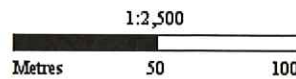
 **Subject Land** **Address:** 1/15 Andersons Creek Road DONCASTER EAST VIC, 3109

Whilst all care has been taken in the preparation of this cadastral base map, Manningham and the State of Victoria accepts no responsibility for the accuracy of any information shown. Users should rely on their own enquiries in order to validate information shown on this map. This information is for Demonstration only.



08/05/2018 2:36 pm

PROPOSED (21) APARTMENTS WITH (1) RESTAURANT AND (21) TOWNHOUSES AT

15-21 ANDERSONS CREEK ROAD, DONCASTER EAST, VIC 3109

Cover Sheet	TP 01 of 26
Neighbourhood and Site Description	TP 02 of 26
Proposed Site Plan	TP 03 of 26
Design Response - Ground & First Floor	TP 04 of 26
Design Response - Second Floor & Level 4	TP 05 of 26
Apartment - Basement	TP 06 of 26
Apartment - Ground Floor	TP 07 of 26
Apartment - Level 1 & 2	TP 08 of 26
Apartment - Level 3 & 4	TP 09 of 26
Apartment - Roof Plan	TP 10 of 26
Apartment - Elevations 1	TP 11 of 26
Apartment - Elevations 2	TP 12 of 26
Townhouses - Ground Floor	TP 13 of 26
Townhouses - First Floor	TP 14 of 26
Townhouses - Second Floor	TP 15 of 26
Townhouses - Third Floor	TP 16 of 26
Townhouses - Elevations 1	TP 17 of 26
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Sections 1	TP 20 of 26
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Shadow Diagram 1	TP 23 of 26
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Shadow Diagram 3	TP 25 of 26
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ARTIST'S IMPRESSION - ANDERSONS CREEK ROAD STREETSCAPE



ARTIST'S IMPRESSION - PROPOSED APARTMENTS & RESTAURANT



ARTIST'S IMPRESSION - PROPOSED TOWNHOUSES & COMMON PLAYGROUND





- NEIGHBOURHOOD LEGEND**
1. Close walking distance to public transportation
- Bus route located on Blackburn Road
 2. Walking distance to local restaurants, shops, indoor sports centre, Mitre 10, nursery etc.
 3. 300m to Zorbes Reserve
 4. 700m to East Doncaster Primary School
 5. 2.8km to the Eastern Freeway

- SITE OPPORTUNITIES**
- A. Site consists of large parcel of land approx. 5328m² in a Mix Used Zone
 - B. Adjoining Eastern property has it's car park, area toward the side boundaries of the proposal.
 - C. Dwellings within the neighbourhood vary in form, allowing flexibility with design of the proposed dwelling

- SITE CONSTRAINTS**
- A. Site land fall from South to North approximately 3.9 metres or more
 - B. Location of existing street trees and light pole
 - C. Privacy into secluded private open space to adjoining northern residence
 - D. Achieving northern rear secluded private open space for future dwellings
 - E. Site excavation and retaining walls

TOWN PLANNING APPROVAL

DEVELOPMENT ANALYSIS

APARTMENT & RESTAURANTS

Basement Area	121m ²
Restaurant Area	210m ²

Apartment	Floor Area (m ²)	Balcony Area (m ²)
101 - 2 Bed	101	62
102 - 2 Bed	93	17
103 - 2 Bed	69	14
104 - 2 Bed	80	23
105 - 2 Bed	74	24
106 - 2 Bed	100	14
107 - 2 Bed	93	9
201 - 2 Bed	101	65
202 - 2 Bed	93	15
203 - 2 Bed	69	19
204 - 2 Bed	80	18
205 - 2 Bed	74	25
206 - 2 Bed	100	13
207 - 2 Bed	93	9
301 - 2 Bed	90	62
302 - 2 Bed	88	27
303 - 2 Bed	86	52
304 - 2 Bed	90	38
305 - 2 Bed	99	21
401 - 3 Bed	132	42
402 - 3 Bed	126	49

Dwellings

Dwellings	Ground (m ²)	First (m ²)	Second (m ²)	Third (m ²)	Balcony (m ²)	Total POS
DW 01 - 3 Bed	69	64	56	40	26	52
DW 02 - 3 Bed	68	64	59	47	24	48
DW 03 - 3 Bed	69	64	56	40	26	52
DW 04 - 3 Bed	69	64	56	40	25	52
DW 05 - 3 Bed	68	63	59	47	25	47
DW 06 - 3 Bed	68	63	59	47	26	53
DW 07 - 3 Bed	68	63	59	47	25	47
DW 08 - 3 Bed	69	64	56	40	25	180
DW 09 - 3 Bed	63	65	41	-	8	8
DW 10 - 3 Bed	62	64	47	-	8	8
DW 11 - 3 Bed	62	64	47	-	8	8
DW 12 - 3 Bed	63	65	41	-	8	8
DW 13 - 3 Bed	60	65	41	-	8	71
DW 14 - 3 Bed	59	64	47	-	8	39
DW 15 - 3 Bed	59	65	47	-	8	87
DW 16 - 3 Bed	59	65	47	-	14	48
DW 17 - 3 Bed	59	64	47	-	14	51
DW 18 - 3 Bed	60	65	41	-	14	92
DW 19 - 3 Bed	60	65	41	-	14	48
DW 20 - 3 Bed	59	64	48	-	14	45
DW 21 - 2 Bed	66	64	-	-	8	45

SITE AREA	5328m ²
BUILT ON AREA	2552m ²
DRIVEWAY AREA	971m ²
TOTAL IMPERVIOUS AREAS	3523m ²
SITE COVERAGE (%)	66.1%
SITE PERMEABILITY (%)	33.9%
CAR SPACES PROVIDED (RESIDENTS)	72
CAR SPACES PROVIDED (RESTAURANTS)	20
VISITOR CAR SPOTS	8
TOTAL CAR SPACES	100

TOWN PLANNING APPROVAL



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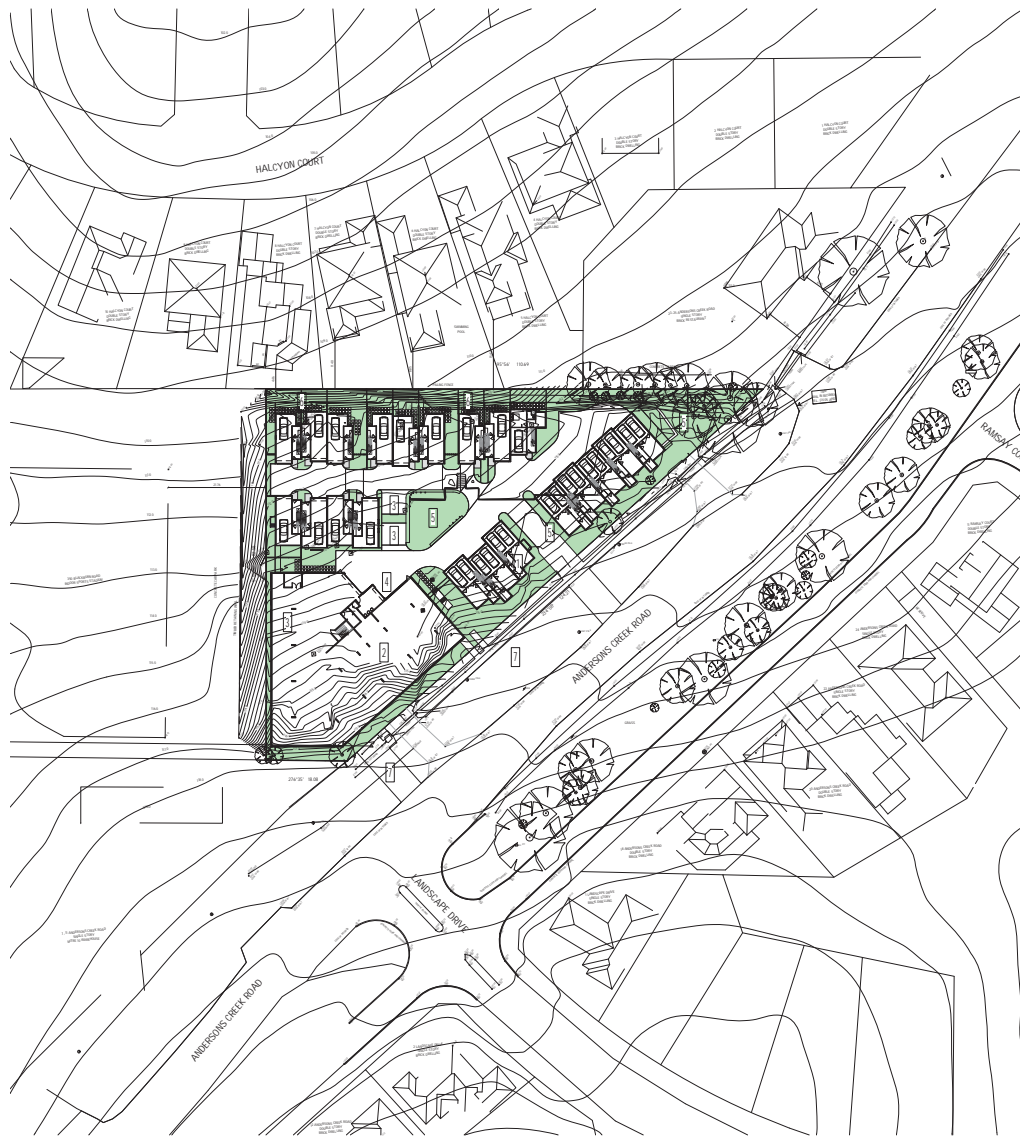
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REVISED: APRIL 2024
REVISED: MAY 2024
REVISED: JUN 2024
REVISED: JUL 2024

