

CITY DEVELOPMENT SPECIAL COMMITTEE

Tuesday 1 May, 2018

6.30pm

Council Chamber

Level 1

Maribyrnong Council Offices

Corner Hyde and Napier Streets, Footscray

AGENDA

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Agenda Item 5

**CONFIRMATION OF THE MINUTES OF THE PREVIOUS CITY DEVELOPMENT
SPECIAL COMMITTEE MEETING - 27 MARCH 2018**

Director: Celia Haddock
Director Corporate Services

Author: Lisa King
Manager Governance and Commercial Services

PURPOSE

To present for confirmation, the minutes of the City Development Special Committee Meeting held on 27 March 2018.

ISSUES SUMMARY

- Section 93 of the *Local Government Act 1989* requires Council to keep minutes of each meeting of the Council and Special Committees, and for minutes to be submitted to the next appropriate meeting for confirmation.

ATTACHMENTS

1. Unconfirmed Minutes of the City Development Special Committee Meeting held on Tuesday 27 March, 2018

OFFICER RECOMMENDATION

That the Special Committee confirms the minutes of the City Development Special Committee Meeting held on 27 March 2018.

Agenda Item 5**BACKGROUND**

The minutes of meetings remain unconfirmed until the next appropriate meeting of Council.

DISCUSSION/KEY ISSUES**1. Key Issues**

The *Local Government Act 1989* requires Council to confirm its minutes at the next appropriate meeting.

2. Council Policy/Legislation**Council Plan 2013-2017/Municipal Public Health and Wellbeing Plan**

This report contributes to Council's strategic objectives contained in the Council Plan 2013-2017 by considering:

- Strong leadership - lead our changing city using strategic foresight, innovation, transparent decision making and well-planned, effective collaboration.

Legislation

Local Government Act 1989

Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

Human Rights Consideration

This report complies with the rights listed in the Victorian *Charter of Human Rights and Responsibilities Act 2006*.

3. Engagement

Not applicable.

4. Resources

Not applicable.

5. Environment

Not applicable.

CONCLUSION

The unconfirmed minutes of the City Development Special Committee Meeting held on 27 March 2018^{27 March 2018} are presented for confirmation.

U N C O N F I R M E D M I N U T E S



Maribyrnong City Council

CITY DEVELOPMENT SPECIAL COMMITTEE MINUTES

**Tuesday 27 March, 2018
6.30pm**

**Council Chamber
Level 1
Maribyrnong Council Offices
Corner Hyde and Napier Streets, Footscray**

MEMBERSHIP

Councillor Catherine Cumming (Chair)
Councillor Sarah Carter
Councillor Simon Crawford
Councillor Gina Huynh
Councillor Cuc Lam
Councillor Mia McGregor
Councillor Martin Zakharov

To be confirmed at the City Development Special Committee Meeting
to be held on 1 May, 2018

U N C O N F I R M E D M I N U T E S

1. COMMENCEMENT OF SPECIAL MEETING AND WELCOME

The meeting commenced at 6.32pm.

The Chair, Cr Catherine Cumming made the following acknowledgement statement:

“We acknowledge that we are on traditional lands of the Kulin Nation. We offer our respect to the Elders of these traditional lands, and through them to all Aboriginal and Torres Strait Islander peoples past and present”.

PRESENT

Councillor Catherine Cumming (Chair)
Councillor Simon Crawford
Councillor Gina Huynh
Councillor Cuc Lam
Councillor Mia McGregor
Councillor Martin Zakharov

IN ATTENDANCE

Chief Executive Officer, Stephen Wall
Director Corporate Services, Celia Haddock
Director Planning Services, Nigel Higgins
Acting Director Infrastructure Services, Barbara Mitrevski
Manager Public Affairs and Community Relations, Deidre Anderson
Manager Governance and Commercial Services. Lisa King
Coordinator Governance, Danny Bilaver

2. APOLOGIES

Apology for the meeting was received from Councillor Sarah Carter.

3. DISCLOSURES OF CONFLICTS OF INTEREST

Nil.

4. PUBLIC QUESTION TIME

Nil.

5. CONFIRMATION OF MINUTES OF PREVIOUS MEETING

The purpose of this report was to present for confirmation, the minutes of the City Development Special Committee Meeting held on 28 November 2017.

U N C O N F I R M E D M I N U T E S

Committee Resolution

That the Special Committee confirms the minutes of the City Development Special Committee Meeting held on 28 November 2017.

Moved: Cr Martin Zakharov
Seconded: Cr Mia McGregor

CARRIED

6. OFFICER REPORTS

6.1. Significant Tree Register

The purpose of this report was to present a draft policy for a Significant Tree Register and to propose a public process, seeking nominations of significant trees for Council's consideration.

Jessica Hood addressed the Committee in relation to the item.

Committee Resolution

That the City Development Special Committee:

- 1. Endorse the draft Significant Tree Register Policy and the criteria to be used for the establishment of a Significant Tree Register for public consultation.*
- 2. Commence public consultation and seek nominations for trees to be considered for inclusion on the register.*
- 3. Following extensive consultation, receive a further report with an independent assessment of all nominations and a draft Significant Tree Register.*

Moved: Cr Mia McGregor
Seconded: Cr Simon Crawford

CARRIED

6.2. 136-174 Buckley St Footscray

The purpose of this report was to present for consideration a planning application for 136-174 Buckley Street Footscray (TP530/2017).

Christine McRae addressed the Committee in relation to the item.

Committee Resolution

That the City Development Special Committee issue a Notice of Decision to Grant a Permit to construct multi dwellings, reduce the carparking requirement and create access to a road in a Road Zone, Category 1 at 136-174 Buckley Street Footscray, subject to changes outlined in Attachment 1.

U N C O N F I R M E D M I N U T E S

Moved: Cr Martin Zakharov
Seconded: Cr Mia McGregor

CARRIED

6.3. 19-21 White Street Maribyrnong

The purpose of this report was to present for consideration a planning application for 19-21 White Street Maribyrnong (TP285/2017).

Rocco Vaccari addressed the Committee in relation to the item.
Sarah Macklin addressed the Committee in relation to the item.

Committee Resolution

That the City Development Special Committee issue a Notice of Decision to Grant a Permit for the construction of a multi storey building, use of land for shops (excluding Adult sex product shop), reduction in carparking requirements, and variation and/or removal of easement E-3 on Lots 3 and 4 of PS 140406 at 19-21 White Street, Maribyrnong subject to conditions contained in Attachment 1.

Moved: Cr Gina Huynh
Seconded: Cr Martin Zakharov

CARRIED

6.4. 25 Indwe Street, West Footscray (Report post-mediation)

The purpose of this report was to seek Council's support on mediated outcomes for 25 Indwe Street, West Footscray (TP114/2017) conditionally agreed to by all parties at a Victorian Civil and Administrative Tribunal (VCAT) compulsory conference.

Lachlan Borle addressed the Committee in relation to the item.
Vaughan Connor addressed the Committee in relation to the item.

Committee Resolution

That the City Development Special Committee resolve to support the proposal in accordance with the revised permit conditions contained in Attachment 1 and the Mediated Plans contained in Attachment 3 for the upcoming VCAT mediation and hearing.

Moved: Cr Cuc Lam
Seconded: Cr Gina Huynh

CARRIED

U N C O N F I R M E D M I N U T E S

7. URGENT BUSINESS

Nil.

8. SPECIAL MEETING CLOSURE

The Chair, Cr Catherine Cumming, declared the meeting closed at 7.52pm.

To be confirmed at the City Development Special Committee Meeting
to be held on 1 May, 2018.

Chair, Cr Catherine Cumming

Agenda Item 6.1**7 WIGHTMAN STREET, FOOTSCRAY**

Director: Nigel Higgins
Director Planning Services

Author: Steven Lionakis
Manager Urban Planning

PURPOSE

To present for consideration a planning application for 7 Wightman Street, Footscray (TP154/2017).

APPLICATION RECEIVED	24/03/2017
APPLICATION NUMBER:	TP154/2017(1)
APPLICANT	ARG Planning
SITE ADDRESS	7 Wightman Street, Footscray
PROPOSAL	Construction of a multi storey building, use of land for a shop and a reduction in the carparking requirements.
ZONE	Activity Centre Zone (ACZ1)
OVERLAYS	<ul style="list-style-type: none"> • Environmental Audit Overlay (EAO) • Parking Overlay, Schedule 2 (PO2) • Development Contributions Plan Overlay, Schedule 6 (DCPO6)
INTERNAL REFERRALS	Property, Waste Services, Engineering Services, Transport Services, City Design
EXTERNAL REFERRALS	Transport for Victoria
COST OF DEVELOPMENT	\$16,200,000
WARD	Yarraville
ADVERTISED	Yes
NUMBER OF OBJECTIONS	Five (5)
DATE OF PLANNING FORUM	Not required
REASON FOR CONSIDERATION BY COUNCIL:	Cost of development exceeds \$10million and the height exceeds 6 storeys

Agenda Item 6.1**ISSUES SUMMARY**

- Approval was originally sought for the construction of an 18 storey building containing 85 dwellings, a 192 square metre shop and 383 square metres of office and a reduction in the carparking requirement.
- The application was advertised and five objections were received.
- The building exceeds the preferred height of 6 storeys by 12 storeys in Precinct 5B.
- The applicant has submitted revised plans to reduce the height of the building to 14 storeys and reducing the amount of dwellings to 57. These revised plans attempt to address the concerns of Council and the referral comments.
- The revised height is more sympathetic in scale to the context and the planning approvals in the area which have heights in the vicinity of 32 storeys.
- The additional height is supported on the basis of consolidated land (former Salina Street), high quality and visually interesting architectural form and the composition of the building.
- The proposal provides 383 square metres of office space and each dwelling is provided with excellent amenity.
- The proposal includes a diversity of housing styles with a combination of one, two and three bedroom dwellings.
- A parking reduction of four spaces is being sought which is supported given the context of the site.
- The proposal has strong policy support and subject to conditions outlined in Attachment 1 should be supported.

ATTACHMENTS

1. Attachment 1 - Conditions 7 [↓](#)
2. Attachment 2 - Advertised Plans [↓](#)
3. Attachment 3 - Revised plans [↓](#)
4. Attachment 4 - Clause 58 Assessment Table [↓](#)

OFFICER RECOMMENDATION

That the City Development Special Committee issue a Notice of Decision to Grant a Permit for the Construction of a multi storey building, use of land for a retail premise and a reduction in the carparking requirements at 7 Wightman Street Footscray subject to conditions contained in Attachment 1.

Agenda Item 6.1**BACKGROUND****1. Proposal**

The proposal based on the revised plans is summarised as follows:

- Construction of a mixed use building comprising 14 storeys comprising a four storey podium.
- The land uses includes:
 - 192 square metres of shop
 - 383 square metres of office spaces (level 4)
 - 57 dwellings (levels 5-14)
- The diversity of dwelling types including 16, one bedroom, 36, two bedrooms and 5, three bedroom dwellings.
- 233 square metres of communal space and facilities provided at Level 4.
- Four levels of carparking with a total of 73 carparking spaces. Access is provided via the turning bay adjacent to the western boundary of the site.
- A reduction of four car spaces is proposed.
- Provision of 27 bicycle spaces exceeding the statutory rate of 25 spaces.
- The architectural expression of the building is generally bold and striking with high quality materials being chosen including dark and grey glazing, concrete panel, metal, and rendered cladding.
- The building achieves a maximum building height of 59.46 metres.

2. Site and Surrounds**Subject Site**

The site is located on the northwest corner of Wightman Street in the western section of the 'Joseph Road Precinct'. The land comprises two lots including 7 Wightman Street (comprising 461 square metres) and part of the former Salina Street (comprising 274 square metres).

The combined area comprises 735 square metres, with a frontage to Wightman Street of 31.9 metres. The land is relatively flat and currently void of buildings.

A public realm plan has recently been prepared for the Josephs Road precinct and provides for an upgrade of roadways and infrastructure (and public realm improvements) to complement the active ground floor uses proposed within the precinct.

Abutting Properties

North and west: Directly to the north is the rail corridor and beyond the corridor are residential properties fronting Ryan, Cowper and Byron Streets. The majority of these properties comprise predominantly timber clad period dwellings with pitched metal clad roofs.

South: Directly to the south are the rear of a number of properties from 28-48 Hopkins Street, which currently comprise warehouses, office, car sales, the *Footscray Hotel* and *Up In Smoke* restaurant. Wightman Street runs in an east-west alignment between Whitehall Street to the east and the rail corridor.

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East: Directly to the east is 8-18 Whitehall Street, which comprises a four storey former office building which has been partly converted to residential with some remaining offices. The building is currently under construction to accommodate two further levels of dwellings resulting in a six storey form and upper floor terrace. The carparking space is located at ground floor level, which currently informally uses part of the former Salina Street, which now forms part of this application. The carpark will be reconstructed to accommodate parking stacks adjacent to the common boundary.

Surrounding Area

The subject site is located within the 'Joseph Road Precinct', which is a former light industrial precinct which is undergoing substantial change in the coming years. A number of sites within the precinct have obtained planning approval and these approvals are as follows:

Address	Status	Maximum Height	Apartments
1 Warde Street	Permit Issued 8 July 2015	25 storeys	308
10 Moreland Street	Permit Issued 17 May 2011 Permit Amended 25 May 2017	26 storeys	198
2 Neilson Place	Permit Issued 20 June 2017	25	513
4 Neilson Place	Permit issued 4 February 2015 Permit Amended 15 April 2016	15	147
2 Hopkins Street	Permit Issued 27 March 2014 Permit Amended 11 February 2016 and 1 June 2017	28 storeys	723
4 Hopkins Street	Permit Issued 29 May 2016 Permit Amended 18 January 2018	25	931
18-24 Hopkins Street	Permit Issued 20 February 2013 Permit Amended 27 May 2015	33 storeys	966
6 Neilson Place	Permit Issued 4 September 2017	3	60 affordable housing units

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Figure 3 – Building heights of some approvals in the vicinity of the site

3. Policy Context and Permit Triggers

The site is located within the Activity Centre Zone (ACZ1) and is affected by the following overlays:

- Parking Overlay Schedule 2 (PO2)
- Development Contributions Plan Overlay – Schedule 6 (DCPO6)
- Environmental Audit Overlay (EAO).

Precinct 5B of the ACZ1 identifies the site with a preferred height of 6 storeys. The use of the land for offices and dwellings do not require a planning permit under the ACZ1.

Whilst the DCPO6 is applicable to the site, the overlay ceased to exist as of 31 December 2016 as all relevant monies had been adequately collected by the overlay during its operational lifespan (2000-2016) as such no further action is necessary.

Permit Triggers

A Planning Permit is required for the following:

- Clause 37.08-5 – Construct a building and carry out works (ACZ1)
- Clause 3.0 of the ACZ1 – Use of the land for a shop
- Clause 52.06-3 – reduction in the carparking requirement.

While the EAO does not trigger a planning permit, it does require an environmental audit to be undertaken prior to sensitive use commencing. This requirement has been addressed as conditions in Attachment 1.

State Planning Policy Frameworks

The following State policies are applicable to the proposal:

- Clause 11 (Settlement) in particular Clauses 11.01 (Activity Centres) and 11.04 (Metropolitan Melbourne)

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- Clause 15 (Built Environment and Heritage) in particular Clauses 15.01 (Urban Environment) and 15.02 (Sustainable development)
- Clause 16 (Housing) in particular Clauses 16.01 (Residential Development) and 16.02 (Housing form)
- Clause 18 (Transport), in particular Clause 18.01 (Integrated Transport).

Local Planning Policy Framework

The following clauses are applicable to the proposal:

- Clause 21.04 (Settlement) in particular Clauses 21.04-1 (Activity Centre Planning) and 21.04-2 (Housing growth)
- Clause 21.06 (Built Environment and Heritage) in particular Clause 21.06-1 (Urban design)
- Clause 21.07 (Housing) in particular Clauses 21.07-1 (Residential Capacity and Location) and 21.07-2 (Housing Diversity and Affordability)
- Clause 21.08 (Economic development) in particular, Clauses 21.08-1 (Retail) and 21.08-2 (Office)
- Clause 21.11 (Local Areas) in particular Clause 21.11-1 (Footscray Metropolitan Activity Centre).

Particular Provisions**Clause 52.06 (Carparking)**

Pursuant to Clause 52.06-3, a planning permit is required to reduce the prescribed carparking rate nominated under PO2. The following table demonstrates the parking provision and requirement for the revised plans:

Use	Minimum statutory rate of spaces	Maximum statutory rate of spaces	No.	Parking requirement
Shop	1.5 spaces for 100sqm of gross floor area		192sqm	2 spaces
Dwellings	0.5 car space per one bedroom dwelling	1 car space per one bedroom dwelling	16	8 to 16 spaces
	0.8 to spaces per 2 bedroom dwelling	1 to space per 2 bedroom dwelling	36	28 to 36 spaces
	1 space per 3 bedroom dwelling	1.5 space per 3 bedroom dwelling	5	5 to 7 spaces
Visitors	0.1 space per dwelling		57	5
Office	2 spaces to each 100 sqm of gross floor area		383sqm	7 spaces
Total				55 to 73
Provided			73	

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The proposal based on the revised plans have been provided with 73 car spaces and no reduction is being sought. The original application advertised included a reduction of four car spaces.

The PO2 also requires the provision of one motor cycle space for every 25 car spaces provided and therefore a total of 2 spaces is required. The plans show a total of three motorcycle spaces and no reduction in motorcycle spaces is being sought. This is maintained in the 'without prejudice' plans.

Clause 52.07 (Loading and unloading of vehicles)

The proposal was initially advertised with a reduction in the loading bay requirements, however these requirements have been removed from the planning scheme by Planning Scheme Amendment VC142 (16/01/2018). Planning permission is no longer required under this clause with consideration being made under the decision guidelines of Clause 65.

Clause 52.34 (Bicycle parking)

Clause 52.34 requires the provision of one bicycle space to each 5 dwellings and one visitor space to each 10 dwellings in developments of four or more storeys. The revised proposal results in a requirement for 17 bicycle spaces (11 residents and 6 visitor spaces). The proposal has been provided with a total of 27 bicycle spaces exceeding these requirements by 10 spaces.

Clause 58 (Apartment Developments)

The proposal is assessed against the provisions in Attachment 4. A discussion of the relevant matters is provided in the assessment section below.

4. Human Rights Consideration

The report and its contents do not impede the human rights listed in the *Charter of Human Rights and Responsibilities Act 2006*.

5. Conflicts of Interest

No officer responsible for, or contributing to, this report has declared a direct or indirect interest in relation to this report.

6. Notification

The application was advertised pursuant to Section 52 of the *Planning and Environment Act 1987* with five objections received and the grounds relating to:

- The proposed height is excessive and does not respond to the adjoining building.
- Too much construction activity in the area and impacts on tenants
- Inability to locate on-street parking and increase in traffic congestion
- No provision for deliveries and loading and impacts on street access
- Loss of daylight and overshadowing
- Loss of privacy

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- The reason for the purchase of the former Salina Street was misleading
- Increase in noise
- Property devaluation.

7. Referrals**External**

The application was referred externally to Transport for Victoria (formerly Public Transport Victoria) which consulted with VicTrack in their response. No objections were raised, subject to a number of conditions outlined in Attachment 1.

Internal

The application was referred internally to the following departments and a summary the comments were:

- Property – confirmed the sale of the former Salina Street.
- City Design – a number of issues raised in relation to height, extent of carparking and materials of the podium levels.
- Engineering Services– A number of issues are presented in terms of parking access, circulation, ramp grades, ramps loading and waste removal. Modifications are required to facilitate appropriate access and have been addressed as conditions in Attachment 1.
- Transport Services – the proposed parking provision is adequate, parking spaces adjacent to the bicycle parking area and ramp are too tight, visual splays are required to the ramp exit and loading facilities should be provided as Council will not provide a loading zone on the street.

The majority of these matters have been addressed in the revised plans or are addressed as conditions in Attachment 1.

DISCUSSION

It is considered that the key issues for the proposed development relate to compliance with State and Local planning policy, built form, traffic and parking, internal and external amenity impacts and public realm considerations. These are addressed accordingly below:

Is the proposal consistent with relevant state and local planning policy?

The subject site is located within the *Footscray Metropolitan Activity Centre* (FMAC) and is within the urban renewal area of the *Joseph Road Precinct*. A key objective for the precinct is to 'create a thriving and vibrant mixed use precinct comprising high quality development that complement the role of central Footscray and creates an impressive entrance to the centre'. Such vibrancy will occur through mixed use developments accommodating approximately 4,000 dwellings and a viable mixture of commercial, retail, community, entertainment and recreation land uses, as well as employment opportunities.

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The Joseph Road precinct is an area where significant growth can occur supporting the overall urban consolidation objectives outlined in the State Planning Policy framework and providing housing to meet the anticipated population forecast of the FMAC. The proposal appropriately responds to the relevant precinct objectives by contributing to a robust urban character with a high quality architectural form, employment opportunities through the retail and office composition, substantially activated retail frontage to Wightman Street and dwelling entrance and contribution to the public realm improvements.

The State and Local Planning Policy Framework generally support densification in existing areas that are well serviced by existing infrastructure. Specifically, the site is identified in Council's Municipal Strategic Statement, at Clause 21.03 as being within a Metropolitan Activity Centre for which supports substantial change.

Specific policies that support the proposal include:

- Integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development (Clause 10.01 Integrated Decision Making)
- Ensuring the sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses (Clause 11.02 Urban Growth).
- Build up activity centres as a focus for high-quality development, activity and living for the whole community by developing a network of activity centres (Clause 11.03 Activity Centres).
- Encourage diversity of housing choice and types at higher densities in and around activity centres (Clause 11.03-2 Activity Centre Planning).
- Locate new housing in or close to activity centres and in urban renewal precincts and sites that offer good access to jobs, services and transport (Clause 16.01 Residential Development).
- Achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties (Clause 15.01-2 Urban Design Principles)
- Accommodate between 14,000 to 16,000 new households by 2031 (Clause 21.04-2 Housing Growth)
- Encourage high quality design and development and encourage contemporary and innovative architecture to establish a preferred neighbourhood character in new residential areas (Clause 21.06-1 Urban Design).
- Clause 21.08-1 and 2 consider the need for retail and office space in appropriate locations, including the FMAC. The proposal provides an appropriate mix of uses and responds well to the activation opportunities in Wightman Street.

The proposal is considered to satisfy the general policy prompts outlined above. The proposal is assessed against the provisions of Clause 58 (Apartment Developments) and is generally compliant with standards.

Agenda Item 6.1**Is the proposed built form and design response acceptable in this context?**

Precinct 5B of the ACZ1 nominates a preferred height of six storeys (19.2 metres) for this area, whilst the proposal initially sought permission for 18 storeys. Officers have held robust discussions with the applicant over the course of the application in regard to the height and required the height to be reduced.

The applicant has responded to the concerns raised and submitted revised plans reducing the height to 14 storeys and a reduction of dwellings (85 to 57). Whilst the proposal still exceeds the preferred height as outlined in the ACZ1, the reduced form is considered to provide a reasonable response to the evolving physical context and its relationship with the development at 8-18 Whitehall Street. The revised plans will be reflected as conditions on any approval.

The applicant was able to consolidate land through the purchase of part of the now defunct Salina Street. This has provided a greater and more comprehensive development base to support a higher form such as this. The ACZ1 indeed encourages the consolidation of land to “*facilitate the creation of viable development sites*”. The site area has increased from 461 square metres to 733 square metres (an increase of 59%) and has made for a much more efficient use of the land than the former road, which would essentially serve no purpose. The initial Urban Design Framework had initially considered a smaller site and the increase is an important consideration.

The physical context of the Josephs Road precinct has been altered from the initial skyline study through initial Ministerial approvals of larger forms above the preferred heights such as 18 Hopkins Street directly to the east of Whitehall Street. The land is currently under construction with a number of towers ranging in height up to 32 storeys, which exceeds the preferred height of up to 25 storeys. Several other approvals have been issued in the precinct as outlined above and notably, a recent approval at 2 Neilson Place for a series of towers with heights of up to 26 storeys (above the preferred height of 12 storeys). The context has evolved beyond what was potentially considered for the precinct and the proposed height of 14 storeys would more appropriately respond to the precinct, despite the adjoining site which is the anomaly. The revised height of 14 storeys sits well below most of the approvals in the area.

The adjoining building was one of the first to have been constructed in this precinct and was initially used for offices. The building preceded the implementation of the ACZ1 and is unlikely to realise a more significant scale in the near distant future. The building has been retrofitted predominantly for residential use and two levels (and roof top terrace) are currently being added above.

The proposed reduced height still maintains the architectural integrity and composition of the building with a solid podium of four storeys, a tower form and reduced upper levels. Essentially, levels are proposed to be removed from the mid-section of the building to reduce the overall height. The building is also to be tapered on the western side, to allow a transition to the railway lower residential forms on the north-western side of the railway.

Agenda Item 6.1**Are there any adverse impacts on the surrounding properties?**

The land is located a significant distance of over 80 metres from any detached dwellings to the north and north-west and thus, there is unlikely to be any impact to that interface through the rail corridor and public open spaces. With a reduced form of 14 storeys, the proposal would provide a transition to this interface with greater setbacks on the upper levels. The proposal is also unlikely to have any physical impact on St Mary's Primary School to the south-east and will not be impacted by shadow as depicted in the revised shadow diagrams.

The adjoining development at 8-18 Whitehall Street is set back over 9.4 metres from the site and is guaranteed daylight and privacy by way of physical separation. The orientation of the site in combination with the setback limits shadowing impacts to this site from approximately 1:30pm onwards during the September equinox. The shadow diagrams depict that the shading does not affect all of the dwellings on the western side of the building until later in the day and most windows on this interface are to bedrooms, with main living area windows located to face Whitehall Street to the east. It is acknowledged that there are some living rooms and balconies located on Level 3 and 4. It must be noted that shadowing would still be cast over the property regardless of the reduced height and if it were to be reduced even further.

In terms of future adverse impacts, the building has been designed to allow adjacent sites to develop to a similar scale with direct abuttal on the eastern side. The site at 8-18 Whitehall Street is already developed and unlikely to see any more intense form in the near future. Should the site ever be redeveloped, a building could be designed to abut the property with three open sides to the north, east and west. The revised plans show a number of secondary windows on the eastern elevation to provide for visual interest to the building and avoid a blank form. A common practice in planning has been to allow such windows to abut the boundary but for these to be infilled, should the adjoining site be redeveloped. This matter can be addressed via a section 173 agreement.

Does the proposal provide acceptable internal amenity for residents?

The dwellings are provided with generally good internal amenity. The dwellings and offices are provided with a generous entry component located on Wightman Street. This provides a clear sense of address and entry to the building, with sufficient transition space within the residential foyer. The building has a substantial north-western aspect and as such, many of the dwellings will receive north facing light to habitable room windows. Particular matters are considered further below:

- A key objective in Clause 21.07 (Housing) is to encourage a diversity of dwelling types, sizes and tenures. The proposal caters for housing diversity with a mixture of 1, 2 and 3 bedroom products.
- Standard D7 (Communal open space) requires the provision of 212.5 square metres of communal open space and 142.5 square metres for the revised plans. A total of 233 square metres is provided.
- Standard D15 (Internal views) has not been met as detail of balcony screening adjoining one another is not specified as at least 50% obscured. This has been addressed as conditions in Attachment 1.

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- Standard D17 (Accessibility) has not been met. The applicant's Town Planning Report notes that overall 58 per cent of dwellings are accessible. It is noted that an accessibility report has not been provided and the plans have limited details to demonstrate compliance. This matter have been addressed as conditions in Attachment 1.
- Standard D18 (Building entry and circulation) requires hallways to be provided with natural light and ventilation. Whilst a window could be provided on the stair case access, this is likely to have implications in terms of fire rating. Given the small size of the hallways, a variation is considered acceptable in this instance.
- Standard D19 (Private open space) is generally met, with exception to some of the two bedroom dwellings not having sufficient balcony depth, which have been addressed as conditions in Attachment 1.
- Standard D20 (Storage) does not appear to be met as insufficient detail is provided. A schedule of storage areas to each dwelling will be required.
- The proposal maintains 233 square metres of communal space at Level 4, which takes the form of both open and enclosed space. This includes a gym lounge, cooking and dining area comprising 147 square metres with an outdoor terrace comprising 82 square metres. The standard has not been met with regard to 'open' space and should be designed to comply. A condition will be applied to require minimum compliance which may take the form of reduced internal communal area or with additional space on the top of the building.
- The proposed acoustic assessment does not appear to consider the vibration impacts associated with the railway. This will need to be updated and design modified accordingly via condition including a post-occupancy assessment.
- Waste chutes are provided on each residential level and accessed through an enclosed room. Standard D23 (Waste and recycling) requires this to be ventilated but no details are provided as to washing facilities. Similarly, the waste room does not provide sufficient entry width and will be rectified via conditions.
- Standard D24 (Functional layout) requires a variation due to some of the 3 bedroom dwellings having dimensions of less than 3.4 metres. However, these apartments have larger overall sizes to compensate for the apartment configuration and are provided a good usable space for occupants.

Traffic and parking

The proposal is provided with 74 car spaces and currently seeks a reduction of four car spaces to meet the minimum parking requirement. Whilst this is not a significant issue for the application, the revised plans significantly improves the parking provision to the upper limits of the maximum parking provision. Given the revised plans form part of the conditions in Attachment 1 and have been submitted by the applicant it is warranted that no parking reduction is required.

A number of potential concerns have been raised by Council's engineers in regard to vehicle entry, lack of passing area, tightness in the layout (as a result of the shape of the site) ramp grades and ensuring parking stackers are operational. The applicant has responded to these matters noting that a passing area at the entrance is not technically required under Clause 52.06.

Agenda Item 6.1

Despite this, some improvements are required including the provision of a signalling system to control movements in and out of the site. The ramps are already single lane and the entrance should be widened to accommodate two way traffic and reduce any occurrence of queuing. It appears possible to reduce the extent of the retail space at the western end and widen the vehicle entrance to a minimum of 6 metres. This change is addressed as conditions in Attachment 1 and will be subject to appropriate design and modification to the satisfaction of Council.

The parking stackers are compliant with the Planning Scheme requirements and a condition will be included to ensure that these are maintained and serviced regularly. Additionally, a condition will be included to ensure that the ramp grades are designed in accordance with the standard and the specific signalling mechanisms to cope with opposing vehicle movements.

A dedicated loading bay is no longer required under Clause 52.07 as this provision has been removed from the scheme. Engineering Services prefer the development to be provided with a dedicated space for the retail and dwellings. Given the constraints of the site and access onsite loading cannot be possible. Loading and unloading can occur on Wightman Street.

Public realm

The proposal provides for a substantially activated ground floor frontage to Wightman Street with a retail premises and a generous residential entry foyer. Dwellings and offices above assist to provide activation to the public realm and allow for passive surveillance opportunities.

Developments within the Josephs Road precinct will be required to fund the Joseph Road Public Realm Plan endorsed by Council on 28 March 2017. Council is currently preparing a Development Contributions Plan Overlay in assistance with the Victorian Planning Authority, which is to be implemented through Planning Scheme Amendment C145. Conditions will be included on any approval to require contribution to this. This is of utmost importance given that the landowner is benefiting from the improvements and will directly service the development.

The proposal was submitted with a Wind Impact Assessment prepared by Vipac Pty Ltd. It notes that there is likely to be some additional impact in the south-western corner, however, these are within the limits of the criteria. This will need to be updated via condition to reflect the revised plans.

Objection/concerns not previously addressed

In response to the grounds of objections not addressed in the above discussion, the following comments are provided:

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Issue	Officer's Response
Too much construction activity in the area and impacts on tenants	Construction is not a valid planning consideration, as it is not a permanent matter. This is dealt with in relevant building approvals. However, a condition will be included on any planning approval requiring the provision of a Construction Management Plan.
Inability to locate on-street parking and increase in traffic congestion	Individual properties do not own on-street parking spaces and these are publically available. Council's Engineering Services did not raise any concerns with regard to traffic access in Wightman Street. The Public Realm Improvement Plan will facilitate the upgrade of roads, infrastructure and signalisation in this precinct.
Loss of daylight, overshadowing and loss of privacy	The subject site and the adjoining building are separated by over 9 metres and do not require screening. The setback will provide sufficient separation for daylight access to the adjoining dwellings.
The reason for the purchase of the former Salina Street was misleading	This process was undertaken by the landowner independently of this application. The consolidated site better fulfils the intent of the Joseph Road precinct and the road was no longer required for access.
Increase in noise from residents	This is not a valid planning consideration. This is part and parcel of mixed use and residential settings.
Property devaluation	This is not a valid planning consideration.

CONCLUSION

The proposal meets the overall intent and objectives of the State and Local Planning Policy Frameworks, including the objectives of Activity Centre Zone of the Scheme. The application should, therefore, be supported subject to the conditions outlined in Attachment 1.

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ATTACHMENT 1: PERMIT CONDITIONS FOR COUNCIL CONSIDERATION

APPLICATION NUMBER:	TP154/2017(1)
SITE ADDRESS:	7 Wightman Street, Footscray
PROPOSAL:	Construction of a multi storey mixed use building, use of land for a shop and a reduction in the carparking requirements
DATE OF COUNCIL MEETING:	24 April 2018

1. Before the development commences, amended plans must be submitted to the satisfaction of the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and submitted in electronic format. The plans must be generally in accordance with the advertised plans but modified to show:
 - a) The height of the development reduced to 14 storeys generally in accordance with the 'without prejudice' plans referred to as "Revision C", dated 24 January 2018.
 - b) The parking spaces designed in accordance with the minimum widths outlined in Clause 52.06 (carparking) in regard to widths and openings.
 - c) Notation that the east facing windows located on the eastern elevation (on the boundary) are to be closed over in the event that the adjoining property at 8-18 Whitehall Street is redeveloped as per Condition 34 below.
 - d) Demonstration that the vehicle ramps are designed in accordance with AS/NZS 2890.1:2004.
 - e) Signalling systems located at the entrance and throughout the carpark areas to regulate access through the single lane ramps.
 - f) Modification to the entry to accommodate a 6 metre wide vehicle entrance, together with modification to the turning bay in Wightman Street (with notations that it is subject to the approval of the responsible authority).
 - g) Recommendations as per the Noise and Vibration Impact Assessment (see condition below).
 - h) Modifications to the building as recommended through an updated Wind Impact Assessment (see condition below).
 - i) Balcony screens designed to comply with Standard D15 (Internal views) of Clause 58.
 - j) All balconies designed to comply with Standard D19 (private open space) of Clause 58.
 - k) Each dwelling with internal and external storage in accordance with Table D6 of Standard D20 (Storage) of the Maribyrnong Planning Scheme, which can be provided in a schedule.
 - l) The location of bin washing facilities and the waste room access door increased to allow access of 1100ltr skips.
 - m) Functional layouts with dimensions for all dwellings, in accordance with Standard D24 (Functional layout objective) of Clause 58.
 - n) Accessibility measures noted on plans in accordance with Condition 4.
 - o) A carpark allocation schedule for all dwellings, retail and associated visitors.
 - p) Any changes required to comply with conditions 24 and 25 (Environmental Audit).
 - q) Any changes required to comply with the amended Waste Management Plan in accordance with Condition 27.

