urban Designer.

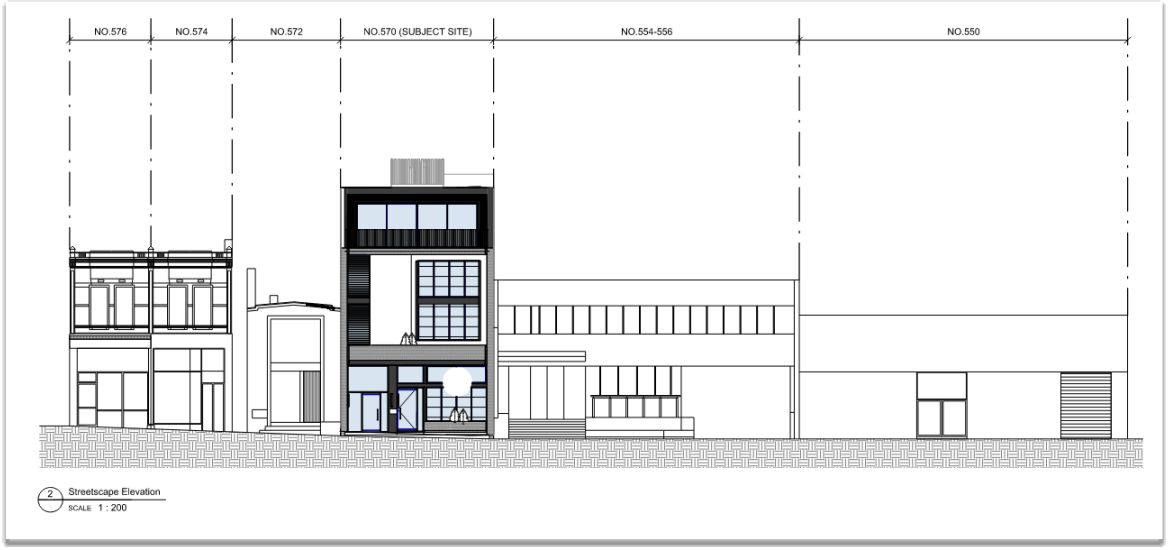

Figure 8 - Streetscape Elevation of the proposal

At the uppermost level of the proposal (level 3) the upper wall setback is 5m which will reduce its visibility from the streetscape and maintain the established street wall height rhythm.

Overall building height

The proposed development has an overall maximum building height of 14.46m to roof parapet. The maximum height inclusive of lift over-run of the proposal is 14.60m and inclusive of plant screening is 15.63m.

The DDO17 specifies a 15m overall building height for the subject site with '*the overall vertical height is measured from the natural ground level to the peak of the roof or parapet'*. The proposed development therefore complies with the overall building height specified by the DDO17. The rooftop plant screening is specifically an allowable encroachment.

Design Details

Burwood Road Streetscape

The proposal includes a three-storey 11m high brick street wall with extensive glazing, vertical planting and pedestrian canopy to Burwood Road.

The DDO17 seeks to ensure buildings achieve innovative, high quality architectural design that makes efficient use of land whilst enhancing the appearance and strengthening the identity of the commercial corridors.

The extensive glazing at ground level, planter box and use for café/restaurant improve the pedestrian experience to Burwood Road in this area, providing an active frontage that also assists in passive surveillance to the public realm. While the directly abutting premises have anomalous frontages, the proposed presentation is in keeping with the traditional and preferred active frontages that are predominant within the corridor.

Council's Urban Designer supports the proposed street interface with the exception of the silver metal art feature at ground level. This is discussed below under the Public Realm section.

Public Realm

Public Realm Improvements:

Clause 15.01-2S (Building Design) and the DDO17 seek to ensure building design and siting outcomes contribute positively to the local context, activates public streets, enhances the public realm, and support environmentally sustainable development.

The proposal includes a retail space at the ground floor, with glazing at the ground floor level to activate the street frontage and provide passive surveillance to the street. The proposal also includes public realm improvement works via provision of a verandah over the footpath to provide weather protection to pedestrians.

The plans further note the provision of vertical planting and a spherical metal art sculpture feature to the front façade that provide enhancement to the streetscape.

Council's Urban Designer is not supportive of the spherical silver art feature and has recommended its removal to be addressed via permit condition.

The preliminary plans submitted by the permit applicant had included a corresponding metal frog in conjunction with the spherical metal feature. This gave the appearance of a frog and water drop balanced to the front façade. This element however was subsequently removed given the addition of the awning and greater detailing provided through the provision of louvres and brick finish to this area of the development (figure 9).

The sphere alone is not supported. Without the corresponding balance of the frog to the facade its appearance is more akin to a prominent security camera dome or traffic mirror.

It is considered that the proposed metal sphere should be removed or balanced with the re-introduction of the frog element to the under-awning area so they can be expressed together. This will be included as a permit condition.

Figure 9 - Frog sculpture included to preliminary design.

In relation to the Burwood Road verandah over the footpath, the Transport Zone requires consideration of

- *The effect of the proposal on the development, operation and safety of the transport system.*
- *Whether the development is appropriately located and designed, including in accordance with any relevant use, design or siting guidelines.*

The verandah will be well setback from the Burwood Road kerbline and will not affect road operation.

Off-site Amenity

The proposal is located within an established commercial corridor with a residential hinterland to the south. The subject site does not directly abut residential properties however residential dwellings are located beyond the rear laneway/ROW.

Visual Bulk and Setbacks:

The DDO17 notes that where a service lane/laneway separates a rear boundary from a property in a Residential Zone, development should apply ResCode setbacks in accordance with the provisions of Clause 55.04-1(side and rear setbacks - standard B17) of the planning scheme measured from the rear property boundary.

Review of the proposal indicates that it has adopted rear boundary setbacks in accordance with the numerical requirements of Clause 55.04-1 (B17). Notwithstanding this numeric compliance, the proposal also minimises visual bulk to this sensitive interface through the articulation of the rear façade via the stepped balconies, alternate materials (brickwork finish to ground/level 1 and render to level 2 and 3) and planter boxes. To further soften and green the appearance of the proposal to the rear residential interface, it is recommended that the planter boxes to balconies also include cascading/trailing or climbing planting to the exterior of the building which can be achieved via permit condition.

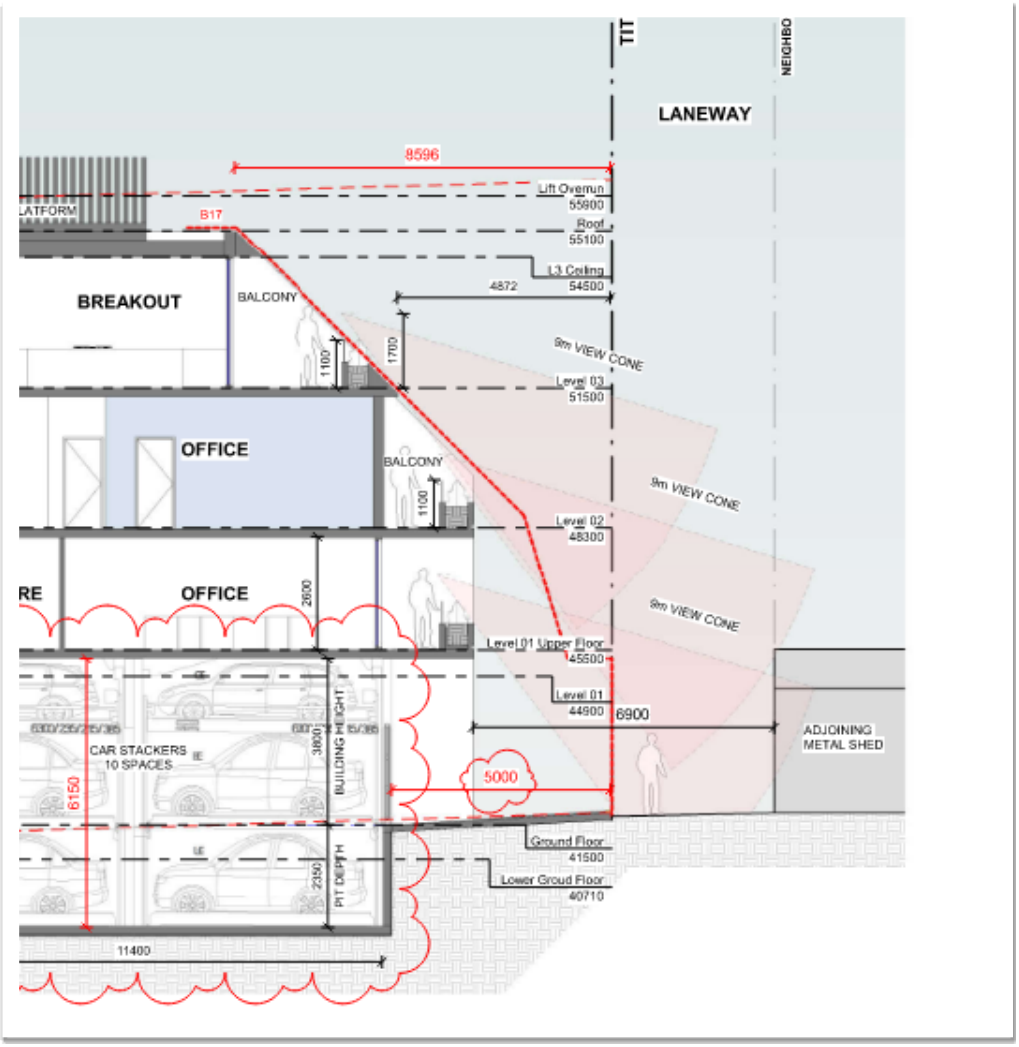

Figure 10 - rear laneway setbacks (B17 standard requirement shown in red)

Overshadowing:

The proposal was accompanied by shadow diagrams demonstrating the impact of residential properties to the south (to the other side of the ROW) of the proposal on September 22 in accordance with Clause 55.04-5. Assessment of the shadow diagrams submitted confirms that there will be no overshadowing impact to the nearby residential secluded private open space by the proposed development on September 22 equinox.

Overlooking

Clause 55.04-6 seeks to limit views in into existing secluded private open space and habitable room windows. In particular, standard B22 requires a habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.

Relevant properties for consideration of overlooking with regard to Standard B22 are 1, 3, 5, and 7 Edlington Street which are within 9m proximity to the subject site. Review of these residences indicate that their rear boundaries to the laneway are predominantly occupied with garages, sheds, and car parking areas that are not required to be screened from view. Areas of secluded private open space and habitable room windows of these dwellings are beyond 9m from the proposed balconies and office windows. Figure 10 (above) demonstrates the scope of overlooking as assessed pursuant to Standard B22 from level 1-3 office windows and balconies in proximity of nearby residential property boundaries.

The proposal is satisfactorily sited with regard to Clause 55.04-6 to limit overlooking opportunity from the office balconies and windows to nearby dwellings SPOS and habitable room windows.

Environmental Audit Overlay

The Environmental Audit Overlay (EAO) includes requirements for a preliminary risk screen assessment statement, an environmental audit statement, a certificate of environmental audit or a statement of environmental audit where a sensitive use is proposed on the site. Ministerial Direction No.1 ‘Potentially Contaminated Land’ defines sensitive uses as a ‘residential use, child-care centre, kindergarten, pre-school centre, primary school, even if ancillary to another use’.