TP 03 of 26
Scale: 1:250 @ B1

Proposed Site Plan

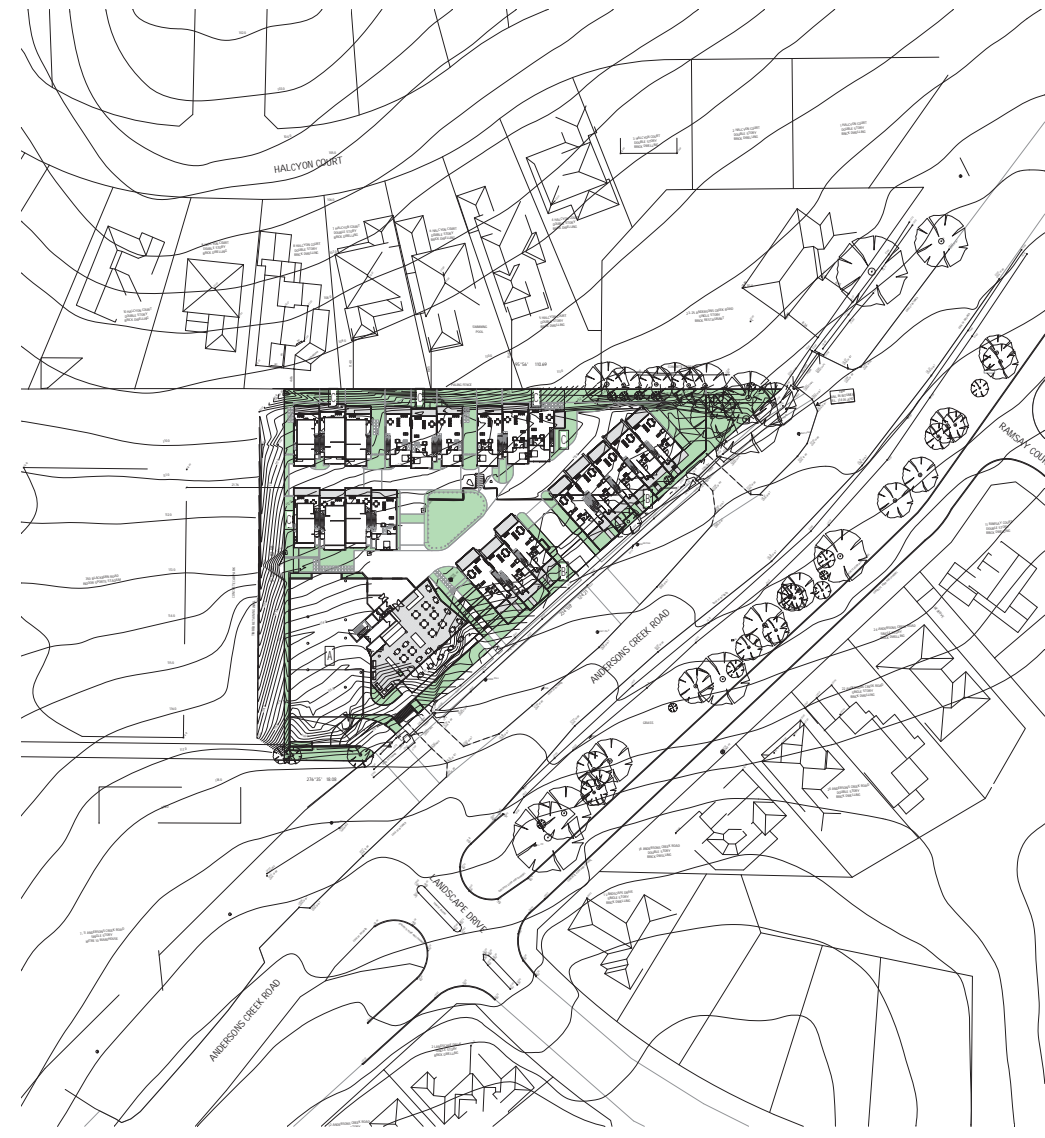
J. Wu
15-21 Andersons Creek Road, Doncaster East

15-21 Andersons
PROPOSED APARTMENT AND TOWNHOUSES



① Design Response - Ground Floor
1 : 500

- Design Response**
1. Basement garages are hidden from Andersons Creek Road; dominance of garage and car parking is minimized.
 2. Private and secure car parking for apartment residents.
 3. Visitor car spaces provide convenient and safe access.
 4. Loading & rubbish collections area provided.
 5. Playground / recreational communal spaces provided for all residents.
 6. Appropriate amount of landscape buffering to northern neighbours.
 7. Proposed two crossovers: one private for residents and the other only for restaurant access. Both have been designed to have convenient and ease of access.



② Design Response - First Floor
1 : 500

- Design Response**
- A. Restaurant car parking has been provided and has separate access from the residents.
 - B. Additional private open spaces to residents, good amount of landscape area provided with highly articulated facades. 1.6m high front fence is proposed.
 - C. Visual bulk minimized by pushing and pulling facade elements. Overlooking has been minimized by design or with screening/obscured windows.