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2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. This does not apply to any exemption specified in Clause 62 of the Maribyrnong Planning Scheme. *NOTE: This does not obviate the need for a permit where one is required.*
3. Once the development has started, it must be continued and completed to the satisfaction of the Responsible Authority

Accessibility

4. Concurrent with the endorsement of plans pursuant to condition 1, an Accessibility Report must be prepared by a suitably qualified person detailing how the development will incorporate at least 50% adaptable, accessible and visitable dwellings, in accordance with Clause 58.05-1 (Standard D17) of the Maribyrnong Planning Scheme. The recommendations of the report must be implemented to the satisfaction of the Responsible Authority prior to the occupation of the development. No alterations to the plan may occur without the written consent of the responsible authority.
5. Prior to the occupation of any dwelling approved under this permit, a report from the author of the Accessibility Plan (refer condition 8 above) approved pursuant to this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that all measures specified in the Accessibility Plan have been implemented in accordance with the approved Plan.

SDA conditions

6. The development must incorporate the environmentally sustainable design (ESD) initiatives contained in the Sustainable Management Plan provided with the application (referred to as SH88913_v1 dated 21/09/2017 prepared by Sustainability House Pty Ltd.
7. Prior to the occupation of the development allowed by this permit, a report from a qualified person with expertise in environmental sustainability in building construction must be prepared. The report must detail that all ESD measures/initiatives outlined in Condition 6 have been satisfactorily implemented. The report must be provided to, be to the satisfaction of and be approved by the responsible authority.

Use conditions

8. The use of the land for a shop must be managed so that the amenity of the area is not detrimentally affected, through the:
 - (a) Transport of materials, goods or commodities to or from the land.
 - (b) Appearance of any building, works or materials.
 - (c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
 - (d) Harbourage and/or presence of vermin)

All to the satisfaction of the Responsible Authority.

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9. The use of the land for a shop may operate only between the hours of:

8am and 6pm Sunday to Saturday
except with the written permission of the Responsible Authority.
10. Noise levels emanating from the shop must not exceed the noise levels as determined by the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade), No. N-1.

Infrastructure

11. Vehicular crossing(s) must be constructed and/or modified to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority.
12. All disused or redundant vehicle crossings must be removed and the area reinstated with either/or footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.
13. The site must be drained to the satisfaction of the Responsible Authority. Storm water run-off from the site must not cause any adverse impact to the public, any adjoining site or Council asset. Stormwater from all paved area has to be drained to underground storm water system. Any cut, fill or structure must not adversely affect the natural storm water runoff from and to adjoining properties.
14. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development.
15. Prior to the commencement of any works on the site and/or subdivision of the land, the owner must submit for approval to the Responsible Authority drainage plans to the requirements outlined in the Stormwater Discharge Permit.
16. All pedestrian access must be made at-grade from the existing abutting footpath levels, with any steps or ramps set-back from the title boundary

Carparking

17. Before the use and/or occupation of the development starts, the area(s) set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be to the satisfaction of the Responsible Authority and be:
 - a) constructed
 - b) properly formed to such levels that they can be used in accordance with the plans
 - c) surfaced with an all weather seal coat
 - d) drained
 - e) line marked to indicate each car space and all access lanes
 - f) clearly marked to show the direction of traffic along access lanes and driveways

Car spaces, access lanes and driveways must be kept available for these purposes at all times.

18. The mechanical 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.

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19. Prior to the commencement of the use and development hereby permitted or the certification of the plan of subdivision (whichever occurs first), a Parking Allocation Schedule must be submitted to and approved by the Responsible Authority.

The schedule must detail the means by which the on-site carparking and bicycle parking spaces approved under this permit will be allocated and managed for the mix of uses hereby approved within the development.

When approved, the schedule will be endorsed and will then form part of the permit. Designation of the car and bicycle parking provided in association with the use must be in accordance with the approved plan, to the satisfaction of the Responsible Authority.

20. A suitable sign must be displayed at the entrance to the carpark highlighting the availability of visitor carparking to the satisfaction of the Responsible Authority.

Noise and Vibration Treatment

21. Concurrent with the endorsement of plans required in Condition 1, a revised Acoustic Report prepared by a suitably qualified acoustic engineer must be submitted to the satisfaction of and approved by the responsible authority. This report must be generally in accordance with that prepared by Efficient Energy Choices dated 18 September 2017. The report must prescribe the form of acoustic treatment to:
- (a) Protect all dwelling occupants from vibration noise and impacts associated with the rail reserve.
22. Prior to occupancy of the dwellings, an updated acoustic report or statement prepared by a suitably qualified acoustic engineer must be submitted to the satisfaction of the responsible authority, demonstrating that the required level of noise attenuation has been achieved in accordance with Condition 21 of the permit or, if not, what works must be undertaken to achieve the required levels of noise attenuation.
23. The recommendations contained in the approved acoustic reports pursuant to Condition 21 and 22 of the permit must be implemented, completed, and maintained at all times to the satisfaction of the responsible authority.

Environmental Audit Required

24. Before the construction of the development authorised by this permit commences an Environmental Auditor appointed under Section 53S of the *Environment Protection Act 1970* (EP Act) must undertake an Environmental Audit in accordance with the provisions of the EP Act and issue:
- a) a Certificate of Environmental Audit for the land in accordance with Section 53Y of the EP Act (Certificate); or
 - b) a Statement of Environmental Audit for the land in accordance with Section 53Z of the EP Act (Statement),
and the Certificate or Statement must be provided to the responsible authority.
25. If, pursuant to Condition 24, a Statement is issued:
- a) the development authorised by this permit must not be undertaken unless the Statement of Environmental Audit clearly states that the land is suitable for the sensitive use for which the land is being developed

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- b) the development authorised by this permit must not be undertaken until compliance is achieved with the terms and conditions that the Statement states must be complied with prior to development commencing
- c) prior to the construction of the development authorised by this permit, a letter prepared by an Environmental Auditor appointed under Section 53S of the EP Act which states that the terms and conditions contained in the Statement have been complied with must be submitted to the responsible authority
- d) if any term or condition of the Statement requires any ongoing maintenance or monitoring, the Owner must enter into an agreement with Council pursuant to section 173 of the Planning and Environment Act 1987 (Agreement). The Agreement must:
 - i. provide for the undertaking of the ongoing maintenance and monitoring as required by the Statement; and
 - ii. be executed before the sensitive use for which the land is being developed commences.

The Owner must pay all expenses involved in the drafting, negotiating, lodging, recording, execution and (if applicable) cessation of the Agreement, including those incurred by the responsible authority.

External Storage

26. Before the occupation of the building or by such later date as is approved by the Responsible Authority in writing, all external storage, including above-bonnet storage lockers, storage cages and/or cupboards must be constructed, lockable and completed to the satisfaction of the Responsible Authority.

Waste Management

27. Concurrent with the endorsement of plans pursuant to Condition 1, an amended Waste Management Plan must be submitted to the satisfaction of the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will then form part of the permit. The amended Waste Management Plan must be generally in accordance with the submitted Waste Management Plan.

The management plan must be provided in digital format (where possible) and have regard to the following matters:

- Bin storage areas for the proposed dwellings.
- Owners Corporation waste management plan.
- Odour control from bin storage areas.
- Access for removal of waste bins.
- Delivery of bins to waste collection points and retrieval of bins once collected.
- Location and detail of organic waste collection.
- Work cover authority safety matters.

Once submitted, the Waste Management Plan will be endorsed to form part of the permit.

28. Waste management must be carried out in accordance with the Waste Management Plan approved as part of Condition 27.

Wall treatments

29. Subject to the occupier of the relevant side neighbouring property allowing the necessary access to that property, the external faces of walls on or facing boundaries

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must be cleaned and finished to an acceptable standard to the satisfaction of the Responsible Authority.

30. All boundary walls must be cleaned and finished using a graffiti proof finish or alternative measure to prevent or reduce the potential of graffiti. Any graffiti that appears on the wall must be cleaned or removed as soon as practicable to the satisfaction of the Responsible Authority. The cost of any clean-up or removal of the graffiti from the wall must be paid for by the developer and/or future owners of the land.

Construction Management Plans

31. Prior to any works commencing on the land a "Construction Management Plan" (CMP) must be prepared to the satisfaction of the Responsible Authority, detailing how the owner will manage the environmental and construction issues associated with the development. The "Construction Management Plan" when approved will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The CMP must address:
 - the contact name and phone number(s) of the site manager
 - any demolition
 - bulk excavation
 - management of the construction site
 - land disturbance
 - hours of construction
 - noise
 - control of dust
 - public safety
 - traffic management
 - construction vehicle road routes
 - soiling and cleaning of roadways
 - discharge of any polluted water
 - security fencing, disposal of site waste and any potentially contaminated materials
 - crane locations during construction
 - location of site offices
 - redirection of any above or underground services
 - site lighting during any night works.

Wind Assessment

32. Before the development of each stage starts, unless otherwise agreed by the responsible authority, excluding demolition, bulk excavation and site preparation, a suitably qualified engineering consultant must complete comprehensive wind tunnel testing of the development and prepare an amended environmental Wind Assessment Report. The Wind Assessment Report must be submitted to and be to the satisfaction of the responsible authority and updated to reflect the revised form. This Wind Assessment Report must be generally in accordance with that prepared by Vipac Engineers and Scientists Limited dated 12 September 2017. Any further modifications required to the development in order to ensure acceptable wind conditions to the surrounding streets and public areas must be carefully developed as an integrated high quality solution with the architectural design.

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33. The recommendations and requirements of the endorsed Wind Assessment Report must be implemented at no cost to and be to the satisfaction of the responsible authority.

Section 173 Agreement

34. Prior to the commencement of the use and/or development and prior to the certification of any plan of subdivision, the owner must enter into an agreement with the Responsible Authority made pursuant to section 173 of the *Planning and Environment Act 1987* to provide for the following:
- a) The owners and occupiers of the residential units, commercial tenancies and owners corporation for the common areas will provide for the removal of windows and openings on the eastern elevation where constructed within 1 metre of the eastern boundary if, and to the extent the adjoining at 8-18 Whitehall Street is further developed on the common boundary. This is on the basis that the responsible authority agrees it necessary for those affected windows and openings to be removed in order to not limit any adjoining redevelopment on this boundary. The land owner must advise prospective purchasers of the subject land, or any part of it, of the existence of this agreement and require that a copy of this agreement be included in any vendor's statement prepared under the relevant land sales act.

An application must be made to the Registrar of Titles to register the Section 173 agreement on the title to the land under section 181 of *the Act*.

The owner/operator under this permit must pay all costs associated to the preparation, execution and registration of the Section 173 Agreement.

Public realm

35. Unless with the prior written consent of the Responsible Authority, prior to the occupation of each stage of the development all public realm upgrades must be undertaken in accordance with the Joseph Road Precinct Public Realm Plan (7 July 2017) and maintained to the satisfaction of the responsible authority (the Public Realm Upgrades). The Public Realm Upgrades should include providing new footpath, kerb and channel; new street trees (unless any existing trees are to be retained on agreement with the responsible authority) and planting; and new street furniture including benches, bins and bollards to footpaths in accordance with Council's Public Realm Plan. The Public Realm Upgrades and maintenance referred to in this condition will be undertaken at no cost to the responsible authority.

Legal Agreements/Title

36. Before the development starts, unless otherwise agreed with the responsible authority, excluding demolition, bulk excavation or site preparation works, the owner of the land must enter into an agreement with the responsible authority under Section 173 of the *Planning and Environment Act 1987*. The owner of the land must pay all of the responsible authority's reasonable legal costs and expenses of this agreement, including preparation, execution and registration on title. The agreement(s) must:
- a) Be registered on the relevant certificate(s) of title to which it affects and provide for removal at the end of the agreement.
- b) Require that the agreement ends at the date this permit lapses or as otherwise agreed, as outlined within the *Planning and Environment Act 1987*.

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- c) Dedicate the Warde Street Extension as common property and guarantee permanent public access by introducing a carriageway easement in favour of the City of Maribyrnong and the community. The carriageway easement may exclude any potential basement area beneath the Warde Street Extension including areas set aside for services, parking, storage and access.
- d) Provide for maintenance of the Warde Street Extension to be carried out by the landowner at the cost of the landowner
- e) Require construction of and public access to the Warde Street Extension (between Moreland and Maribyrnong Streets) to be completed before the occupation of the relevant abutting building, unless otherwise agreed with the responsible authority;
- f) All requirements of the responsible authority being met regarding the design and physical treatment of the Warde Street Extension, including landscaping, street furniture, lighting and servicing infrastructure;
- g) Before a Certificate of Occupancy is issued for each stage of the development, unless otherwise agreed with the responsible authority, the Public Realm Upgrades abutting the relevant stage must be completed by the developer as indicated in the staging plan agreed with the responsible authority, and constructed and maintained in accordance with the requirements of the responsible authority;
- h) Prior to the issue of a Statement of Compliance the applicant must give to the responsible authority an amount equal to 10% of the cost of all engineering works as cash security or a bank guarantee to cover the 24 month maintenance period for street trees and 12 month maintenance period for all other Public Realm Upgrade works and enter into a maintenance agreement so that in the event of any maintenance works not completed by the due date the responsible authority may proceed with the works and deduct the cost from the security lodged; and
- i) Prior to the commencement of works, the owner must contribute to the responsible authority an amount of \$321 per dwelling (subject to Consumer Price Index) towards the cost of installing traffic signals at the intersection of Moreland Street and Hopkins Street and other public works associated with the traffic signalisation.

Transport for Victoria (Conditions 37-52)

Prior to works commencing

- 37. Unless otherwise agreed in writing, prior to the commencement of works (including demolition and bulk excavation), detailed construction/engineering plans and computations for any construction or works likely to have an impact on railway operations, railway infrastructure assets or railway land must be submitted to and endorsed by VicTrack, Public Transport Victoria (PTV) and the Accredited Rail Operator. The plans must detail all excavation design and controls of the site adjacent to the railway corridor having any impact on the railway land. The plans must demonstrate compliance regarding building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) Regulations and design loadings where within 20 metre of the nearest rail track in compliance with AS5100.2-2017 Design Loads.
- 38. Unless otherwise agreed in writing, prior to the commencement of works (including demolition and bulk excavation) that may have an impact on existing railway land or railway operations, all necessary construction control and indemnity agreements must be in place as required by the Accredited Rail Operator.

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39. Unless otherwise agreed in writing, prior to the commencement of works (including demolition and bulk excavation), the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Accredited Rail Operator's agreement, conditions and safety requirements for works on, over or adjacent to railway land. This agreement will set out any Accredited Rail Operator costs to be paid by the permit holder for the development documentation review or construction works associated with the permit, as required by the Accredited Rail Operator.
40. Unless otherwise agreed in writing, prior to the commencement of works (including demolition and bulk excavation), a Construction Management Plan must be submitted to the satisfaction of VicTrack, PTV and the Accredited Rail Operator. The Construction Management Plan must include details of (but not limited to) management proposals to minimise impacts to VicTrack assets and the operation of the railway during construction and must set out objectives and performance and monitoring requirements for:
- a) Access to the rail environment, including designation of any areas to be used under license during the construction process.
 - b) Approvals and permits required from Public Transport Victoria, VicTrack and the Accredited Rail Operator prior to works commencing and prior to accessing the rail corridor.
 - c) Rail safety requirements that must be adhered to by the permit holder.
 - d) Protection of all rail infrastructure to ensure rail infrastructure is not damaged
 - e) during demolition or construction.
 - f) Minimising disruption to train services.
 - g) Management of drainage, effluent, material stockpiles, fencing, hoardings to
 - h) ensure VicTrack land is not used for, or impacted on by these activities outside of the licence area.
 - i) Public safety, amenity and site security.
 - j) Operating hours, noise and vibration controls.
 - k) Air and dust management.
- All demolition and construction works must be carried out in accordance with the approved Construction Management Plan. The Demolition and Construction Management Plan must be implemented at no cost to VicTrack, PTV and/or the Accredited Rail Operator.
41. Unless otherwise agreed in writing, prior to the commencement of works, a schedule of building materials and finishes, together with a reflectivity and/or light study must be submitted to the satisfaction of Public Transport Victoria, the Accredited Rail Operator(s) and VicTrack. The report must demonstrate that the building materials and finishes (including glass/window/balcony treatments) or advertising signs do not cause reflections or glare that may interfere with train driver operations and avoid using red, green or yellow colour schemes capable of being mistaken for train signals.
42. Before the commencement of works, including demolition or bulk excavation, the permit holder must contact VicTrack through the email address external.property@victrack.com.au to obtain VicTrack's conditions and safety requirements for works on, over, or adjacent to railway land.

During construction

43. The permit holder must ensure that all public transport infrastructure (including overhead power and supporting infrastructure for trains) is not damaged during the

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construction period. Any damage to public transport infrastructure as a consequence of the construction period must be rectified to the satisfaction of the Accredited Rail Operator and Public Transport Victoria at the full cost to the permit holder.

44. The permit holder must take all reasonable steps to ensure that the disruption to train operations within the railway corridor are kept to a minimum during the construction of the development, and in compliance with the Accredited Rail Operators Safety and Environmental requirements contained within the Accredited Rail Operators construction control and indemnity agreement.

General / Ongoing

45. No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of train signals and the rail lines by train drivers.
46. No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.
47. Entry onto railway land is at the discretion of the Rail Operator and is subject to the Rail Operators Site Access Procedures and conditions during and post construction.
48. Any wall or fence located on the railway reserve boundary must be cleaned and finished using a graffiti resistant finish or alternative measures used to prevent or reduce the potential of graffiti.
49. All works including hoardings must be undertaken within the subject land and must not encroach onto VicTrack land.
50. Unless otherwise agreed in writing with VicTrack and the Accredited Rail Operator, no temporary or permanent soil anchors are to be installed on railway land.
51. Entry onto railway land is at the discretion of the Accredited Rail Operator and Public Transport Victoria and is subject to any conditions imposed.
52. Prior to the occupation of the building the common boundary with the railway land must be fenced to the satisfaction of VicTrack, Public Transport Victoria and the Accredited Rail Operator, and must be erected/maintained at the full cost of the permit holder.

Time limit

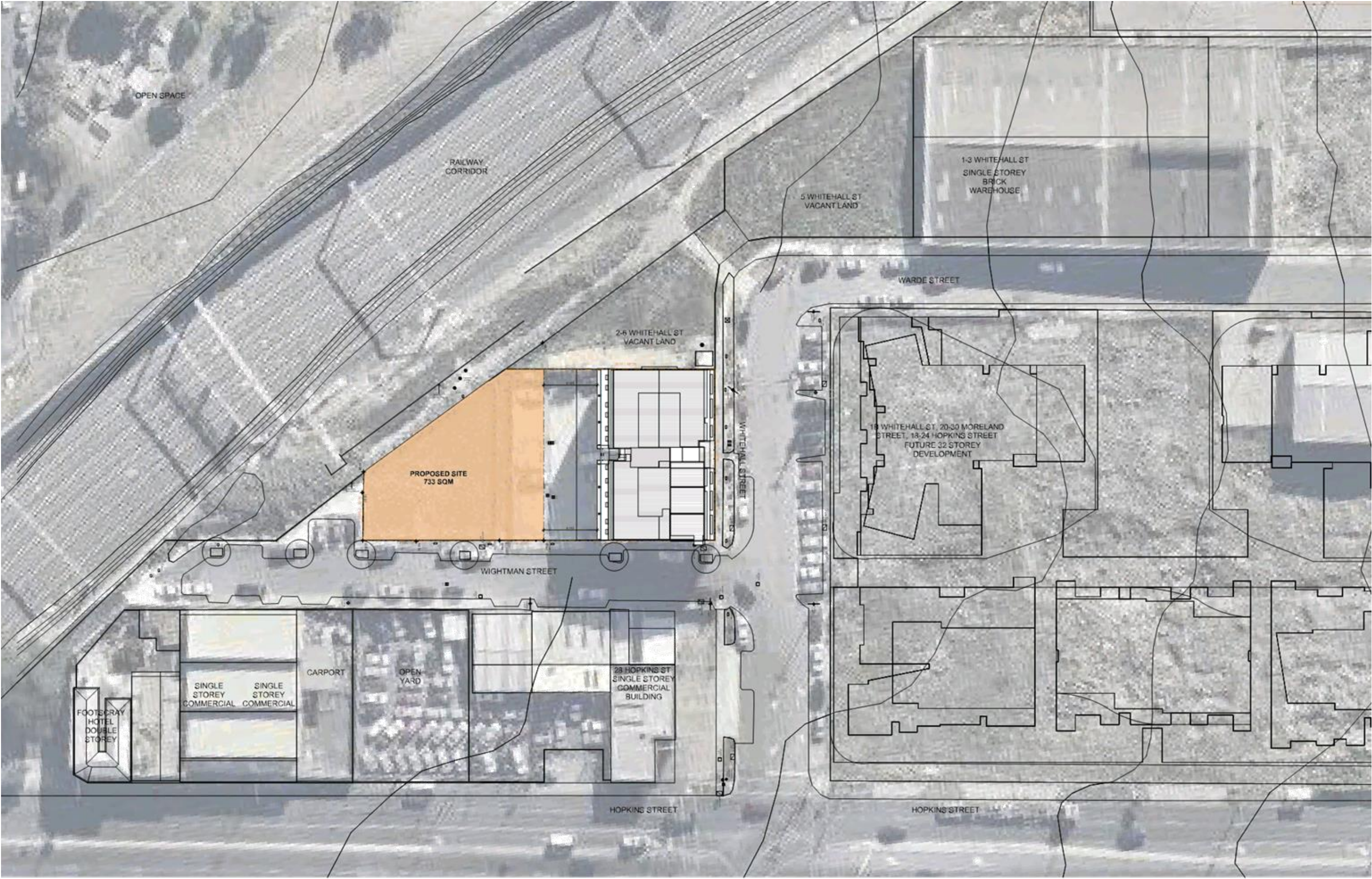
53. This permit will expire if one of the following circumstances applies:
 - The development is not started within two years of the date of this permit.
 - The development is not completed within four years of the date of this permit.
 - The use does not start within two years after the completion of the development.
 - The use is discontinued for a period of two years.

The Responsible Authority may extend the periods referred to if a request is made in writing before or within 6 months after the permit expiry date, where development/use allowed by the permit has not yet started; and within 12 months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

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NOTES

- This application has been assessed under Clause 58 of the Maribyrnong Planning Scheme.
- A Stormwater Discharge Permit is required from MCC Operations and Maintenance.
- The owner shall be responsible for the loss of value or damage to Council's assets as a result of the development. Reinstatement or modification of the asset to Applicant.
- A Council officer will contact the owner/builder to arrange a Street Asset Protection Permit, and advise of the associated Bond required to be lodged prior to commencement of work.
- Note: If using a private building surveyor, a Section 80 Form must be supplied to Council's Building Surveyor to initiate the above process.
- A Road Opening Permit from the Responsible Authority is required for any work or excavation within the road reserve.
- Any work within the road reservation must be carried out to the satisfaction of the Responsible Authority.
- Materials are not to be stored on the road reserve without Responsible Authority approval.
- This permit does not allow the removal of any street tree. The owner of the site must contact Council separately to arrange the removal of any street tree required to be removed. A fee, to be determined by Council at the time the request for removal is made, must be paid to the Responsible Authority for the removal of the existing street tree(s).
- Protection of Council's street trees shall be in accordance with Council's Street Tree Policy and Protocol.
- A Vehicle Crossing Permit is required from the Responsible Authority for any new crossing prior to the commencement of works. Vehicle crossing(s) shall be constructed in accordance with the Responsible Authority's Standard Drawings, Specification and Vehicle Crossing Policy.



N

WIGHTMAN ST DEVELOPMENTS

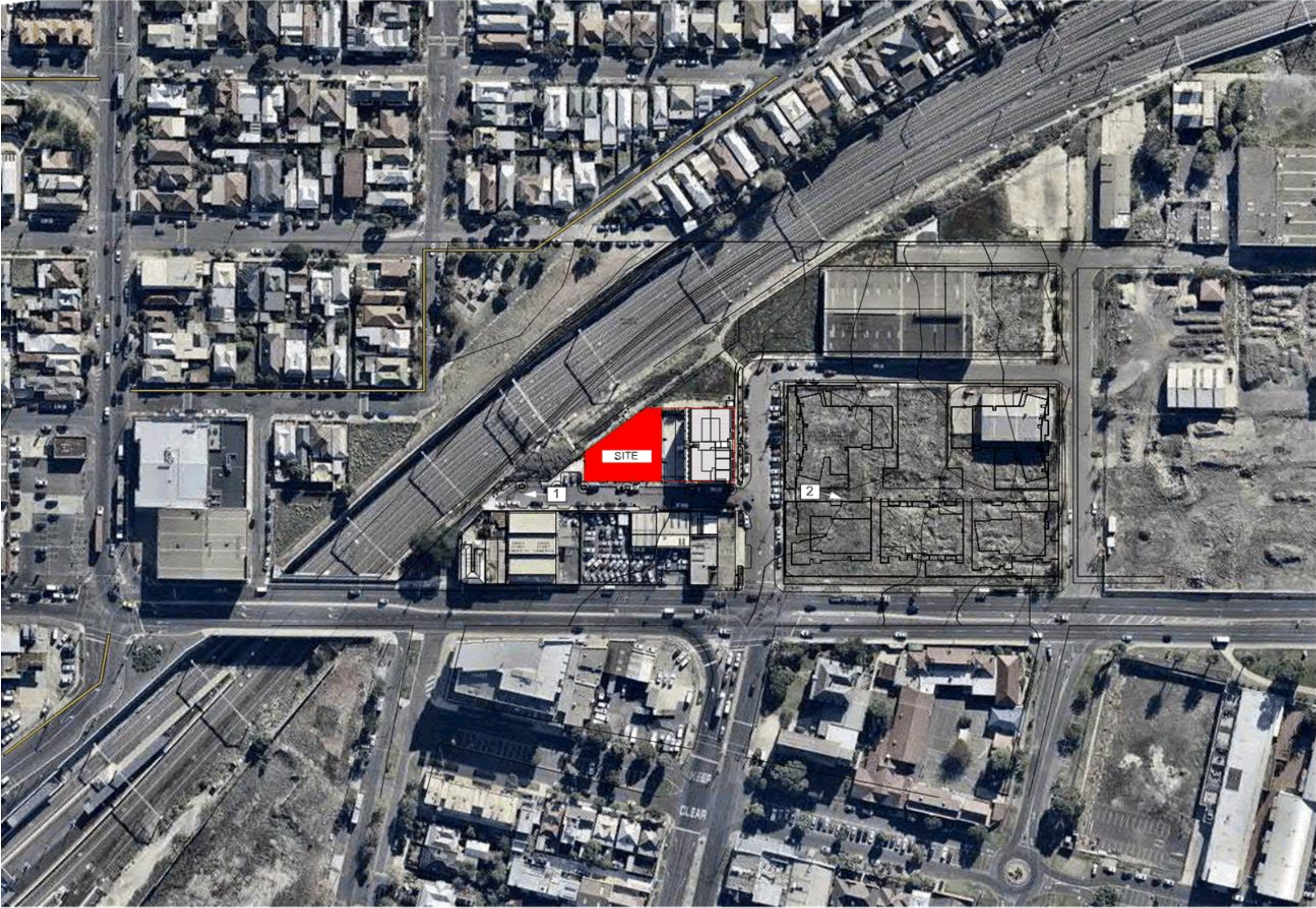
MIXED USE DEVELOPMENT

7 WIGHTMAN STREET, FOOTSCRAY

SITE CONTEXT PLAN

Scale: 1:200	Q. A1	Date: 22 DEPT 2017
Drawn: TOWN PLANNING	Product By:	
Project No:	Drawing No:	

CITY OF MARIBYRNONG
ADVERTISED PLAN



LEGEND:

- SITE
- 1 VIEWS TO THE CITY
- 2 VIEWS TO FOOTSCRAY
- INFORMAL BIKE ROUTE



N

WIGHTMAN ST DEVELOPMENTS

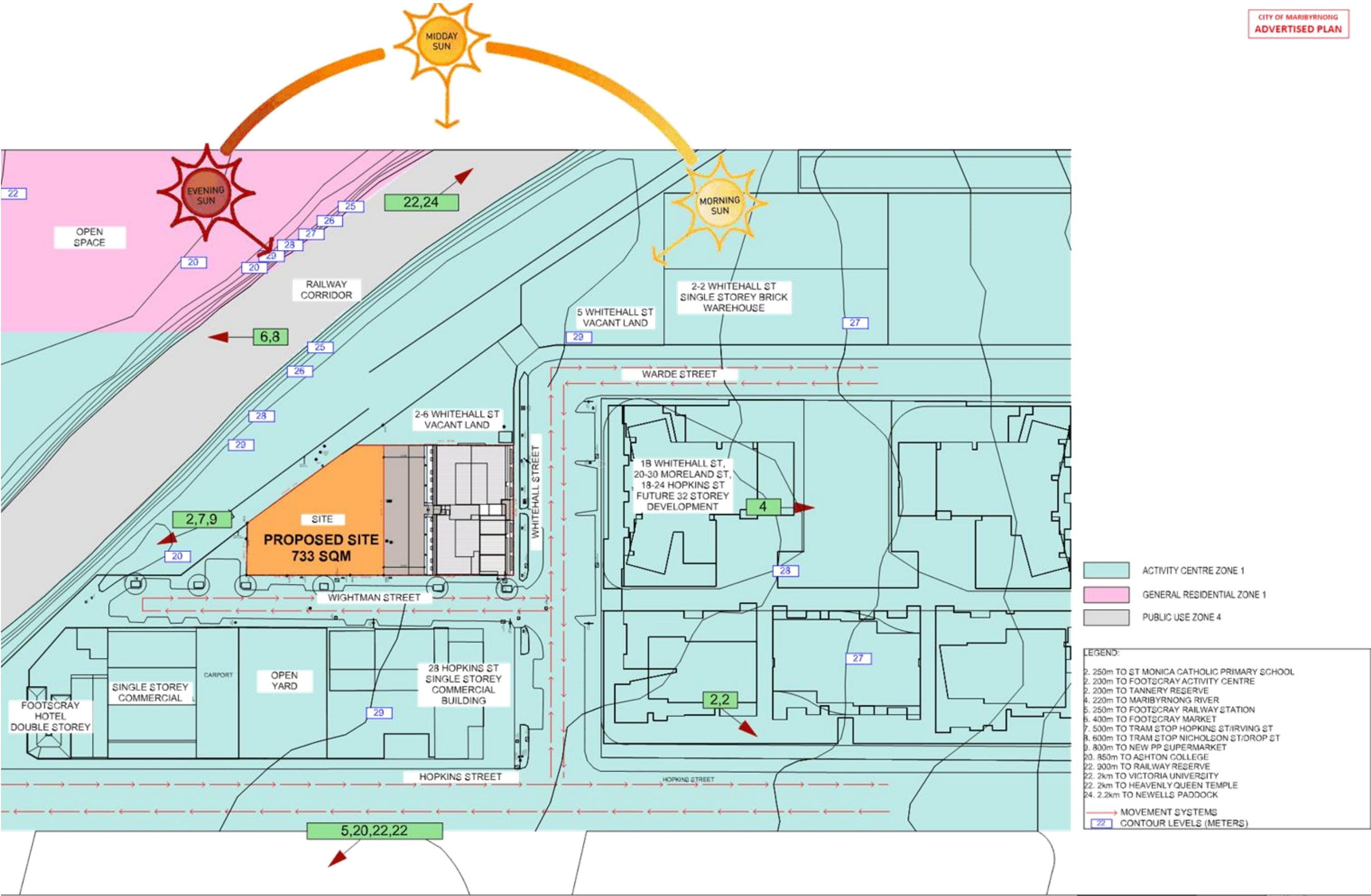
MIXED USE DEVELOPMENT

7 WIGHTMAN STREET, FOOTSCRAY

URBAN CONTEXT

Scale: 1:500 @ A1	Date: 02 SEPT 2017
Drawn: TOWN PLANNING	Product By:
Project No:	Drawing No:

CITY OF MARIBYRNONG
ADVERTISED PLAN



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WIGHTMAN ST DEVELOPMENTS

MIXED USE DEVELOPMENT

7 WIGHTMAN STREET, FOOTSCRAY

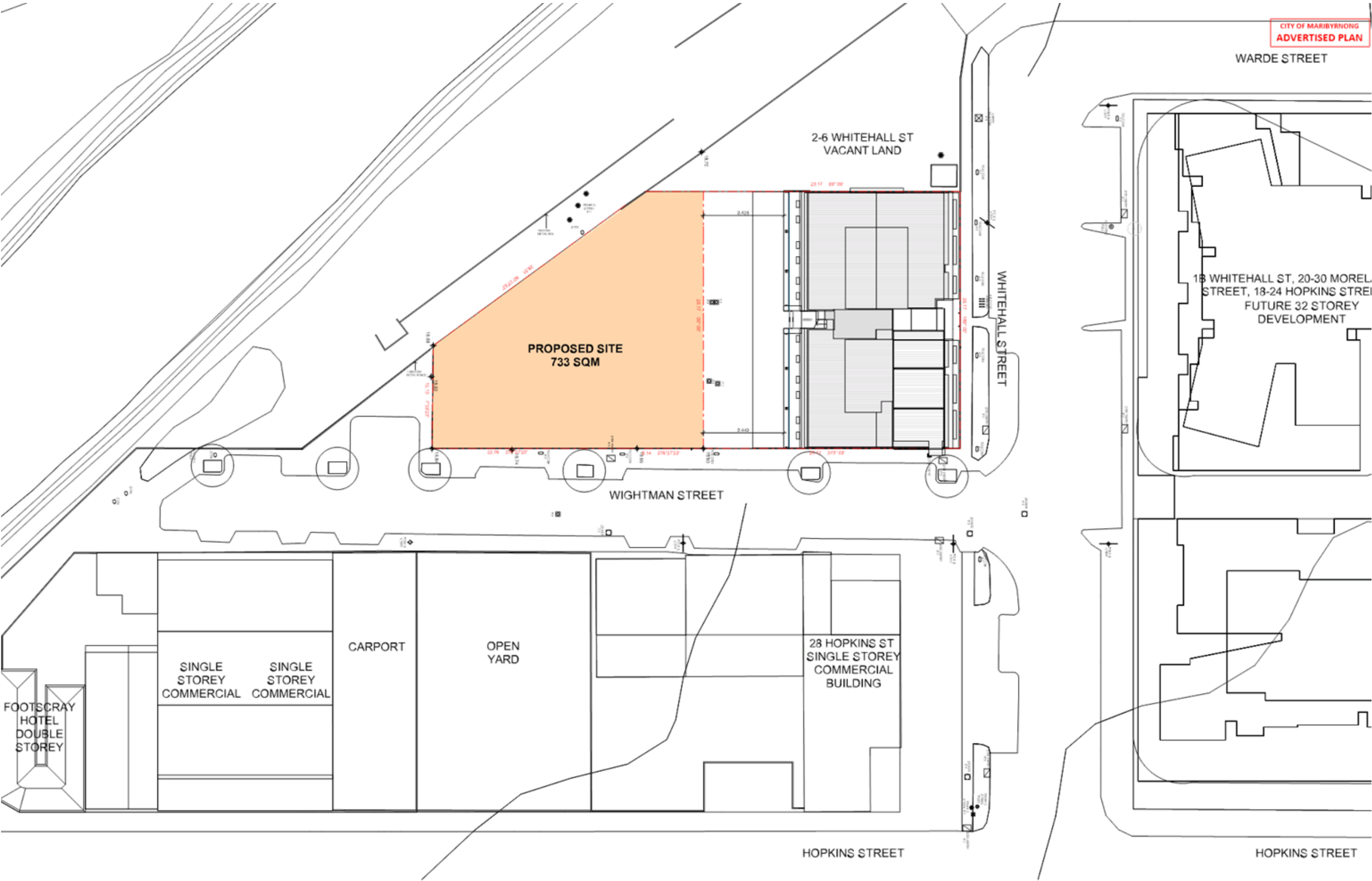
NEIGHBOURHOOD & SITE CONTEXT

Scale: 1:400 @ A1

Drawn: TOWN PLANNING

Project No:

Sheet No:



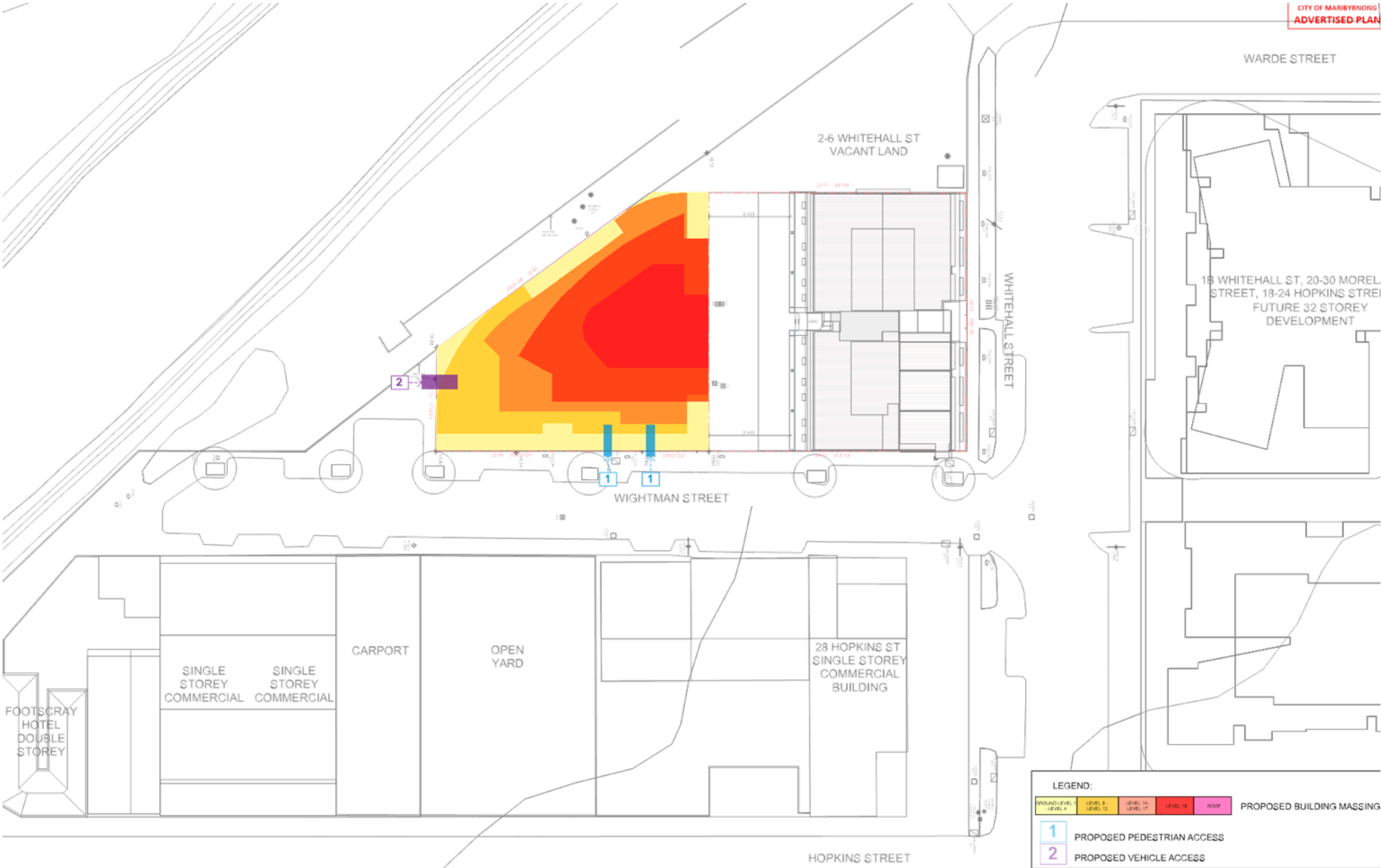
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Client
WIGHTMAN ST DEVELOPMENTS

Project Name
**MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY**

Drawing Title
SITE PLAN

Scale: 1:200 @ A1	Date: 22 SEPT 2017
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:



LEGEND:

GROUND LEVEL - LEVEL 4	LEVEL 5 - LEVEL 12	LEVEL 13 - LEVEL 17	LEVEL 18 - LEVEL 24	ROOF	PROPOSED BUILDING MASSING
<div>1</div>					PROPOSED PEDESTRIAN ACCESS
<div>2</div>					PROPOSED VEHICLE ACCESS

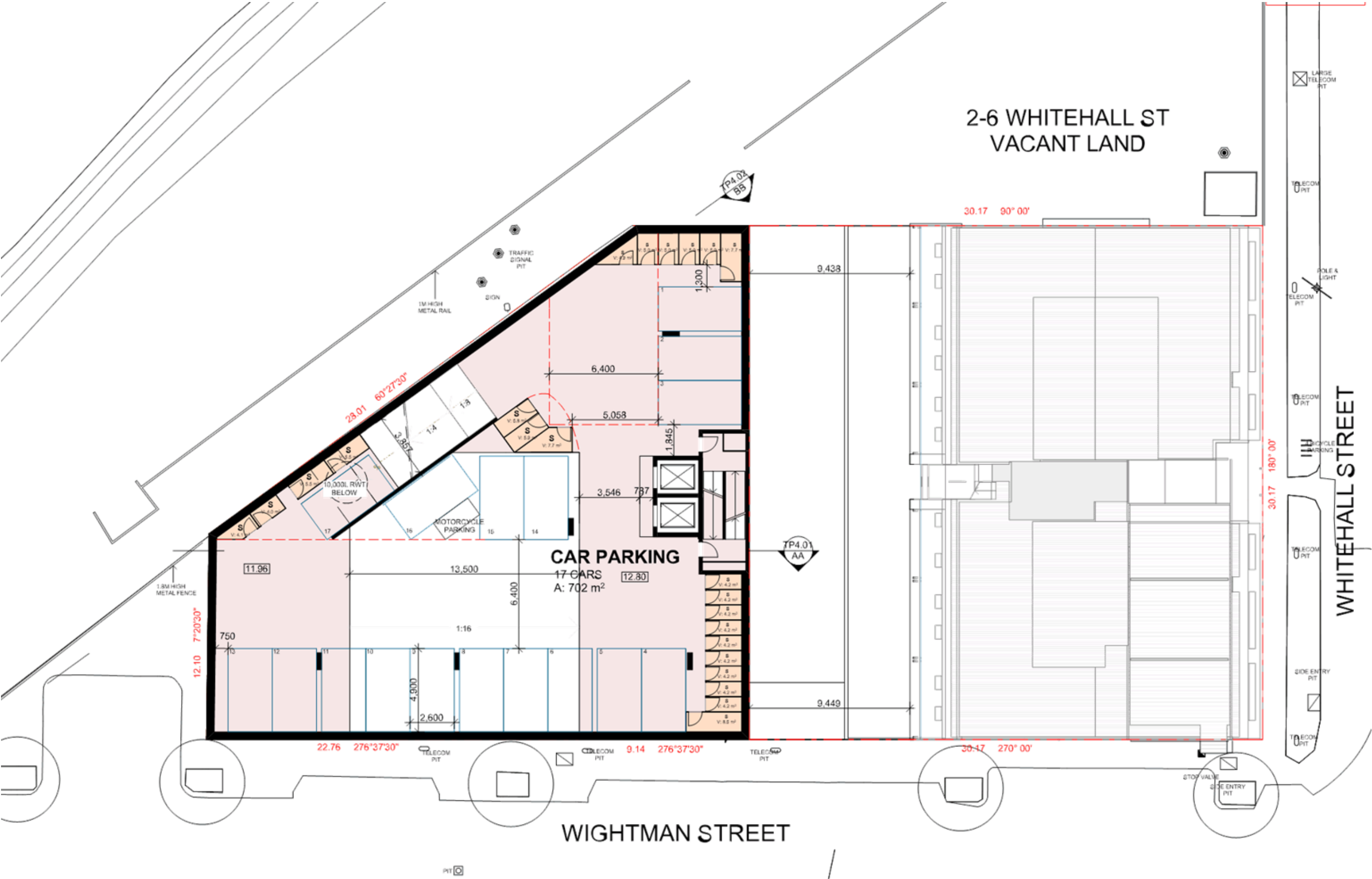
WIGHTMAN ST DEVELOPMENTS

MIXED USE DEVELOPMENT

7 WIGHTMAN STREET, FOOTSCRAY

DESIGN RESPONSE

Scale: 1:200	Q: A1	Date: 22 DEPT 2017
Drawn: TOWN PLANNING	Project No:	Sheet No:

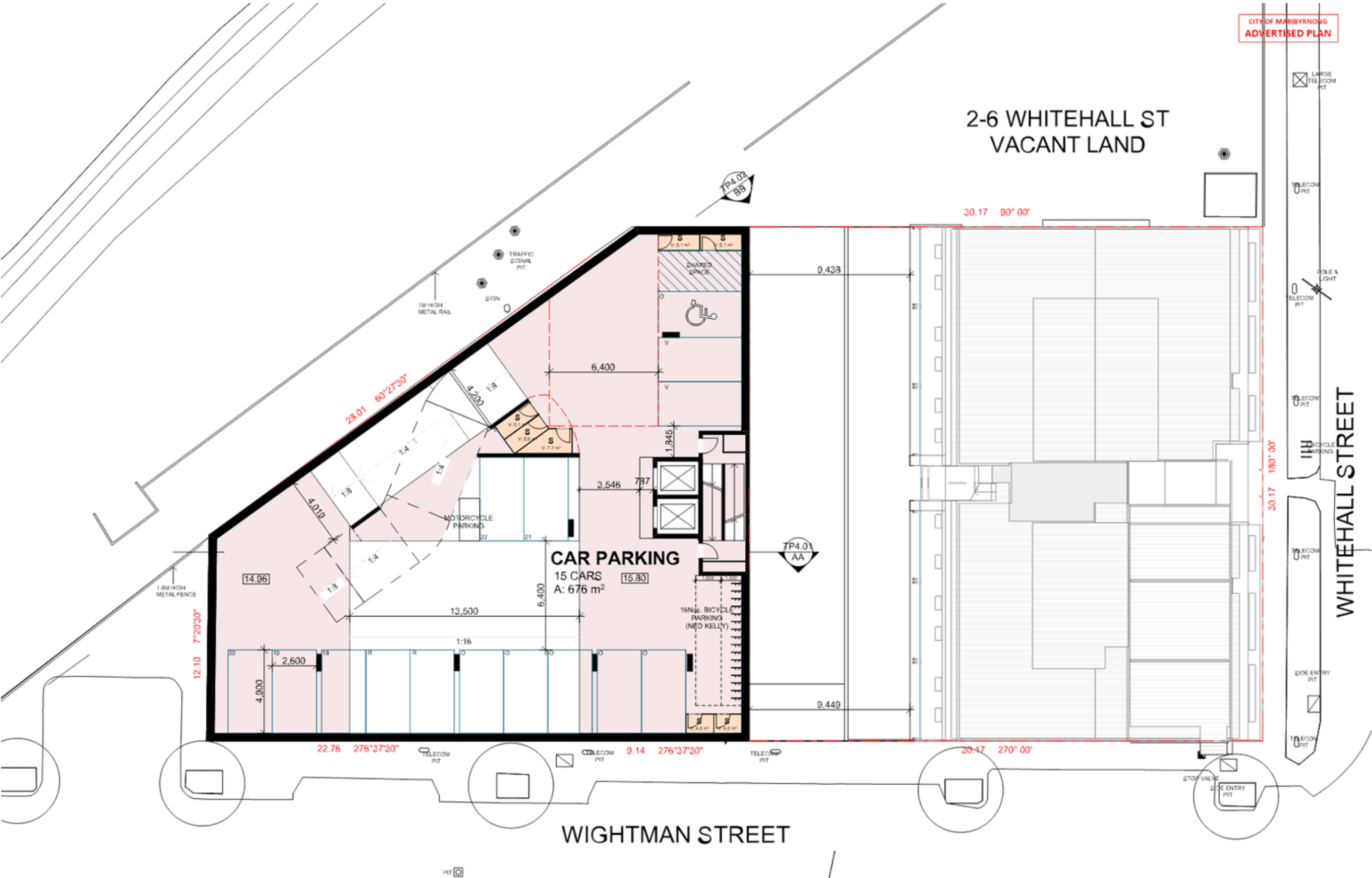


RWT 1100 L RAINWATER TANK BELOW



Client
WIGHTMAN ST DEVELOPMENTS
Project Name
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

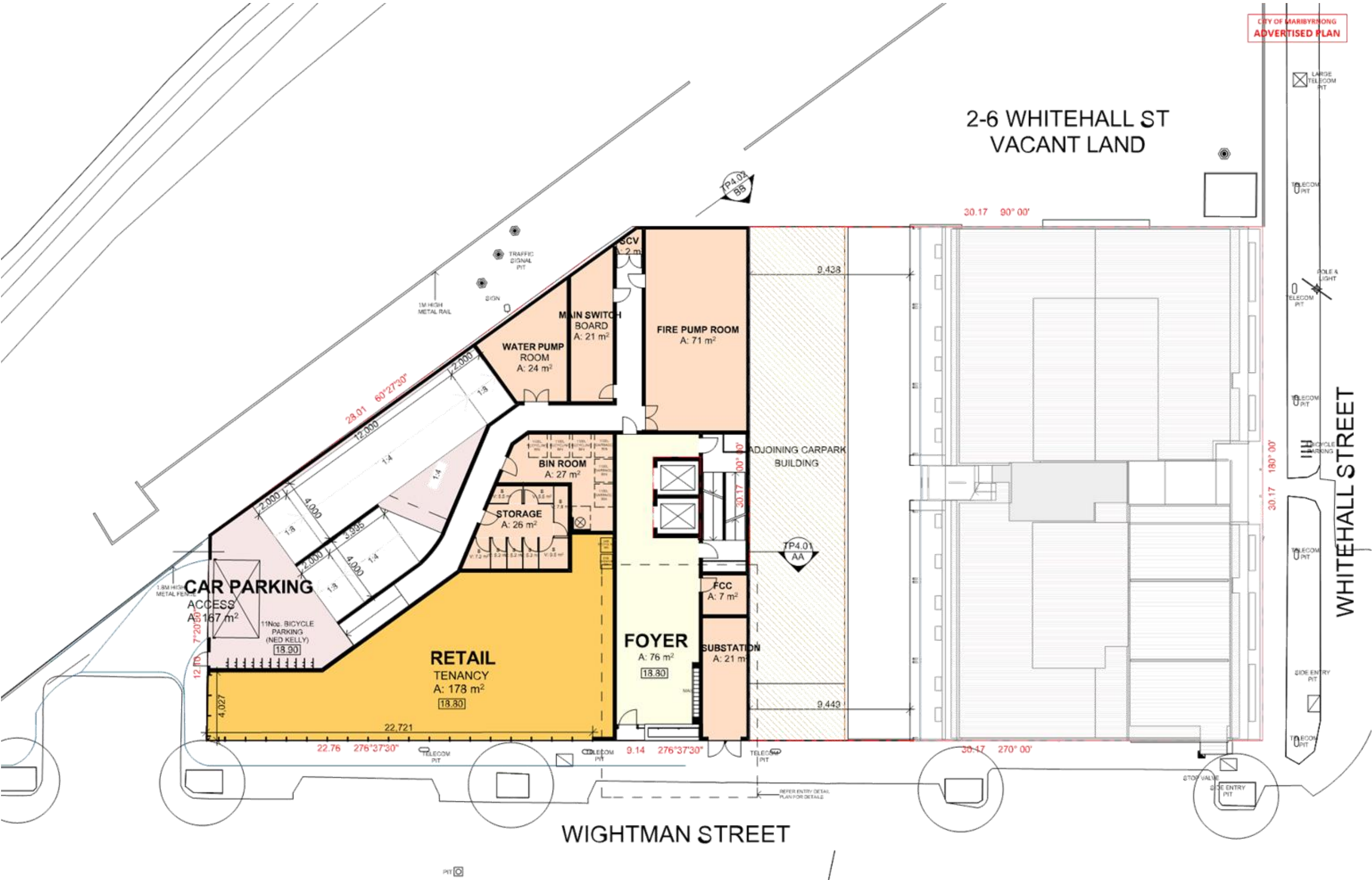
Drawing Title	
BASEMENT 2	
Scale: 1:100 @ A1	Date: 02 OCT 2017
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:



LEGEND
O: OFFICE CARPARK
R: RETAIL CARPARK
V: VISITOR CARPARK

WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

BASEMENT 1
Scale: 1:100 Q: A1 Date: 02 OCT 2017
Drawn: TOWN PLANNING
Project No: Drawing No:



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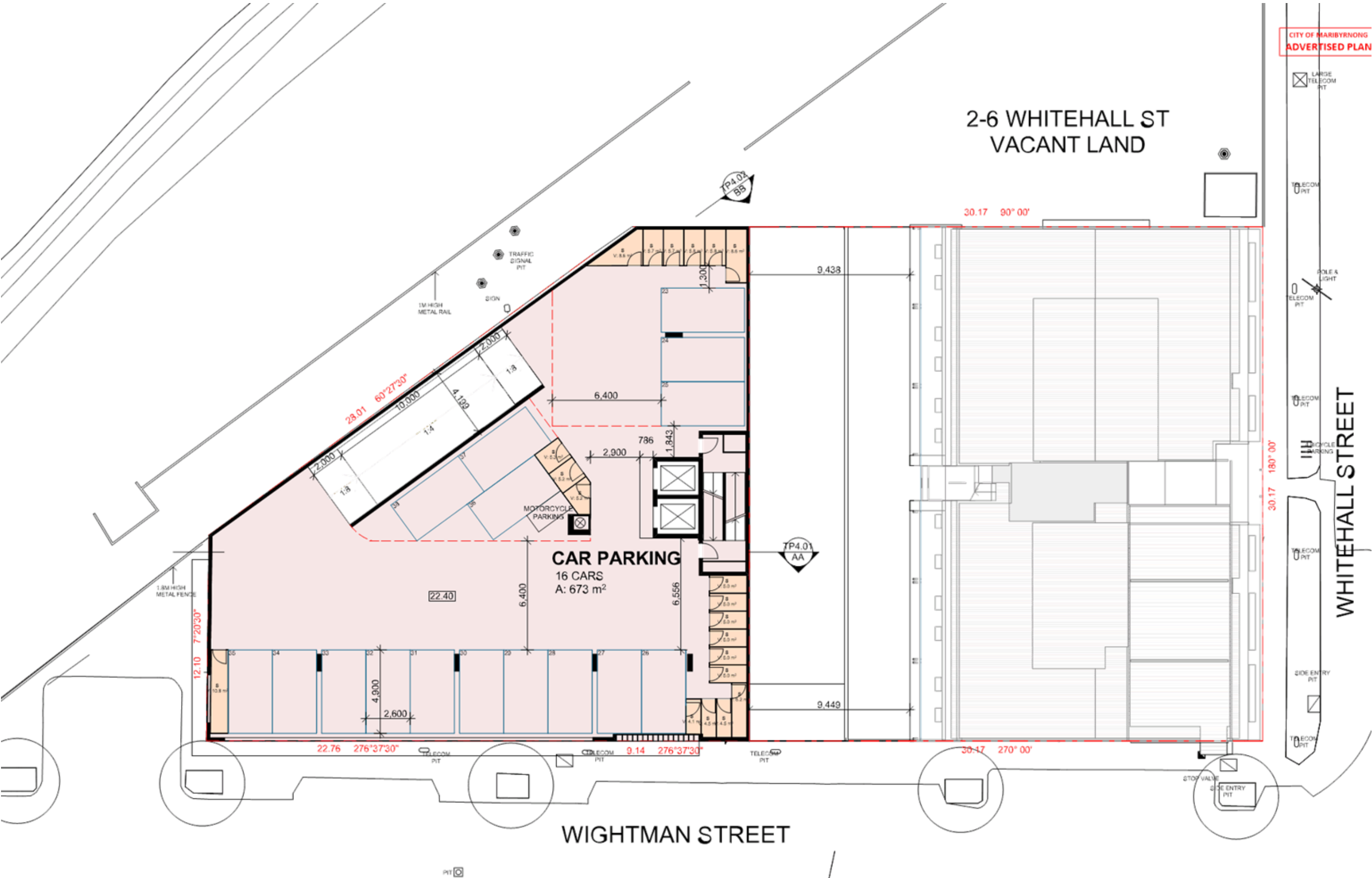
WIGHTMAN ST DEVELOPMENTS

MIXED USE DEVELOPMENT

7 WIGHTMAN STREET, FOOTSCRAY

LEVEL 01 - GROUND

Scale: 1:100 @ A1	Date: 02 OCT 2017
Drawn: TOWN PLANNING	Product By:
Project No:	Drawing No:



WIGHTMAN ST DEVELOPMENTS

MIXED USE DEVELOPMENT

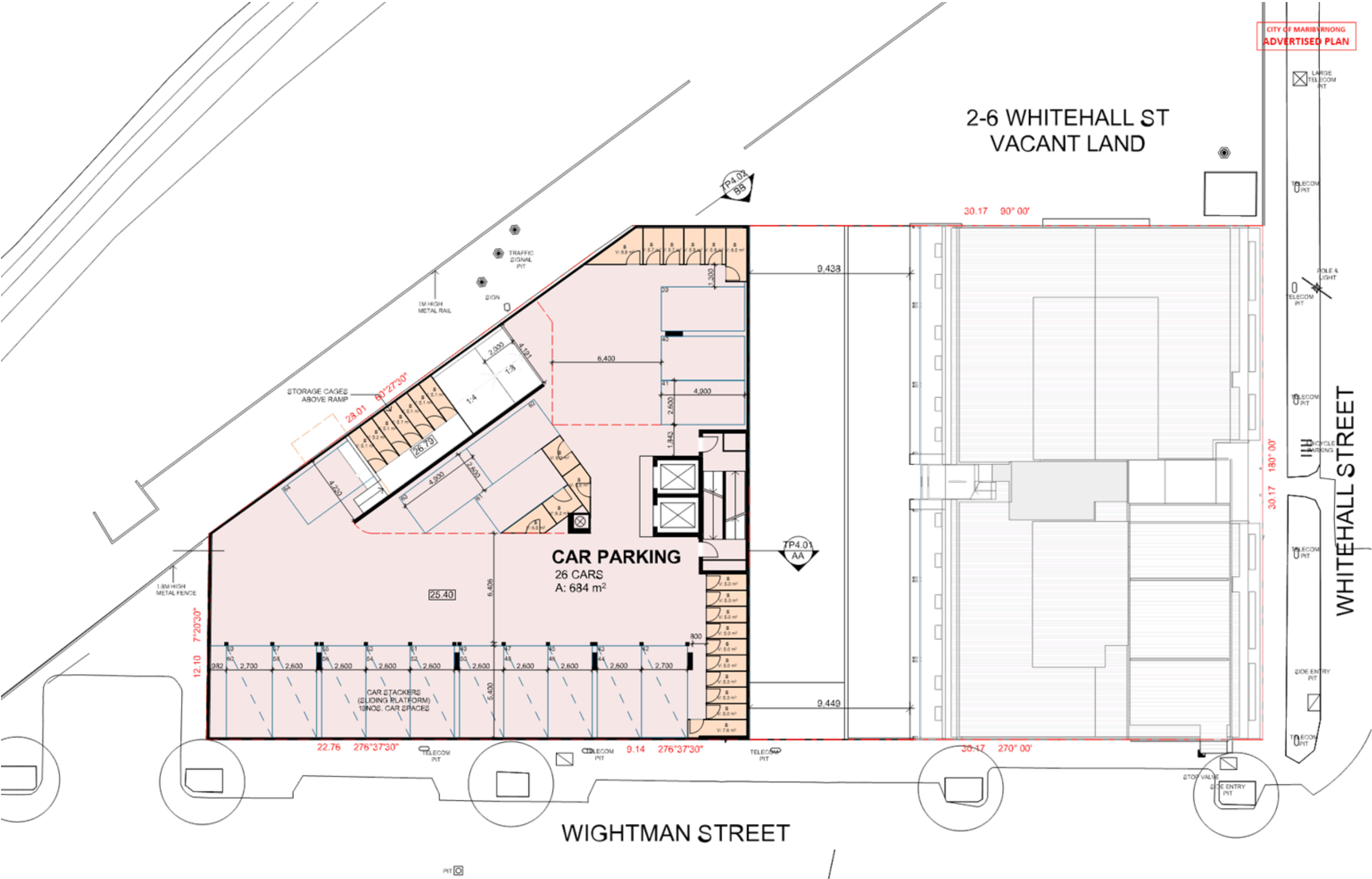
7 WIGHTMAN STREET, FOOTSCRAY

LEVEL 02

Scale: 1:100 @ A1 Date: 02 OCT 2017

Drawn: TOWN PLANNING Checked By: _____

Project No: _____ Drawing No: _____



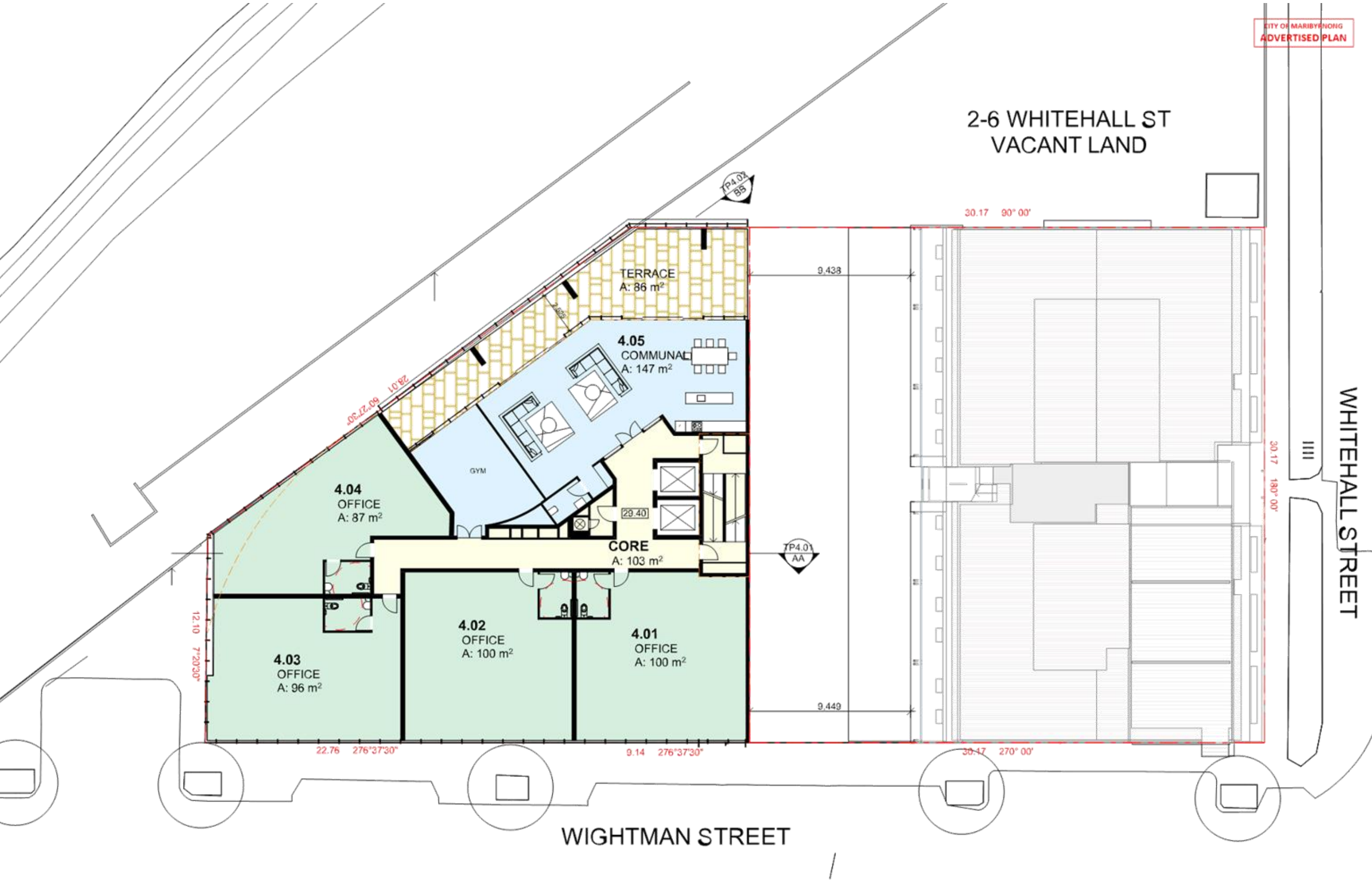
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Client
WIGHTMAN ST DEVELOPMENTS

Project Name
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

Drawing Title
LEVEL 03

Scale: 1:100 @ A1	Date: 02 OCT 2017
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:



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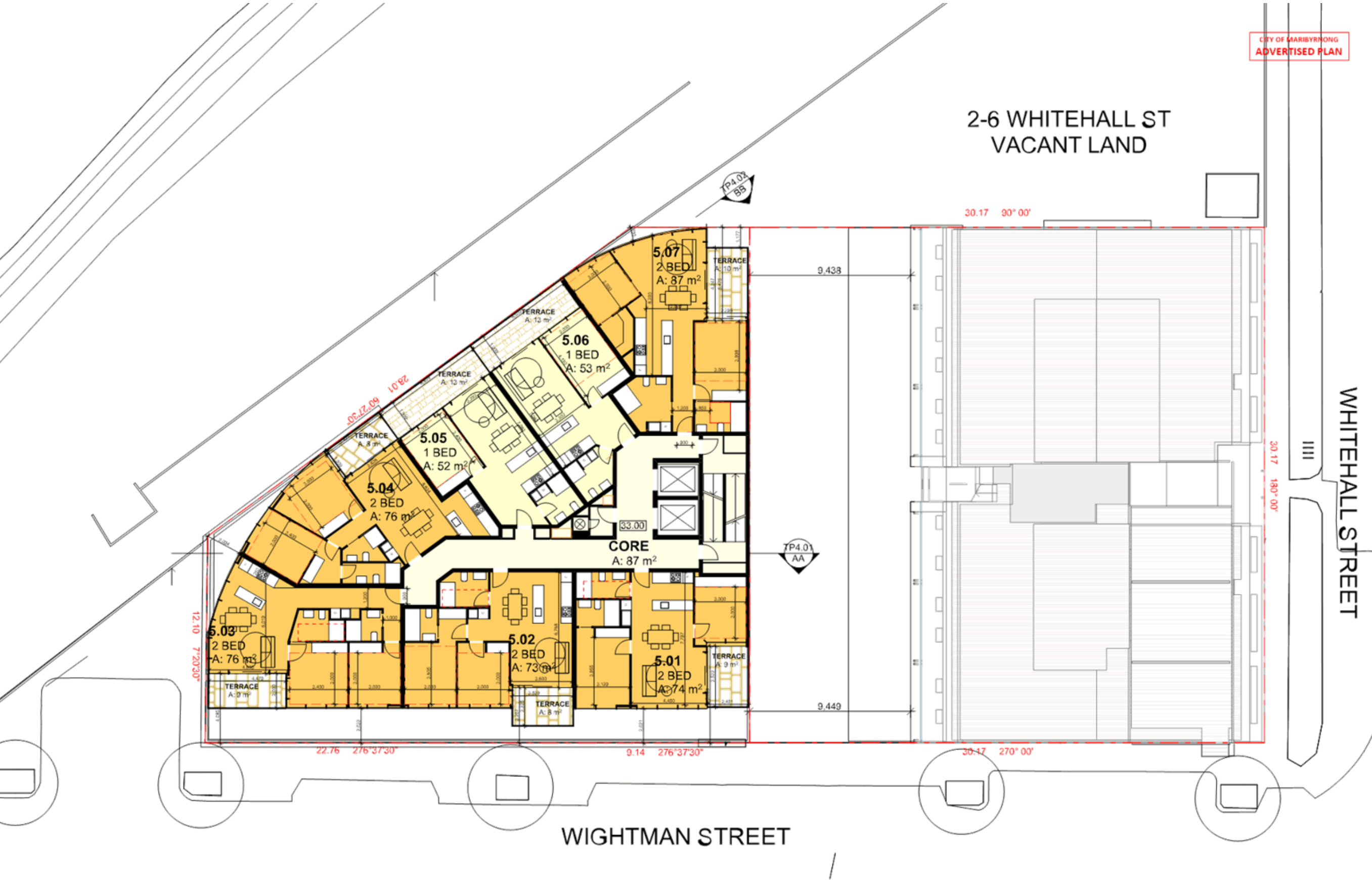
WIGHTMAN ST DEVELOPMENTS