Given that the proposed uses (retail and office) are not sensitive uses the requirements of this overlay are not applicable prior to the commencement of the use or buildings and works. Notwithstanding this, the site has been identified within the EAO as potentially contaminated land and Clause 13.04-1S of the Boroondara Planning scheme directs that consideration needs to be given for any proposed building and works, and also the land uses. The existing building was constructed c.1936 and has most recently been used for T-shirt printing and embroidery. Clause 13.04-1S provides guidance that a preliminary risk screen assessment or environmental audit under Part 8.3 of the

Environmental Protection Act 2017 should be undertaken to ensure that contaminated land is or will be suitable prior to the commencement of development. This will be ensured via permit condition.

OBJECTION RESPONSE

Those matters not already addressed in the foregoing report are discussed below:

Total Number of Objections Received:	**15**
Summary of Objection	**Officer Comment**
Loss of property value (residential dwellings to Edlington Street)	The Victorian Civil and Administrative Tribunal and its predecessors have generally found subjective claims that a proposal will reduce property values are difficult, if not impossible to gauge and of no assistance to the determination of a planning permit application. It is considered the impacts of a proposal are best determined through an assessment of the amenity implications rather than any impacts upon property values. This report provides a detailed assessment of the amenity impact of this proposal.
Adverse impact to heritage streetscape of Edlington Street	Given that the maximum height of the proposal is within the recommended DDO17 requirements of 15m it is considered that any distant views of the development from within Edlington Street will not adversely compromise the heritage character and significance of the streetscape.
Poor transition in scale between commercial and residential interface. Visual bulk to residential interface	The proposal satisfies the DDO17 requirements with regard to maximum overall height and residential transition. The proposed rear setbacks of the proposal satisfy the relevant standards outlined in ResCode and DDO17. Furthermore, the proposed articulation of the upper levels, mixture of building materials and proposed setbacks are considered to be sufficient to address visual bulk concerns.

Amenity Impacts • *Overlooking* • *Overshadowing*	It is considered that the proposed office windows and balconies to the rear of the development are sufficiently set back from residential SPOS and habitable room windows to limit overlooking opportunity and will not cause any significant loss of privacy. The shadows diagrams submitted by the applicant have been checked. Shadows cast by the development will be largely contained within the laneway area and development site itself and do not extend to nearby residential properties during the relevant times at the Equinox.
Height of proposal is inappropriate to commercial corridor.	The proposal complies with the DDO17 street wall and overall building height requirements. Assessment of the proposal indicates that while the adjoining sites have anomalous setbacks and wall heights the design adequately responds to the preferred commercial corridor built form and scale.
Misleading streetscape elevation presenting proposal as two-storey at street interface.	The scale and front façade design of the proposal is such that the proposal, while three storey to the street, does present as two storey consistent with nearby commercial premises. This is not considered misleading but a result of the design intent. The uppermost level is setback from the street to limit its visibility to the streetscape. The proposed design, façade detailing, and wall heights are considered appropriate within the commercial corridor.
Increased density of development contributes to congestion and pollution in the area.	Development density in and of itself is not a relevant consideration in the assessment of this proposal, as it is not an adequate measure of the external impacts that may be caused by the built form of the development. Broadly, policy direction seeks to target development within activity centres and commercial corridors.

Waste Services • *Noise from waste services* • *Access to laneway impeded during waste collection.*	Council's Waste Management Team has no objection to the submitted Waste Management Plan, which requires collection by a private company.

Traffic and Traffic
Car Parking
• *Reduction is inappropriate and further car parking is required in accordance with requirements;*
• *Car parking should be restricted to new developments to encourage other modes (eg Public Transport) to reduce pollution and congestion.*
Traffic
• *Proposal will result in increased traffic*
• *Laneway impacts*
  ○ *Development will result in unreasonable traffic to laneway;*
  ○ *Width of laneway is inadequate with regard to scale of development;*
  ○ *Laneway is in poor condition and poorly maintained to support increase in traffic;*
  ○ *Laneway should be repaired as a condition of development;*
• *Increased traffic will contribute to congestion and pollution within the area*
	The proposed development seeks a reduction in the standard car parking rate pursuant to Clause 52.06 (Car Parking) requirements of the Boroondara Planning Scheme. As detailed in the assessment above, given the low occupancy of the proposed offices (to be ensured via permit condition) in addition with the green travel plan and bicycle facilities, it is considered on balance that the development provides for appropriate on-site car parking.
	
	Council's Transport Engineers have assessed the application and are also satisfied regarding the impact of the proposal on the surrounding traffic network. The increased traffic movement associated with the mixed use proposal on the site can be readily accommodated in the surrounding street network.
	
	Existing laneway condition and maintenance problems in the area cannot be addressed through the current application, nor should the burden of relieving these existing problems be imposed on the developer of the subject land.
	
	Air pollution from motor vehicles is not a relevant planning consideration. Such matters are regulated by EPA Victoria under the *Environment Protection (Vehicle Emissions) Regulations 2013* which prescribe vehicle air emission standards for vehicles.

Rear laneway vehicle access is inappropriate and should be via Burwood Road	Within a commercial corridor context the location of vehicle access to the rear of the site via a laneway/ROW or similar is preferred. The

	preference for rear laneway access points is expressly detailed in Clause 18.02-4L-01 of the Boroondara Planning Scheme (Road Systems). This preferred access limits interaction of vehicles with pedestrians within the principal public realm and also provides opportunity for maximum active streetscape frontages. Furthermore, plans have been amended during the application process to address potential queuing within the laneway to avoid inconvenience to other laneway users.
Car stackers inappropriate • *Noise impacts* • *Maintenance issues*	Car stackers are increasingly common in residential and commercial developments to facilitate car parking, particularly where space is limited. The proposed car stacker will be required to comply with the relevant noise standards and EPA requirements to ensure it does not result in unreasonable noise impact to the nearby area. Furthermore, a condition will be imposed to ensure that the car stacker remains in good working order.
Current building on site contains asbestos	Asbestos within the current building structure on the site is not a relevant planning consideration. The identification and removal of asbestos is controlled through the Occupational Health and Safety Act. WorkSafe Victoria administers the powers under this Act. Generally, asbestos removal must be done by a removalist licensed by WorkSafe or trained employees of a licensed removalist. The licence holder is usually required to notify WorkSafe in advance of any asbestos removal. For clarification, a planning permit is not required pursuant to the Clause 45.03 (Environmental Audit Overlay) controls.

BOROONDARA ...
Received
10 NOV 2022

NOTICE OF APPLICATION
Date of Notice: 28 November 2022

570 Burwood Road, Hawthorn

Office & Restaurant

PRESENTED BY:

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10-11-2022

BOROONDARA ...
Received
10/11/2022

NOTICE INFORMATION
Date of Notice: 28 November 2022

REVISIONS			
No	Date	Description	By

CLIENT	570 Burwood Road	PROJECT	Office & Restaurant
ADDRESS	570 Burwood Road, Hawthorn	TITLE	Artist Impression

DRAWING NO.	TP-00
REVISION NO.	
DATE	10-11-2022
SCALE	
DRAWN BY	Author
JOB NO.	1077
CAD NO.	1077 - TP-00

Figured dimensions take precedence to scale readings. Verify all dimensions on site. Report any discrepancies to the Architect for decision before proceeding with the work.
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TOWN PLANNING

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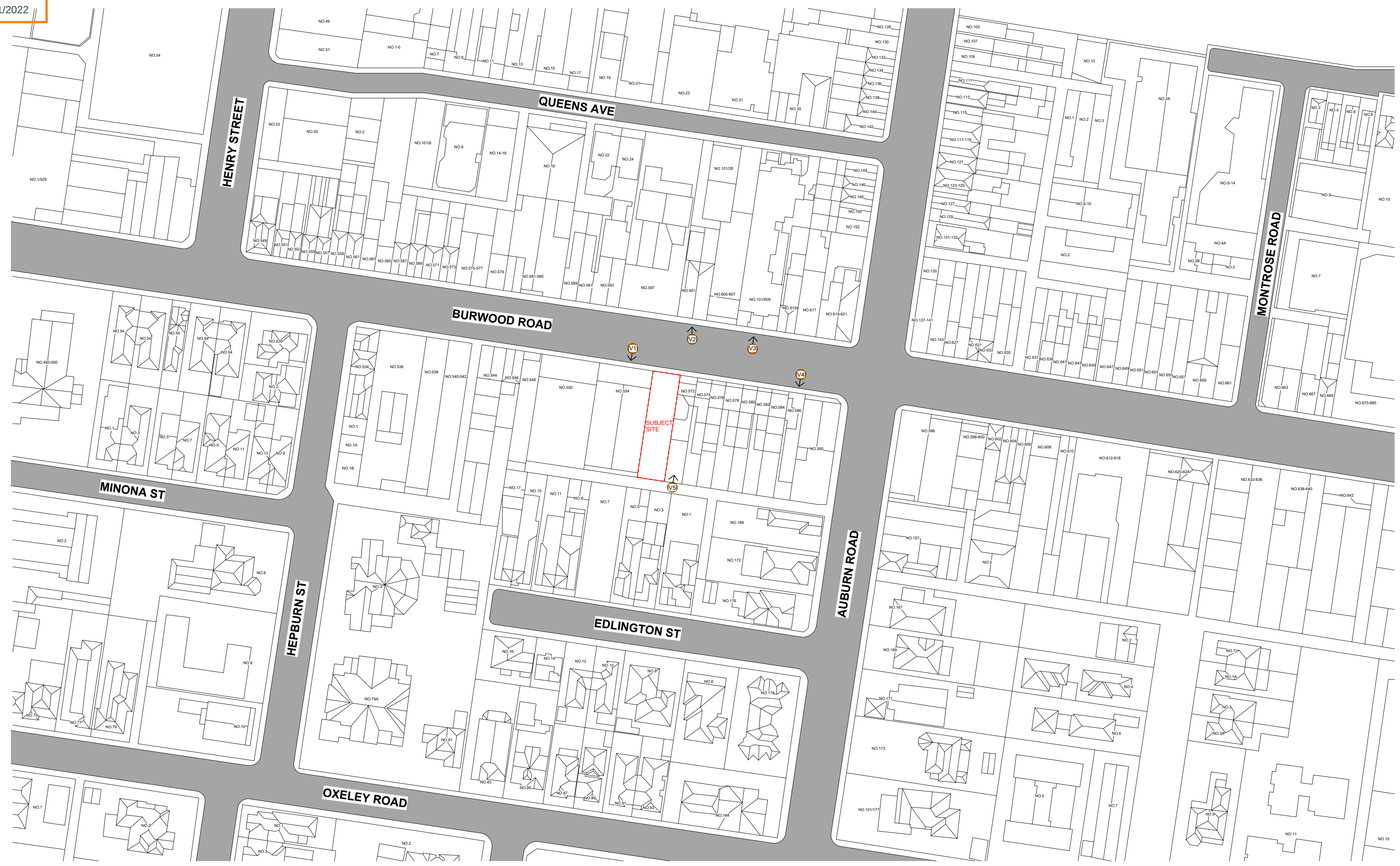
Date: Thursday, 24 November 2022