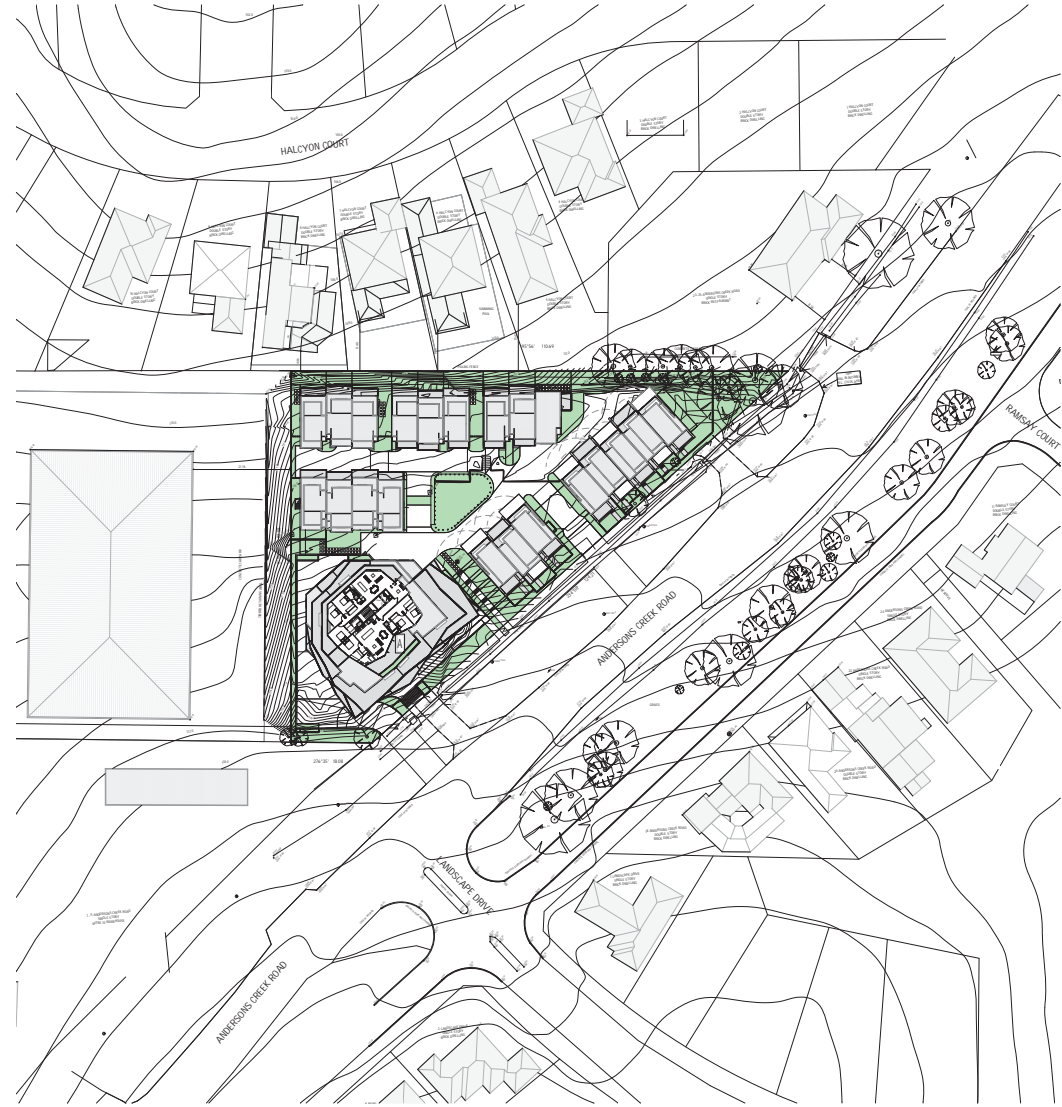




① Design Response - Second Floor
1 : 500

Design Response

1. Development density is appropriate due to large street frontages and responding to site location, being within close proximity to all facilities such as public transportation, shopping villages & local schools. Development will improve existing neighbourhood character. This proposal will facilitate urban consolidation in an established urban area and will contribute to the improved usage of existing services and facilities. The form and height is comparable with the neighbourhood. The architecture and design complements the existing neighbourhood and will add additional value to the character of the street.
2. The upper floor has been well articulated by the use of different materials, colours, parapet heights, roof heights and porch detailing have achieved a well balanced contemporary design.
3. Overlooking has been minimized by the design and careful placement of balconies and habitable windows.



② Design Response - Level 4
1 : 500

Design Response

- A. Upper floor of apartments have been recessed from its lower walls, highly articulated by different setbacks. Material and colours used to achieve a well balanced and clean contemporary design.





NOTE: ALL LANDSCAPING TO FOLLOW AS PER LANDSCAPE PLAN





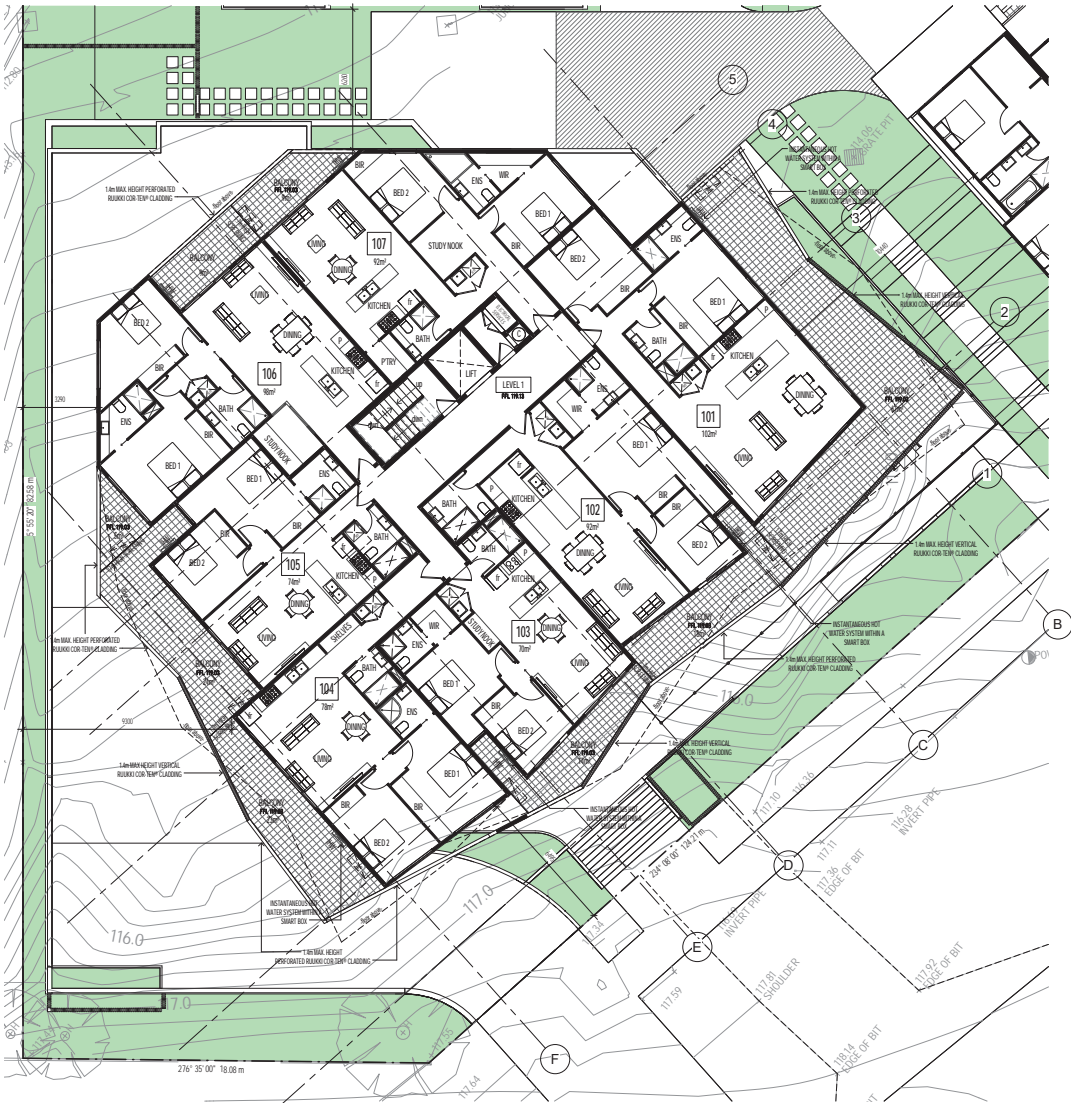
NOTE: ALL LANDSCAPING TO FOLLOW AS PER LANDSCAPE PLAN

TOWN PLANNING APPROVAL



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DATE: 26/07/2018
 TIME: 10:00 AM
 DRAWN BY: J.W.
 CHECKED BY: J.W.
 APPROVED BY: J.W.