MIXED USE DEVELOPMENT

7 WIGHTMAN STREET, FOOTSCRAY

LEVEL 04

Scale: 1:100 @ A1	Date: 22 SEPT 2017
Drawn: TOWN PLANNING	Product By:
Project No:	Drawing No:

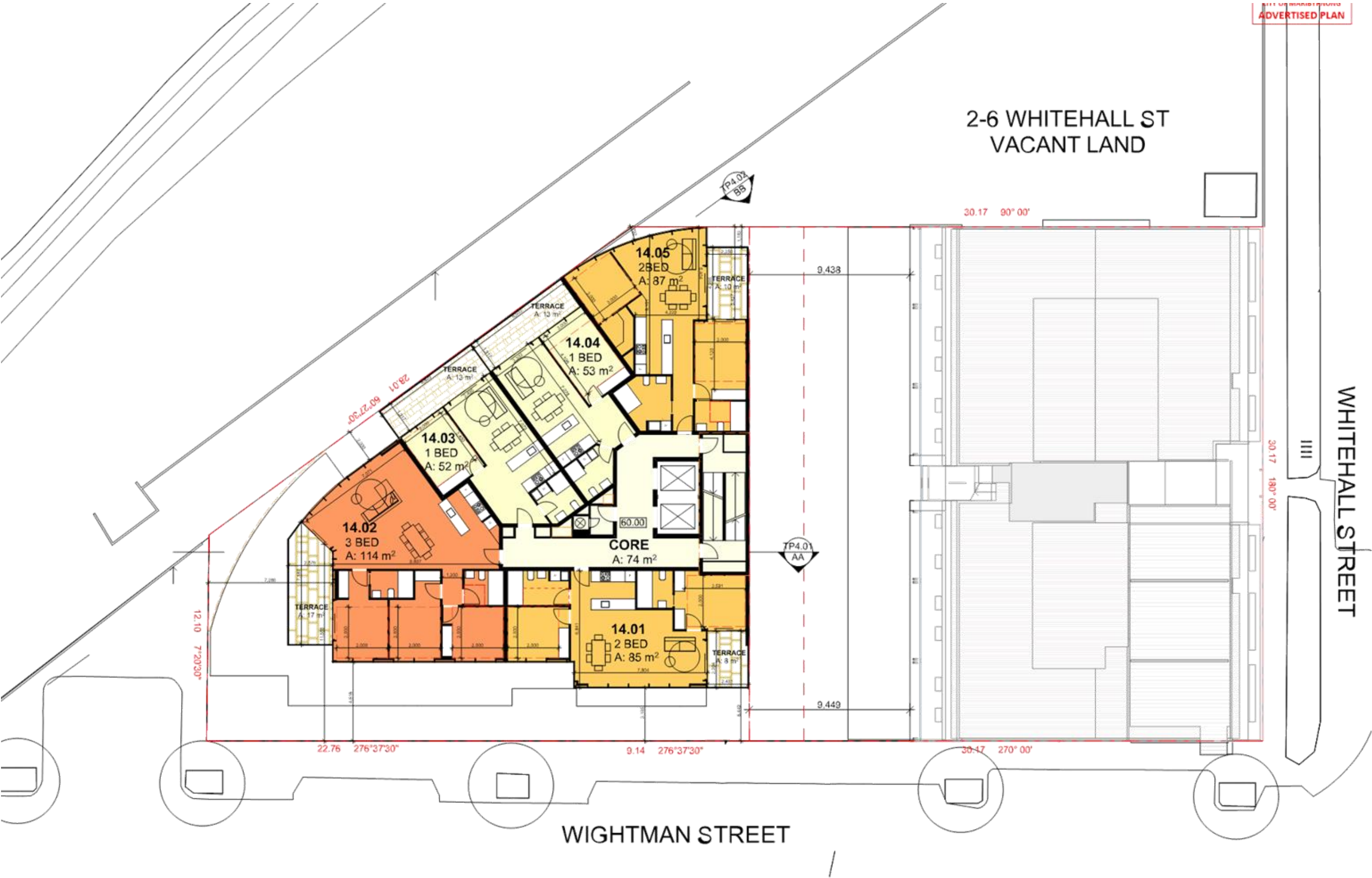


NOTE: DOA DOES NOT APPLY TO APARTMENTS 7.03, 8.03, 9.03, 10.03, 11.03, 12.03 AND 13.03



Client
WIGHTMAN ST DEVELOPMENTS
Project Name
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

Drawing Title	
LEVELS 05-13	
Scale: 1:100 @ A1	Date: 22 SEPT 2017
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:



N

WIGHTMAN ST DEVELOPMENTS

MIXED USE DEVELOPMENT

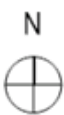
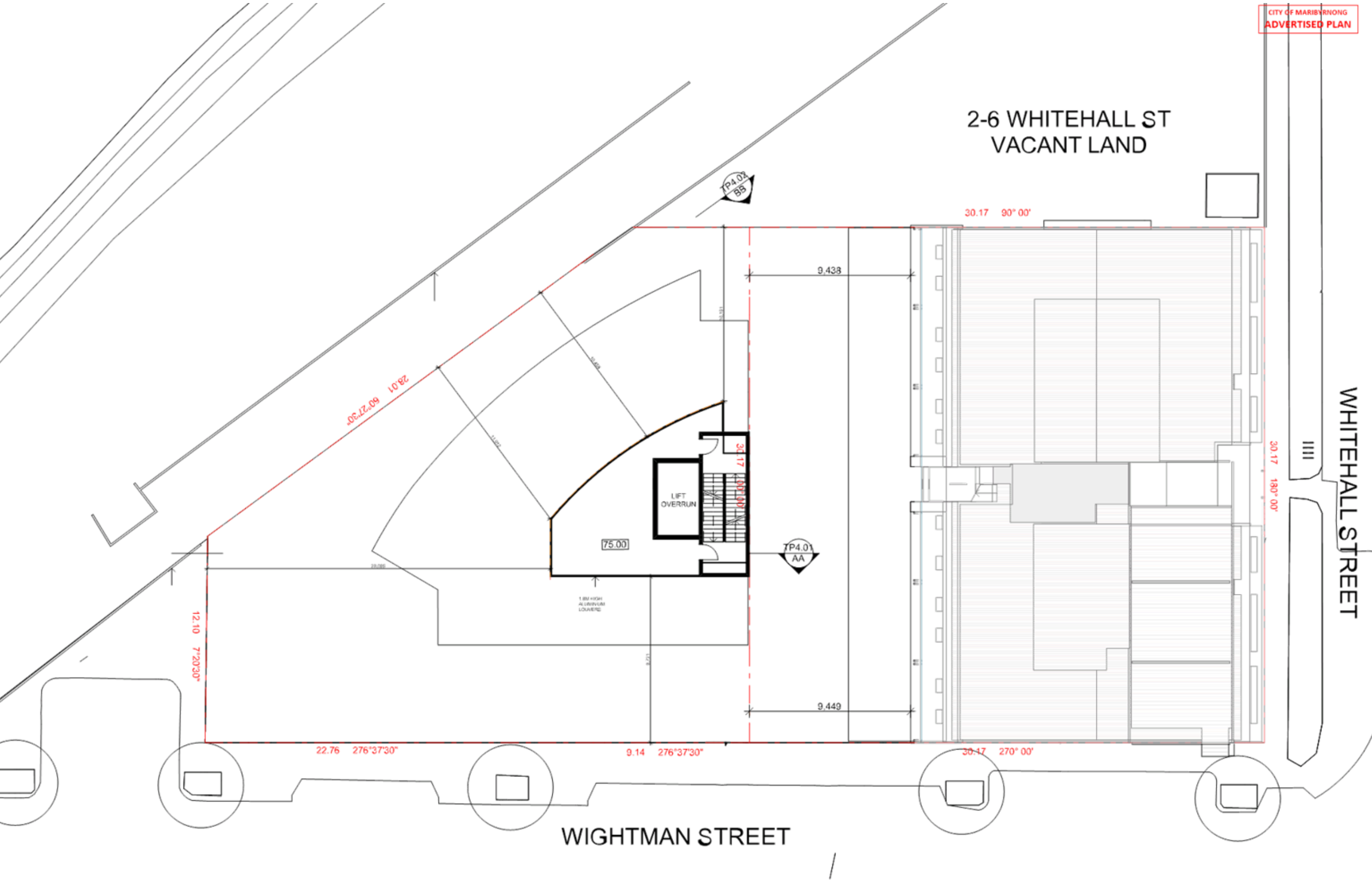
7 WIGHTMAN STREET, FOOTSCRAY

Drawing Title	
LEVELS 14-17	
Scale: 1:100 @ A1	Date: 22 SEPT 2017
Drawn: TOWN PLANNING	Product By:
Project No:	Drawing No:



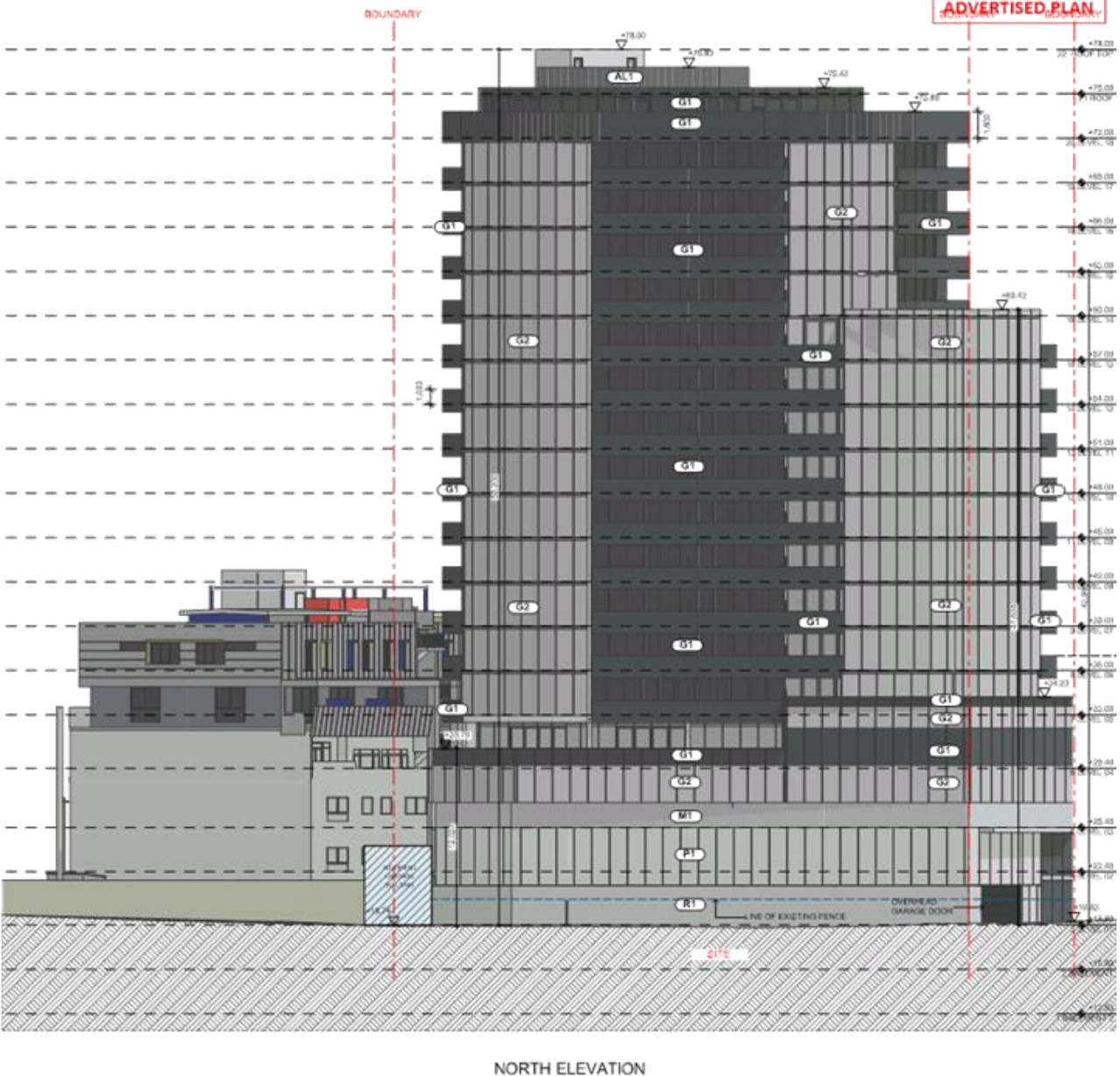
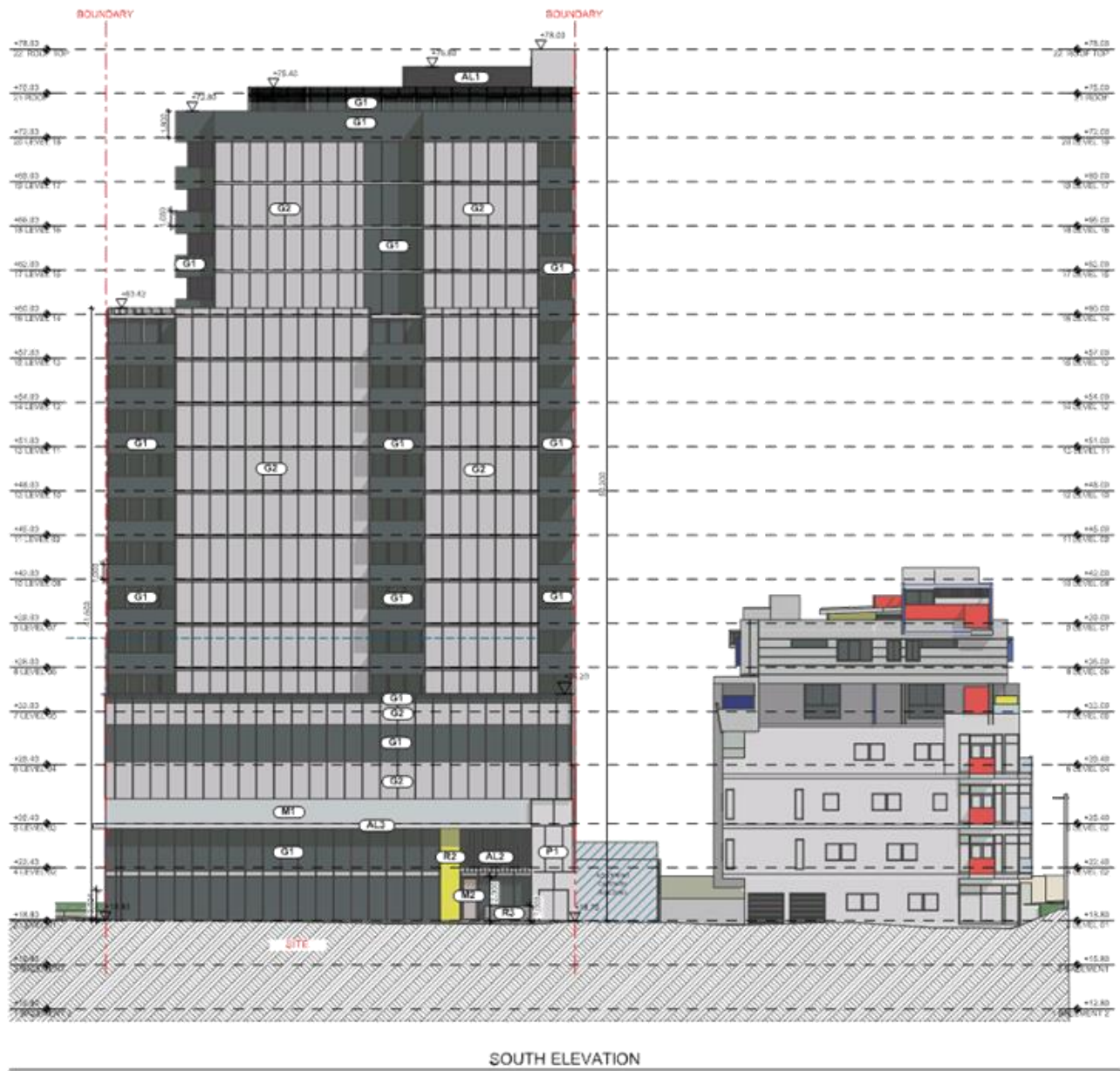
LEVEL 18	
Code: 1:100 @ A1	Date: 22 SEPT 2017
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:



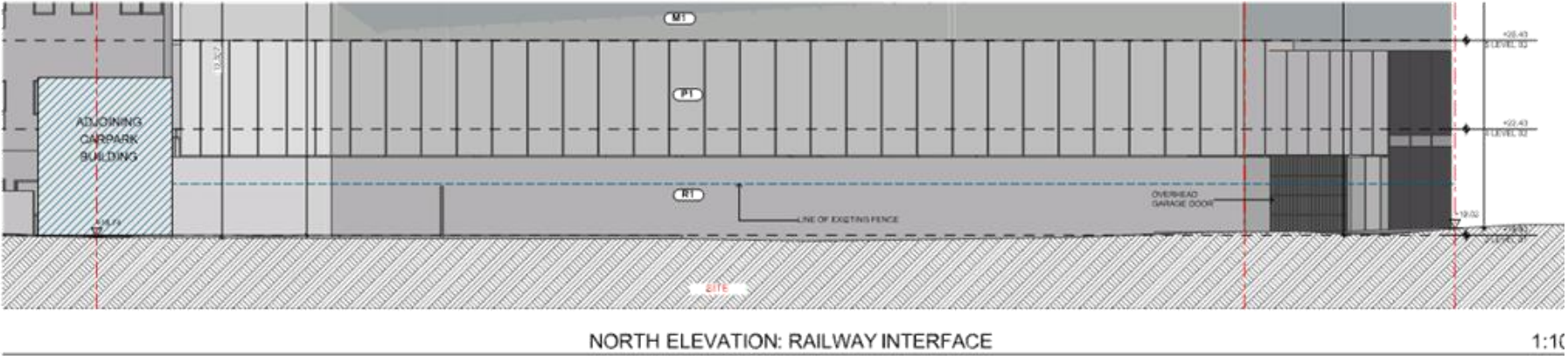


Client	WIGHTMAN ST DEVELOPMENTS
Project Name	MIXED USE DEVELOPMENT 7 WIGHTMAN STREET, FOOTSCRAY

Drawing Title	
ROOF PLAN	
Scale: 1:100 @ A1	Date: 22 SEPT 2017
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:

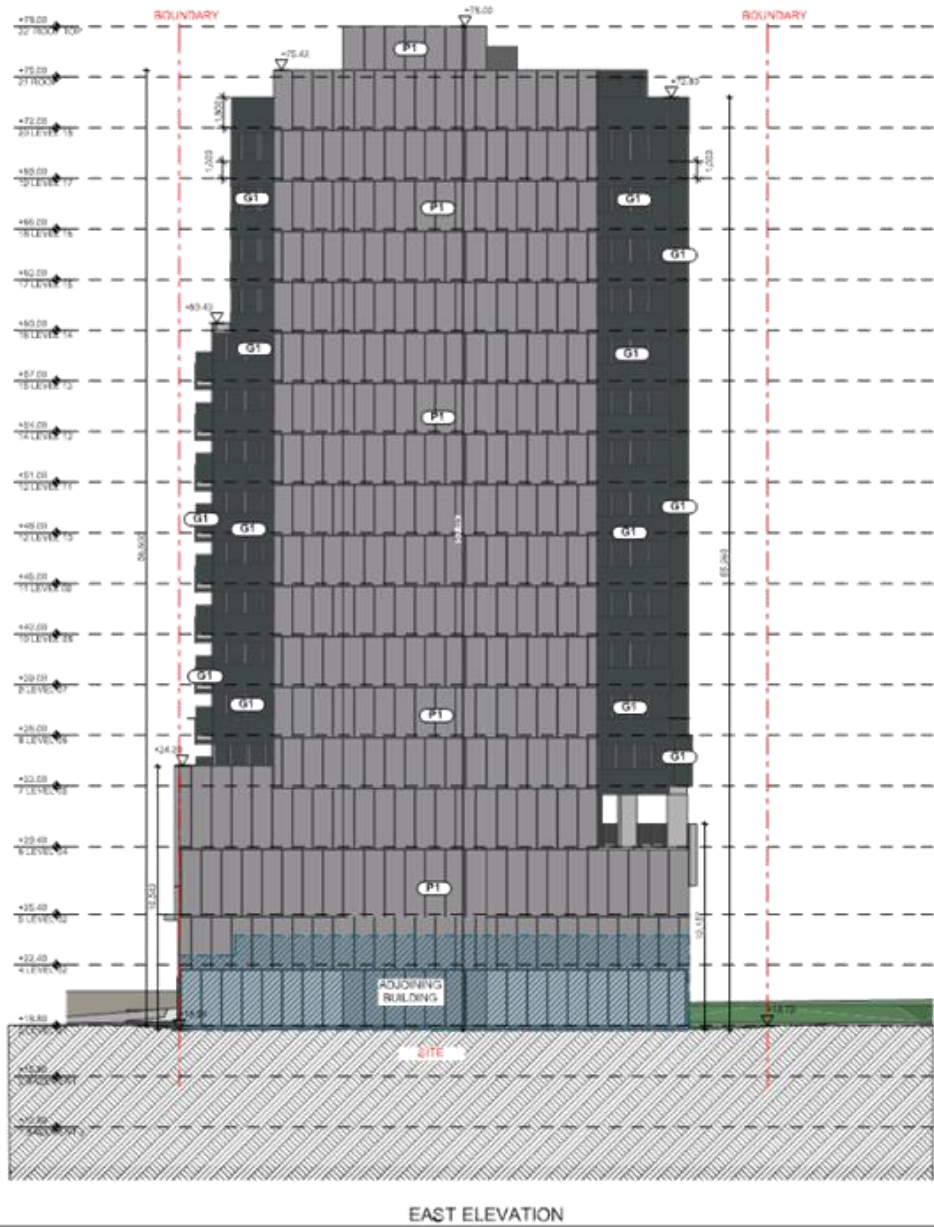


FINISHES LEGEND:	
G1	DARK GLASS
G2	GREY GLASS
M1	LIGHT WEIGHT CONCRETE PANEL
AL1	POWDER COATED BLACK - ALUMINIUM CLAUDE
AL2	POWDER COATED GREY - ALUMINIUM CLAUDE
AL3	POWDER COATED GREY - ALUMINIUM CLAUDE
M2	METAL PERFORATED PANEL
G3	METAL - CORTEN
R1	RENDERED WALL - GREY
R2	RENDERED WALL - DUAL CUSTOM YELLOW
R3	RENDERED WALL - DARK GREY



WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

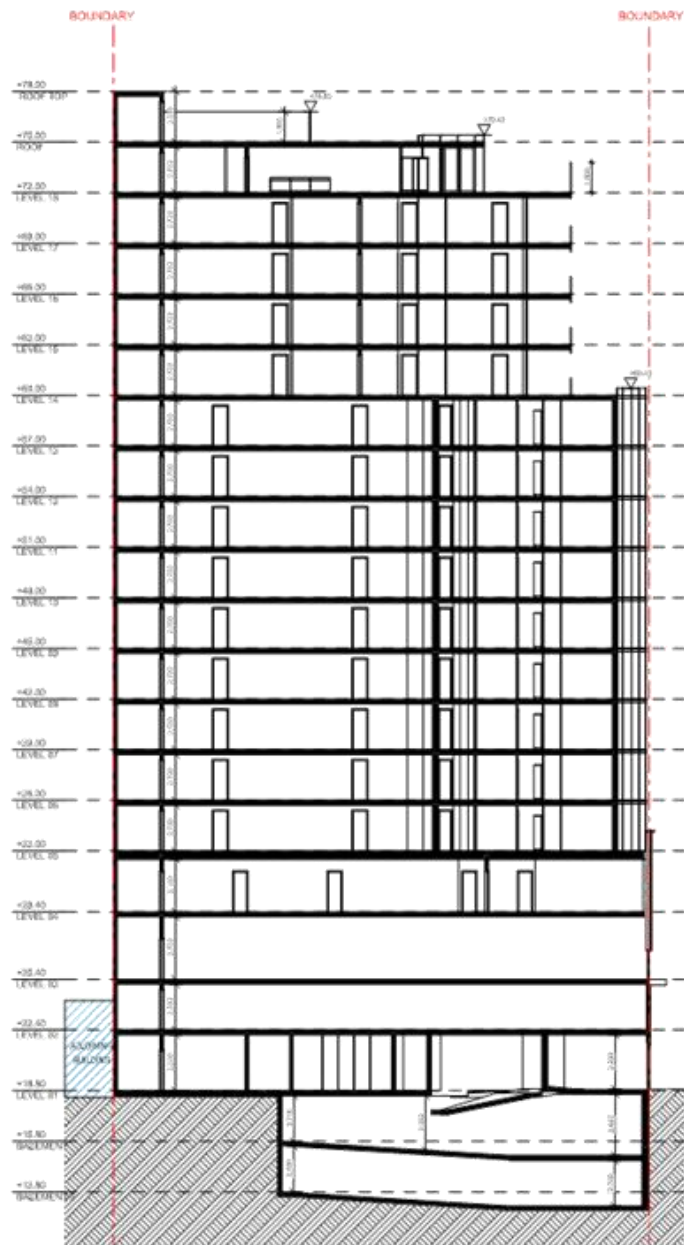
NORTH & SOUTH ELEVATION
Scale: 1:100
Date: 06 OCT 2017
Drawing No: 11



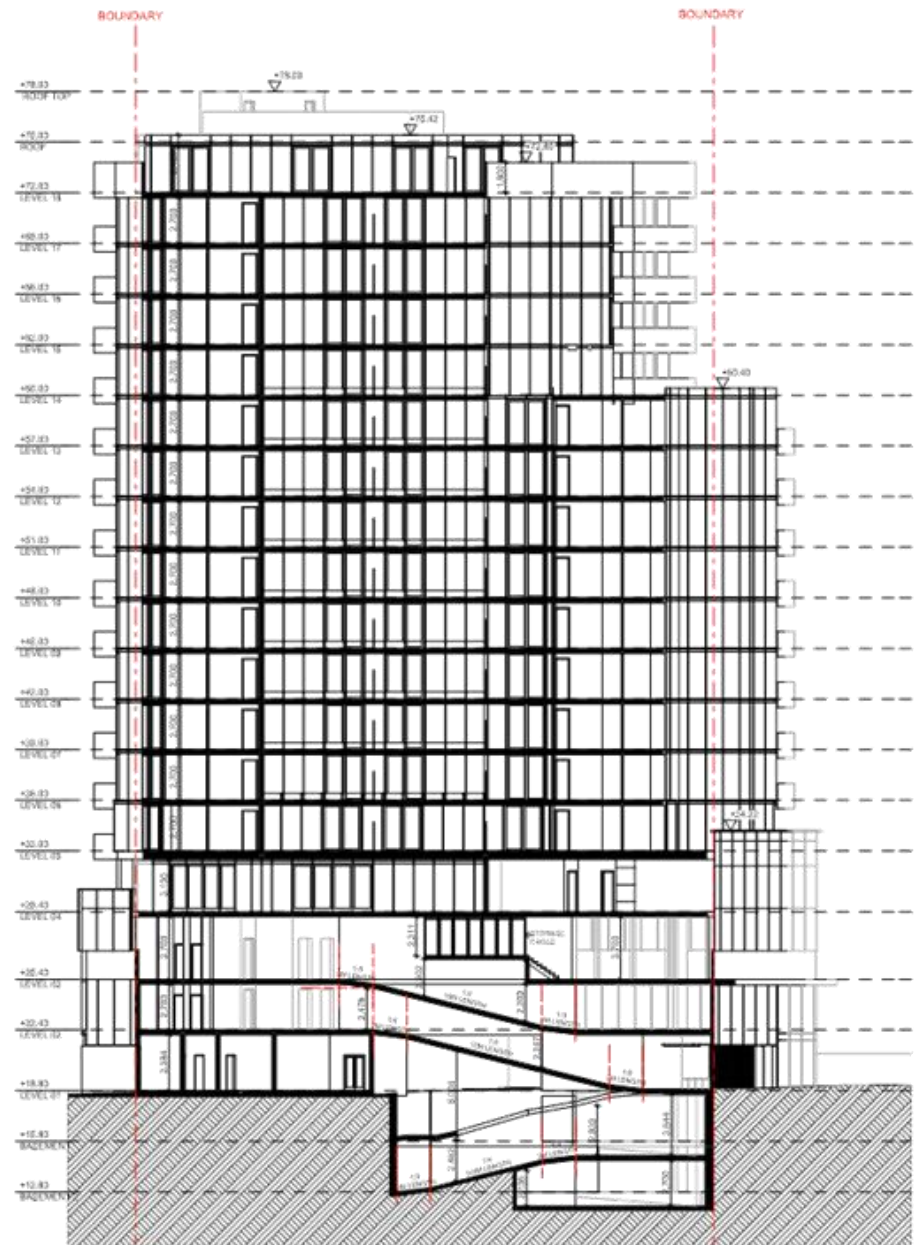
FINISHES LEGEND:

- (G1)** DARK GLASS
- (G2)** GREY GLASS
- (FC)** LIGHT WEIGHT CONCRETE PANEL
- (ALC)** POWDER COATED BLACK - ALUMINUM COULVERS
- (ALC)** POWDER COATED GREY - ALUMINUM FINE
- (ALC)** POWDER COATED GREY - ALUMINUM CHAMPY
- (M1)** METAL PERFORATED PANEL
- (M2)** METAL - FORTEN
- (R1)** RENDERED WALL - GREY
- (R2)** RENDERED WALL - SILK/GUSTOM YELLOW
- (R3)** RENDERED WALL - DARK GREY