1 Context Plan
SCALE Not To Scale

TOWN PLANNING SUBMISSION

DRAWING SCHEDULE:

TP-00	Artist Impression
TP-01	Development Summary, Streetscape & Context Plan
TP-02	Neighbourhood Study
TP-03	Site/Roof Plan & Demolition Plan
TP-04	Floor Plans 01
TP-05	Floor Plans 02
TP-06	Elevations & Schedule
TP-07	Sections
TP-08	Shadow Diagram_Propsoed_01
TP-09	Shadow Diagram_Propsoed_02

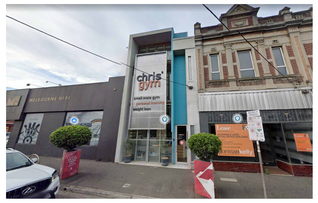
THE SITE IS LOCATED WITHIN CLOSE PROXIMITY OF THE FOLLOWING COMMUNITY ASSETS:

1	AUBURN HOTEL	0.3km
2	AUBURN KINDERGARDEN & CHILD CARE	0.3km
3	KELLET RESERVE	1.1km
4	LYON HOUSEMUSEUM	1.8km
4	HENDERSONS EDUCATIONAL SERVICES	0.4km
5	ELANCE ADULT BALLET SCHOOL	0.5km
6	AUBURN UNITING CHURCH	0.2km
7	HAWTHORN EAST PHARMACY	0.7km
8	AUSTRALIAN POST	0.7km
9	AUSTRALIAN POST - AUBURN LPO	0.1km
10	ROBERT COCHRANE KINDERGARTEN	0.2km
11	COMMONWEALTH BANK HAWTHORN	0.8km

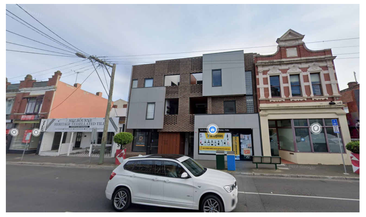
2 Streetscape Elevation
SCALE 1 : 200

V1 - NO.554-556 BURWOOD RD

V2 - NO.603 BURWOOD RD



V4 - NO.586 BURWOOD RD



V3 - NO.609 BURWOOD RD

V5 - NO.572 REAR PARKING

DEVELOPMENT SUMMARY:

TOTAL SITE AREA:	334m²
GROUND FLOOR:	300m²
LEVEL 01:	305m²
LEVEL 02:	278m²
LEVEL 02 BALCONY:	20m²
LEVEL 03:	206m²
LEVEL 03 BALCONY 01:	50m²
LEVEL 03 BALCONY 02:	30m²
TOTAL FLOOR AREA:	**1189m²**
ROOF:	210m²
CAR STACKER PIT:	34m²
CAR SPACES NO.:	5

AREA TABLE:

RESTAURANT:	173m²
LEVEL 01 OFFICE:	242m²
LEVEL 02 OFFICE:	239m²
LEVEL 03 OFFICE:	165m²
TOTAL OFFICE AREA:	**646m²**

ESD NOTES

COMMITMENT O/A PROVISION TO ENSURE CO2 CONCENTRATION REMAINS BELOW 800PPM IN THE RESTAURANT AND OFFICES

COMMITMENT TO EXCEEDING SECTION J ENERGY EFFICIENCY REQUIREMENT OF NCC 2019

MAXIMUM ILLUMINATION POWER DENSITY (W/m²) OF THE DEVELOPMENT MEETS THE REQUIREMENT IN NCC 2019

LIGHTING SENSORS FOR EXTERNAL LIGHTING (MOTION DETECTORS, TIMERS ETC.)

WELS RATING FOR WATER FITTINGS/FIXTURES (REFER TO REPORT) - FIXTURES (e.g. DISHWASHER) PROVIDED AS PART OF BASE BUILDING WORK HAVE TO BE CHOSEN WITHIN ONE WELS STAR OF BEST AVAILABLE AT THE TIME OF PURCHASE.

USE OF NATIVE OR DROUGHT TOLERANT SPECIES FOR LANDSCAPED AREA, WATERING WILL NO BE REQUIRED AFTER AN INITIAL PERIOD WHEN PLANTS ARE GETTING ESTABLISHED.

7000LTR RAIN WATER TANK CONNECTED TO FLUSH ALL TOILETS

15KW SOLAR PV SYSTEM ON ROOF OF THE DEVELOPMENT

IMPROVED HORIZONTAL FIXED SHADING (NORTH ONLY)

INTERNAL WINDOW BLIND ALONG THE NORTHERN WINDOW

REVISIONS

No	Date	Description	By

CLIENT 570 Burwood Road

ADDRESS 570 Burwood Road, Hawthorn

PROJECT Office & Restaurant

TITLE Development Summary, Streetscape & Context Plan

DRAWING NO. TP-01 **REVISION NO.**

DATE	10-11-2022
SCALE	As indicated
DRAWN BY	AZ/ST
JOB NO.	1077
CAD NO.	1077 - TP-01

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1 Neighbourhood Study
SCALE Not To Scale

REVISIONS

No	Date	Description	By

CLIENT 570 Burwood Road

ADDRESS 570 Burwood Road, Hawthorn

PROJECT Office & Restaurant

TITLE Neighbourhood Study

DRAWING NO. TP-02 REVISION NO.

DATE	10-11-2022
SCALE	Not To Scale
DRAWN BY	Author
JOB NO.	1077
CAD NO.	1077 - TP-02

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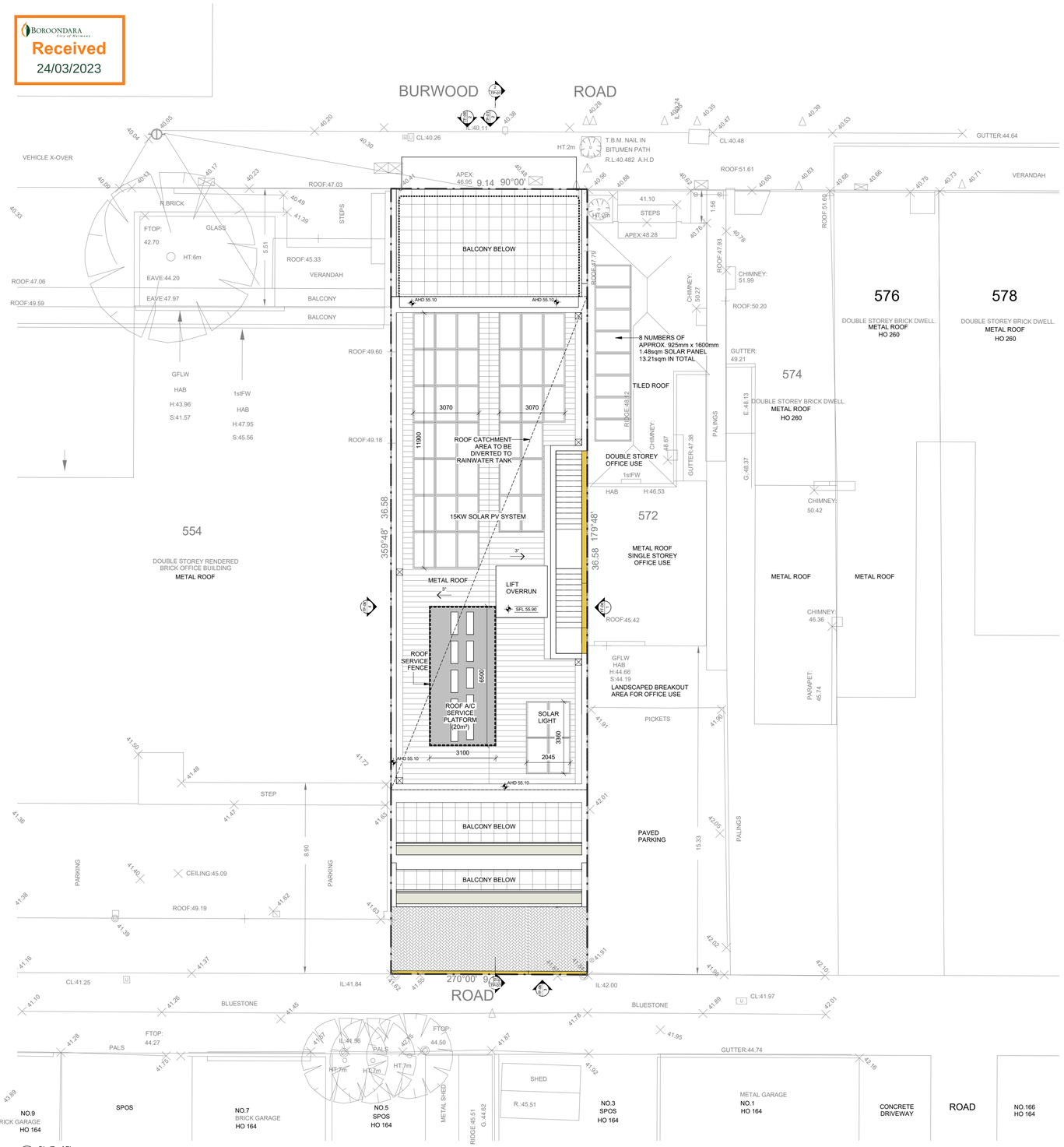
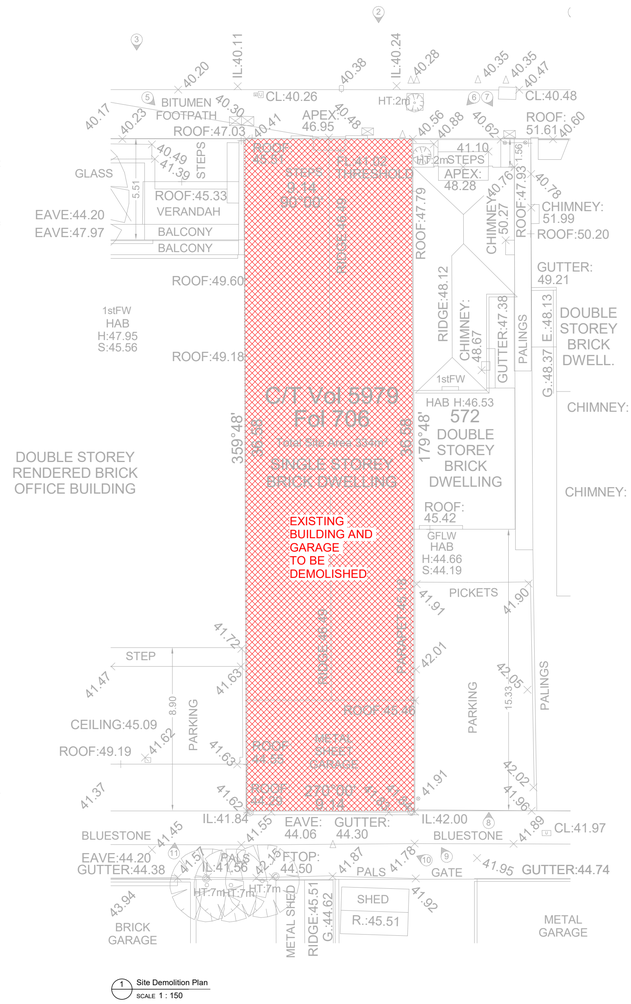
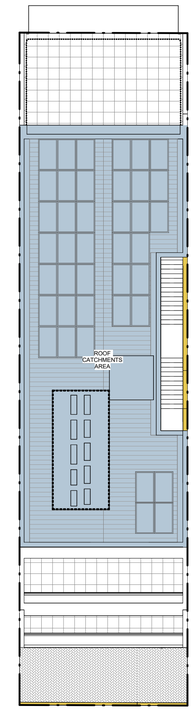