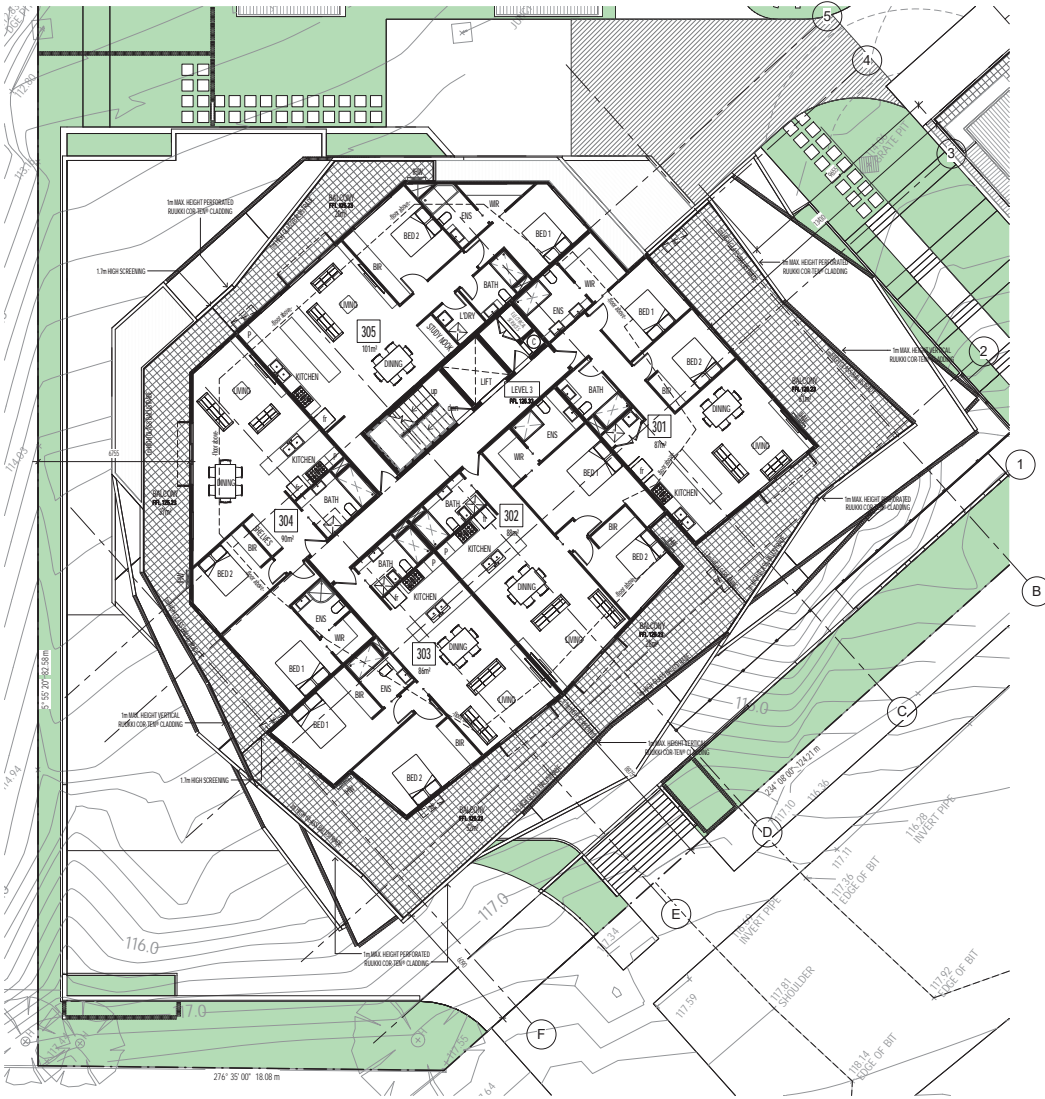


1 Apartment - Level 1
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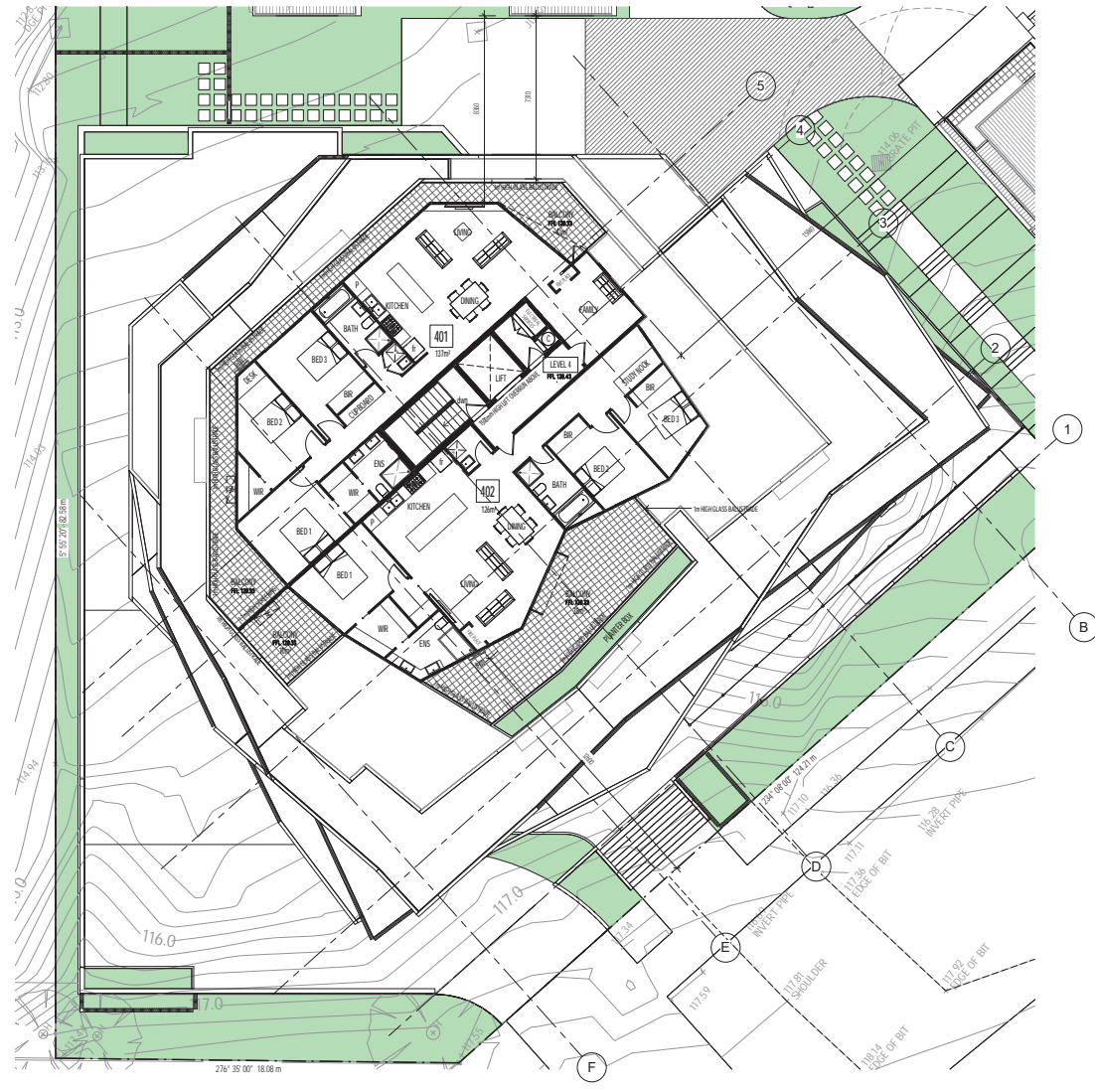


2 Apartment - Level 2
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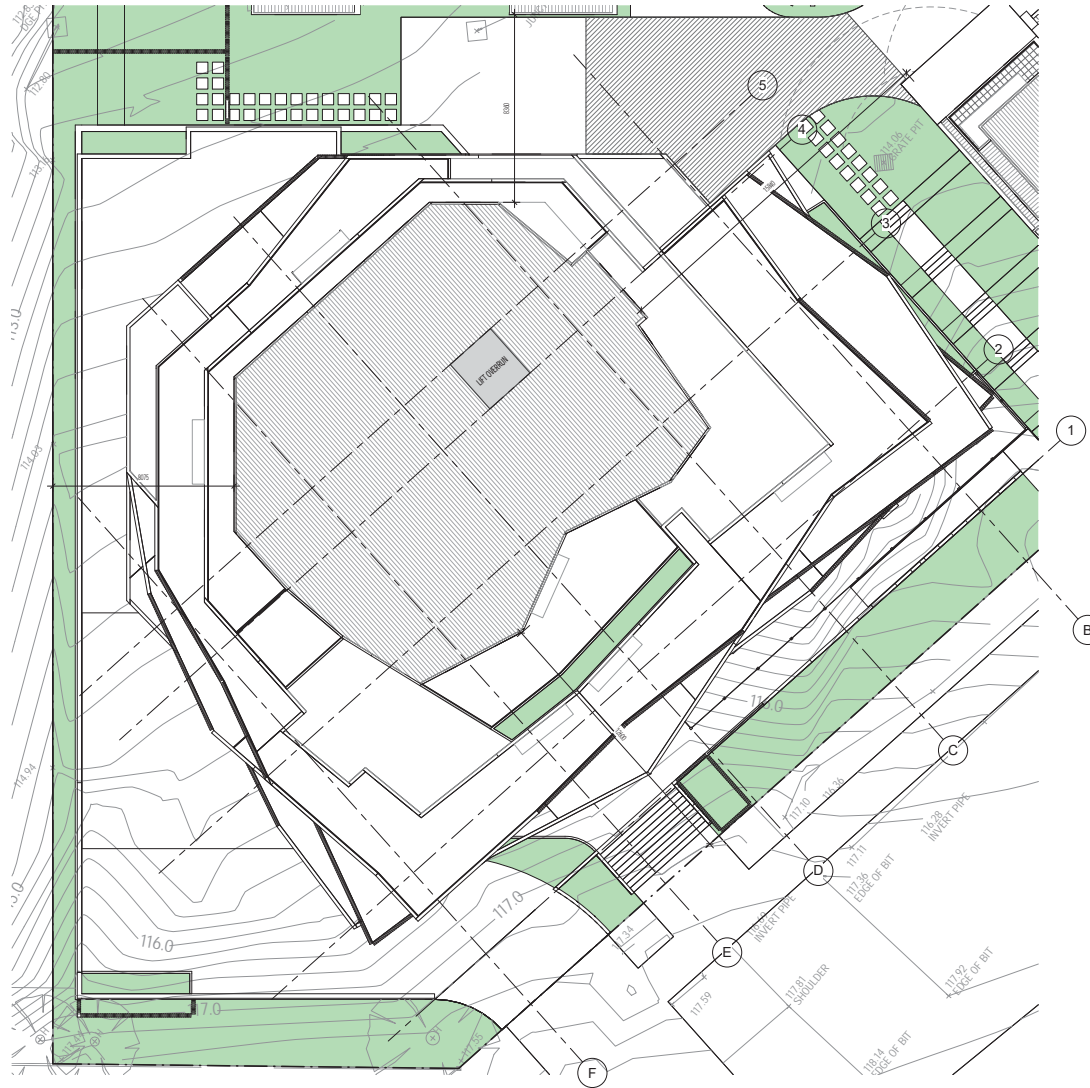


1 Apartment - Level 3
1 : 100



2 Apartment - Level 4
1 : 100





1 Apartment - Roof Plan
1:100





3 South Elevation (Anderson Creek Road Streetscape)
1:200



1 Apartment - South Elevation
1:100



2 Apartment - North Elevation
1:100

MATERIAL SCHEDULE

01	VERTICAL RUUKKI COR-TEN® CLADDING	07	COLORBOND FINISH GARAGE DOORS
02	PERFORATED RUUKKI COR-TEN® CLADDING	08	CONCRETE PANEL, PAINT FINISH
03	WINTEC LULTRACLAD® ALUMINUM CLADDING	09	TRANSLUCENT GLASS BALUSTRADE
04	ALICORBOND CLADDING	10	ALUMINUM SHADING DEVICE, PAINT FINISH
05	VERTICAL TIMBER CLADDING, STAIN FINISH	11	LARGE COMMERCIAL CLEAR GLAZING
06	RENDER TYPE 01, PAINT FINISH		