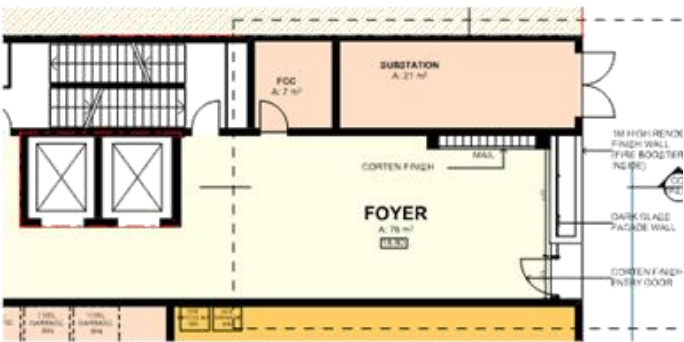




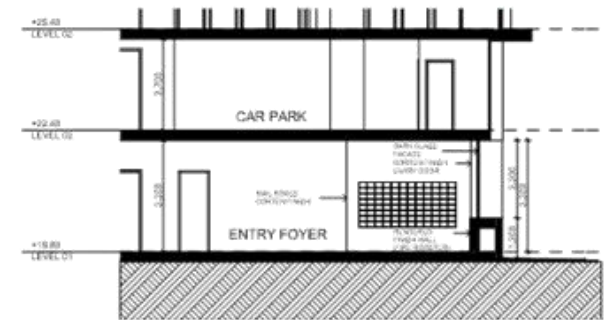
SECTION AA



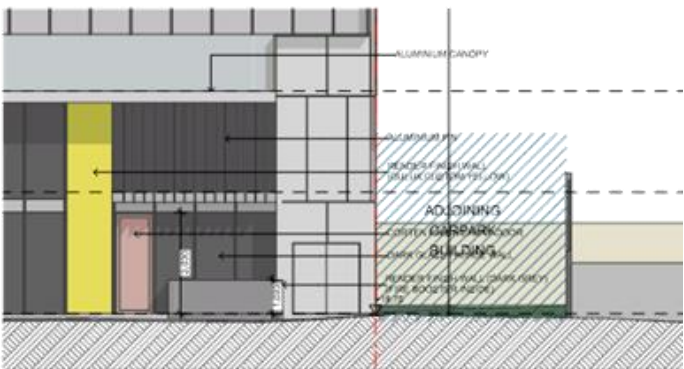
SECTION BB



GROUND FLOOR: ENTRY DETAIL



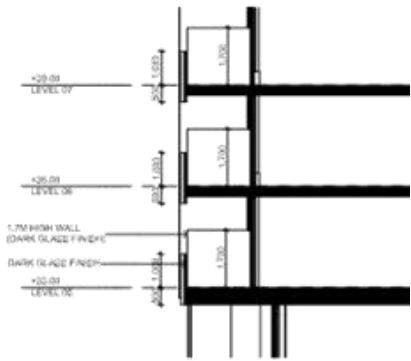
SECTION CC



SOUTH ELEVATION: ENTRY



TYPICAL FLOOR PLAN: LEVEL 5-14 (BALCONY) 1:200

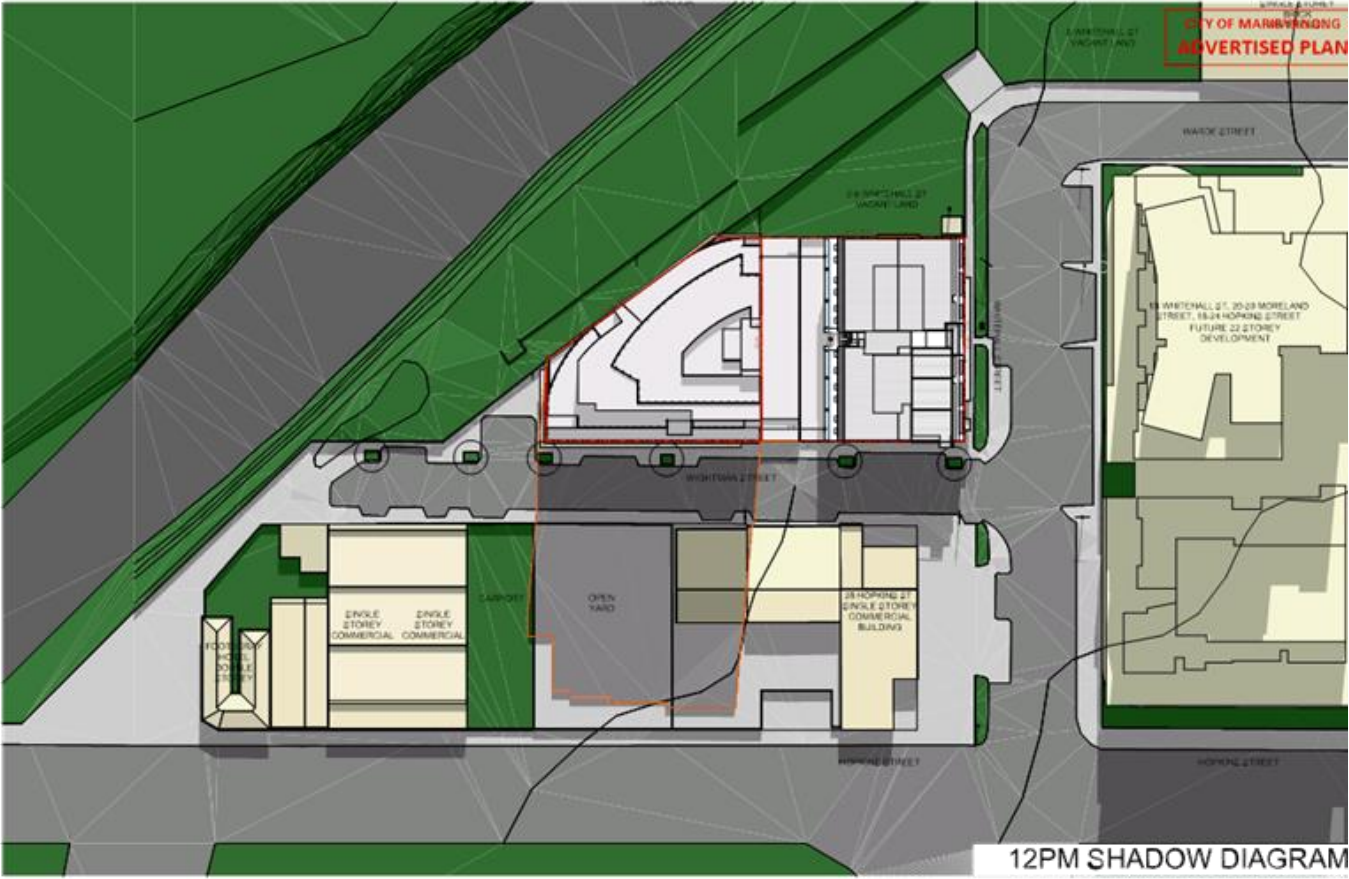
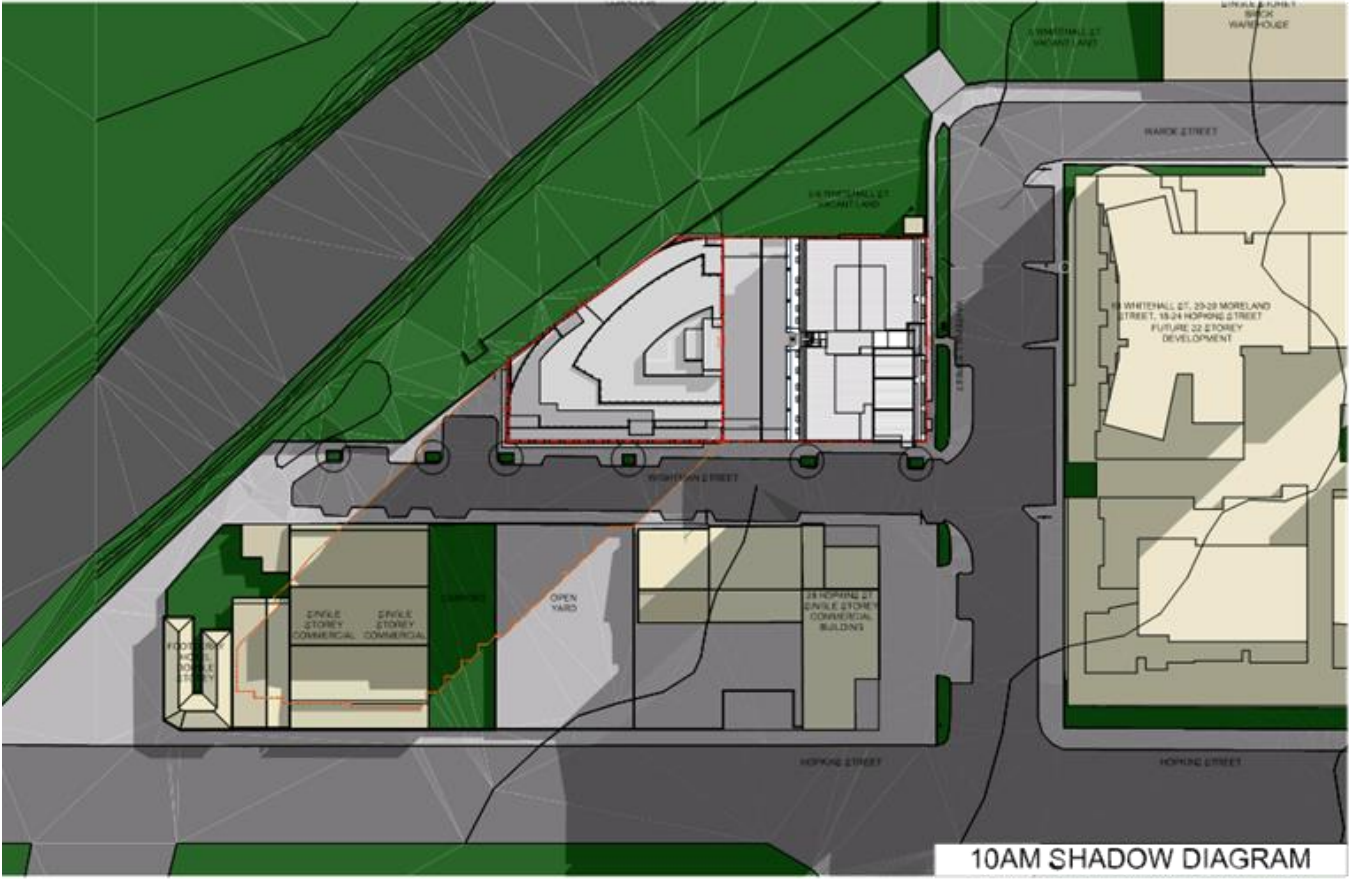
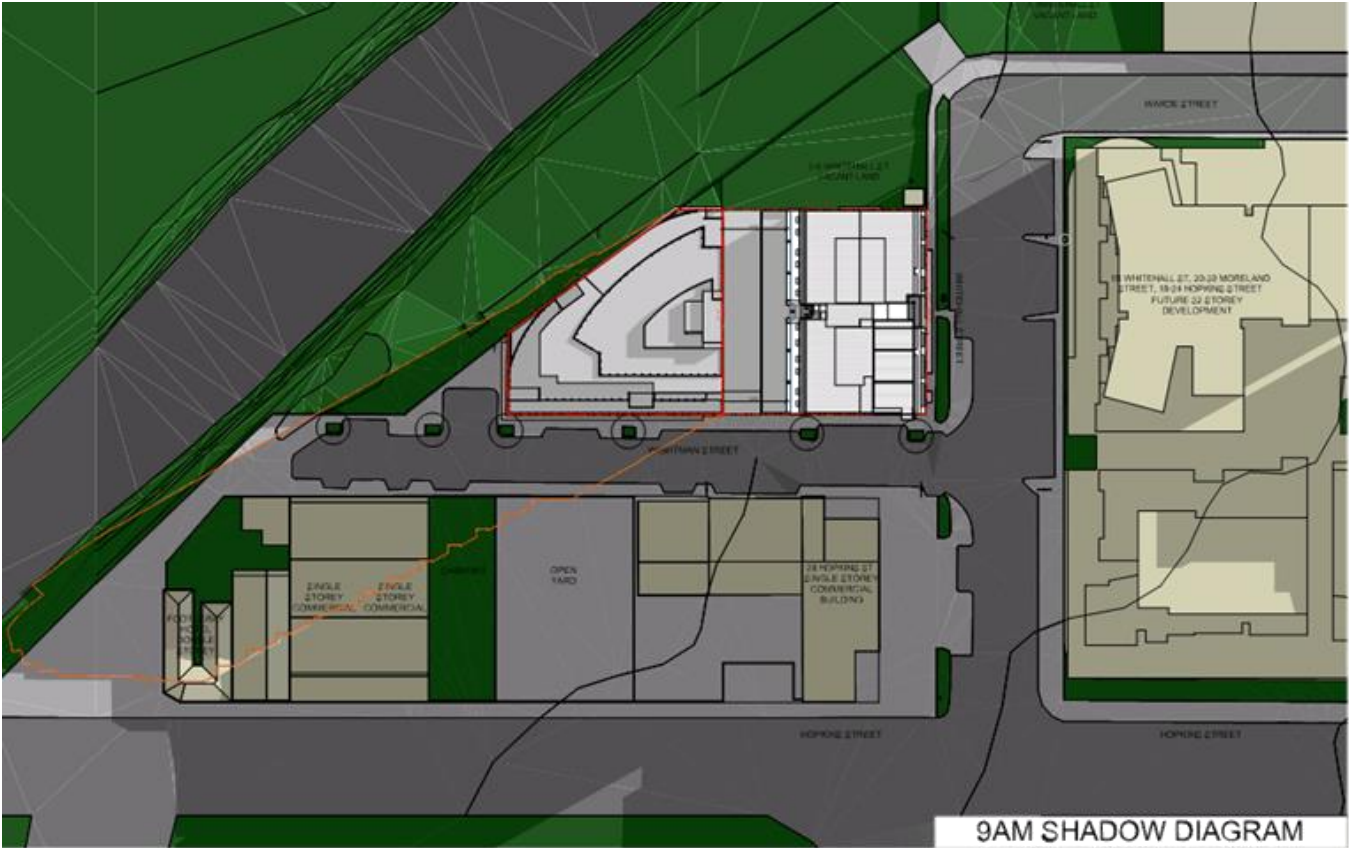


BALCONY SECTION



N
WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

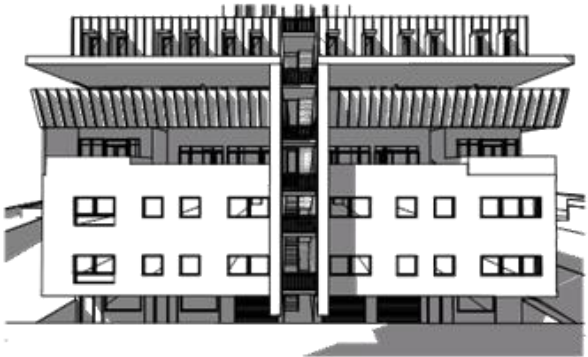
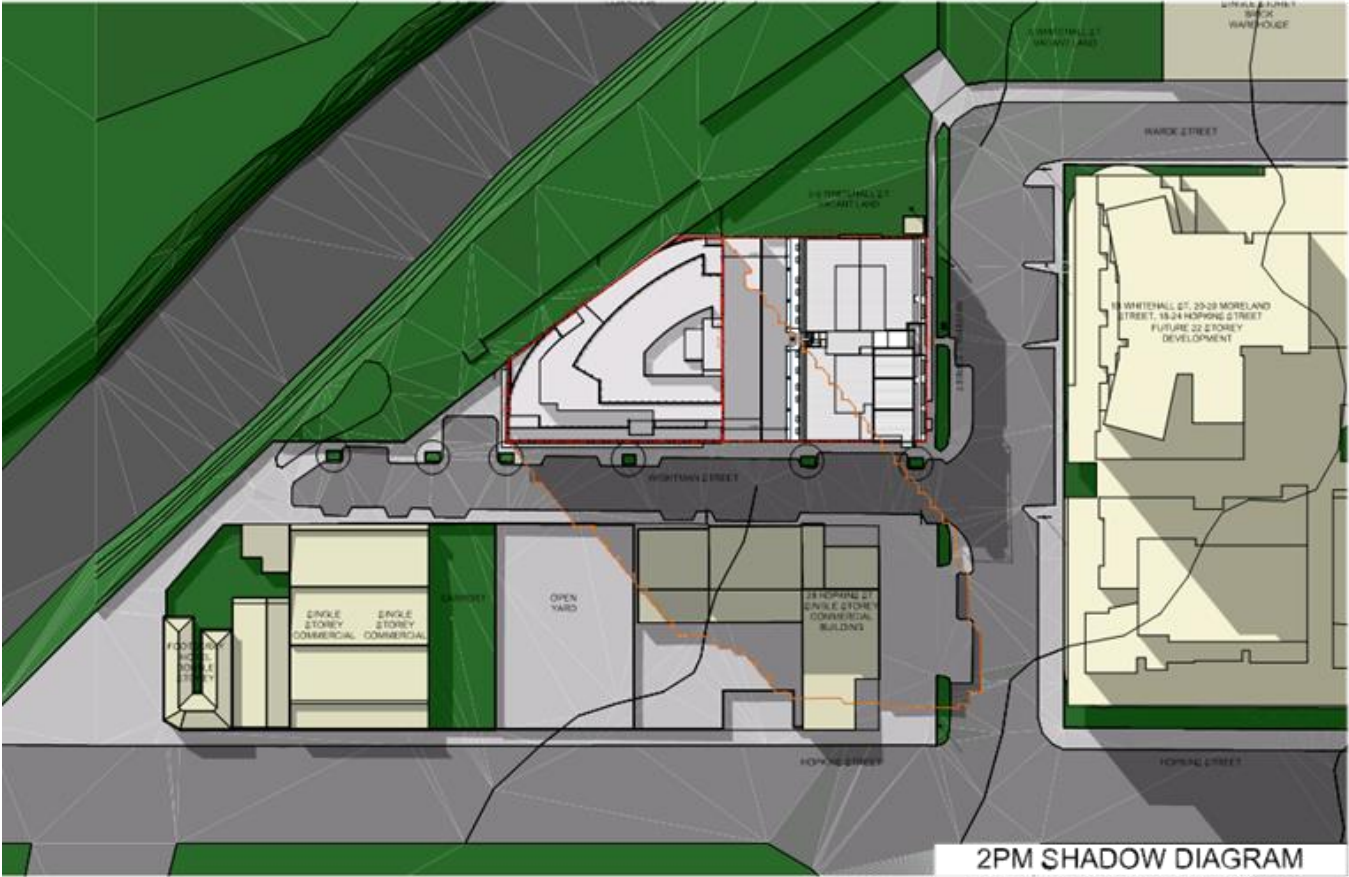
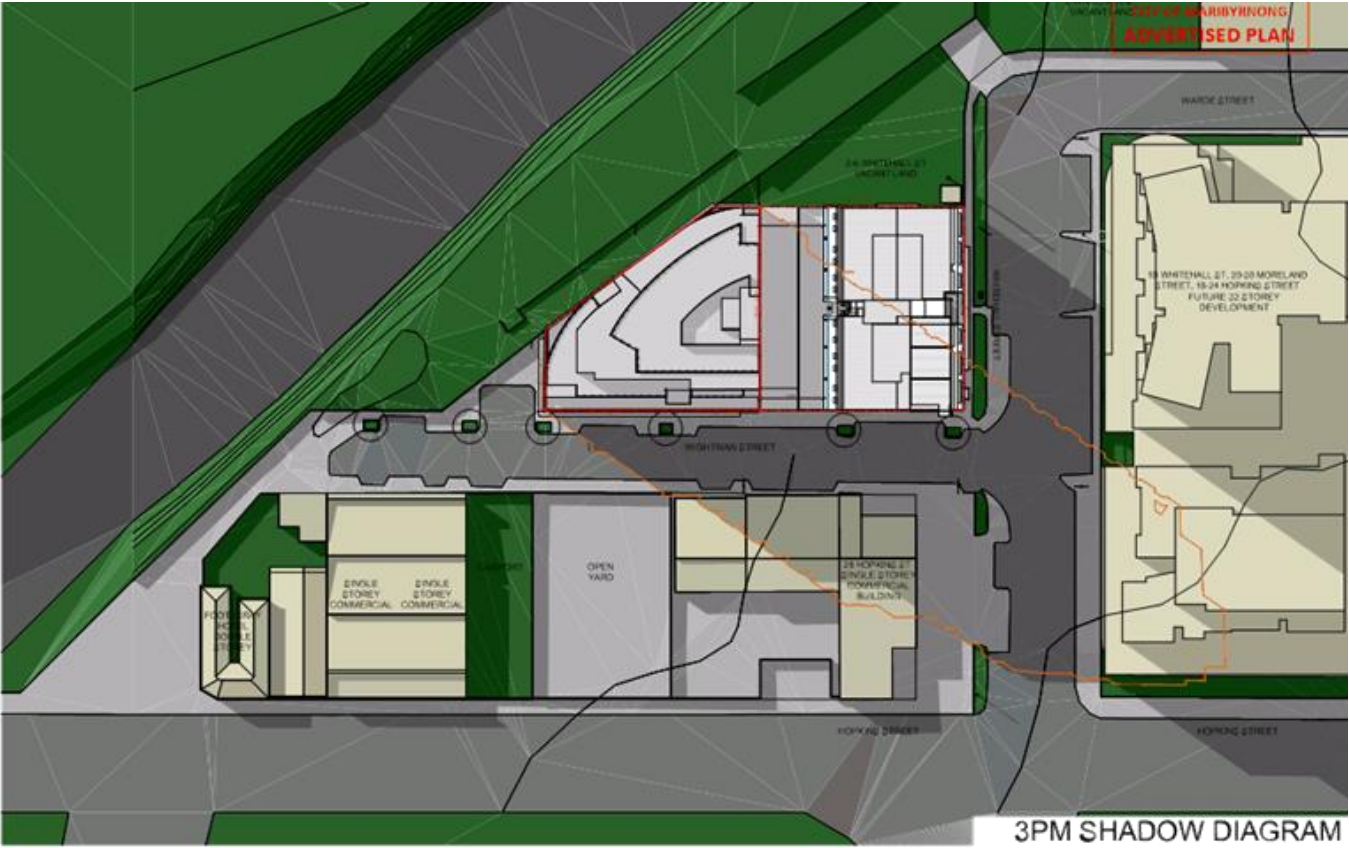
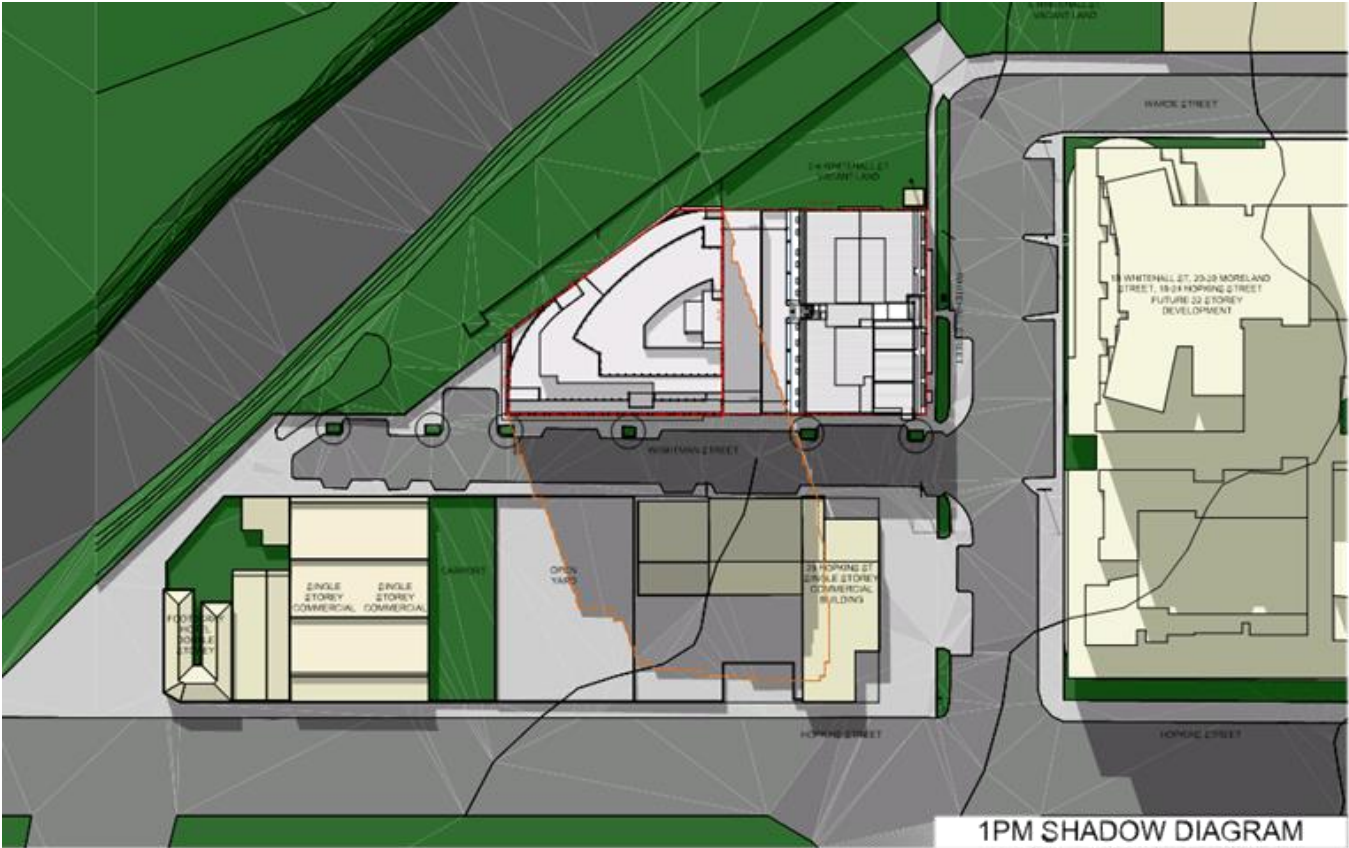
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Scale: 1:200 g. A1 Date: 06 OCT 2017
Drawn: TOWN PLANNING Product By:
Project No: Drawing No:



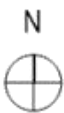
LEGEND
--- PROPOSED
--- SHADOW
--- ON GROUND

N
WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

SHADOW DIAGRAMS
Scale: 1:500 @ A1
Date: 22 DEPT 2017
Drawn: TOWN PLANNING
Project No:
Drawing No:



LEGEND
--- PROPOSED SHADOW ON GROUND



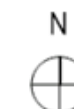
7 WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

SHADOW DIAGRAMS
Scale: 1:500 @ A1
Date: 22 SEPT 2017
Drawn: TOWN PLANNING
Project No: 7 WIGHTMAN STREET, FOOTSCRAY

FLOOR AREAS					RESIDENTIAL					
	UNIT	OTHER	RETAIL/ OFFICE	CARS	FLOOR AREA	TERRACE AREA	1 BED	2 BEDS	3EDS	NO. UNITS
BASEMENT 02	CARPARK			702						
	STORAGE									
	OTHER									
BASEMENT 01	CARPARK			676						
	STORAGE									
	OTHER									
LEVEL 1	RETAIL		178							
	BICYCLE									
	FOYER	76								
	CARPARK			167						
	STORAGE	26								
	SERVICES	171								
LEVEL 02	CARPARK			673						
	STORAGE									
	OTHER									
LEVEL 03	CARPARK			684						
	STORAGE									
	OTHER									
LEVEL 04	OFFICE		383							
	CORE	103								
	COMMUNAL	147				86				
LEVEL 05	501				74	9		1		
	502				73	8		1		
	503				76	9		1		
	504				76	8		1		
	505				52	13	1			
	506				53	13	1			
	507				87	10		1		
	CORE	87								
SUBTOTAL		87			491	70	2	5	0	
LEVEL 06	601				74	9		1		
	602				73	8		1		
	603				76	9		1		
	604				76	8		1		
	605				52	13	1			
	606				53	13	1			
	607				87	10		1		
	CORE	87								
SUBTOTAL		87			491	70	2	5	0	
LEVEL 07	701				74	9		1		
	702				73	8		1		
	703				76	9		1		
	704				76	8		1		
	705				52	13	1			
	706				53	13	1			
	707				87	10		1		
	CORE	87								
SUBTOTAL		87			491	70	2	5	0	
LEVEL 08	801				74	9		1		
	802				73	8		1		
	803				76	9		1		
	804				76	8		1		
	805				52	13	1			
	806				53	13</				

FLOOR AREAS					RESIDENTIAL						
	UNIT	OTHER	RETAIL/ OFFICE	CARS	FLOOR AREA	TERRACE AREA	1 BED	2 BEDS	3EDS	NO. UNITS	
LEVEL 10	1001				74	9		1		1	
	1002				73	8		1		1	
	1003				76	9		1		1	
	1004				76	8		1		1	
	1005				52	13	1			1	
	1006				53	13	1			1	
	1007				87	10		1		1	
	CORE	87									
SUBTOTAL		87			491	70	2	5	0	7	
LEVEL 11	1101				74	9		1		1	
	1102				73	8		1		1	
	1103				76	9		1		1	
	1104				76	8		1		1	
	1105				52	13	1			1	
	1106				53	13	1			1	
	1107				87	10		1		1	
	CORE	87									
SUBTOTAL		87			491	70	2	5	0	7	
LEVEL 12	1201				74	9		1		1	
	1202				73	8		1		1	
	1203				76	9		1		1	
	1204				76	8		1		1	
	1205				52	13	1			1	
	1206				53	13	1			1	
	1207				87	10		1		1	
	CORE	87									
SUBTOTAL		87			491	70	2	5	0	7	
LEVEL 13	1301				74	9		1		1	
	1302				73	8		1		1	
	1303				76	9		1		1	
	1304				76	8		1		1	
	1305				52	13	1			1	
	1306				53	13	1			1	
	1307				87	10		1		1	
	CORE	87									
SUBTOTAL		87			491	70	2	5	0	7	
LEVEL 14	1401				85	8		1		1	
	1402				114	17			1	1	
	1403				52	13	1			1	
	1404				53	13	1			1	
	1405				87	10		1		1	
		CORE	74								
	SUBTOTAL		74			391	61	2	2	1	5
LEVEL 15	1501				85	8		1		1	
	1502				114	17			1	1	
	1503				52	13	1			1	
	1504				53	13	1			1	
	1505				87	10		1		1	
		CORE	74								
	SUBTOTAL		74			391	61	2	2	1	5
LEVEL 16	1601				85	8		1		1	
	1602				114	17			1	1	
	1603				52	13	1			1	
	1604				53	13	1			1	
	1605				87	10		1		1	
		CORE	74								
	SUBTOTAL		74			391	61	2	2	1	5
LEVEL 17	1701				85	8		1		1	
	1702				114	17			1	1	
	1703				52	13	1			1	
	1704				53	13	1			1	
	1705				87	10		1		1	
		CORE	74								
	SUBTOTAL		74			391	61	2	2	1	5
LEVEL 18	1801				137	120			1	1	
	1802				133	74			1	1	
		CORE	60								
SUBTOTAL		60			270	194	0	0	2	2	
OVERALL TOTAL		1662	561	2902	6253	1154	26	53	6	89	

	NUMBER PROVIDED
STORAGE CAGES	85
BICYCLE PARKING	27
MOTOR CYCLEPARKING	3
CAR PARKING	74

CITY OF MARIBYRNONG
ADVERTISED PLAN

Client
WIGHTMAN ST DEVELOPMENTS

Project Name
**MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY**

Drawing Title	
FINISHES SCHEDULE	
DEV. SUMMARY	
Code: 0-A1	Date: 22 SEPT 2017
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:



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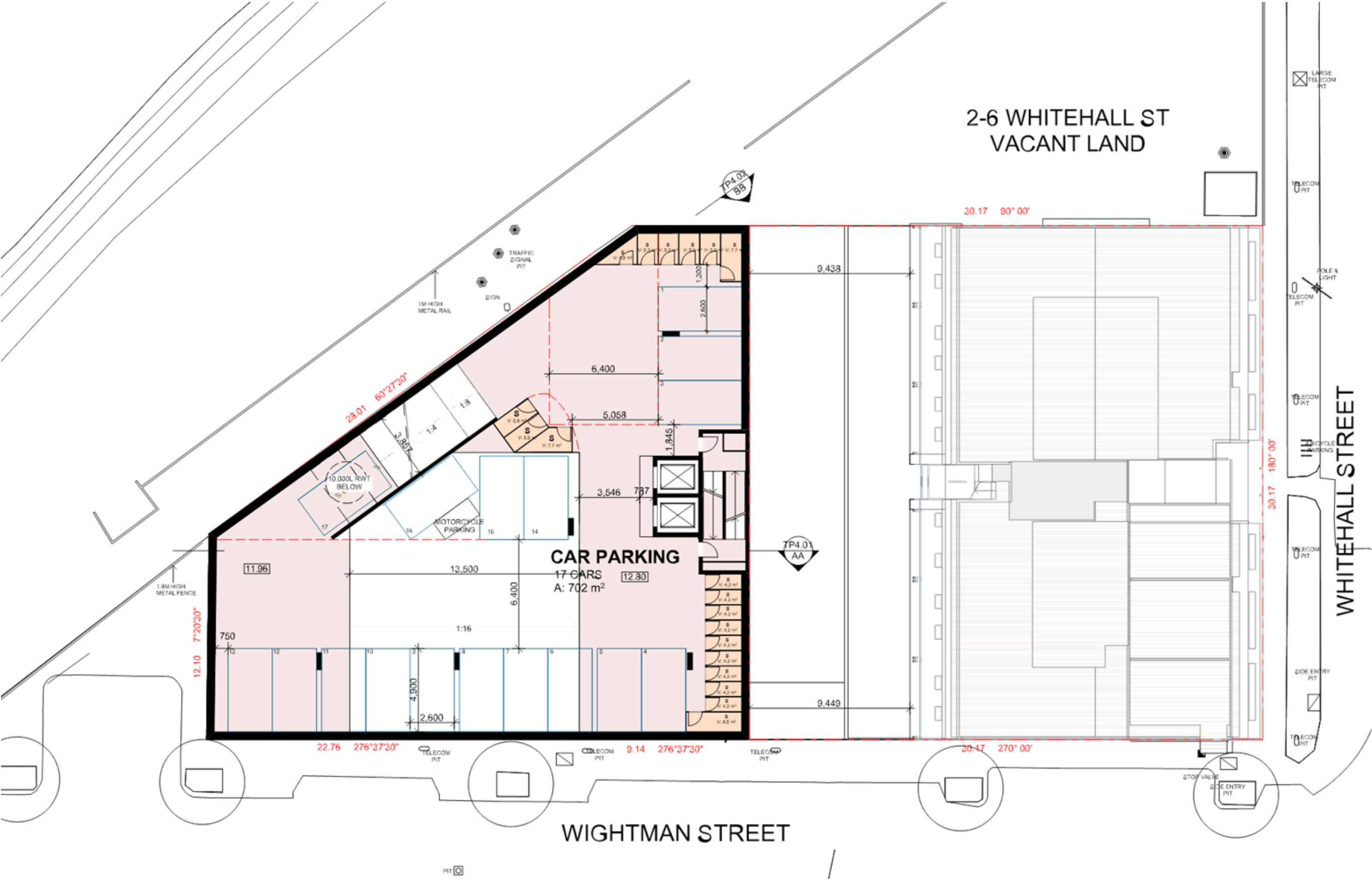
WIGHTMAN ST DEVELOPMENTS

MIXED USE DEVELOPMENT

7 WIGHTMAN STREET, FOOTSCRAY

Views

Scale: 1:500	Date: 10 OCT 2017
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:

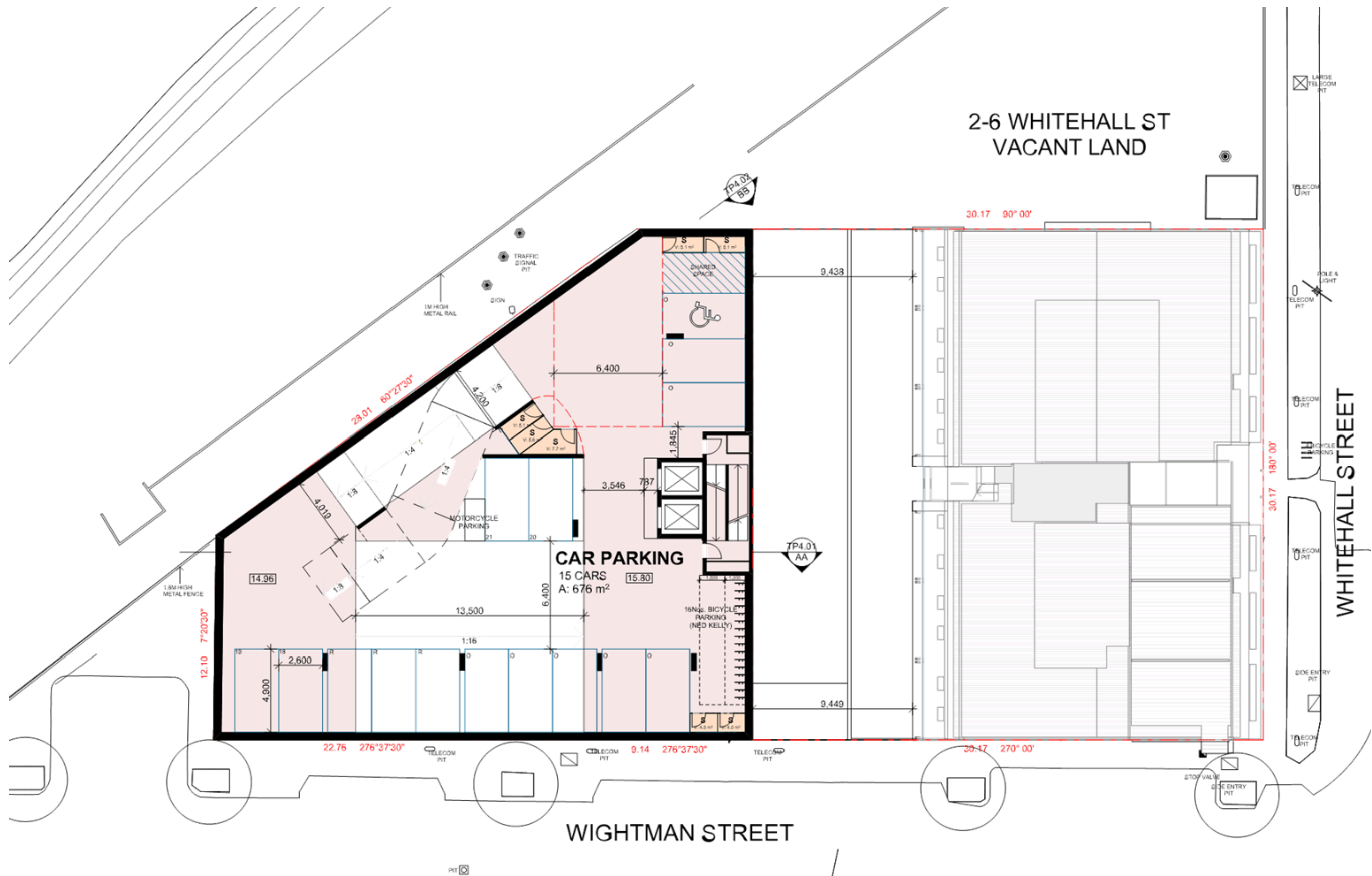


RWT 1100 L RAINWATER TANK BELOW



Client
WIGHTMAN ST DEVELOPMENTS
Project Name
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