2 Site/Roof Plan
SCALE 1 : 100



1 Site Demolition Plan
SCALE 1 : 150



3 Roof Catchment Area
SCALE 1 : 150

REVISIONS

No	Date	Description	By
1	01/09/2022	RFI	VL

CLIENT 570 Burwood Road

ADDRESS 570 Burwood Road, Hawthorn

PROJECT Office & Restaurant

TITLE Site/Roof Plan & Demolition Plan

DRAWING NO. TP-03 **REVISION NO.** 1

DATE	23-03-2023
SCALE	As indicated
DRAWN BY	ST
JOB NO.	1077
CAD NO.	1077 - TP-03

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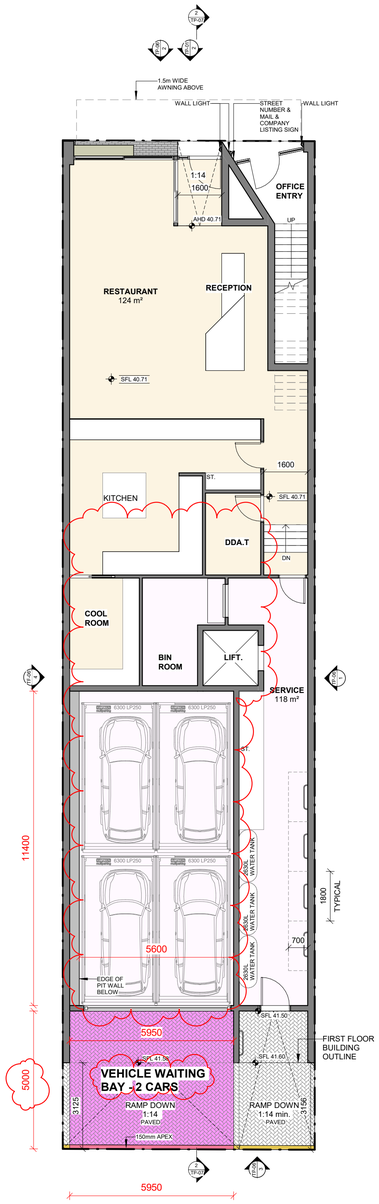
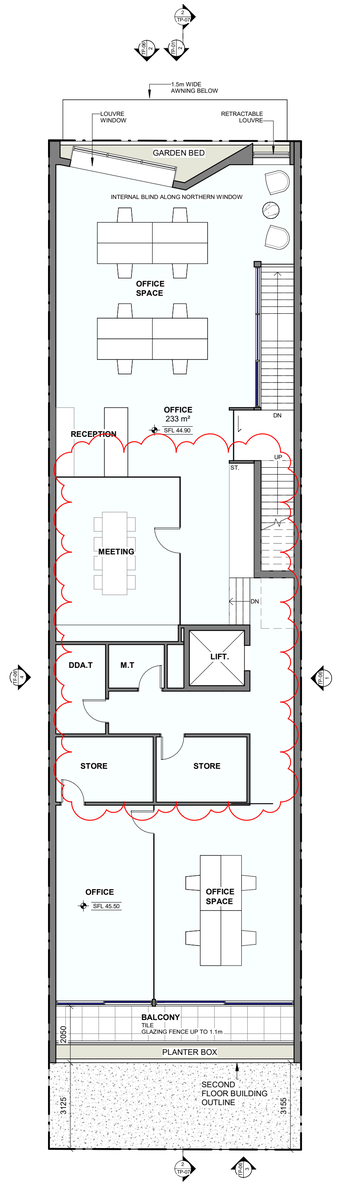
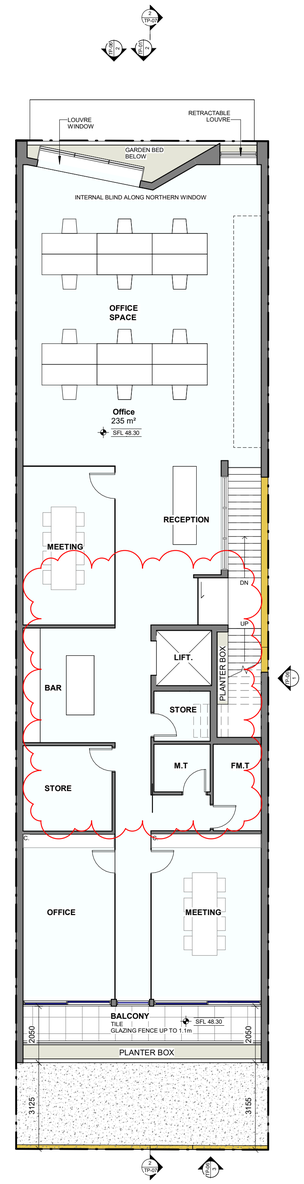


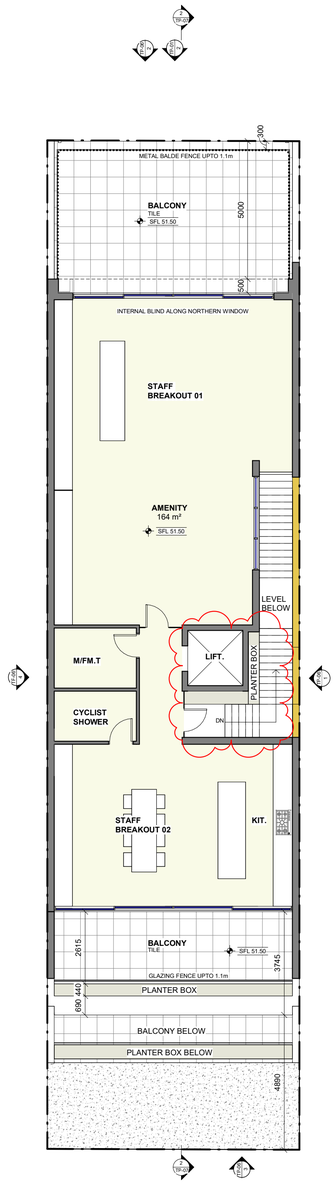
1 Ground Floor
SCALE 1 : 100



2 Level 01 Upper Floor
SCALE 1 : 100



3 Level 02
SCALE 1 : 100



4 Level 03
SCALE 1 : 100

DEVELOPMENT SUMMARY:

TOTAL SITE AREA:	334m²
GROUND FLOOR:	246m²
LEVEL 01:	264m²
LEVEL 01 BALCONY:	19m²
LEVEL 02:	266m²
LEVEL 02 BALCONY:	19m²
LEVEL 03:	187m²
LEVEL 03 BALCONY 01:	50m²
LEVEL 03 BALCONY 02:	28m²
TOTAL FLOOR AREA:	**1123m²**
ROOF:	195m²
CAR STACKER PIT:	68m²
CAR SPACES NO.:	10

AREA TABLE:

RESTAURANT:	124m²
LEVEL 01 OFFICE:	233m²
LEVEL 02 OFFICE:	234m²
LEVEL 03 OFFICE:	164m²
TOTAL OFFICE AREA:	**628m²**

CAR STACKER

UPPER:	4 CARS	1.5M(H)
MIDDLE:	2 CARS	2.05M(H)
LOWER REAR:	2 CARS	2.05M(H)
LOWER FRONT:	2 CARS	1.95M(H)
TOTAL CARS:	**10 CARS**	

COMBINATION SYSTEM TRENDVARIO6300 +/235&TRENDVARIO6300/235 2ER LP250 2.0T WITH ELECTRICAL VERTICAL GATES

ALL CARS 5.2M IN USABLE LENGTH AND 2.6M USABLE WIDTH

REVISIONS

No	Date	Description	By
3	23/03/2023	NOD	AX

CLIENT 570 Burwood Road

ADDRESS 570 Burwood Road, Hawthorn

PROJECT Office & Restaurant

TITLE Floor Plans

DRAWING NO. TP-04 **REVISION NO.** 3

DATE	23-03-2023
SCALE	1 : 100
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CAD NO.	1077 - TP-04

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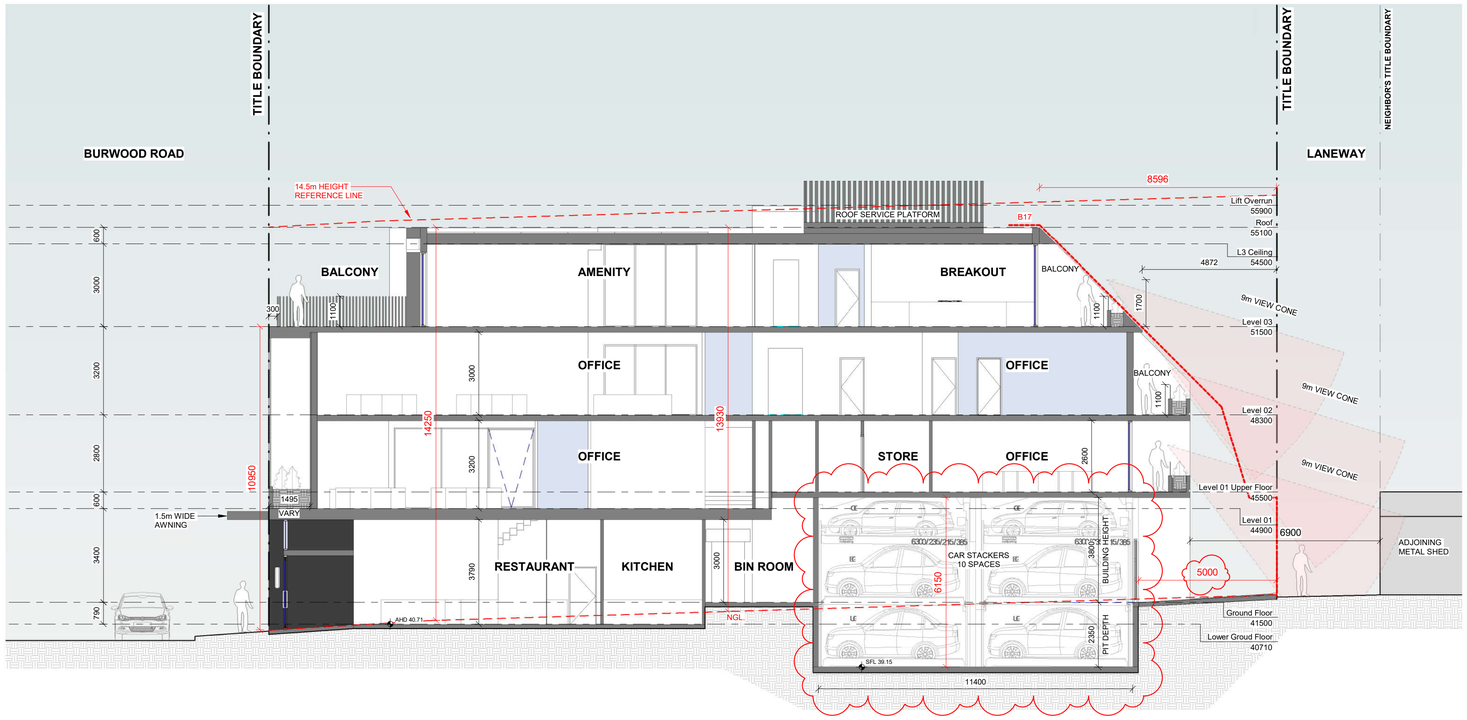