GLAZING NOTE
obs
FIXED OBSCURED GLAZING



TOWN PLANNING APPROVAL



3 West Sectional Elevation
1:200



1 Apartment - West Elevation
1:100



2 Apartment - East Elevation
1:100

MATERIAL SCHEDULE

01	VERTICAL RUUKKI COR-TEN® CLADDING	07	COLORBOND FINISH GARAGE DOORS
02	PERFORATED RUUKKI COR-TEN® CLADDING	08	CONCRETE PANEL PAINT FINISH
03	WINTEC ULLTRACLAD® ALUMINIUM CLADDING	09	TRANSLUCENT GLASS BALUSTRADE
04	ALICORBOND CLADDING	10	ALUMINIUM SHADING DEVICE, PAINT FINISH
05	VERTICAL TIMBER CLADDING, STAIN FINISH	11	LARGE COMMERCIAL CLEAR GLAZING
06	RENDER TYPE 01, PAINT FINISH		

GLAZING NOTE
obs FIXED OBSCURED GLAZING

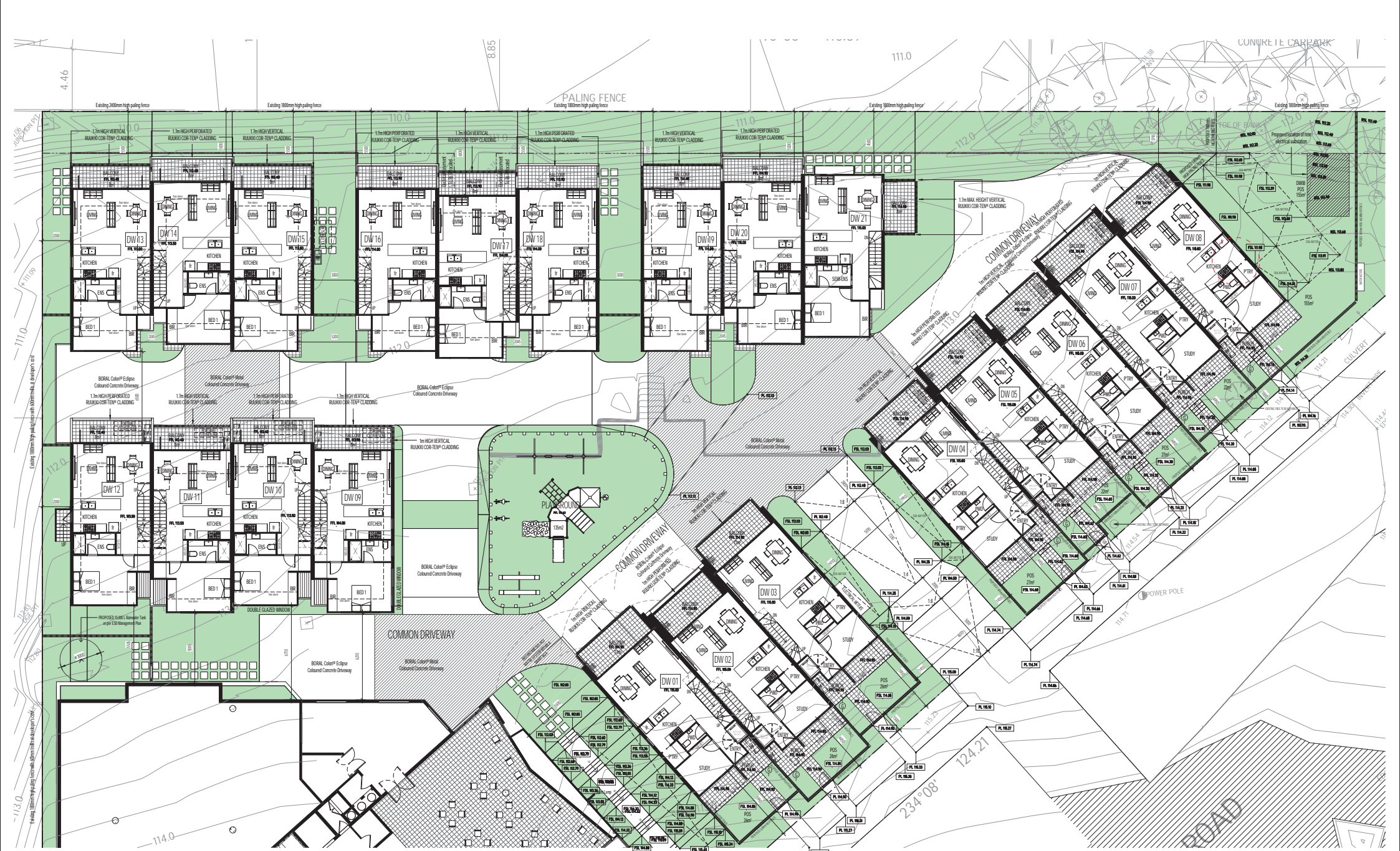




NOTE: ALL LANDSCAPING TO FOLLOW AS PER LANDSCAPE PLAN

COMMUNAL LIGHTING LEGEND
 ■ 6W LED STREET LAMP

TOWN PLANNING APPROVAL



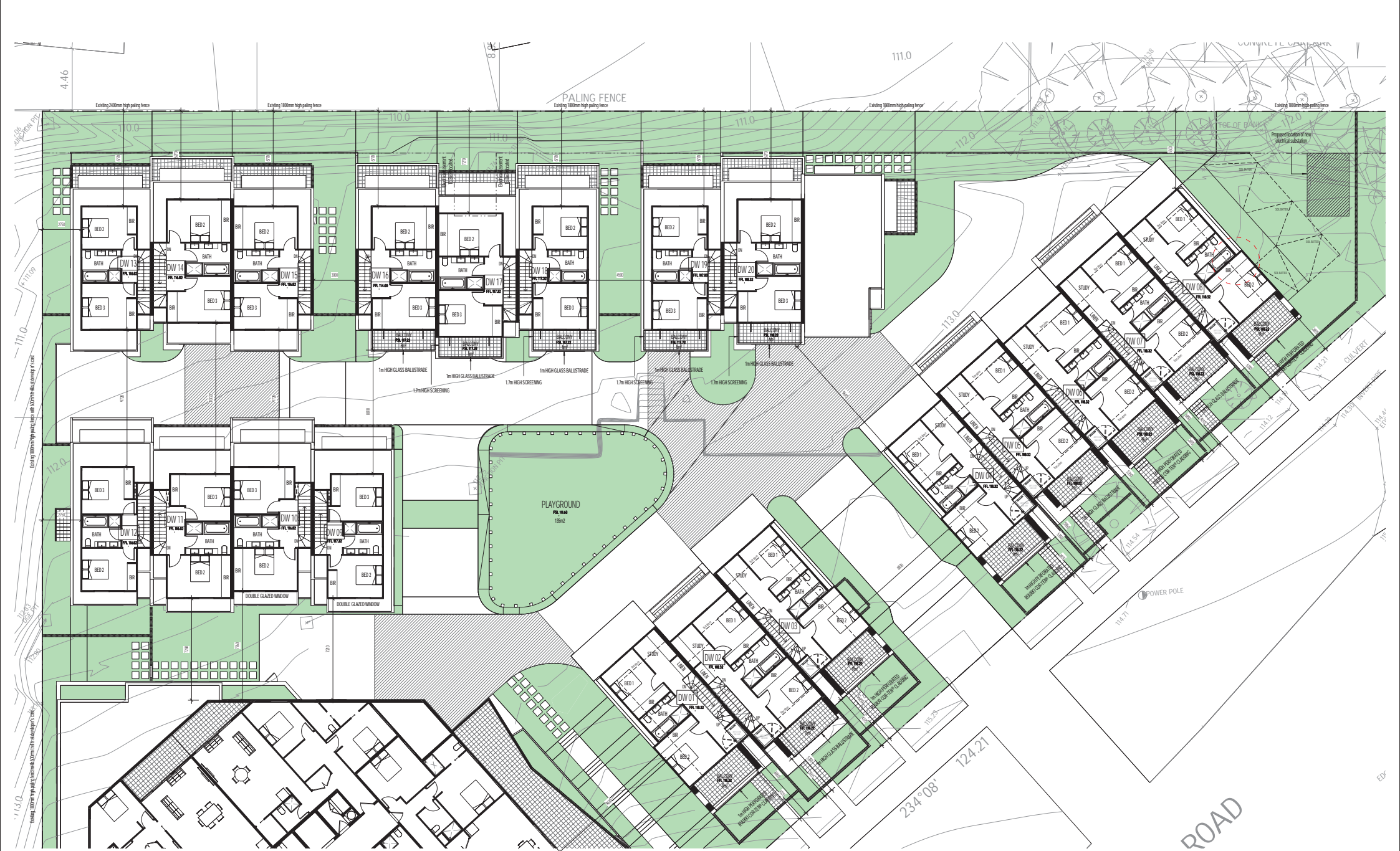
NOTE: ALL LANDSCAPING TO FOLLOW AS PER LANDSCAPE PLAN

COMMUNAL LIGHTING LEGEND
 1 6W LED STREET LAMP

TOWN PLANNING APPROVAL

PROPOSED APARTMENT AND TOWNHOUSES









1 Townhouse - North Internal Elevation (D01-D08)
1 : 100



2 Townhouse - South Elevation (D01-D08)
1 : 100



3 Townhouse - East Elevation (D08)
1 : 100



4 Townhouse - West Elevation (D01)
1 : 100

MATERIAL SCHEDULE

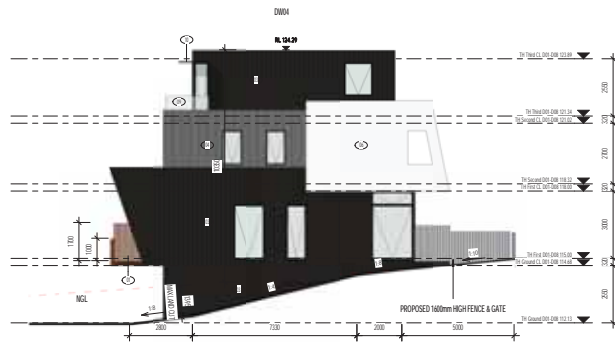
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- 02 PERFORATED RUUKKI COR-TEN® CLADDING
- 03 WINTERC ULTRACLAD® ALUMINUM CLADDING
- 04 ALUCOBOND CLADDING
- 05 VERTICAL TIMBER CLADDING, STAIN FINISH
- 06 RENDER TYPE 01, PAINT FINISH
- 07 COLORBOND FINISH GARAGE DOORS
- 08 CONCRETE PANEL, PAINT FINISH
- 09 TRANSLUCENT GLASS BALUSTRADE
- 10 ALUMINUM SHADING DEVICE, PAINT FINISH
- 11 LARGE COMMERCIAL CLEAR GLAZING

GLAZING NOTE
obs FIXED OBTURED GLAZING

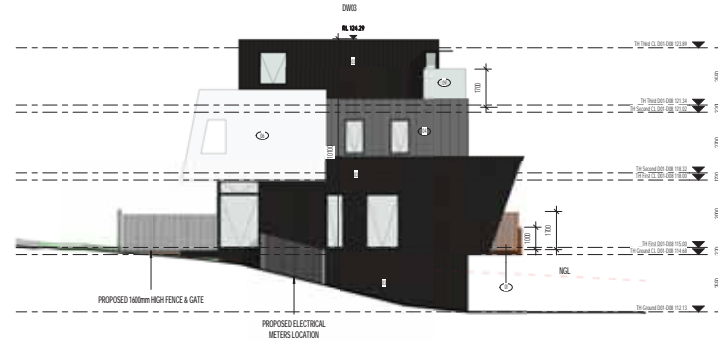
TOWN PLANNING APPROVAL

PROPOSED APARTMENT AND TOWNHOUSES





3 Townhouse - South Internal Elevation (D04)