Drawing Title	
BASEMENT 2	
Scale: 1:100 Q: A1	Date: 24 JAN 2018
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:



metaxas

LEGEND
O: OFFICE CARPARK
R: RETAIL CARPARK
V: VISITOR CARPARK



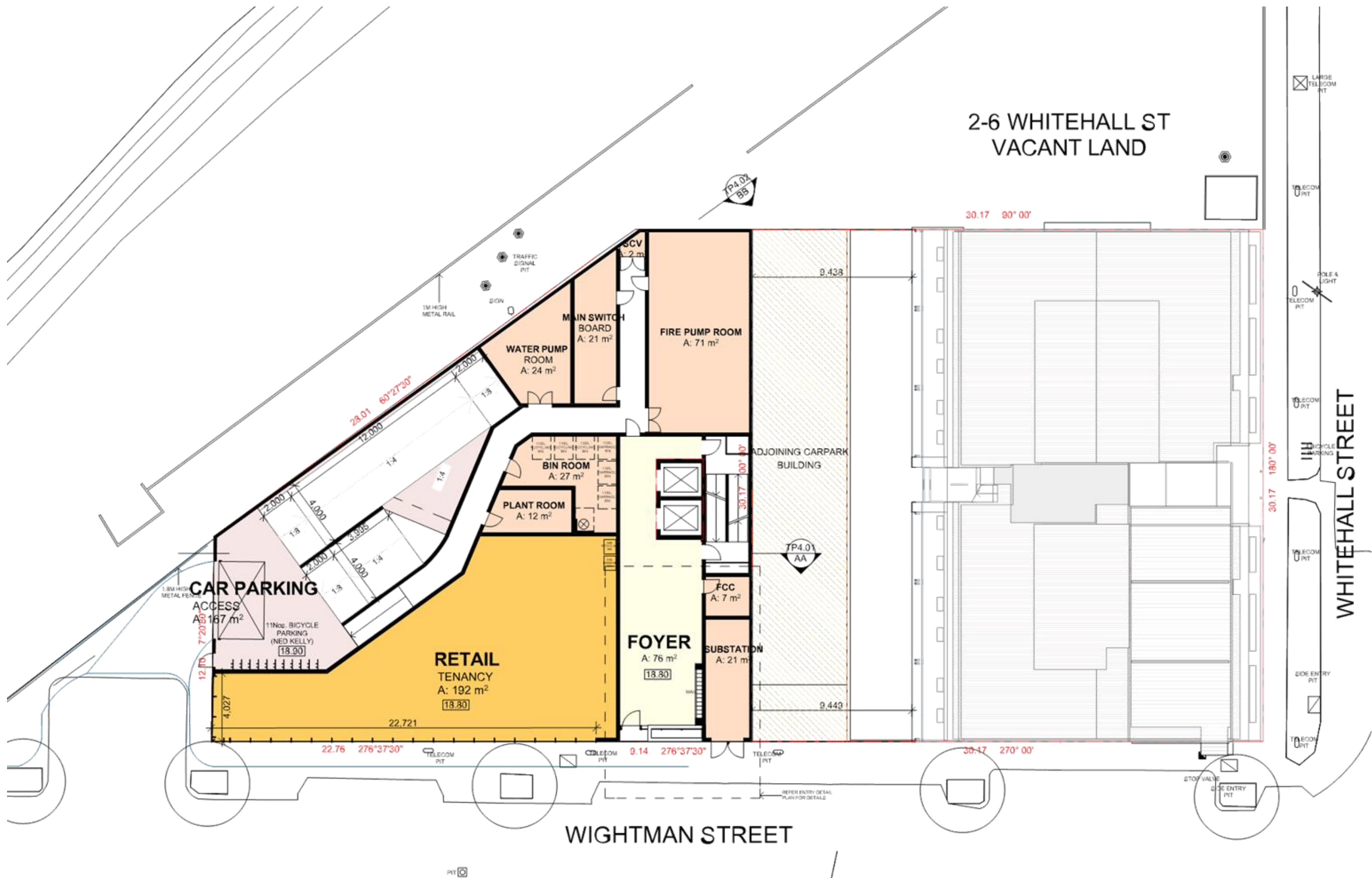
WIGHTMAN ST DEVELOPMENTS

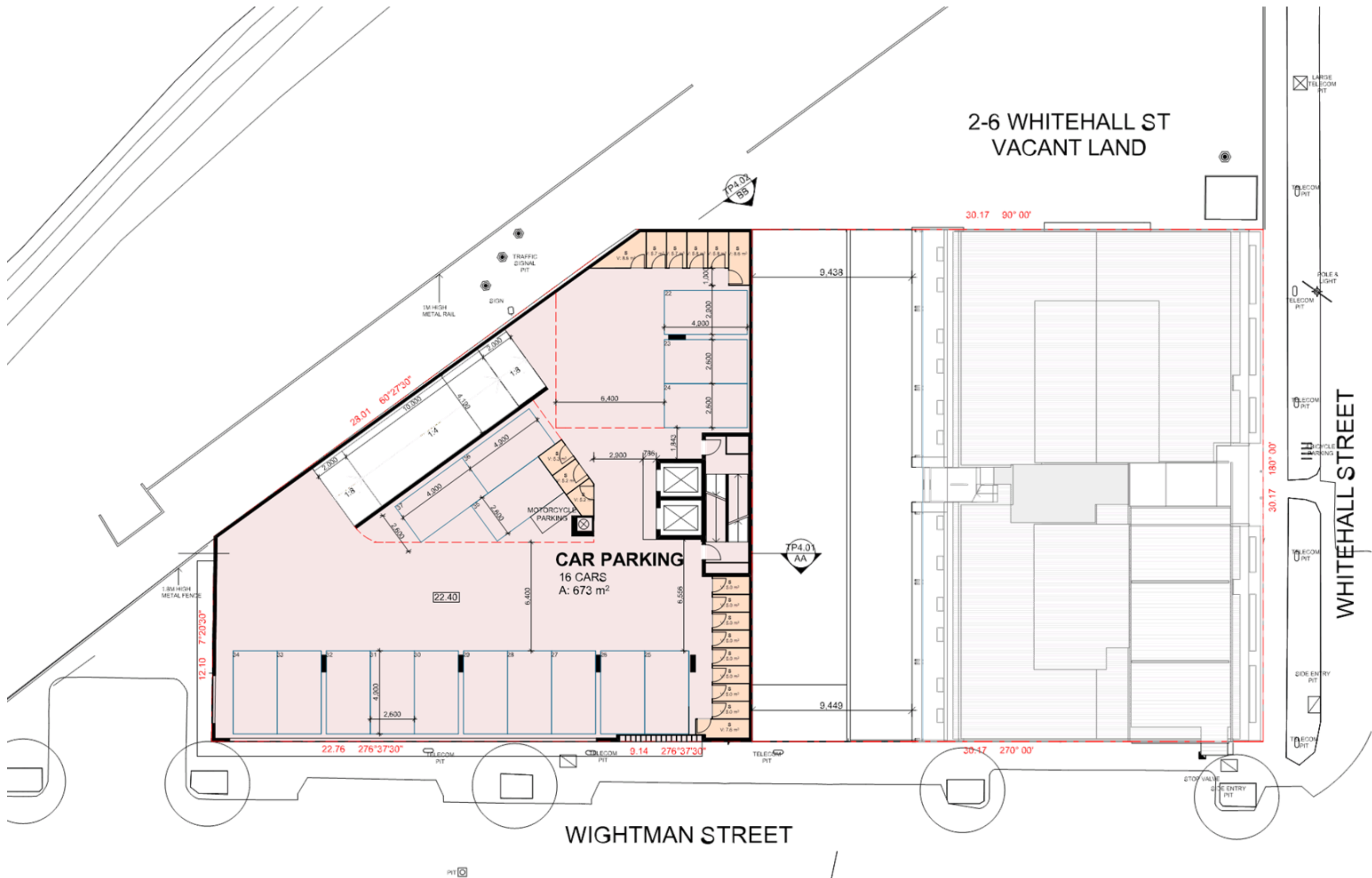
Project Name

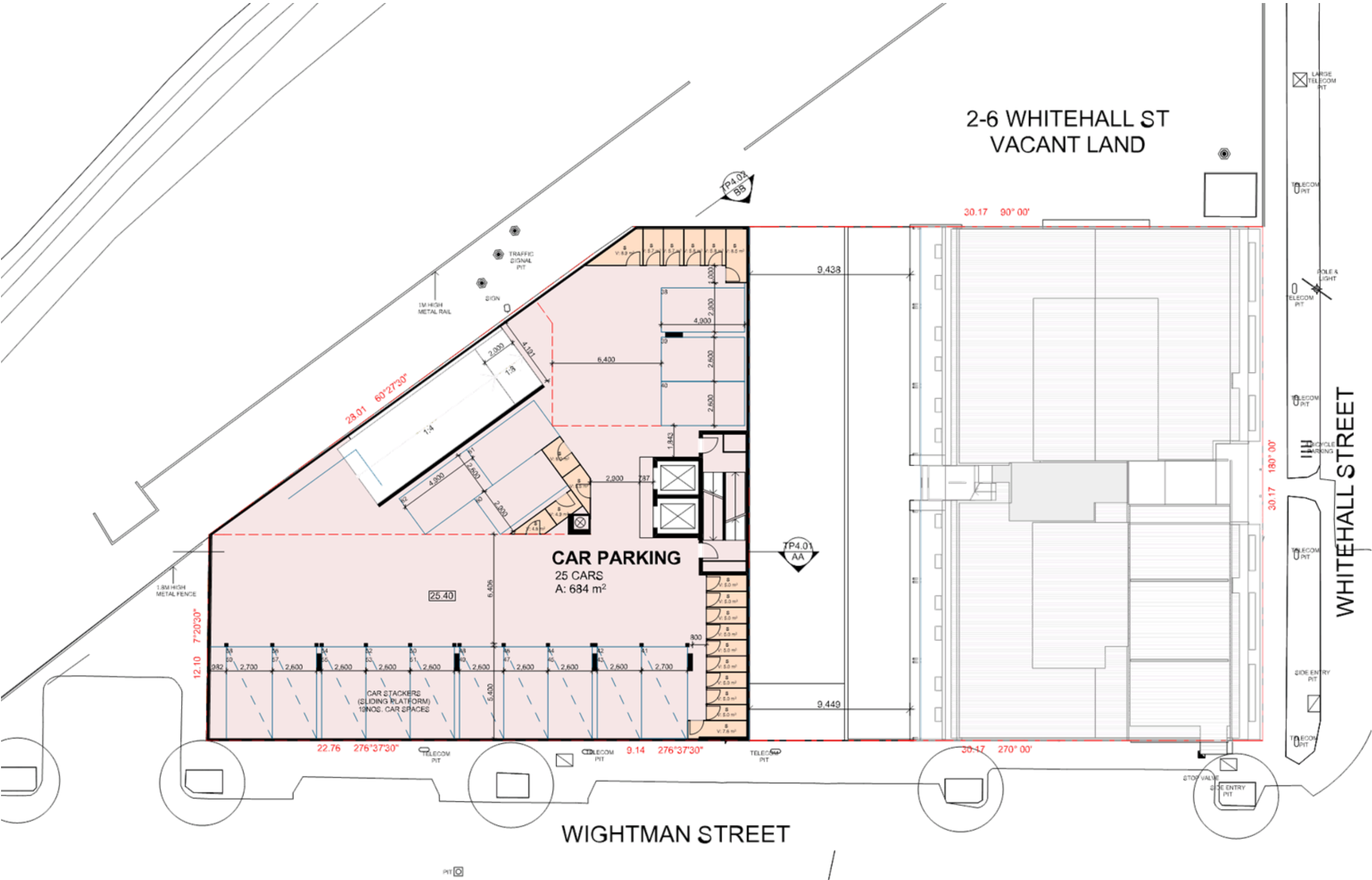
MIXED USE DEVELOPMENT

7 WIGHTMAN STREET, FOOTSCRAY

BASEMENT 1	
Code: 1100 @ A1	Date: 24 JAN 2015
Status: TOWN PLANNING	Checked By:
Project No:	Drawing No:







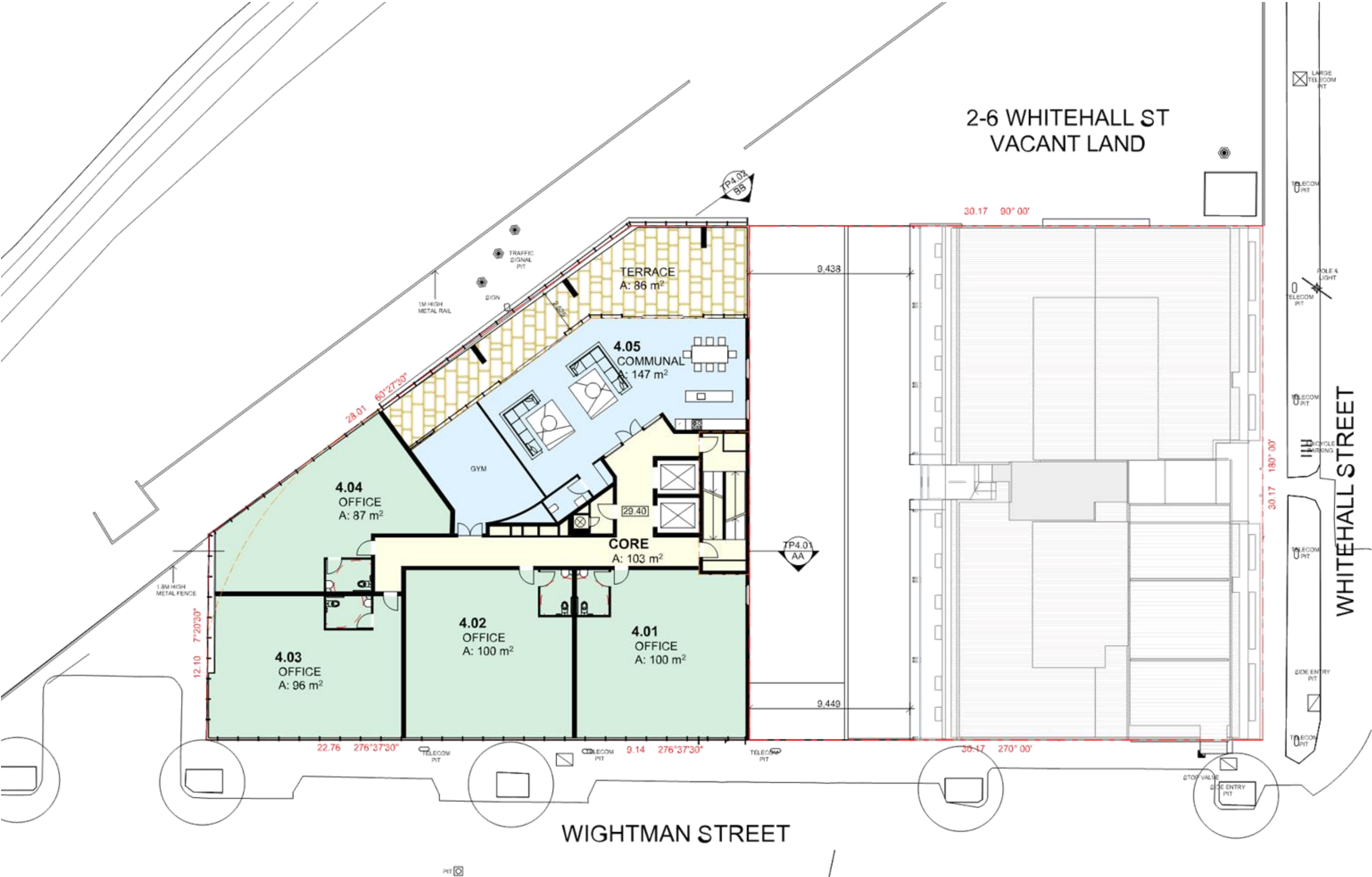
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Client
WIGHTMAN ST DEVELOPMENTS

Project Name
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

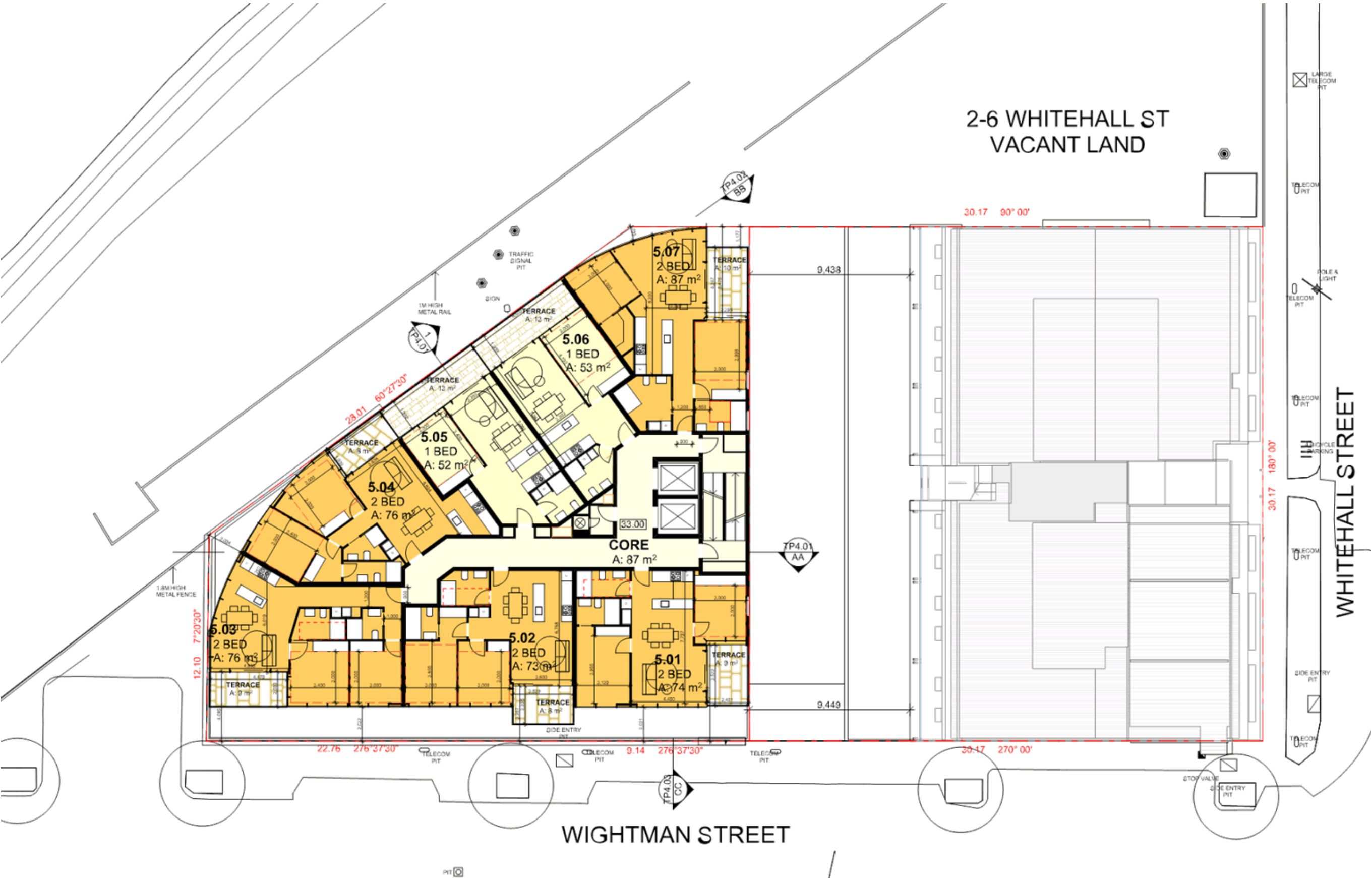
Drawing Title
LEVEL 03

Scale: 1:100	Q: A1	Date: 24 JAN 2018
Drawn: TOWN PLANNING	Checked By:	
Project No:	Drawing No:	



WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

LEVEL 04	
Scale: 1:100	Date: 24 JAN 2018
Drawn: TOWN PLANNING	Product By:
Project No:	Drawing No:



NOTE: DOA DOES NOT APPLY TO APARTMENTS 7.03, 8.03, 9.03, 10.03, 11.03, 12.03 AND 13.03



WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

LEVELS 05-10	
Scale: 1:100 @ A1	Date: 24 JAN 2018
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:



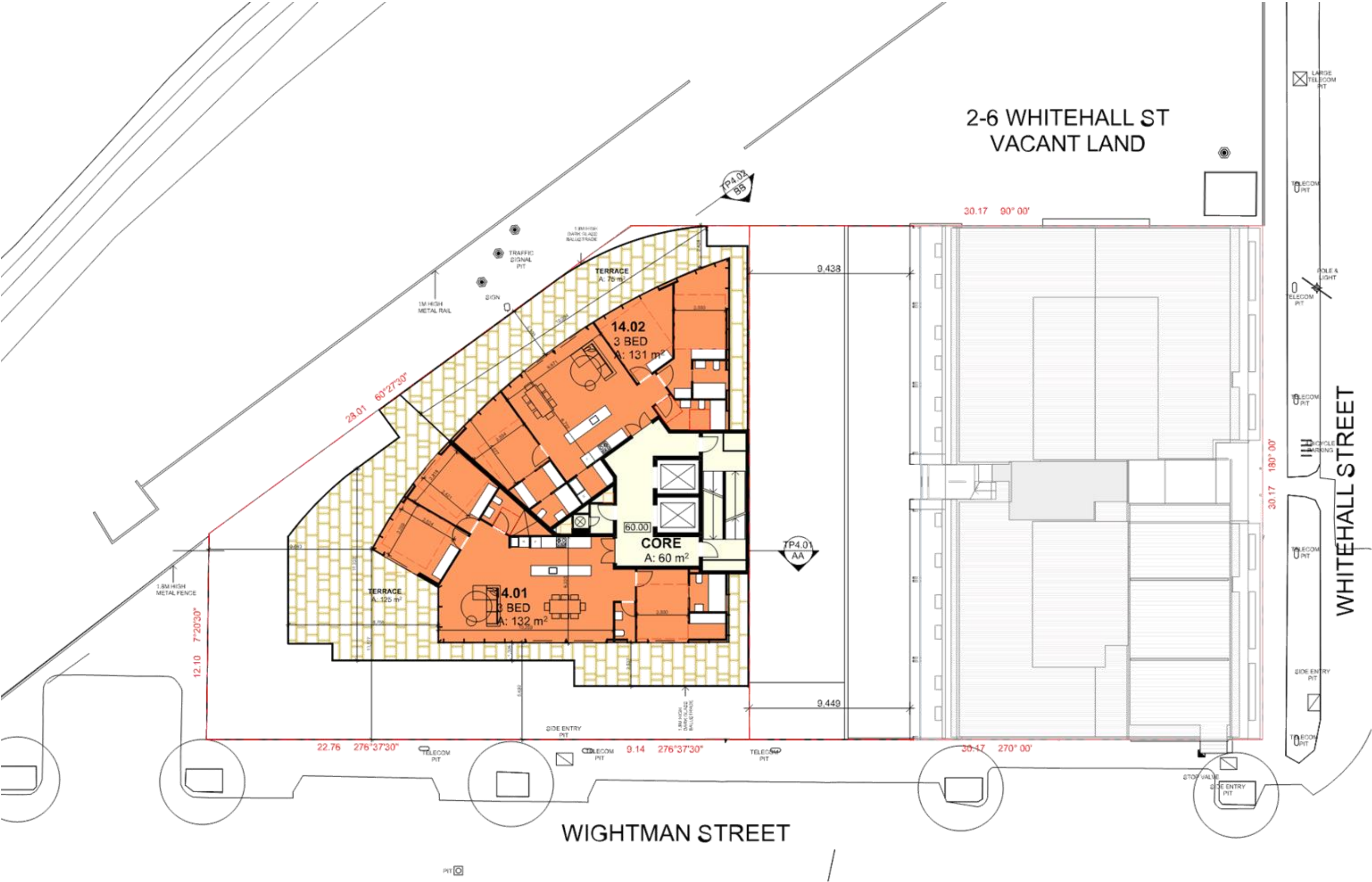
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Client
WIGHTMAN ST DEVELOPMENTS

Project Name
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

Drawing Title
LEVELS 11-13

Scale: 1:100 @ A1	Date: 24 JAN 2018
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:



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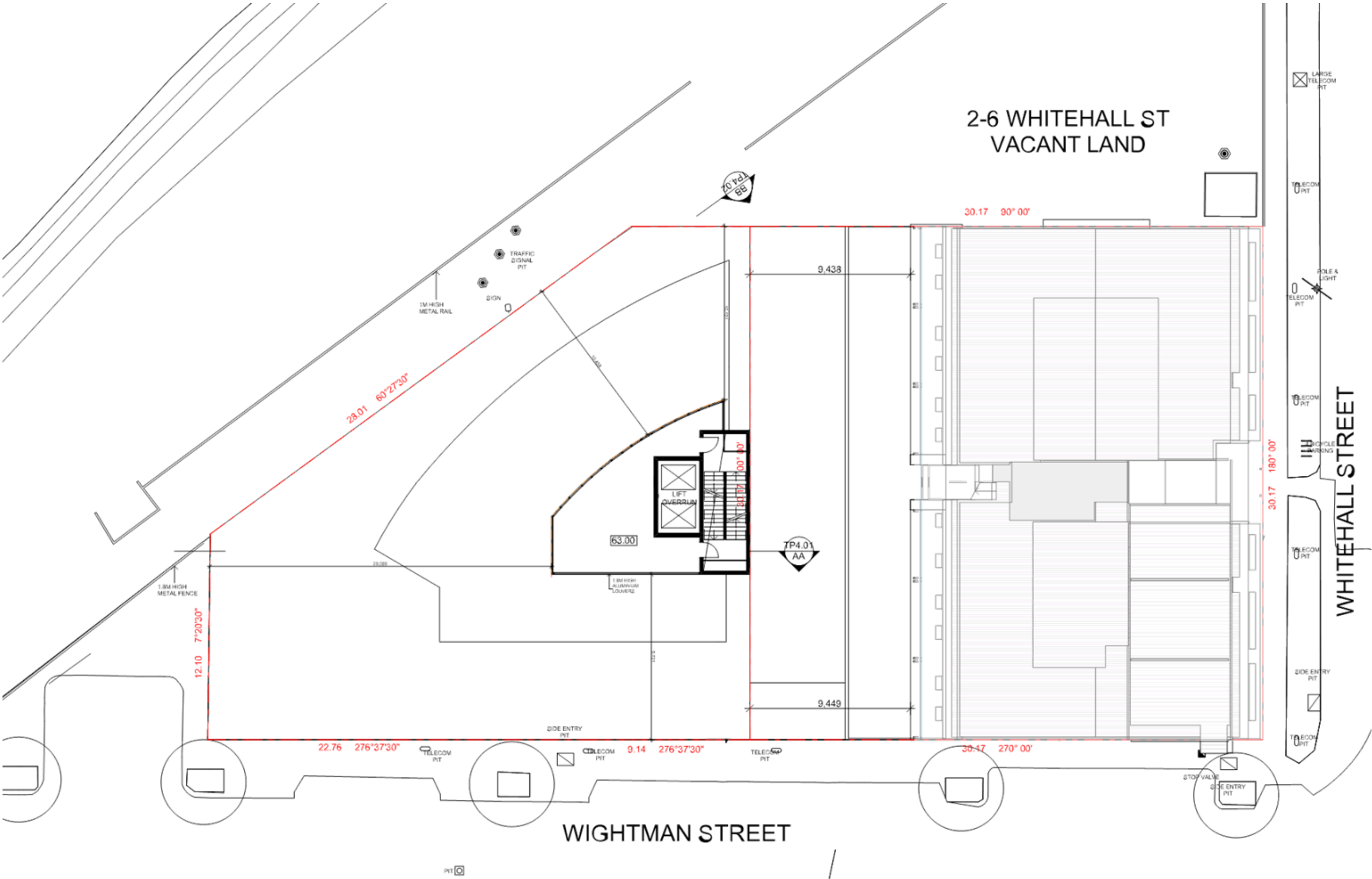
WIGHTMAN ST DEVELOPMENTS

MIXED USE DEVELOPMENT

7 WIGHTMAN STREET, FOOTSCRAY

LEVEL 14

Scale: 1:100	Q: A1	Date: 24 JAN 2018
Drawn: TOWN PLANNING	Product By:	
Project No:	Drawing No:	



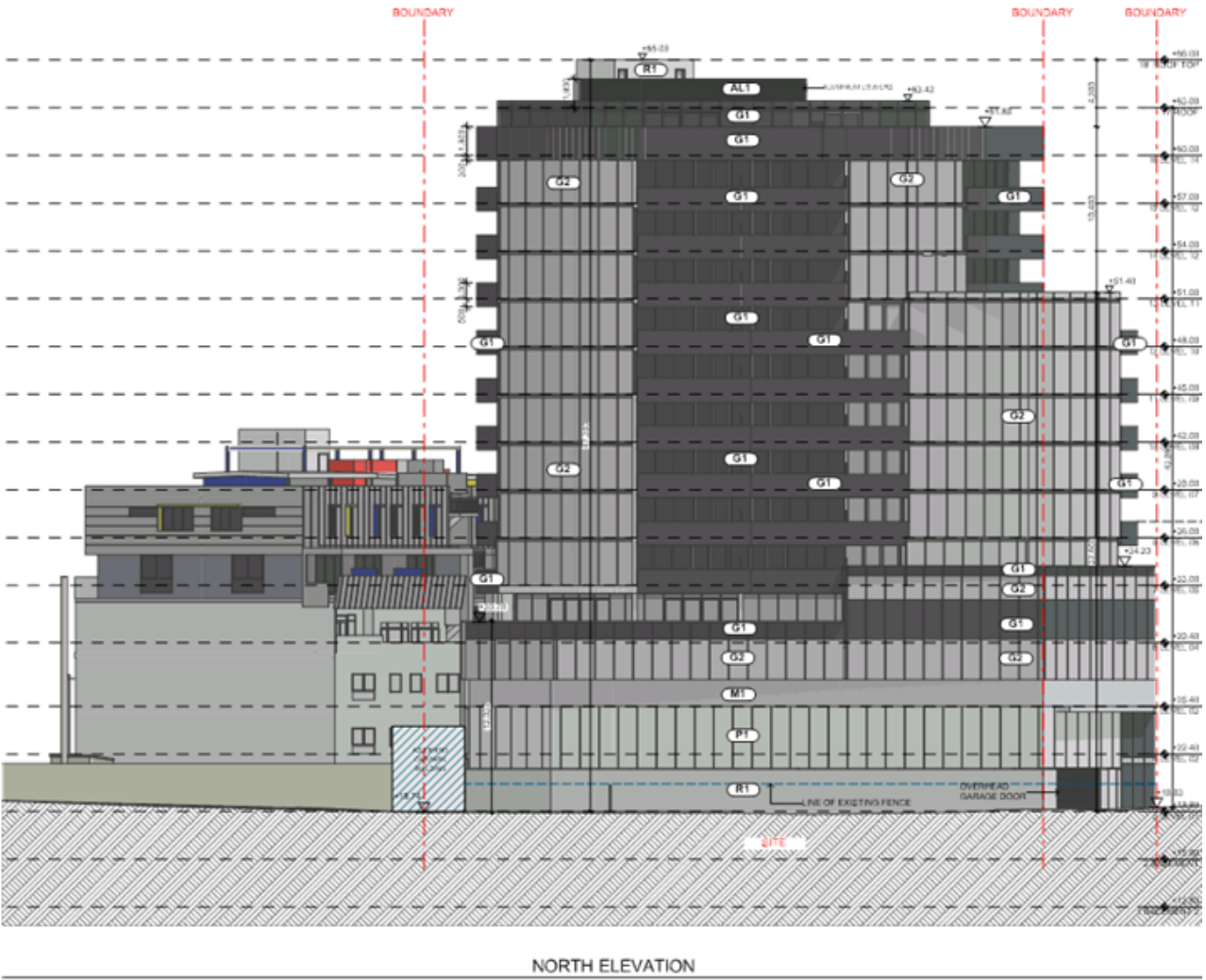
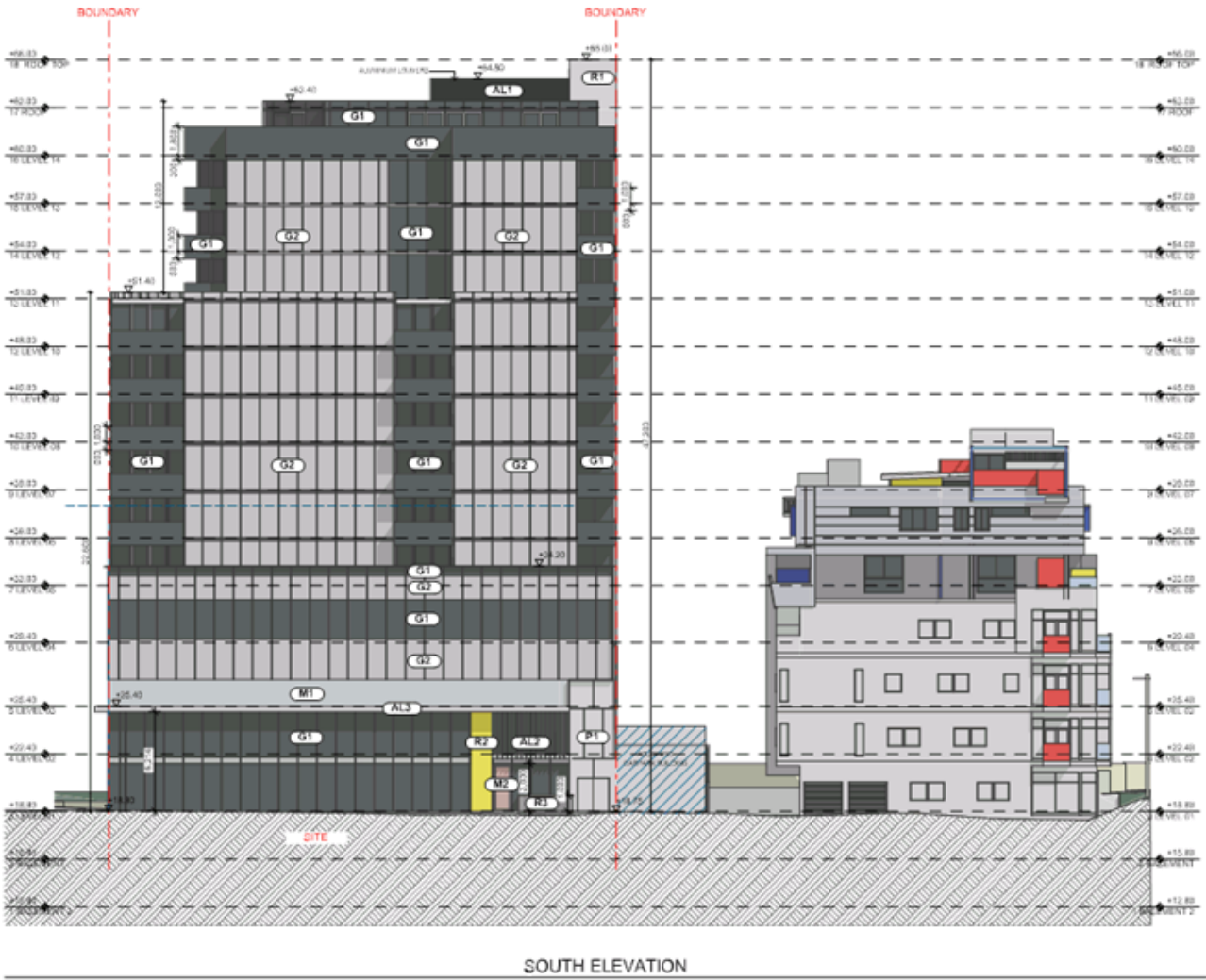
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Client
WIGHTMAN ST DEVELOPMENTS