2 Section BB
SCALE 1 : 100

REVISIONS			
No	Date	Description	By
2	20/01/2023	RFI	VL
1	01/09/2022	RFI	VL

CLIENT 570 Burwood Road

ADDRESS 570 Burwood Road, Hawthorn

PROJECT Office & Restaurant

TITLE Sections

DRAWING NO. TP-07 REVISION NO. 2

DATE	23-03-2023
SCALE	1 : 100
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CAD NO.	1077 - TP-07

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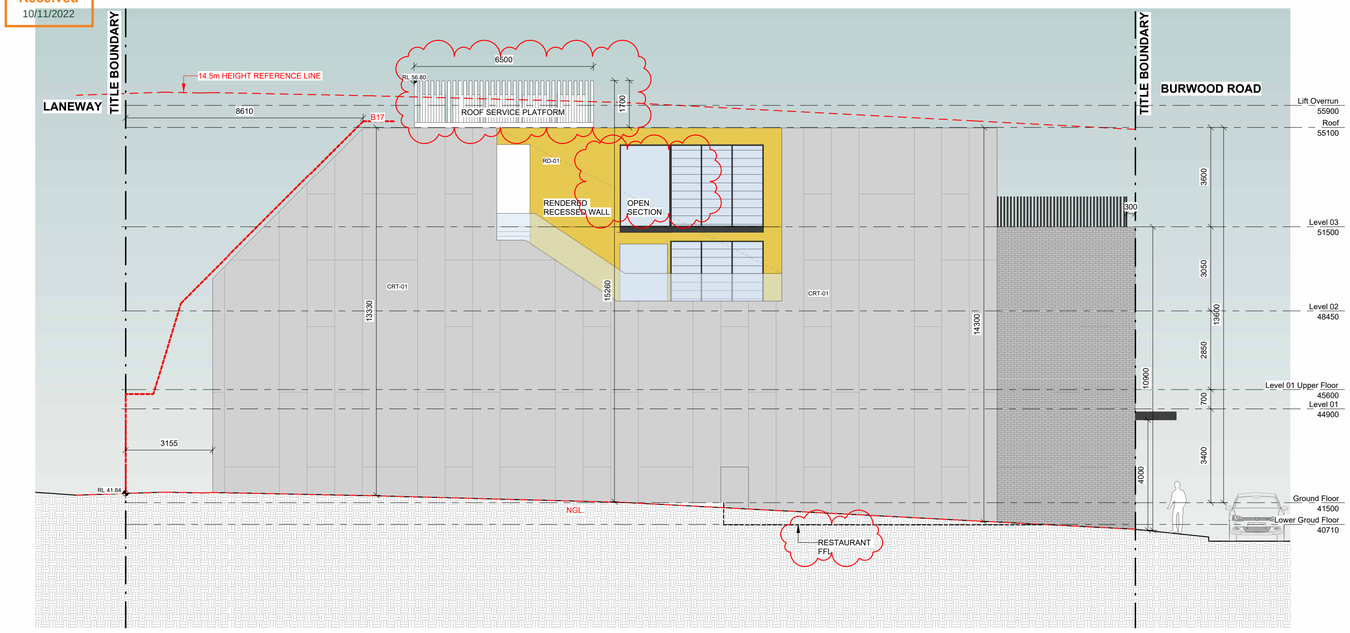
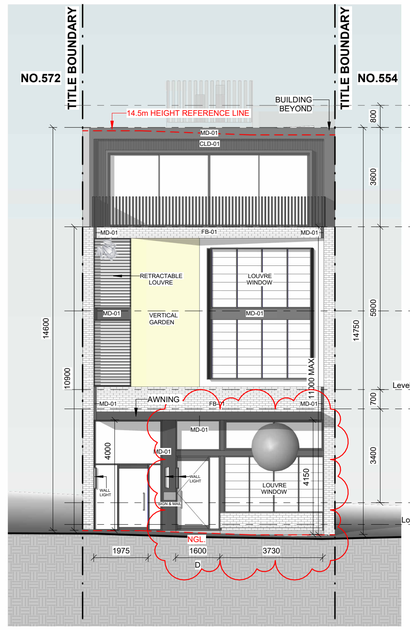
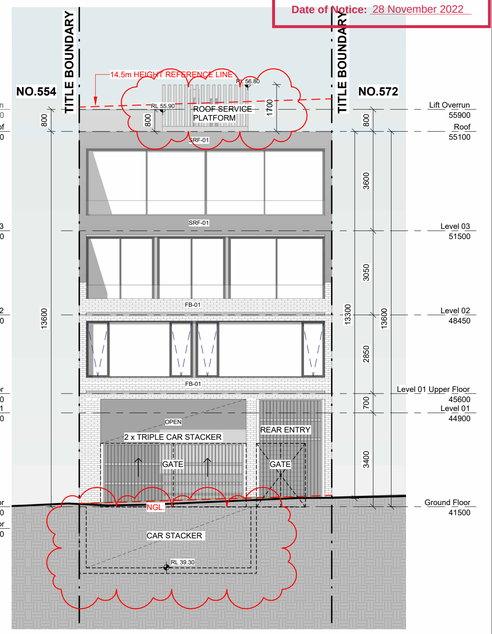


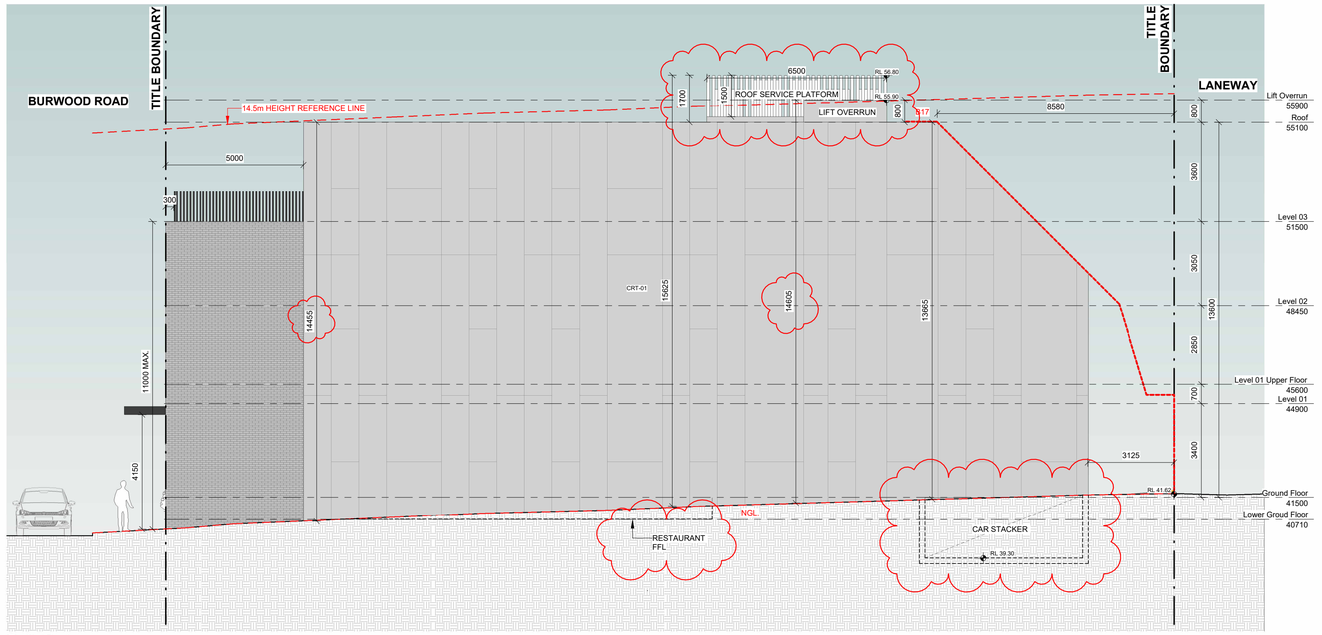
1 East Elevation
SCALE 1 : 100



2 North Elevation
SCALE 1 : 100

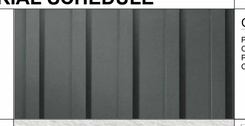
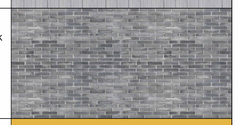
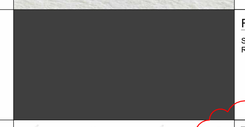


3 South Elevation
SCALE 1 : 100



4 West Elevation
SCALE 1 : 100

MATERIAL SCHEDULE

CLD-01 SELECTED EXTERIOR BATTEN		CRT-01 PRECAST CONCRETE PANEL COLOUR 01	
SR-01 SELECTED RENDER FINISH		FB-01 SELECTED BRICK LOOK CLADDING	
MD-01 SELECTED METAL / DARK RENDER FINISH		RD-01 SELECTED RENDER	
WIN-01 SELECTED WINDOW FRAME FINISH		TILE SELECTED BALCONY TILE & PEDESTAL SYSTEM	
FEATURE SELECTED STAINLESS STEEL BALL		FEATURE SELECTED STAINLESS FROG SCULPTURE	
VERTICAL GARDEN VERTICAL GARDEN WALL WITH SELECTED SHRUBS		GATE METAL REAR CAR STACKER GATE & BUILDING ACCESS GATE	

REVISIONS			
No	Date	Description	By
1	01/09/2022	RFI	VL

CLIENT	570 Burwood Road	PROJECT	Office & Restaurant
ADDRESS	570 Burwood Road, Hawthorn	TITLE	Elevations & Schedule

DRAWING NO. TP-06 REVISION NO. 1

DATE	10-11-2022
SCALE	1 : 100
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JOB NO.	1077
CAD NO.	1077 - TP-06