1: 100



4 Townhouse - North Internal Elevation (D03)
1: 100

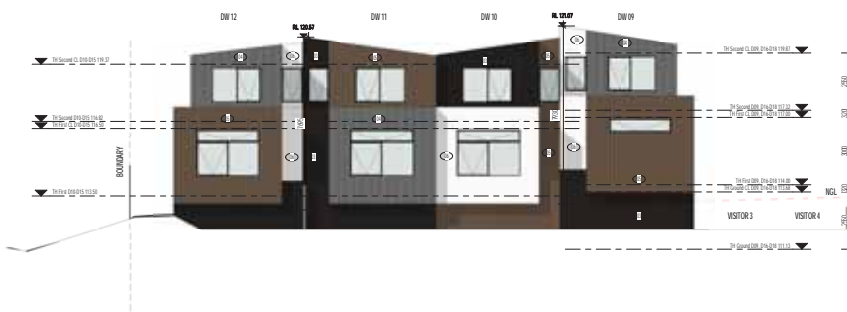
MATERIAL SCHEDULE

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02	PERFORATED RUUKKI COR-TEN® CLADDING
03	WINTER ULTRACLAD® ALUMINUM CLADDING
04	ALUCOBOND CLADDING
05	VERTICAL TIMBER CLADDING, STAIN FINISH
06	RENDER TYPE 01, PAINT FINISH
07	COLORBOND FINISH GARAGE DOORS
08	CONCRETE PANEL, PAINT FINISH
09	TRANSLUCENT GLASS BALUSTRADE
10	ALUMINIUM SHADING DEVICE, PAINT FINISH
11	LARGE COMMERCIAL CLEAR GLAZING

GLAZING NOTE
obs FIXED OBSCURED GLAZING



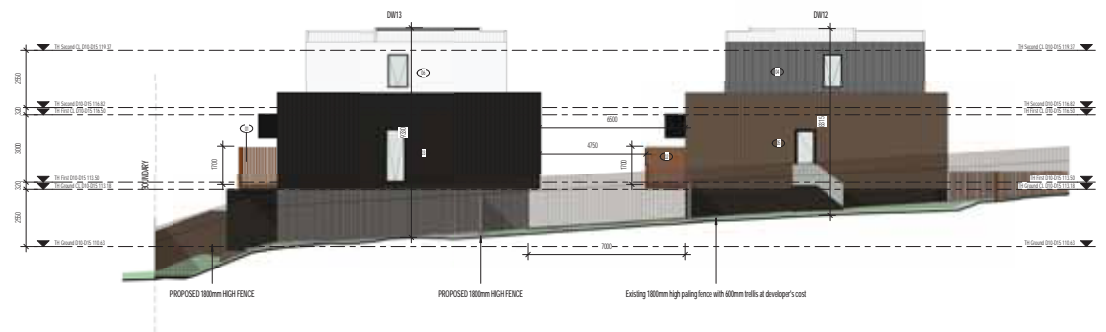
1 Townhouse - North Internal Elevation (D09-D12)
1: 100



2 Townhouse - South Internal Elevation (D09-D12)
1: 100



5 Townhouse - East Internal Elevation (D09)
1: 100



6 Townhouse - West Elevation (D12 & D13)
1: 100

TOWN PLANNING APPROVAL



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DATE

REVISION

TP 18 of 26

1:100 @ B1

Townhouses - Elevations 2

TITLE

J. Wu

15-21 Andersons Creek Road, Doncaster East

15-21 Andersons

PROPOSED APARTMENT AND TOWNHOUSES

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DATE

REVISION

DWG No.

Scale

TITLE

Client

Project Address

Project No.

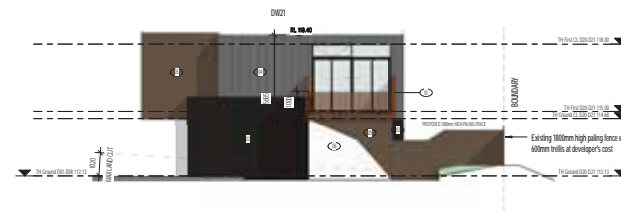
Project



① Townhouse - North Elevation (D13-D21)
1:100



② Townhouse - South Internal Elevation (D13-D21)
1:100



③ Townhouse - East Internal Elevation (D21)
1:100

MATERIAL SCHEDULE

- 01 VERTICAL RUIKKI COR-TEN® CLADDING
- 02 PERFORATED RUIKKI COR-TEN® CLADDING
- 03 WHITEC ULTRACLAD® ALUMINIUM CLADDING
- 04 ALUCOBOND CLADDING
- 05 VERTICAL TIMBER CLADDING, STAIN FINISH
- 06 RENDER TYPE 01, PAINT FINISH
- 07 COLORBOND FINISH GARAGE DOORS
- 08 CONCRETE PANEL, PAINT FINISH
- 09 TRANSLUCENT GLASS BALUSTRADE
- 10 ALUMINIUM SHADING DEVICE, PAINT FINISH
- 11 LARGE COMMERCIAL CLEAR GLAZING