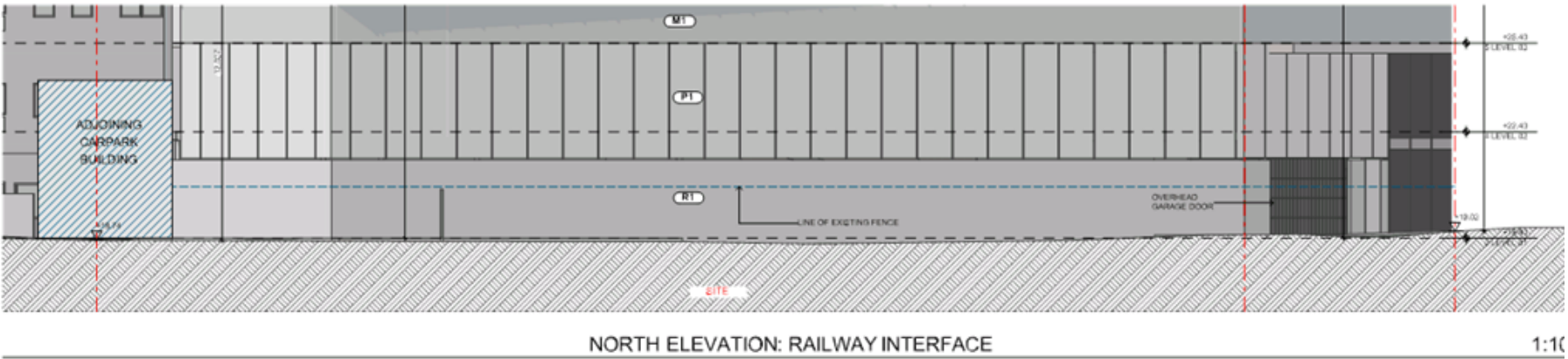
Project Name
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

Drawing Title
ROOF PLAN

Scale: 1:100 @ A1	Date: 24 JAN 2018
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:

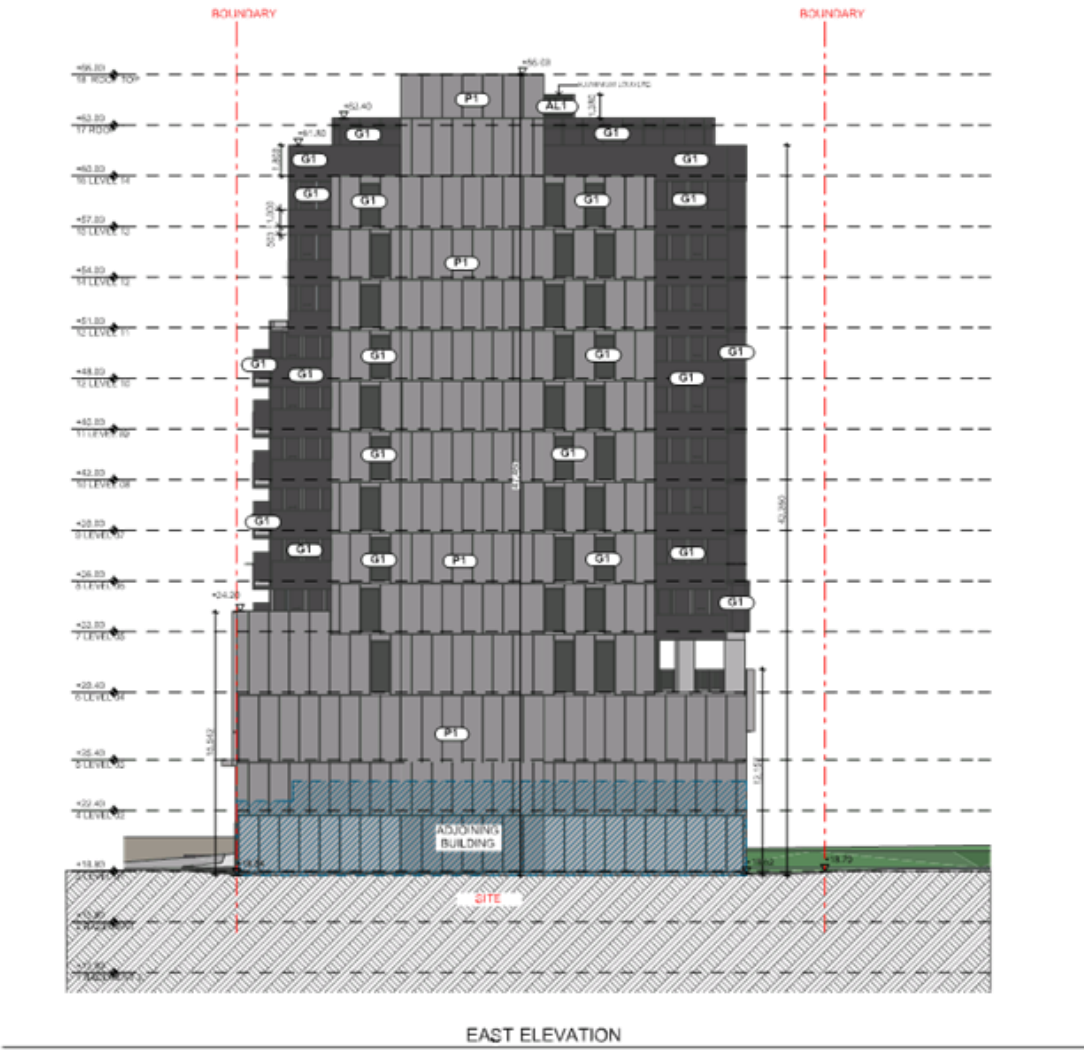
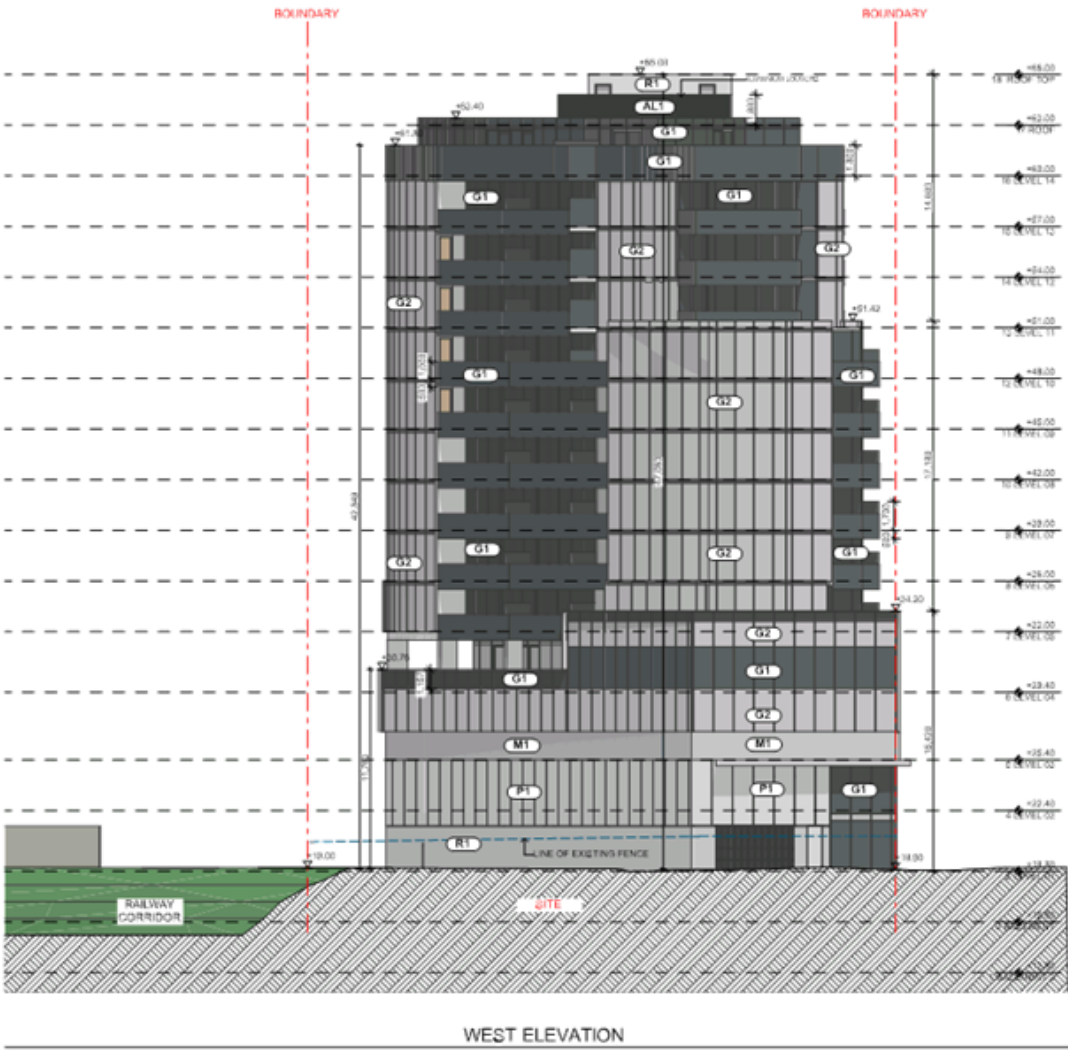


FINISHES LEGEND:	
G1	DARK GLASS
G2	GREY GLASS
P1	LIGHT WEIGHT CONCRETE PANEL
AL1	POWDER COATED BLACK - ALUMINIUM CLAUDE
AL2	POWDER COATED GREY - ALUMINIUM CLAUDE
AL3	POWDER COATED GREY - ALUMINIUM CLAUDE
M1	METAL PERFORATED PANEL
M2	METAL - CORTEN
R1	RENDERED WALL - GREY
R2	RENDERED WALL - DULUX CUSTOM YELLOW
R3	RENDERED WALL - DARK GREY



WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

NORTH & SOUTH ELEVATION
Scale: 1:200
Date: 24 JAN 2018
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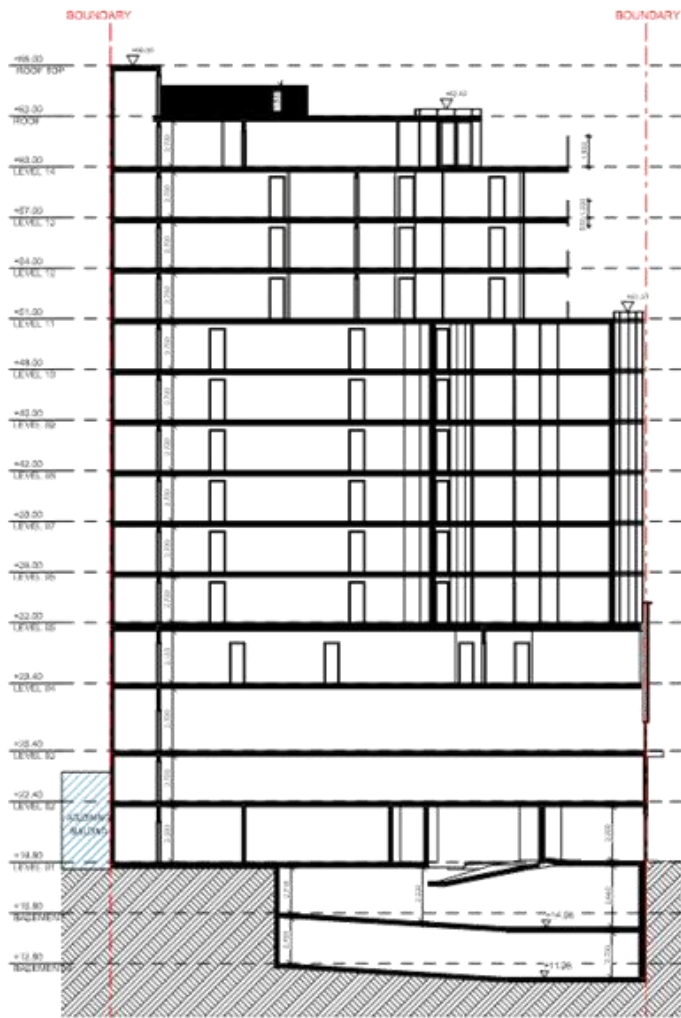


FINISHES LEGEND:	
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	GREY GLASS
	LIGHT WEIGHT CONCRETE PANEL
	POWDER COATED BLACK - ALUMINIUM Louvers
	POWDER COATED GREY - ALUMINIUM FINE
	POWDER COATED GREY - ALUMINIUM CRADLE
	METAL PERFORATED PANEL
	METAL - CORTEN
	RENDERED WALL - GREY
	RENDERED WALL - DULLER CUSTOM YELLOW
	RENDERED WALL - DARK GREY

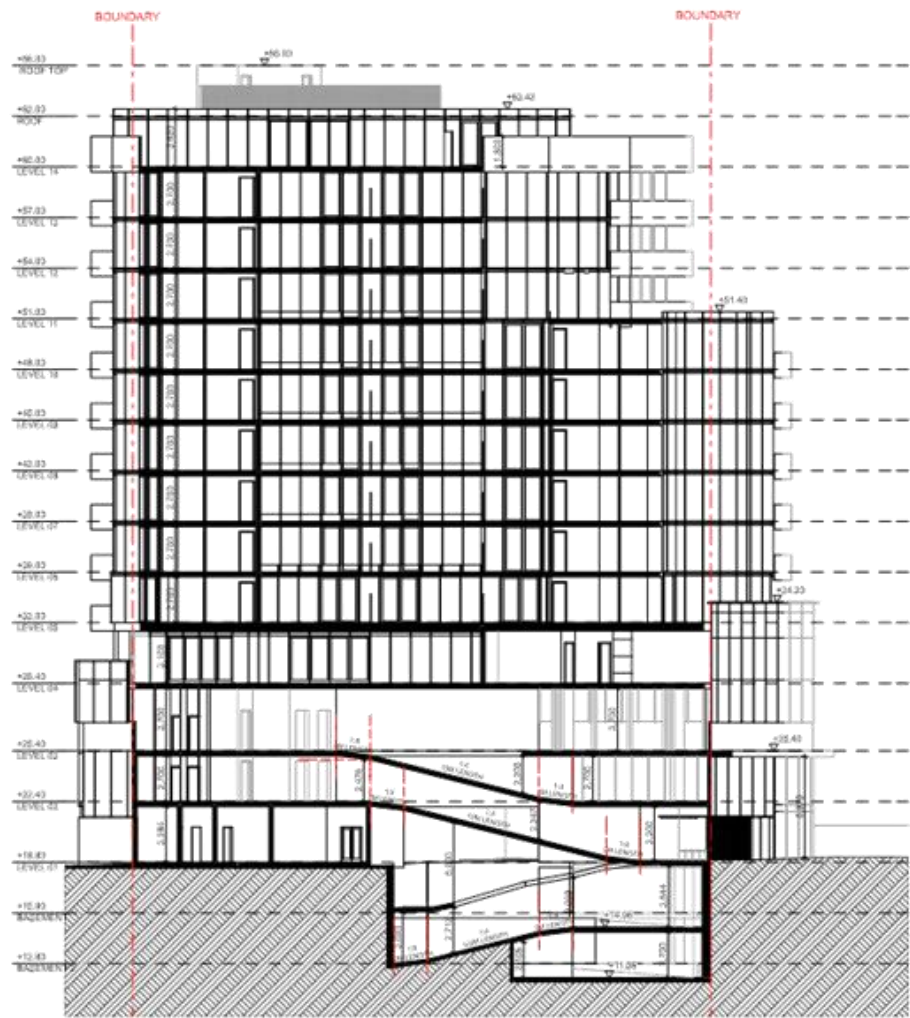


WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

WEST & EAST ELEVATION	
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Drawn: TOWN PLANNING	Product By:
Project No:	Drawing No:



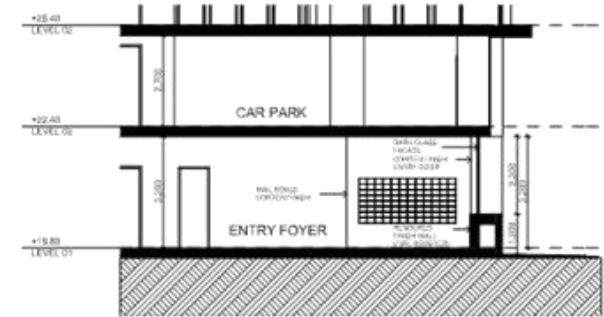
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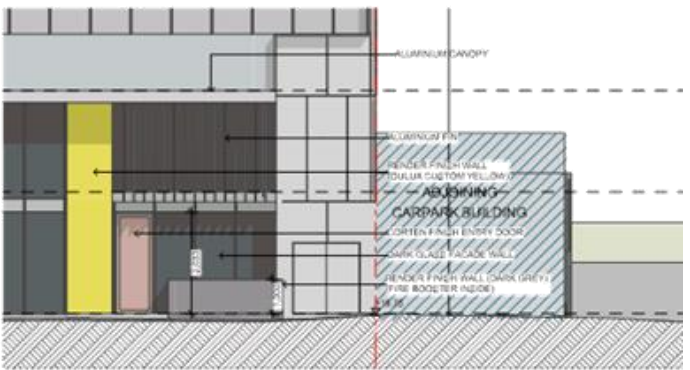
SECTION BB



GROUND FLOOR: ENTRY DETAIL



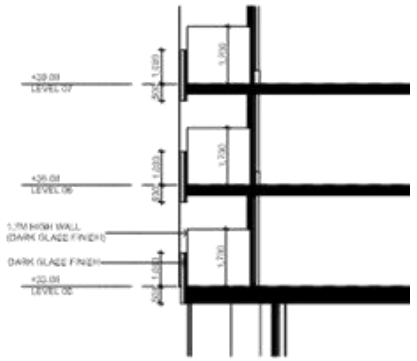
SECTION CC



SOUTH ELEVATION: ENTRY



TYPICAL FLOOR PLAN: LEVEL 5-14 (BALCONY) 1:200

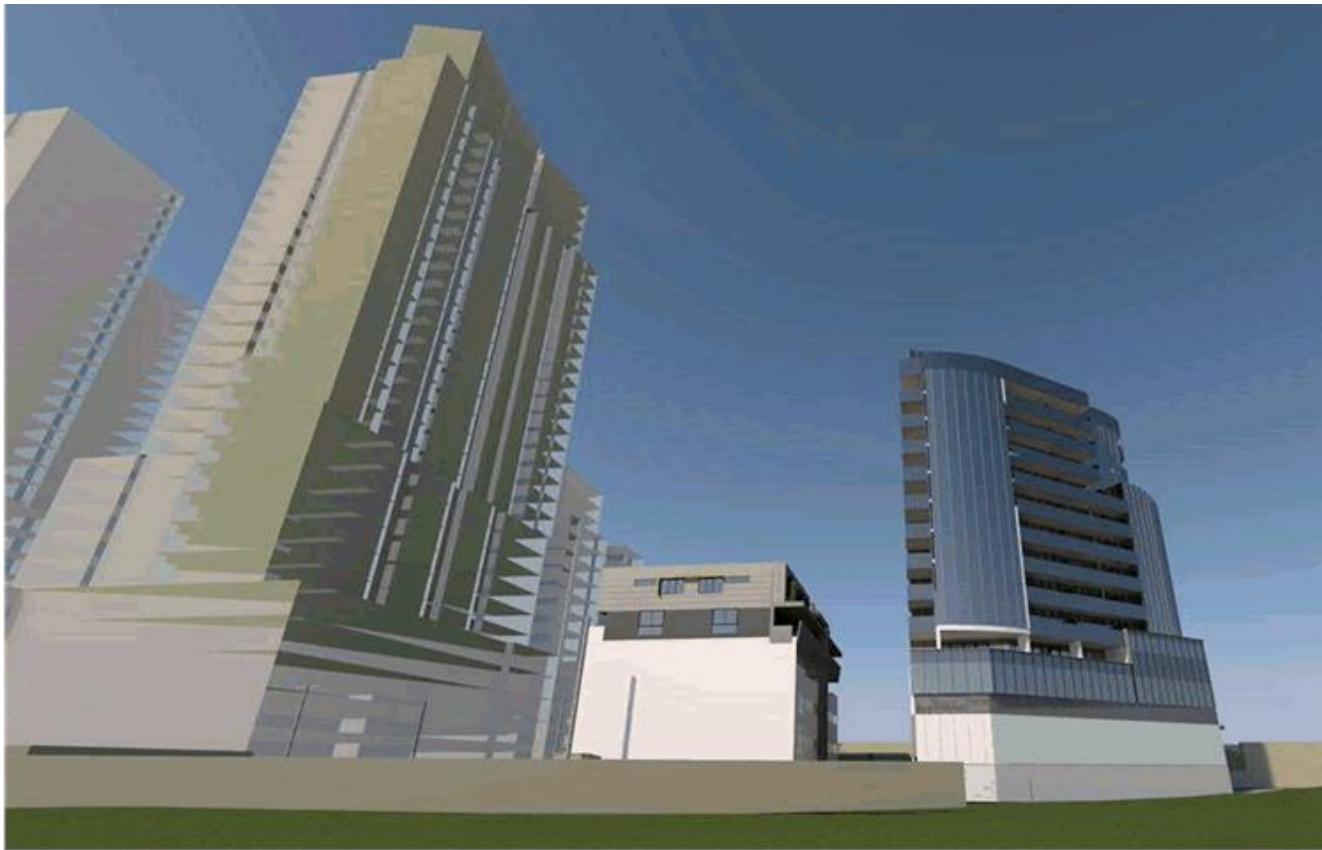


BALCONY SECTION



N
WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

SECTIONS & DETAIL:
Scale: 1:200 Q, A1 Date: 24 JAN 2018
Drawn: TOWN PLANNING Product By:
Project No: Drawing No:



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Client

WIGHTMAN ST DEVELOPMENTS

Project Name

MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

Drawing Title

VIEWS

Drawn

WQ

Q. A1

Drawn Date

24 JAN 2018

Checked

TOWN PLANNING

Checked By

Project No.

Drawing No.

NISHES SCHEDULE

G1	DARK GLASS	
G2	GREY GLASS	
P1	LIGHT WEIGHT CONCRETE PANEL	
AL1	POWDER COATED ALUMINIUM LOUVERS - BLACK	
AL2	POWDER COATED ALUMINIUM FINS	
AL3	POWDER COATED ALUMINIUM CANOPY	
M1	METAL PERFORATED PANEL	
M2	METAL CORTEN	
R1	RENDERED WALL - GREY	
R2	RENDERED WALL - DULUX CUSTOM YELLOW	
R3	RENDERED WALL - DARK GREY	

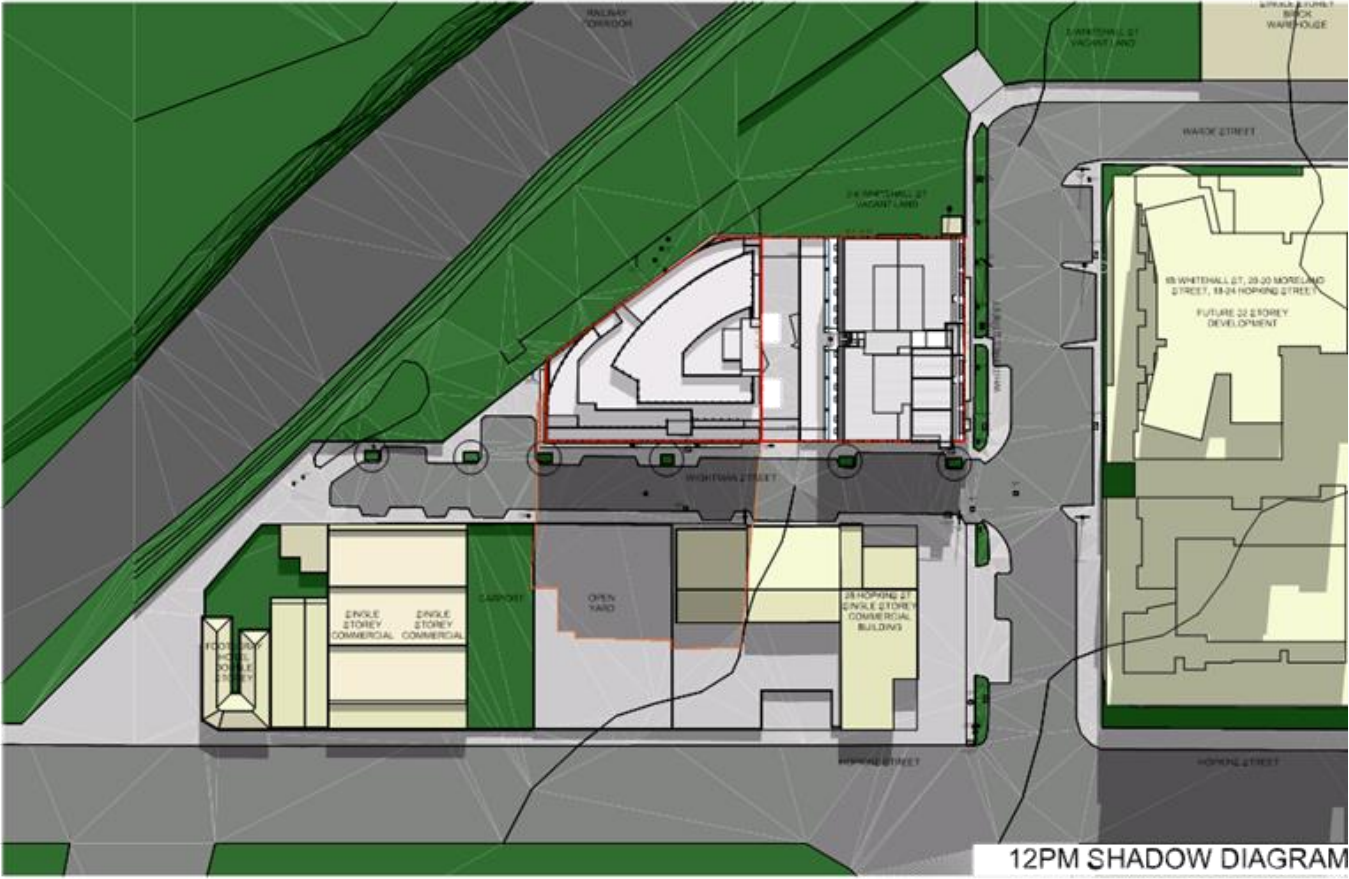
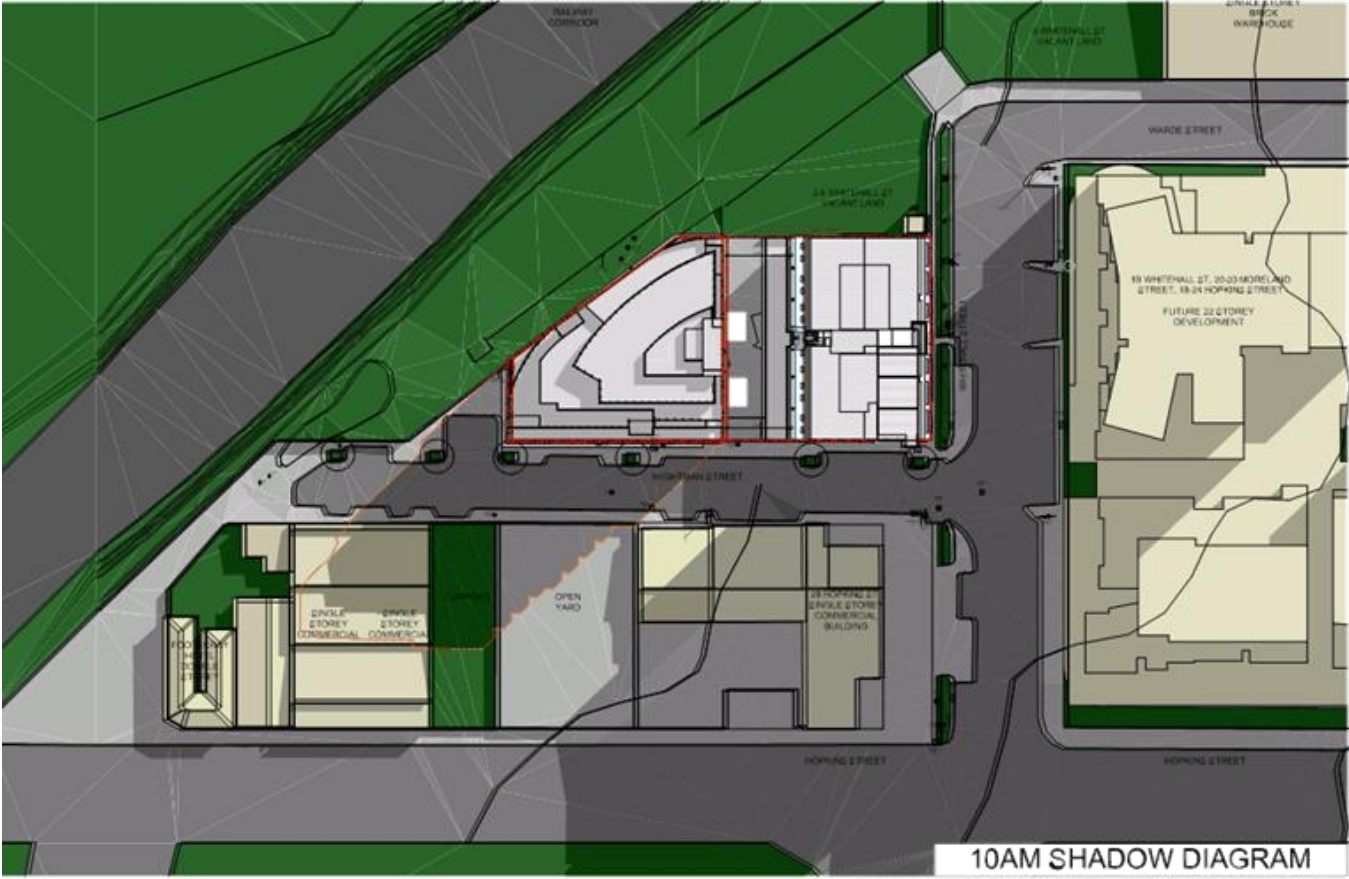
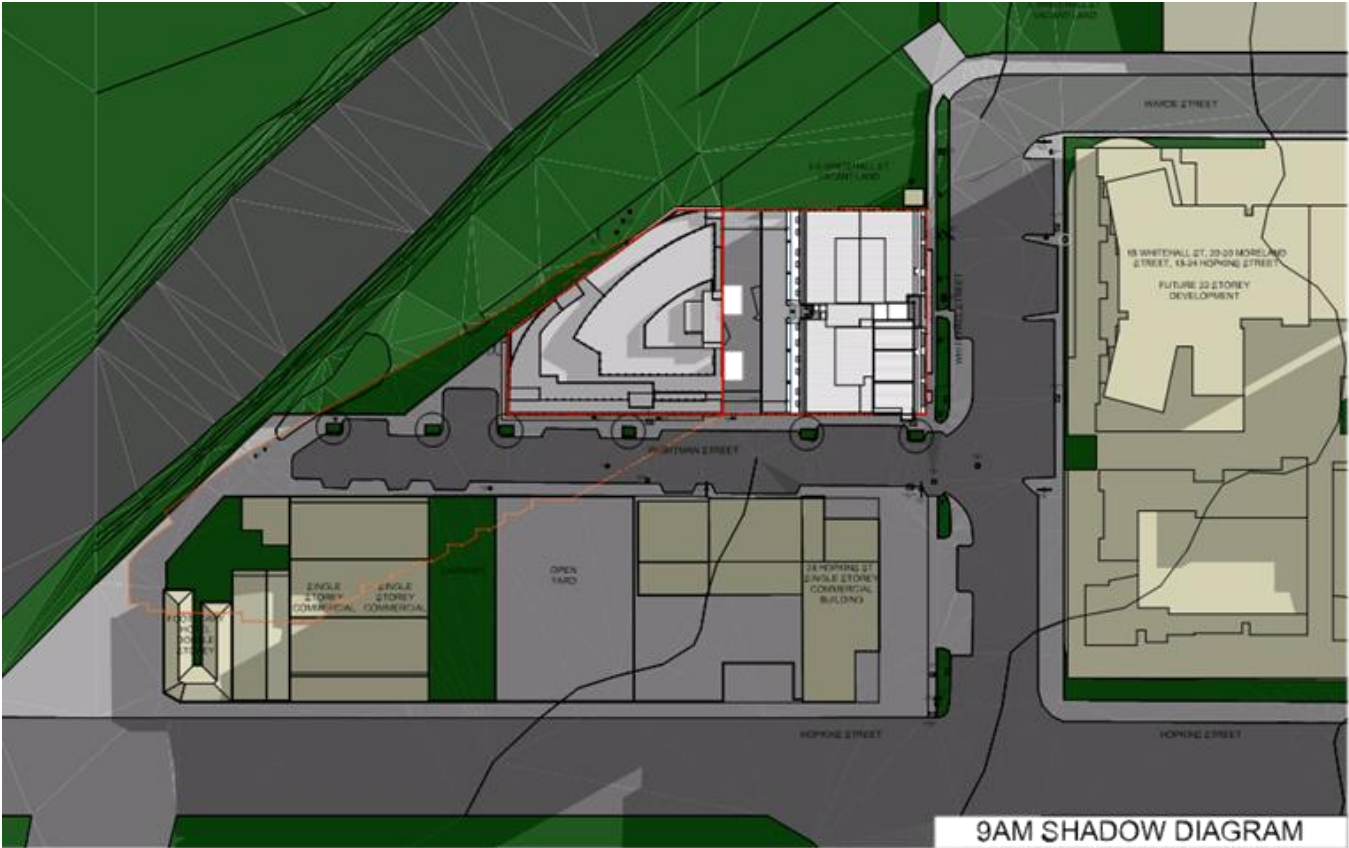
DEVELOPMENT SUMMARY										
FLOOR AREAS					RESIDENTIAL					
	UNIT	OTHER	RETAIL/ OFFICE	CARS	FLOOR AREA	TERRACE AREA	1 BED	2 BEDS	3EDS	NO. UNITS
BASEMENT 02	CARPARK			702						
	STORAGE									
	OTHER									
BASEMENT 01	CARPARK			676						
	STORAGE									
	OTHER									
LEVEL 1	RETAIL		192							
	BICYCLE									
	FOYER	76								
	CARPARK			167						
	SERVICES	185								
LEVEL 02	CARPARK			673						
	STORAGE									
	OTHER									
LEVEL 03	CARPARK			664						
	STORAGE									
	OTHER									
LEVEL 04	OFFICE		383							
	CORE	103								
	COMMUNAL	147				86				
LEVEL 05	501				74	9		1		1
	502				73	8		1		1
	503				76	9		1		1
	504				76	8		1		1
	505				52	13	1			1
	506				53	13	1			1
	507				87	10		1		1
	CORE	87								
SUBTOTAL		87			491	70	2	5	0	7
LEVEL 06	601				74	9		1		1
	602				73	8		1		1
	603				76	9		1		1
	604				76	8		1		1
	605				52	13	1			1
	606				53	13	1			1
	607				87	10		1		1
	CORE	87								
SUBTOTAL		87			491	70	2	5	0	7
LEVEL 07	701				74	9		1		1
	702				73	8		1		1
	703				76	9		1		1
	704				76	8		1		1
	705				52	13	1			1
	706				53	13	1			1
	707				87	10		1		1
	CORE	87								
SUBTOTAL		87			491	70	2	5	0	7
LEVEL 08	801				74	9		1		1
	802				73	8		1		1
	803				76	9		1		1
	804				76	8		1		1
	805				52	13	1			1
	806				53	13	1			1
	807				87	10		1		1
	CORE	87								
SUBTOTAL		87			491	70	2	5	0	7
LEVEL 09	901				74	9		1		1
	902				73	8		1		1
	903				76	9		1		1
	904				76	8		1		1
	905				52	13	1			1
	906				53	13	1			1
	907				87	10		1		1
	CORE	87								
SUBTOTAL		87			491	70	2	5	0	7
LEVEL 10	1001				74	9		1		1
	1002				73	8		1		1
	1003				76	9		1		1
	1004				76	8		1		1
	1005				52	13	1			1
	1006				53	13	1			1
	1007				87	10		1		1
	CORE	87								
SUBTOTAL		87			491	70	2	5	0	7