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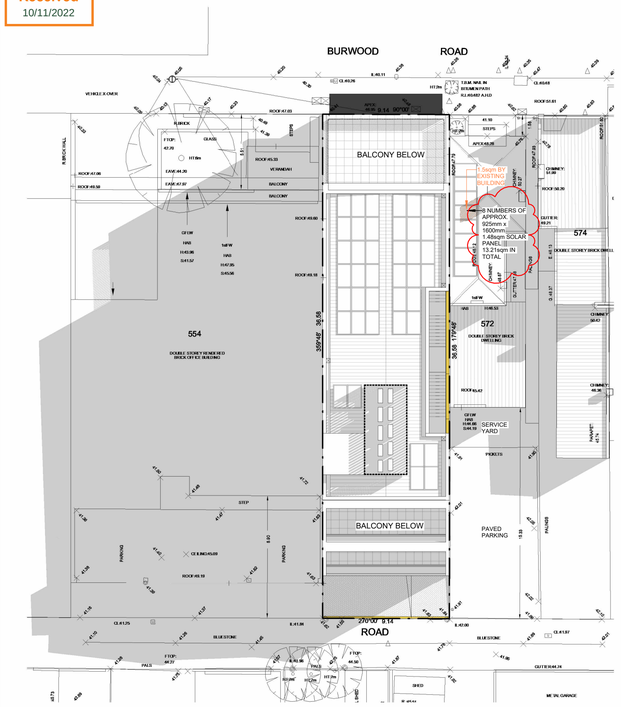
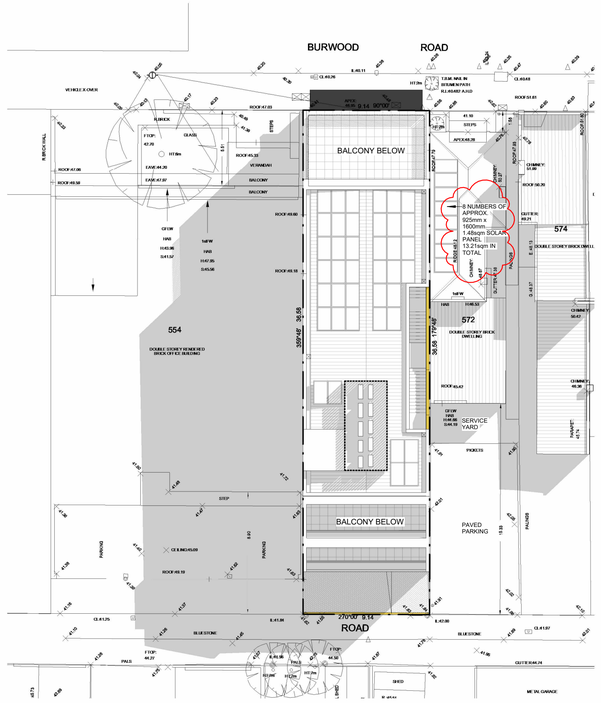


1 Plan_22 Sep 9am
SCALE 1 : 200



2 Plan_22 Sep 10am
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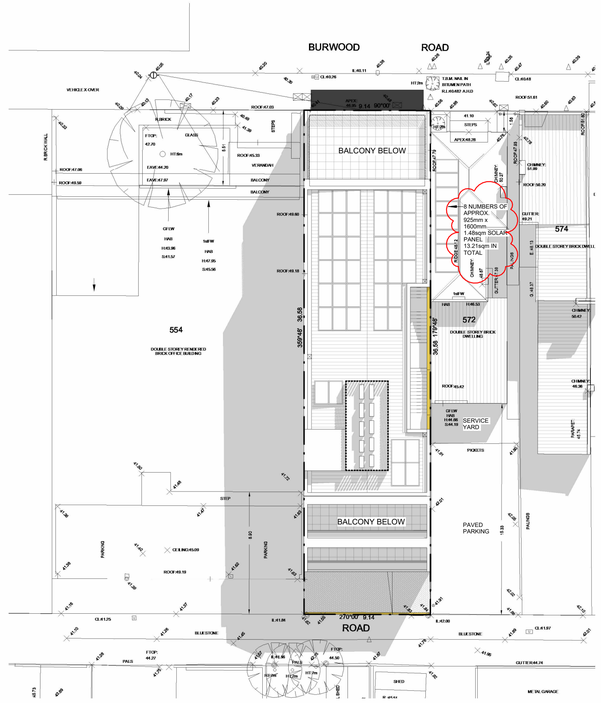
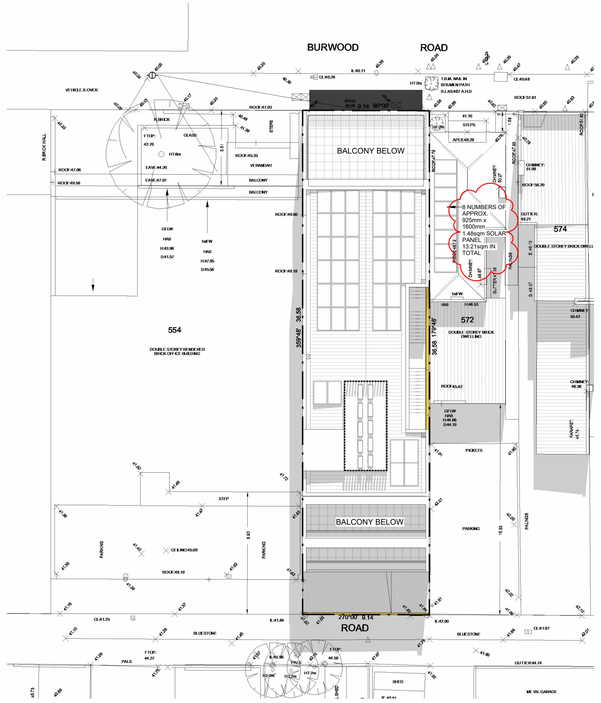
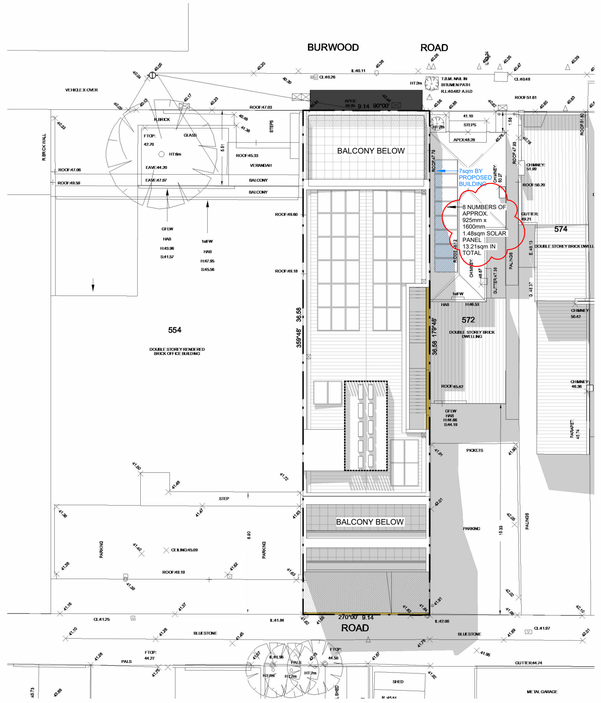


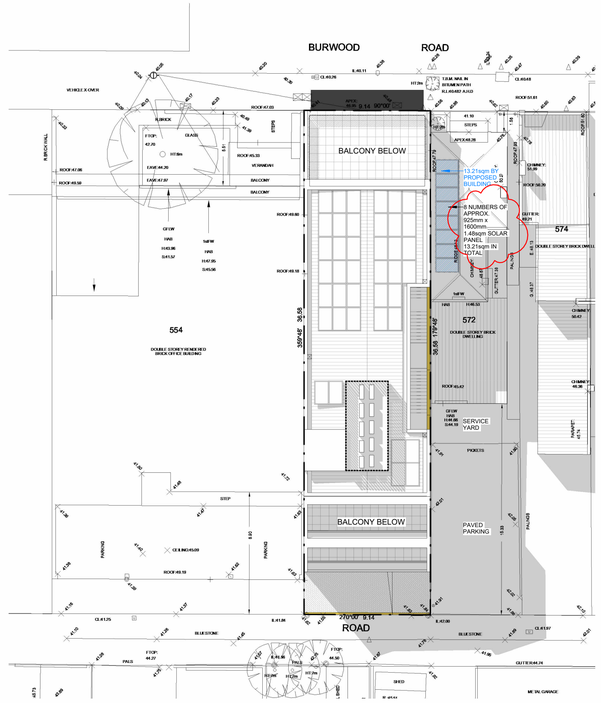
3 Plan_22 Sep 11am
SCALE 1 : 200



4 Plan_22 Sep 12pm
SCALE 1 : 200



5 Plan_22 Sep 1pm
SCALE 1 : 200



6 Plan_22 Sep 2pm
SCALE 1 : 200

REVISIONS

No	Date	Description	By
1	01/09/2022	RFI	VL

CLIENT 570 Burwood Road

ADDRESS 570 Burwood Road, Hawthorn

PROJECT Office & Restaurant

TITLE Shadow Diagram_Propsoed_01

DRAWING NO. TP-08 **REVISION NO.** 1

DATE	10-11-2022
SCALE	1 : 200
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JOB NO.	1077
CAD NO.	1077 - TP-08

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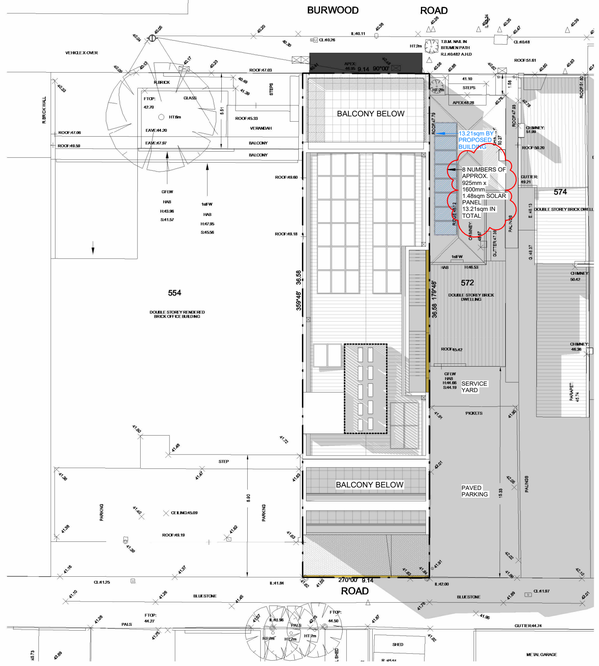
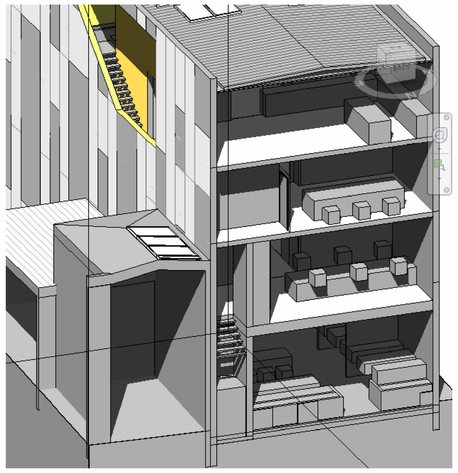