GLAZING NOTE
obs FIXED OBSOURED GLAZING

TOWN PLANNING APPROVAL

PROPOSED APARTMENT AND TOWNHOUSES



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TOWN PLANNING SUBMISSION
NO AMENDMENTS REQUIRED
NO OVERLAY CHANGES TO ROADS
NO

TP 19 of 26

Scale 1:100 @ B1

TITLE

Townhouses - Elevations 3

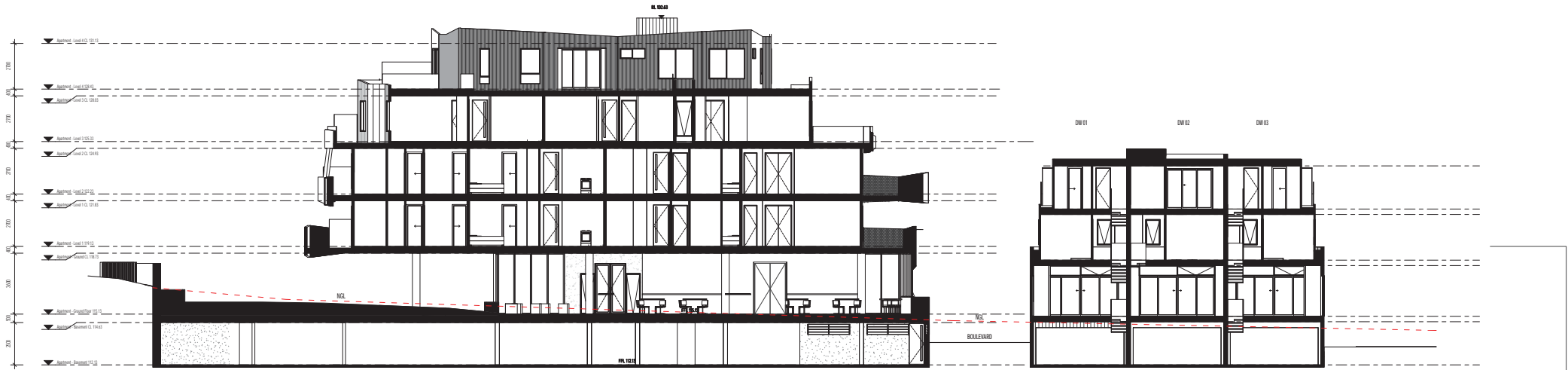
CLIENT

Project Address 15-21 Andersons Creek Road, Doncaster East

Project No. 15-21Andersons

PROJECT

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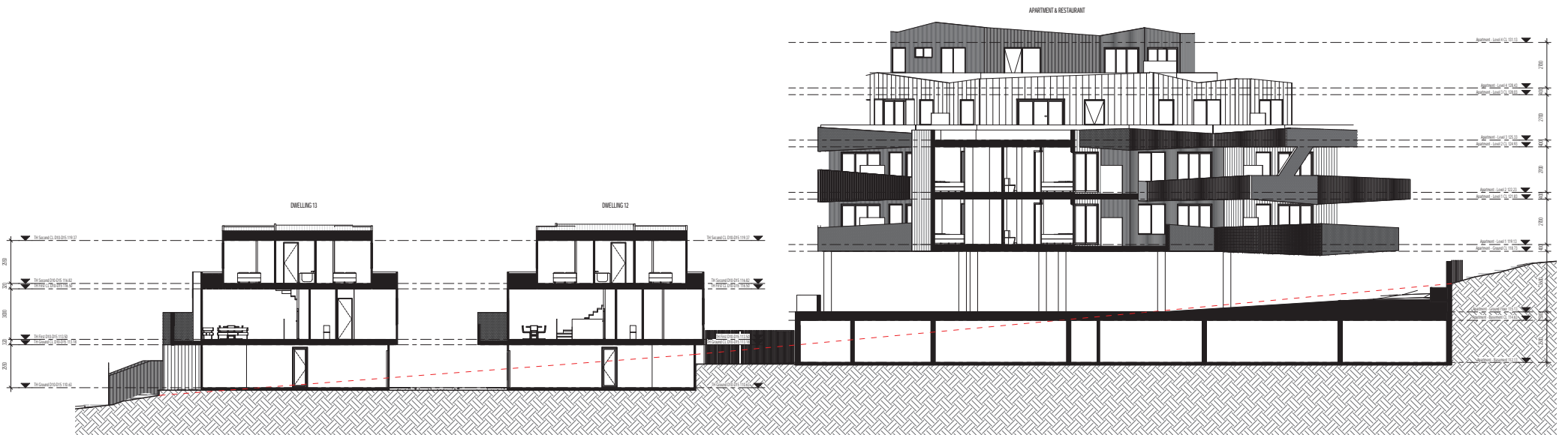


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2 Section 1 Continued
1:100





1 Section 4
1:100

Sections 3

TOWN PLANNING APPROVAL



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DATE

REVISION

DATE

TOWN PLANNING SUBMISSION
FOR
APARTMENT & RESTAURANT CHANGES

DATE

DATE

TP 22 of 26

DATE

Scale 1:100 @ B1

DATE

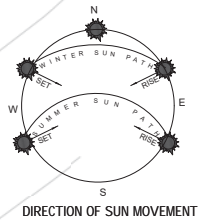
Client J. Wu

Project Address 15-21 Andersons Creek Road, Doncaster East

Project No. 15-21Andersons

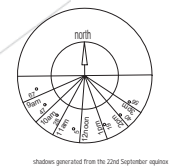
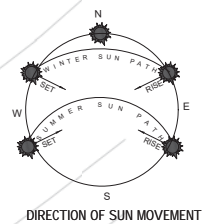
Project PROPOSED APARTMENT AND TOWNHOUSES

DATE



① 9am 22 September - Shadow Diagram
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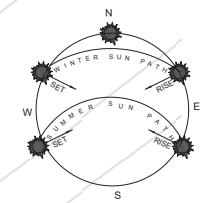


① 12 noon 22 September - Shadow Diagram
1 : 200

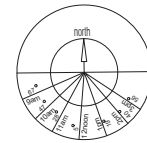
TOWN PLANNING APPROVAL

PROPOSED APARTMENT AND TOWNHOUSES





DIRECTION OF SUN MOVEMENT



shadows generated from the 22nd September equinox



CURRENT BOUNDARY FENCING SHADOWS



PROPOSED DEVELOPMENT SHADOWS

① 3pm 22 September - Shadow Diagram
1 : 200

TOWN PLANNING APPROVAL

PROPOSED APARTMENT AND TOWNHOUSES



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DATE: JULY 2016
REVISED: APRIL 2016
REVISED: MAY 2016
REVISED: JUN 2017
REVISED: MAY 2018

TOWN PLANNING SUBMISSION
NO. 100
APARTMENT AND TOWNHOUSES
400
CONVEYANCE AND CIVIC ROADS
REVISED

TP 25 of 26

As indicated @ B1

Shadow Diagram 3

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15-21 Andersons

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ARTIST'S IMPRESSION - ANDERSONS CREEK ROAD STREETSCAPE



ARTIST'S IMPRESSION - ANDERSONS CREEK ROAD STREETSCAPE



ATTACHMENT 3

LEGISLATIVE REQUIREMENTS

PLANNING AND ENVIRONMENT ACT 1987 (THE ACT)

The *Planning and Environment Act 1987* is the relevant legislation governing planning in Victoria. The Act identifies subordinate legislation in the form of Planning Schemes to guide future land use and development.

Section 60 of The *Planning and Environment Act*, requires the Responsible Authority to consider the following before deciding on an application:

- *The relevant planning scheme;*
- *The objectives of planning in Victoria;*
- *All objections and other submissions which it has received and which have not been withdrawn;*
- *Any decision and comments of a referral authority which it has received;*
- *Any significant effects which the responsible authority considers the use or development may have on the environment or which the responsible authority considers the environment may have on the use or development; and*
- *Any significant social effects and economic effects which the responsible authority considers the use or development may have.*

Section 61(4) of the Act makes specific reference to covenants. Under Section 61(4) of the *Planning & Environment Act 1987* the Responsible Authority must not issue a planning permit that would result in a breach of a registered restrictive covenant.

MANNINGHAM PLANNING SCHEME

Clauses of the Manningham Planning Scheme the Responsible Authority must consider:

- State Planning Policy Framework (SPPF)
- Local Planning Policy Framework (LPPF)
- Clause 32.04 Mixed Use Zone (MUZ)
- Clause 52.06 Car Parking
- Clause 52.34 Bicycle Facilities
- Clause 52.29 Land Adjacent to a Road Zone, Category 1
- Clause 55 Two or more dwellings on a lot and Residential Buildings
- Clause 65 Decision Guidelines

Zone

Clause 32.04 Mixed Use Zone

The purpose of the MUZ is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.