DEVELOPMENT SUMMARY										
FLOOR AREAS					RESIDENTIAL					
	UNIT	OTHER	RETAIL/ OFFICE	CARS	FLOOR AREA	TERRACE AREA	1 BED	2 BEDS	3EDS	NO. UNITS
LEVEL 11	1101				85	8		1		1
	1102				114	17			1	1
	1103				52	13	1			1
	1104				53	13	1			1
	1105				87	10		1		1
	CORE	74								
SUBTOTAL		74			391	61	2	2	1	5
LEVEL 12	1201				85	8		1		1
	1202				114	17			1	1
	1203				52	13	1			1
	1204				53	13	1			1
	1205				87	10		1		1
	CORE	74								
SUBTOTAL		74			391	61	2	2	1	5
LEVEL 13	1301				85	8		1		1
	1302				114	17			1	1
	1303				52	13	1			1
	1304				53	13	1			1
	1305				87	10		1		1
	CORE	74								
SUBTOTAL		74			391	61	2	2	1	5
LEVEL 14	1401				137	120				1
	1402				133	74				1
	CORE	60								
SUBTOTAL		60			270	194	0	0	2	2
OVERALL TOTAL		1315	575	2902	4389	883	16	36	5	57

	NUMBER PROVIDED
STORAGE CAGES	57
BICYCLE PARKING	27
MOTOR CYCLE PARKING	3
CAR PARKING	73



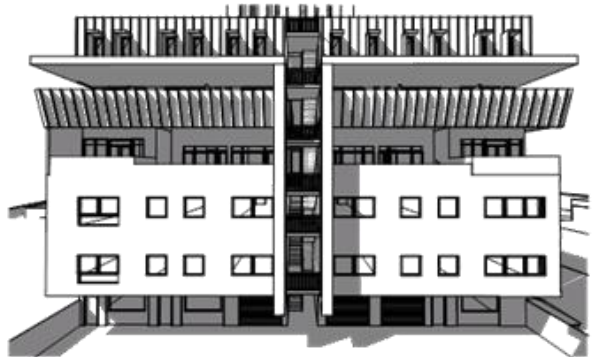
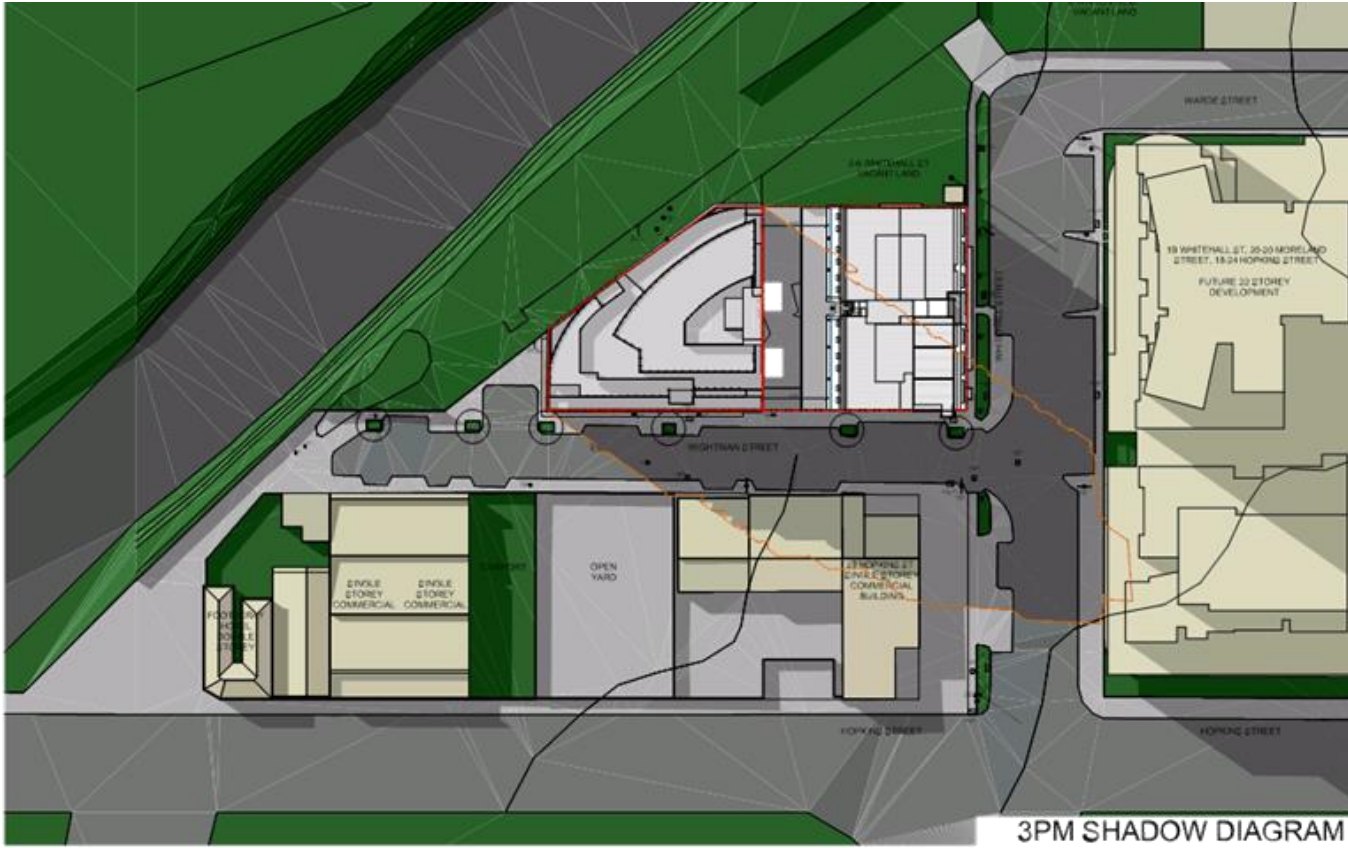
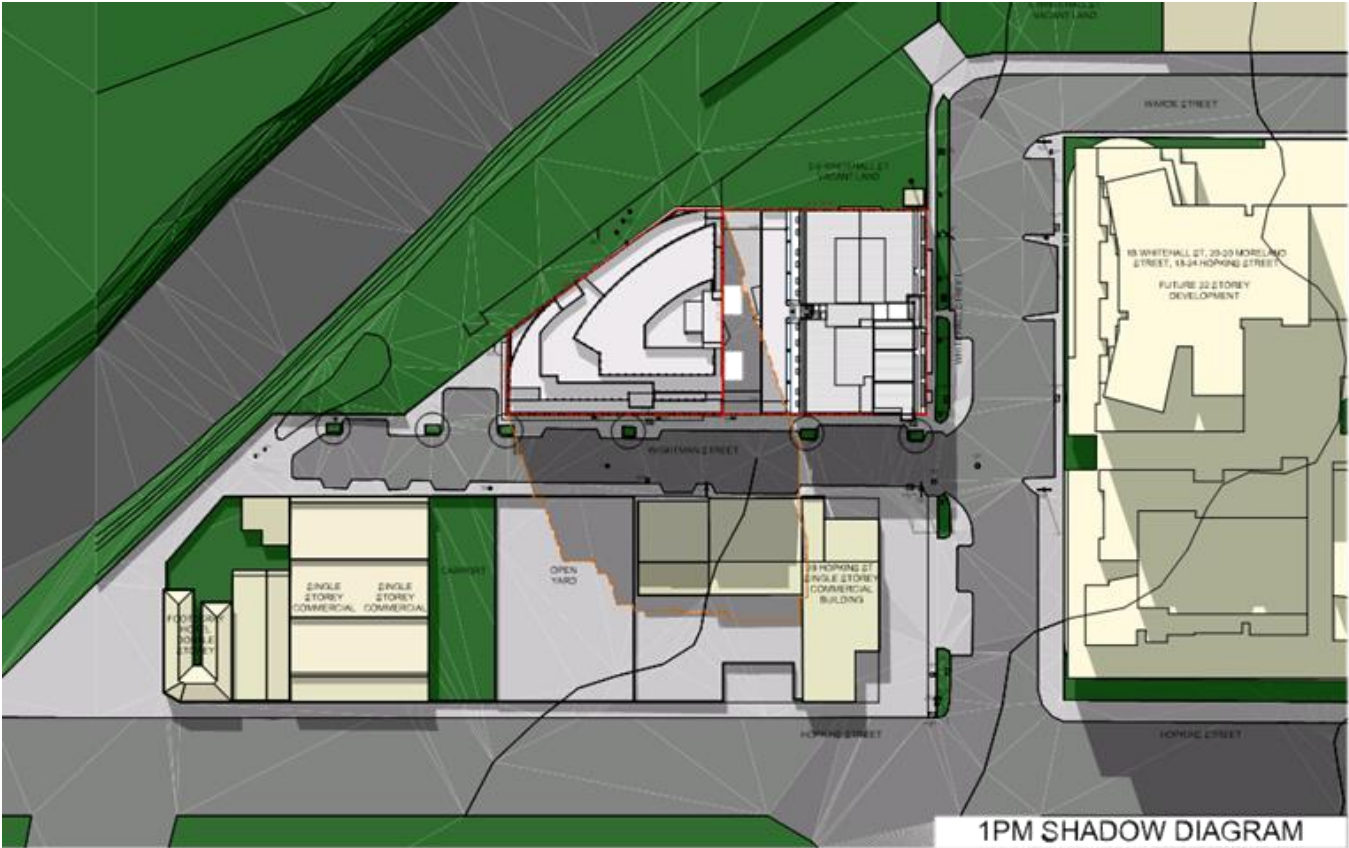
FINISHES SCHEDULE DEV. SUMMARY	
Drawn By: J. A1	Date: 24 JAN 2018
Drawn: TOWN PLANNING	Checked By:
Project No:	Drawing No:



LEGEND
--- PROPOSED
--- SHADOW
--- ON GROUND

N
WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

SHADOW DIAGRAMS
Scale: 1:500 @ A1
Date: 22 MARCH 20
Drawn: TOWN PLANNING
Project No:
Drawing No:



LEGEND
--- PROPOSED SHADOW ON GROUND



7 WIGHTMAN ST DEVELOPMENTS
MIXED USE DEVELOPMENT
7 WIGHTMAN STREET, FOOTSCRAY

SHADOW DIAGRAMS
Scale: 1:500 @ A1
Date: 22 MARCH 20
Drawn: TOWN PLANNING
Project No:
Drawing No:

Agenda Item 6.1 - Attachment 4

ATTACHMENT 4 – CLAUSE 58 (APARTMENT DEVELOPMENTS)

7 Wightman Street, Footscray TP154/2017

Urban Context		Clause 58.02
Objective	Standard	Assessment
<p>58.02-1 (Standard D1) <u>Urban Context</u> To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.</p> <p>To ensure that development responds to the features of the site and the surrounding area.</p>	<p>The design response must be appropriate to the urban context and the site.</p> <p>The proposed design must respect the existing or preferred urban context and respond to the features of the site.</p>	<p>✓ Can comply with condition</p> <p>Refer to report – the without prejudice plans provides a more appropriate design response.</p>
<p>58.02-2 (Standard D2) <u>Residential Policy</u> To ensure that residential development is provided in accordance with any policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.</p> <p>To support higher density residential development where development can take advantage of public and community infrastructure and services.</p>	<p>An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.</p>	<p>✓ Complies</p> <p>Report provided.</p>
<p>58.02-3 (Standard D3) <u>Dwelling Diversity</u> To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p>	<p>Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.</p>	<p>✓ Complies</p> <p>A mix of one, two and three bedroom dwellings have been provided.</p>
<p>58.02-4 (Standard D4) <u>Infrastructure</u> To ensure development is provided with appropriate utility services and infrastructure.</p> <p>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</p>	<p>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.</p> <p>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.</p> <p>In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on service or infrastructure.</p>	<p>✓ Complies</p> <p>The site is serviced by existing infrastructure.</p>
<p>58.02-5 (Standard D5) <u>Integration with the Street</u> To integrate the layout of development with the street.</p>	<p>Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.</p> <p>Development should be oriented to front existing and proposed streets.</p> <p>High fencing in front of dwellings should be avoided if practicable.</p> <p>Development next to existing public open space should be laid out to complement the open space.</p>	<p>✓ Can comply with condition</p> <p>The development fronts Wightman Street and has no fencing or other visual barriers. Vehicle access requires improvement, as detailed in the report.</p>

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Site Layout		Clause
58.03		
Title & Objective	Standard	Assessment
58.03-1 (Standard D6) Energy Efficiency To achieve and protect energy efficient dwellings and buildings. To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. To ensure dwellings achieve adequate thermal efficiency.	Buildings should be: <ul style="list-style-type: none"> Oriented to make appropriate use of solar energy. Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Living areas and private open space should be located on the north side of the development, if practicable. Developments should be designed so that solar access to north-facing windows is optimised. Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.	✓ Complies 4 out of 7 dwellings on Levels 5-10, 4 out of 5 dwellings on Levels 11-13 and the upper two dwellings will also receive north facing light to habitable room windows. Refer to report.
58.03-2 (Standard D7) Communal Open Space To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development.	Developments with 40 or more dwellings should provide a minimum area of communal open space of 2.5 square metres per dwelling or 250 square metres, whichever is lesser. Communal open space should: <ul style="list-style-type: none"> Be located to: <ul style="list-style-type: none"> Provide passive surveillance opportunities, where appropriate. Provide outlook for as many dwellings as practicable. Avoid overlooking into habitable rooms and private open space of new dwellings. Minimise noise impacts to new and existing dwellings. Be designed to protect any natural features on the site. Maximise landscaping opportunities. Be accessible, useable and capable of efficient management. 	* Does not comply – condition required The proposal requires 212.5 square metres. The revised 14 story form would require 142.5 square metres. The proposal maintains 233 square metres of communal space at Level 4, which takes the form of both open and enclosed space. This includes a gym lounge, cooking and dining area comprising 147 square metres with an outdoor terrace comprising 82 square metres. The standard has not been met with regard to 'open' space as it is primarily internal. The proposal should be designed to comply with the standard. A condition will be applied to require minimum compliance with the open space provision. This may take the form of reduced internal communal area to meet it or with additional space on the top of the building.
58.03-3 (Standard D8) Solar access to communal outdoor open space To allow solar access into communal outdoor open space.	The communal outdoor open space should be located on the north side of a building, if appropriate. At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.	✓ Complies The area at the rear of the building (level 4) is primarily north facing, and thus would be predominantly in sunlight on 21 June.
58.03-4 (Standard D9) Safety To ensure the layout of development provides for the safety and security of	Entrances to dwellings should not be obscured or isolated from the street and internal accessways. Planting which creates unsafe spaces along streets and accessways should	✓ Complies The dwellings would be accessed via the Wightman Street frontage through a generous glazed entrance of about 5

Agenda Item 6.1 - Attachment 4

residents and property.	<p>be avoided.</p> <p>Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.</p> <p>Private spaces within developments should be protected from inappropriate use as public thoroughfares.</p>	metres in width.
<p>58.03-5 (Standard D10)</p> <p>Landscaping</p> <p>To encourage development that respects the landscape character of the area.</p> <p>To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.</p> <p>To provide appropriate landscaping.</p> <p>To encourage the retention of mature vegetation on the site.</p> <p>To promote climate responsive landscape design and water management in developments that support thermal comfort and reduces the urban heat island effect.</p>	<p>The landscape layout and design should:</p> <ul style="list-style-type: none"> • Be responsive to the site context. • Protect any predominant landscape features of the area. • Take into account the soil type and drainage patterns of the site and integrate planting and water management. • Allow for intended vegetation growth and structural protection of buildings. • In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals. • Provide a safe, attractive and functional environment for residents. • Consider landscaping opportunities to reduce heat absorption such as green walls, green roofs and roof top gardens and improve on-site storm water infiltration. • Maximise deep soil areas for planting of canopy trees. <p>Development should provide for the retention or planting of trees, where these are part of the urban context.</p> <p>Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.</p> <p>The landscape design should specify landscape themes, vegetation (location and species), paving and lighting.</p> <p>Development should provide the deep soil areas and canopy trees specified in Table D2.</p> <p>If the development cannot provide the deep soil areas and canopy trees specified in Table D2, an equivalent canopy cover should be achieved by providing either:</p> <ul style="list-style-type: none"> • Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements. • Vegetated planters, green roofs or green facades. 	<p>✓ Complies</p> <p>The site is just under 750 square metres and does not require landscaping. Similarly, this is the character of the area.</p>
<p>58.03-6 (Standard D11)</p> <p>Access</p> <p>To ensure the number and design of vehicle crossovers respects the urban context.</p>	<p>The width of accessways or car spaces should not exceed:</p> <ul style="list-style-type: none"> • 33 per cent of the street frontage, or • if the width of the street frontage is less than 20 metres, 40 per cent of 	<p>✓ Complies</p> <p>One central accessway is proposed only on the western side frontage. This is 4.5 metres wide and equates to 37.4% of the frontage, being less than 20 metres wide.</p>

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	<p>the street frontage.</p> <p>No more than one single-width crossover should be provided for each dwelling fronting a street.</p> <p>The location of crossovers should maximise the retention of on-street car parking spaces.</p> <p>The number of access points to a road in a Road Zone should be minimised.</p> <p>Developments must provide for access for service, emergency and delivery vehicles.</p>	Wightman Street is not in a Road Zone.
<p>58.03-7 (Standard D12) <u>Parking Location</u></p> <p>To provide convenient parking for resident and visitor vehicles.</p> <p>To protect residents from vehicular noise within developments.</p>	<p>Car parking facilities should:</p> <ul style="list-style-type: none"> • Be reasonably close and convenient to dwellings. • Be secure. • Be well ventilated if enclosed. <p>Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</p>	<p>✓ Complies</p> <p>Refer to report. All parking is access from the western side of the building and parking is provided in the basement levels and two levels above the ground floor.</p> <p>No windows are affected by this.</p>
<p>58.03-8 (Standard D13) <u>Integrated WSUD</u></p> <p>To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.</p> <p>To facilitate stormwater collection, utilisation and infiltration within the development.</p> <p>To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.</p>	<p>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</p> <p>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.</p> <p>The stormwater management system should be:</p> <ul style="list-style-type: none"> • Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended. • Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas. 	<p>✓ Complies</p> <p>A 10,000L water tank is provided in the basement level together with storm management through the accompanying Sustainable Management Plan, which will form part of the conditions. This is to harvest and support the retail and offices only due to the size of capture.</p>

Agenda Item 6.1 - Attachment 4

Amenity Impacts		Clause 58.04
Title & Objective	Standard	Assessment
<p>58.04-1 (Standard D14) <u>Building Setback</u> To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.</p> <p>To allow adequate daylight into new dwellings.</p> <p>To limit views into habitable room windows and private open space of new and existing dwellings. To provide a reasonable outlook from new dwellings.</p> <p>To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.</p>	<p>The built form of the development must respect the existing or preferred urban context and respond to the features of the site.</p> <p>Buildings should be set back from side and rear boundaries, and other buildings within the site to:</p> <ul style="list-style-type: none"> • Ensure adequate daylight into new habitable room windows. • Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views. • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. • Ensure the dwellings are designed to meet the objectives of Clause 58. 	<p>✓ Complies</p> <p>Refer to report.</p>
<p>58.04-2 (Standard D15) <u>Internal Views</u> To limit views into the private open space and habitable room windows of dwellings within a development.</p>	<p>Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.</p>	<p>✓ Can comply with condition</p> <p>Limited detail is provided as to the screening measures at the threshold of each abutting balcony other than black glass. This may be address by condition noting materials that provide no more than 50% visual penetration. Refer to report.</p>
<p>58.04-3 (Standard D16) <u>Noise Impacts</u> To contain noise sources in developments that may affect existing dwellings.</p> <p>To protect residents from external and internal noise sources.</p>	<p>Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.</p> <p>The layout of new dwellings and buildings should minimise noise transmission within the site.</p> <p>Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.</p> <p>New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.</p> <p>Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels:</p> <ul style="list-style-type: none"> • Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. • Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm. <p>Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.</p> <p>Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.</p>	<p>✓ Complies</p> <p>There are no known noise sources other than the railway corridor in the location. This will require specific measures to address the noise and vibration impacts. Refer to the report.</p>

Agenda Item 6.1 - Attachment 4

On-Site Amenity and Facilities		Clause 58.05
Title & Objective	Standard	Assessment
<p>58.05-1 (Standard D17) <u>Accessibility</u> To ensure the design of dwellings meets the needs of people with limited mobility.</p>	<p>At least 50 per cent of dwellings should have:</p> <ul style="list-style-type: none"> • A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. • A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. • A main bedroom with access to an adaptable bathroom. • At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in <u>Table D4</u>. 	<p>✓ Complies in part</p> <p>The applicant's Town Planning Report notes that overall 58% of dwellings are accessible, however an accessibility report has not been provided, with limited details shown on the plans.</p> <p>Further details will be required via a permit condition.</p>
<p>58.05-2 (Standard D18) <u>Building Entry and Circulation</u> To provide each dwelling and building with its own sense of identity.</p> <p>To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.</p> <p>To ensure internal communal areas provide adequate access to daylight and natural ventilation.</p>	<p>Entries to dwellings and buildings should:</p> <ul style="list-style-type: none"> • Be visible and easily identifiable. • Provide shelter, a sense of personal address and a transitional space around the entry. <p>The layout and design of buildings should:</p> <ul style="list-style-type: none"> • Clearly distinguish entrances to residential and non-residential areas. • Provide windows to building entrances and lift areas. • Provide visible, safe and attractive stairs from the entry level to encourage use by residents. <p>Provide common areas and corridors that:</p> <ul style="list-style-type: none"> • Include at least one source of natural light and natural ventilation. • Avoid obstruction from building services. • Maintain clear sight lines. 	<p>✗ Does not comply</p> <p>The building entry is clearly identifiable from the street and provides shelter and distinction from the retail component. This will be shared with the office units at Level 4.</p> <p>Corridors are not provided with natural light or ventilation. Refer to the report.</p>

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<p>58.05-3 (Standard D19) <u>Private Open Space</u> To provide adequate private open space for the reasonable recreation and service needs of residents.</p>	<p>A dwelling should have private open space consisting of:</p> <ul style="list-style-type: none"> An area of 25 square metres, with a minimum dimension of 3 metres at natural ground floor level and convenient access from a living room, or An area of 15 square metres, with a minimum dimension of 3 metres at a podium or other similar base and convenient access from a living room, or A balcony with an area and dimensions specified in Table D5 and convenient access from a living room, or A roof-top area of 10 square metres with a minimum dimension of 2 metres and convenient access from a living room. <p>If a cooling or heating unit is located on a balcony, the balcony should provide an additional area of 1.5 square metres.</p> <p>Table D5 Balcony size</p> <table border="1"> <thead> <tr> <th>Dwelling type</th><th>Minimum area</th><th>Minimum dimension</th></tr> </thead> <tbody> <tr> <td>Studio or 1 bedroom dwelling</td><td>8 square metres</td><td>1.8 metres</td></tr> <tr> <td>2 bedroom dwelling</td><td>8 square metres</td><td>2 metres</td></tr> <tr> <td>3 or more bedroom dwelling</td><td>12 square metres</td><td>2.4 metres</td></tr> </tbody> </table>	Dwelling type	Minimum area	Minimum dimension	Studio or 1 bedroom dwelling	8 square metres	1.8 metres	2 bedroom dwelling	8 square metres	2 metres	3 or more bedroom dwelling	12 square metres	2.4 metres	<p>* Does not comply – condition required</p> <p>Some of the two bedroom dwellings including Dwelling 5.04 and above do not provide sufficient balcony depth. This is to be addressed in condition. Refer to report.</p>			
Dwelling type	Minimum area	Minimum dimension															
Studio or 1 bedroom dwelling	8 square metres	1.8 metres															
2 bedroom dwelling	8 square metres	2 metres															
3 or more bedroom dwelling	12 square metres	2.4 metres															
<p>58.05-4 (Standard D20) <u>Storage</u> To provide adequate storage facilities for each dwelling.</p>	<p>Each dwelling should have convenient access to usable and secure storage space.</p> <p>The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D6.</p> <p>Table D6 Storage</p> <table border="1"> <thead> <tr> <th>Dwelling type</th><th>Total minimum storage volume</th><th>Minimum storage volume within the dwelling</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>8 cubic metres</td><td>5 cubic metres</td></tr> <tr> <td>1 bedroom dwelling</td><td>10 cubic metres</td><td>6 cubic metres</td></tr> <tr> <td>2 bedroom dwelling</td><td>14 cubic metres</td><td>9 cubic metres</td></tr> <tr> <td>3 or more bedroom dwelling</td><td>18 cubic metres</td><td>12 cubic metres</td></tr> </tbody> </table>	Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling	Studio	8 cubic metres	5 cubic metres	1 bedroom dwelling	10 cubic metres	6 cubic metres	2 bedroom dwelling	14 cubic metres	9 cubic metres	3 or more bedroom dwelling	18 cubic metres	12 cubic metres	<p>✓ Complies in part Variation required.</p> <p>The applicant's Town Planning Report notes that all dwellings are provided with sufficient storage, but note that this is not detailed on the plans. A storage schedule will be required to address this.</p>
Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling															
Studio	8 cubic metres	5 cubic metres															
1 bedroom dwelling	10 cubic metres	6 cubic metres															
2 bedroom dwelling	14 cubic metres	9 cubic metres															
3 or more bedroom dwelling	18 cubic metres	12 cubic metres															

Detailed Design		Clause 58.06
Title & Objective	Standard	Assessment
<p>58.06-1 (Standard D21) <u>Common Property</u> To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.</p> <p>To avoid future management difficulties in areas of common ownership.</p>	<p>Developments should clearly delineate public, communal and private areas.</p> <p>Common property, where provided, should be functional and capable of efficient management.</p>	<p>✓ Complies</p> <p>Refer to report.</p>

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<p>58.06-2 (Standard D22) <u>Site Services</u> To ensure that site services can be installed and easily maintained.</p> <p>To ensure that site facilities are accessible, adequate and attractive.</p>	<p>The design and layout of dwellings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.</p> <p>Mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</p> <p>Mailboxes should be provided and located for convenient access as required by Australia Post.</p>	<p>✓ Complies</p>
<p>58.06-3 (Standard D23) <u>Waste and Recycling</u> To ensure dwellings are designed to encourage waste recycling.</p> <p>To ensure that waste and recycling facilities are accessible, adequate and attractive.</p> <p>To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.</p>	<p>Developments should include dedicated areas for:</p> <ul style="list-style-type: none"> Waste and recycling enclosures which are: <ul style="list-style-type: none"> Adequate in size, durable, waterproof and blend in with the development. Adequately ventilated. Located and designed for convenient access by residents and made easily accessible to people with limited mobility. Adequate facilities for bin washing. These areas should be adequately ventilated. Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate. Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing. Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing. Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate. Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and: <ul style="list-style-type: none"> Be designed to meet the best practice waste and recycling management guidelines for residential development adopted by Sustainability Victoria. Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements. 	<p>✓ Can comply with condition</p> <p>Waste Management Plan (WMP) has been provided nominating private collection for waste and recycling with hard waste removal by Council. This will need to be updated to accommodate the changes to the vehicle entry and collection area. The WMP will form part of any permit issued.</p> <p>The bin room is ventilated through the chute but no details are provided as to washing facilities.</p> <p>The waste bin room does not provide sufficient entry width and will be rectified via condition.</p>

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Internal Amenity		Clause 58.07																		
Title & Objective	Standard	Assessment																		
58.07-1 (Standard D24) Functional Layout To ensure dwellings provide functional areas that meet the needs of residents.	Bedrooms should: <ul style="list-style-type: none"> Meet the minimum internal room dimensions specified in Table D7. Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe. Table D7 Bedroom dimensions <table> <tr> <th>Bedroom type</th><th>Minimum width</th><th>Minimum depth</th></tr> <tr> <td>Main bedroom</td><td>3 metres</td><td>3.4 metres</td></tr> <tr> <td>All other bedrooms</td><td>3 metres</td><td>3 metres</td></tr> </table> Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D8 . Table D8 Living area dimensions <table> <tr> <th>Dwelling type</th><th>Minimum width</th><th>Minimum area</th></tr> <tr> <td>Studio and 1 bedroom dwelling</td><td>3.3 metres</td><td>10 sqm</td></tr> <tr> <td>2 or more bedroom dwelling</td><td>3.6 metres</td><td>12 sqm</td></tr> </table>	Bedroom type	Minimum width	Minimum depth	Main bedroom	3 metres	3.4 metres	All other bedrooms	3 metres	3 metres	Dwelling type	Minimum width	Minimum area	Studio and 1 bedroom dwelling	3.3 metres	10 sqm	2 or more bedroom dwelling	3.6 metres	12 sqm	✓ Complies in part Variation required. Most bedrooms provide a minimum of 3 x 3 metres and with main bedrooms with larger dimensions of over 3.4 metres. However, the main bedroom to Dwelling 11.02 and above falls short of this with the 3m x 3m. However, these apartments have larger overall sizes to compensate for the apartment configuration and will provide a good usable space for occupants. All living rooms meet the minimum dimensions under this standard.
Bedroom type	Minimum width	Minimum depth																		
Main bedroom	3 metres	3.4 metres																		
All other bedrooms	3 metres	3 metres																		
Dwelling type	Minimum width	Minimum area																		
Studio and 1 bedroom dwelling	3.3 metres	10 sqm																		
2 or more bedroom dwelling	3.6 metres	12 sqm																		
58.07-2 (Standard D25) Room Depth To allow adequate daylight into single aspect habitable rooms.	Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height. The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met: <ul style="list-style-type: none"> The room combines the living area, dining area and kitchen. The kitchen is located furthest from the window. The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.	✓ Complies All room depths are less than 9 metres, kitchens located to the rear (if single aspect) and have floor to ceiling heights of 2.7 metres.																		
58.07-3 (Standard D26) Windows To allow adequate daylight into new habitable room windows.	Habitable rooms should have a window in an external wall of the building. A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky. The secondary area should be: <ul style="list-style-type: none"> A minimum width of 1.2 metres. A maximum depth of 1.5 times the width, measured from the external surface of the window. 	✓ Complies All habitable room windows have access to an external wall Refer to report.																		

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<p>58.07-4 (Standard D27) <u>Natural Ventilation</u></p> <p>To encourage natural ventilation of dwellings.</p> <p>To allow occupants to effectively manage natural ventilation of dwellings.</p>	<p>The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.</p> <p>At least 40 per cent of dwellings should provide effective cross ventilation that has:</p> <ul style="list-style-type: none"> • A maximum breeze path through the dwelling of 18 metres. • A minimum breeze path through the dwelling of 5 metres. • Ventilation openings with approximately the same area. <p>The breeze path is measured between the ventilation openings on different orientations of the dwelling.</p>	<p>✓ Complies</p> <p>Over 40% of apartments provide for cross flow ventilation.</p>
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