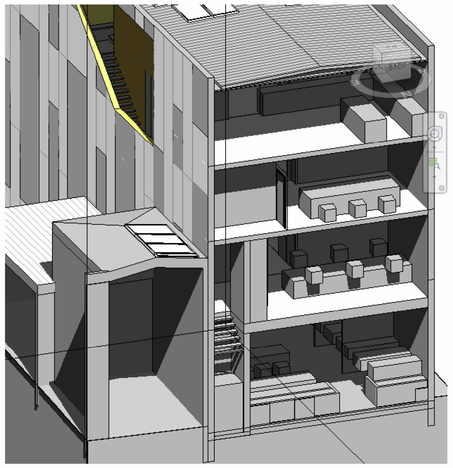
1 Plan_22 Sep 3pm
SCALE 1 : 200

Section_22 Sep 9am

Section_22 Sep 10am



Section_22 Sep 11am



Section_22 Sep 12am

Section_22 Sep 1PM

Section_22 Sep 2PM

Section_22 Sep 3PM

REVISIONS

No	Date	Description	By
1	01/09/2022	RFI	VL

CLIENT 570 Burwood Road

ADDRESS 570 Burwood Road, Hawthorn

PROJECT Office & Restaurant

TITLE Shadow Diagram_Propsoed_02

DRAWING NO. TP-09 **REVISION NO.** 1

DATE	10-11-2022
SCALE	1 : 200
DRAWN BY	Author
JOB NO.	1077
CAD NO.	1077 - TP-09

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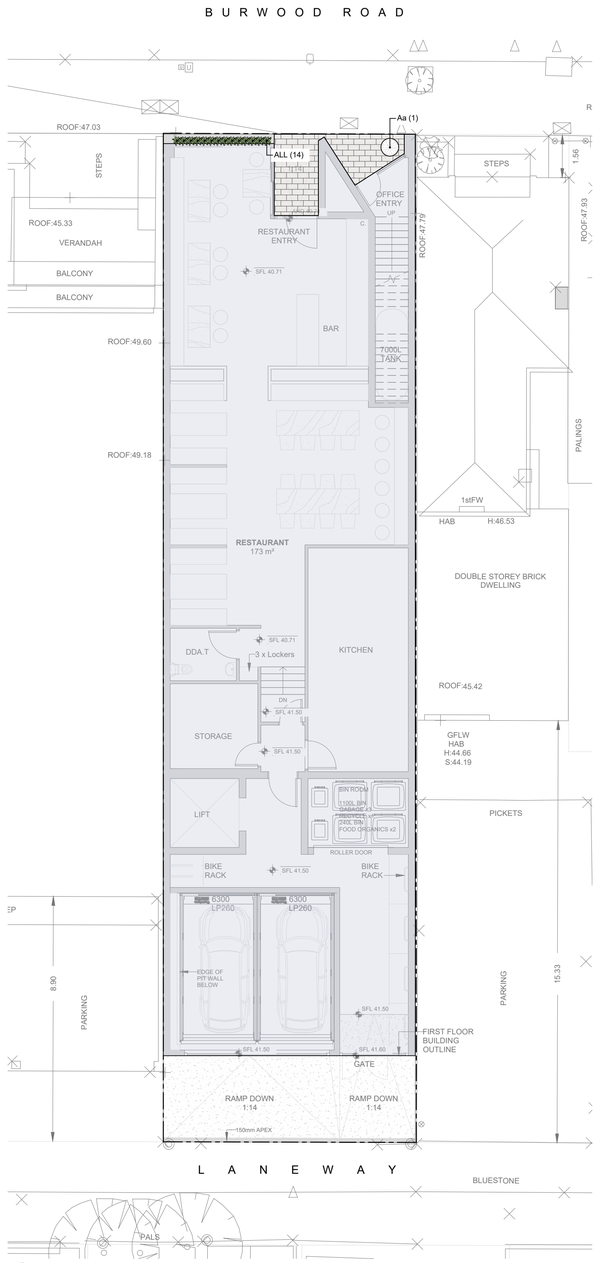
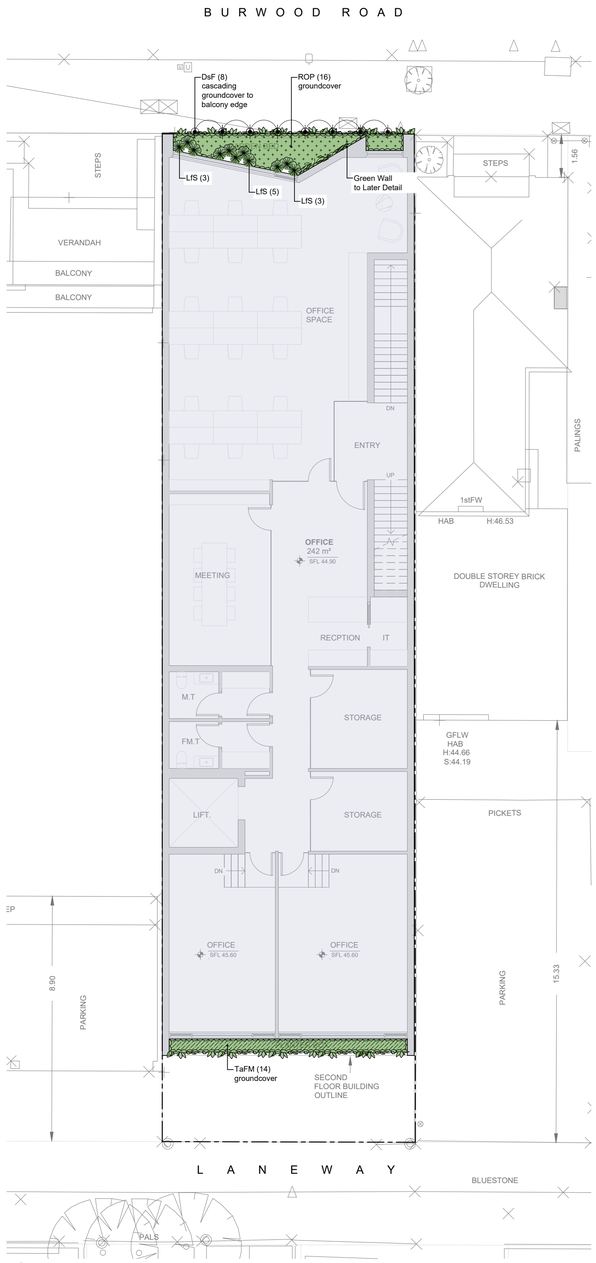
11/10/2022

NOTICE INFORMATION
Date of Notice: 28 November 2022



Landscape Plan - Ground Floor
1:100 @A1 1:200@A3



Landscape Plan - Level 01
1:100 @A1 1:200@A3

SPECIFICATION NOTES

Soil Preparation
Crushed rock, concrete spillage and any other material restrictive to plant growth (e.g. large rocks) shall be removed from the site of any planting beds and semi-advanced trees. All trees to be removed shall be stump ground and all rubbish/vegetative spoil is to be removed from site. Existing top soil in planting areas is to be preserved so that it does not receive additional compaction from site machinery and so that no rubble or building supplies are stored in these areas.

No imported top soil is to be used within the root zones of trees to be protected. Any preparation of existing soil for planting within these areas is to be done by hand only. Holes (e.g. as the result of plant removal) and uneven soil levels may be patched using topsoil as specified below.

Any imported topsoil is to be free of weeds, rubble and other materials damaging to plant growth and is to be of a medium texture (sandy loam) with a pH of 6.0-7.0. Top soil is to be laid over a prepared sub-base which has had any materials damaging to plant growth (e.g. rubble and large rocks) removed, spread to the appropriate depth and cultivated into the existing site soil to a minimum depth of 150mm.

Imported top soil is to be lightly and uniformly compacted in 150mm layers to a minimum depth of 100mm on lawn areas and 300mm on excavated planting beds.

Weed Removal
All weeds shall be thoroughly removed. All vegetative material, including roots and rhizomes of non-woody perennials and woody suckering weeds, is to be removed or appropriately controlled using chemical means. The stumps of non-suckering woody perennials are to be stump ground. All vegetative material shall be appropriately disposed of off site in a manner which will not allow their re-establishment elsewhere. Any chemical controls are to be used in accordance with manufacturer's instructions and standard occupational health and safety procedures.

Care must be taken to ensure that all trees to be retained are not damaged during weed removal. This also implies that any herbicides used are suitable for use around the vegetation to be retained.

Planting
Planting shall be carried out using accepted horticultural practices with all plants conforming to the species, size and quantities indicated on the Landscape Plan and Plant Schedule. Plants shall be thoroughly soaked through immersion in water prior to planting and if the planting soil is very dry then the planting hole is also to be filled with water and allowed to drain completely.

All plants shall be appropriately hardened off in the nursery. Use plants with the following characteristics: Large healthy root systems with no evidence of root curl or pot bound restriction or damage, vigorous, well established, free from disease and pests and of good form, consistent with the species or variety.

Planting holes for shrubs and groundcovers are to be of minimum size 75mm larger than the planting pot in all directions. Semi-advanced tree planting holes are to be the same depth as the rootball and 2-3 times its diameter, with the top of the rootball being at grade. A 75mm high berm is to be constructed at edge of root-ball to hold water. All plants are to be thoroughly watered after planting and slow release fertiliser added at the quantities specified by the manufacturer.

Mulch
Mulch is to be supplied to all garden beds and is to be an organic type laid to a minimum depth of 75mm, consisting of fine dark coloured chipped or shredded pine bark or hardwood with not more than 5% fines content by volume (preferably zero fines). The average size of the woodchip must be approximately 10mm x 20mm x 5mm and the maximum length is not to exceed 30mm. Mulch shall be free of damaging matter such as soil, weeds and sticks and is to be stockpiled and thoroughly weathered prior to delivery. Mulch is to be kept back 100mm from the stems of all plants to prevent collar rot.

Timber Edges
Provide 75 x 25mm treated pine edges to all borders between gravel mulch paths and garden beds using 75x25x300mm long treated pine stakes at 1200mm maximum centres. An additional stake is to be provided at joins in the plinth.

Irrigation
An approved drip irrigation system is to be supplied to all landscape areas. An approved pop-up spray system is to be supplied to all lawn areas. It is the responsibility of the contractor to ensure that all irrigation meets manufacturers specifications. The system is to be connected to mains supply and include a rain-shut off device. All dripline is to be buried with approx. 50mm of topsoil cover and shall be anchored at regular intervals to ensure the tubing cannot be dislodged.

Raised Planter Boxes
Raised planter construction is to include, but not necessarily be limited to, the supply and installation of agricultural drains, drainage cells at base, filter fabric, planting medium, mulch and irrigation. Planter boxes must be effectively tanked and lined with coreflute to prevent leaking.

Drainage cells are to be provided at the base of the planter and are to be covered with a layer of filter fabric. A drainage outlet is to be installed in the base of the planter with the floor of the planter sloped towards it. Provide a root anchor if trees are to be planted in a windy location.

Supply and spread evenly a special lightweight planter mix. (to be advised) Compact evenly in 100mm layers. Avoid differential subsidence and excess compaction and produce a finished surface that is graded evenly and ready for planting. Allow for 50mm layer of specified mulch to top of beds and a finished level 25-50mm below the planter rim. Drip irrigation as specified is to be installed beneath the mulch layer.

Repair/Restoration of damaged Nature-strips
Nature strips are to be restored to current grades with any depressions filled with topsoil to specifications above and lightly compacted in 150mm layers. Areas are then to be re-seeded using an appropriate and matching turf type and the area fenced off to allow the re-establishment of lawn. Re-seeded areas are to be well irrigated and the area supplied with a slow release fertiliser at the quantities recommended by the manufacturer.

Any areas of lawn which have failed to germinate (achieve an evenly green 95% covering of a consistent height) are to be re-seeded within one month of original sowing date.

Plant Establishment Period
There shall be a 13 weeks Plant Establishment Period following the approval of Practical Completion by the responsible authority. During this period the landscape contractor shall make good all defects in his/her scope of works. Maintenance and Establishment means the care and maintenance of the contract area by accepted horticultural practices, as well as rectifying any defects that become apparent in the work under normal use. This shall include, but shall not be limited to watering, fertilising, weeding, pruning, pest and disease control, cultivation, re-staking and replacement of any plants that fail with plants of the same species and size.

LEGEND

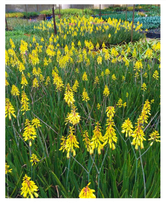
- Existing Tree to be Retained
- Proposed Groundcovers & Grasses Refer to Plant Schedule
- Trailing Plant Refer to Plant Schedule
- Proposed Paving To Later Detail
- Proposed Coloured Concrete To Later Detail
- Proposed Raised Planter Box Refer To Typical Detail (TP02)

PLANT SCHEDULE

SYM	BOTANICAL NAME	COMMON NAME	D/E N/Ex*	HEIGHT X WIDTH AT MATURITY	MIN SUPPLY SIZE	PLANTING DENSITY	QTY
POT PLANTS							
Aa	*Agave attenuata*	Century Plant	E/Ex	1 x 0.8m	400mm pot	As Shown	1
						TOTAL	**1**
GROUNDCOVERS							
ALL	*Aloe x hybrida* 'Lemon Lime'	Yellow Aloe	E/Ex	0.3 x 0.3m	140mm pot	As Shown	14
DsF	*Dichondra argentea* 'Silver Falls'	Silver Falls Dichondra	E/Ex	0.1 x 1.0m	Trailing 140mm pot	0.8m C-C	8
LfS	*Lomandra fluviatilis* 'Shara'	Shara Mat-rush	E/N	0.4 x 0.5m	140mm pot	0.4m C-C	11
RoP	*Rosmarinus officinalis* 'Prostratus'	Prostrate Rosemary	E/Ex	0.5 x 1.5m	140mm pot	0.6m C-C	16
TaFM	*Trachelospermum asiaticum* 'Flat Mat'	Yellow Star Jasmine	E/Ex	0.4 x 3m	140mm pot	0.6m C-C	14
						TOTAL	**63**

*D/E = Deciduous/Evergreen N/Ex = Native/Exotic

PLANT IMAGES -GROUND-FLOOR


Aloe 'Little Lime'

Agave attenuata

PLANT IMAGES -FIRST-FLOOR

Lomandra 'Shara'

Rosmarinus prostratus

Dichondra 'Silver Falls'

Trachelospermum 'Flat Mat'

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REVISION	DATE	BY

CLIENT
570 Burwood Rd Pty Ltd

PROJECT
Proposed Development
570 Burwood Road,
Hawthorn

DRAWING
Landscape Plan - Ground & Level 01
for Town Planning

SCALE	1:100 @A1
DATE	OCT 2022
DRAWN	KD
CHECKED	KD
JOB NO	22-590
DWG NO	L-TP01
CAD FILE	22-590 L-TP.dwg

BOROONDARA
Received
11/10/2022

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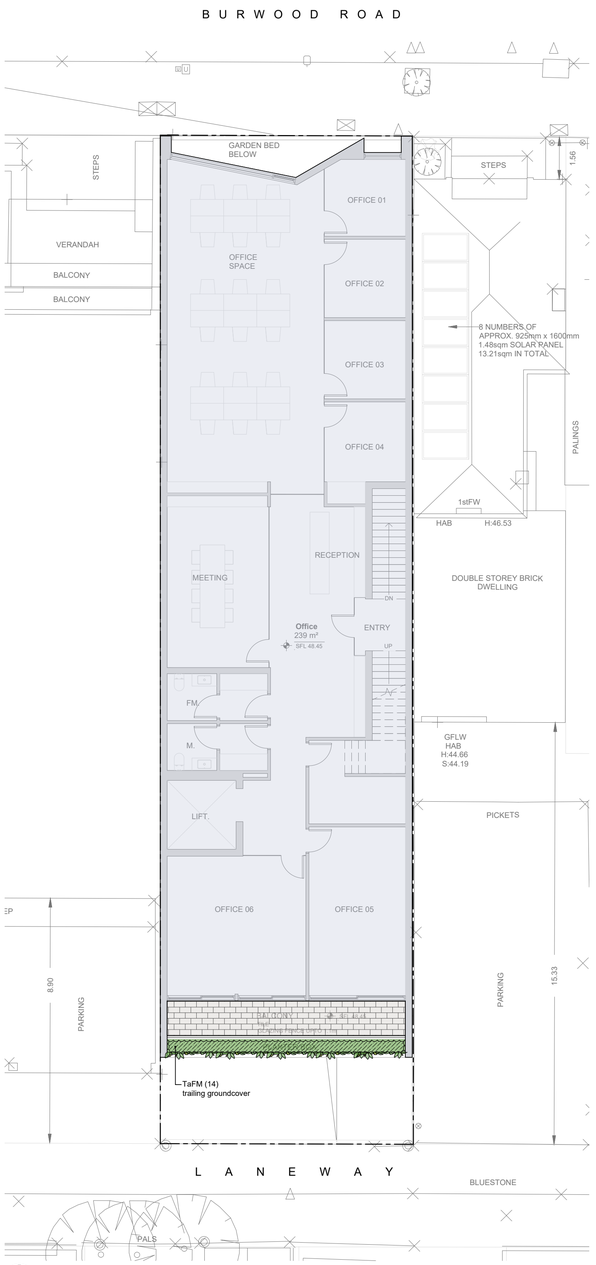
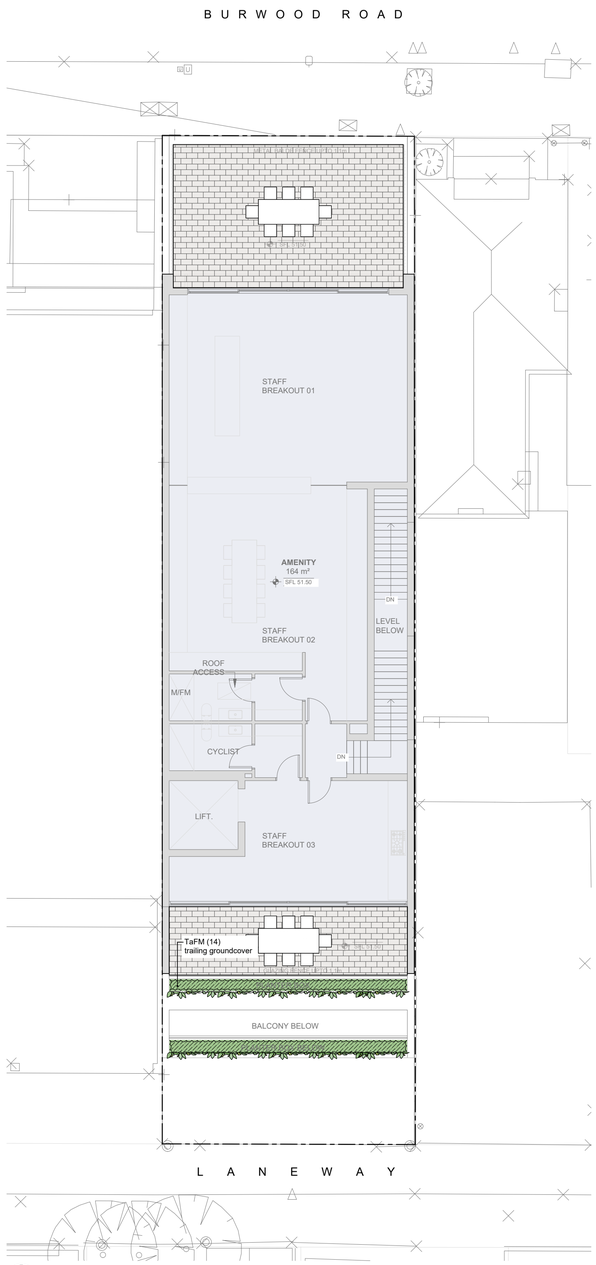


Landscape Plan - Level 02
1:100 @A1 1:200@A3



Landscape Plan - Level 03
1:100 @A1 1:200@A3

LEGEND

- Proposed Groundcovers & Grasses Refer to Plant Schedule
- Proposed Paving To Later Detail
- Proposed Raised Planter Box Refer To Typical Detail

PLANT IMAGE

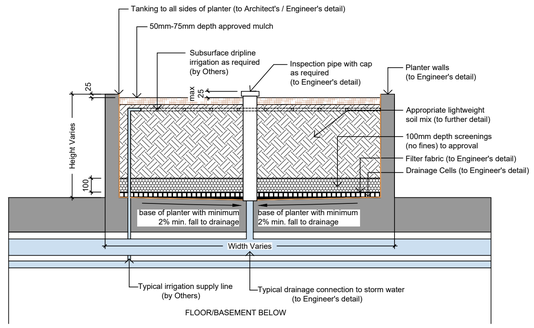
Trachelsopermum 'Flat Mat'

PLANT SCHEDULE

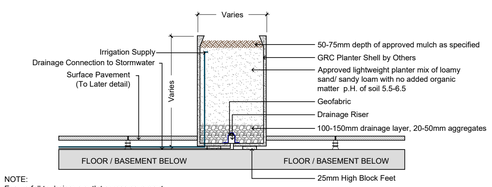
SYM	BOTANICAL NAME	COMMON NAME	D/E N/Ex*	HEIGHT X WIDTH AT MATURITY	MIN SUPPLY SIZE	PLANTING DENSITY	QTY
GROUNDCOVERS							
TaFM	Trachelospermum asiaticum 'Flat Mat'	Yellow Star Jasmine	E/Ex	0.4 x 3m	140mm pot	0.6m C-C	28
						TOTAL	**28**

**D/E = Deciduous/Evergreen* *N/Ex = Native/Exotic*

TYPICAL DETAILS



D1 - TYPICAL LIGHTWEIGHT PLANTER BOX DETAIL
Scale 1:20



NOTE:
Ensure fall to drainage outlet across pavement.
Connection details for irrigation & drainage to civil detail.
Drainage riser intervals with filter fabric or lateral alt drain with filter fabric.

D2 - TYPICAL GRC PLANTER DETAIL
Scale 1:20

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REVISION	DATE	BY

CLIENT
570 Burwood Rd Pty Ltd

PROJECT
Proposed Development

570 Burwood Road,
Hawthorn

DRAWING
Landscape Plan - Level 02 & 03 for Town Planning

SCALE	1:100 @A1
DATE	OCT 2022
DRAWN	KD
CHECKED	KD
JOB NO	22-590
DWG NO	L-TP02
CAD FILE	22-590 L-TP.dwg