- To provide for housing at higher densities.
- To encourage development that responds to the existing or preferred neighbourhood character of the area.
- To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.

Under the Zone, a permit is required under the following Clauses of the Manningham Planning Scheme:

- Clause 32.04-2 (**Mixed Use Zone**), a permit is required to use the land as a restaurant, given the floor area proposed exceeds the Section 1 “as of right” area of 150 square metre.
- Clause 32.04-6 (**Mixed Use Zone**), a permit is required to construct two or more dwellings on a lot.
- Clause 32.04-8 (**Mixed Use Zone**), a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.04-2.

Clause 32.04-6 sets out Transitional Provisions which are relevant to this application. As the application was lodged prior to the gazettal of Amendment VC136, Clause 58 Apartment Development is not applicable to the assessment of this application.

Pursuant to Clause 32.04-7, the requirements set out in the relevant standard of Clause 55 to the Manningham Planning Scheme applies.

Clause 32.04-13 sets out the Decision Guidelines under the Zone, those relevant to this application being:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- For two or more dwellings on a lot, dwellings on common property and residential buildings, the objectives, standards and decision guidelines of Clause 55.

State Planning Policy Framework

The relevant sections of the state planning policy framework are as follows:

Clause 11 – Settlement

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Clause 15 – Built Environment and Heritage

Clause 15.01-1 Urban design

The objective of this policy is:

- *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-2 Urban design principles

The objective of this policy is:

- *To 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 15.01-4 Design for safety

The objective of this policy is:

- *To improve community safety and encourage neighbourhood design that makes people feel safe.*

Policy guidelines

Planning must consider as relevant:

- *Safer Design Guidelines for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).*

Clause 15.01-5 Cultural identity and neighbourhood character

The objective of this policy is:

- *To recognise and protect cultural identity, neighbourhood character and sense of place.*

Clause 15.02-1 Energy and resource efficiency

The objective of this policy is:

- *To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

Clause 16 – Housing

Clause 16.01-1 Integrated housing

The objective of this policy is:

- *To promote a housing market that meets community needs.*

Clause 16.01-2 Location of residential development

The objective of this policy is:

- *To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.*

Clause 16.01-4 Housing diversity

The objective of this policy is:

- *To provide for a range of housing types to meet increasingly diverse needs.*

Clause 16.01-5 Housing affordability

The objective of this policy is:

- *To deliver more affordable housing closer to jobs, transport and services.*

Clause 18 - Transport

Local Planning Policy Framework (LPPF)

Clause 21.02 Municipal Profile

Municipal Strategic Statement

Clause 21.03 Key Influences

This clause identifies that future housing need and residential amenity are critical land-use issues that will challenge Manningham's future growth and sustainable development. The MSS acknowledges that there is a general trend towards smaller household size as a result of an aging population and smaller family structure which will lead to an imbalance between the housing needs of the population and the actual housing stock that is available.

This increasing pressure for re-development raises issues about how these changes affect the character and amenity of our local neighbourhoods. In meeting future housing needs, the challenge is to provide for residential re-development in appropriate locations, to reduce pressure for development in more sensitive areas, and in a manner that respects the residential character and amenity valued by existing residents.

Clause 21.10 Environmentally Sustainable Development

Council's Environmentally Sustainable Development Policy seeks to achieve best practice design, construction and operation for new development.

A number of considerations are to be made under the headings: key issues, objectives, and strategies relating to the following areas:

- Clause 21.10- 2 Energy Performance
- Clause 21.10-3 Water Sensitive design.
- Clause 21.10-4 External environmental amenity and internal healthy environment considerations
- Clause 21.10-5 Waste Management
- Clause 21.10- 6 Quality of Private and Public realm
- Clause 21.10-7 Transport
- Clause 21.10-8 Urban Ecology

Local Planning Policy

Clause 22.01 Design and Development Policy

Clause 22.06 Eating and Entertainment Premises Policy

Clause 22.08 Safety through urban design

Clause 22.09 Access for disabled people

Particular Provisions

Clause 52.06 Car Parking

Pursuant to Clause 52.06-5, car parking is required to be provided at the following rate:

- 1 space for 1 and 2 bedroom dwellings

- 2 spaces for 3 or more bedroom dwellings
- 1 visitor space to every 5 dwellings for developments of 5 or more dwellings

Clause 52.06-9 outlines various design standards for parking areas that should be achieved.

Clause 52.29 Land Adjacent to a Road Zone Category 1 (RDZ1) or a Public Acquisition Overlay for a Category 1 Road

The purpose of this provision is:

- To ensure appropriate access to identified roads
- To ensure appropriate subdivision of land adjacent to identified roads.

A permit is required to create or alter access to a road in a Road Zone, Category 1.

Clause 52.34 Bicycle Facilities

The purpose of this Clause is:

- To encourage cycling as a mode of transport
- To provide secure, accessible and convenient bicycle parkings spaces and associated show and change facilities.

Clause 55 Two more dwellings on a lot and residential buildings

The development of two or more dwellings on a lot must meet the requirements of this clause. An assessment against this clause is provided in Appendix 1 of this report.

General Provisions

Clause 65 Decision Guidelines

This clause outlines that before deciding on an application, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy *Framework, including the Municipal Strategic Statement and local planning policies.*
- *The purpose of the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the amenity of the area.*

Attachment 4 - Planning Assessment

This Attachment outlines the Planning Officer's assessment against the following:

- **Design Guidelines for Higher Density Residential Development 2004**
- **Clause 55 of the Manningham Planning Scheme (ResCode); and**
- **Clause 52.06 Car Parking of the Manningham Planning Scheme.**

Design Guidelines for Higher Density Residential Development 2004

Requirement	Met/Not Met
Objective 1.1	<p>Met.</p> <p>While the building is proposed up to six storeys, it is considered that the height, form and scale of the building has been designed to respond to the site's context. This is particularly due to the benching of the two lower levels into the slope of the landform which falls away from the Andersons Creek Road frontage.</p>
Objective 1.2	<p>Met.</p> <p>Council considers the design response to be a carefully crafted and creative response which is considered to provide an aesthetically pleasing built form outcome. The building will be read as five storeys from the Andersons Creek Road streetscape elevation, but given the receding design of upper levels, will not visually dominate the public or private realm.</p>
Objective 2.1	<p>Met.</p> <p>The building will give the site a presence in the streetscape where this is presently lacking.</p> <p>Across the southern, Andersons Creek Road elevation, the building rises to 15.3 metres above natural ground level. This increases along the northern (internal) elevation to almost 19 metres. In the absence of maximum or preferred heights, the Planning Scheme provides discretion as to what height is allowable.</p> <p>The siting of the built form and its mass at the southern end of the site is considered particularly important in accepting the overall height, mass and scale of the built form. The site's significantly larger lot size and non-residential nature of properties to the south and west also further support the development at this height and scale.</p>
Objective 2.2	<p>Met.</p> <p>The development would see a departure to the scale of existing development but is considered appropriate. As southern lots are similarly zoned, their future redevelopment is foreseeable.</p>
Objective 2.3	<p>Met.</p> <p>It is acknowledged that the development will cast shadow across the road reservation and Andersons Creek Road. This in itself is not considered unreasonable noting that there is no protection in the Scheme from such</p>

Requirement	Met/Not Met
	an occurrence (as is the case, for example, along parts of Doncaster Road).
Objective 2.4	Met. The contemporary design and architectural language of the building proposed is appropriate to its commercial context and Council's Urban designer is satisfied with the level of articulation and visual interest provided by the building.
Objective 2.5	Met. The proposed development has been designed to ensure the amenity of the residential properties to the north, which are separated by the townhouse development, are protected.
Objective 2.6	Met. The proposal will provide for a high level of amenity, which will benefit both future occupants and adjoining land users.
Objective 2.7	Met. The proposal has been designed to address all interfaces of the site and to minimise the visual impact of the development along all site interfaces.
Objective 2.8	Met. The proposed building will provide passive surveillance from habitable rooms and balconies across all elevations which will assist with activation of not only the public realm across Andersons Creek Road but within the future development itself.
Objective 2.9	Met. In terms of privacy, the apartment building is well positioned on the site to avoid the need for the screening of windows and balconies from nearby properties. Consequently, it satisfies the objective and will achieve a high level of amenity for future residents.
Objective 2.10	Met The height of the building is not considered large enough to create adverse wind effects.
Objective 2.11	Met. There are no services shown atop the roof (this will be clarified by permit condition). Any services will need to be appropriately screened. It is noted that the lift overrun has been illustrated on the proposed development drawings.
Objective 3.1	Met. The proposal will be easily accessed by pedestrians who will enter the building from Andersons Creek Road. A newly created footpath to be constructed as a requirement of this permit will assist in this regard.
Objective 3.2	Met.

Requirement	Met/Not Met
	The proposal has been appropriately sited and integrated with the townhouse component of the application which also forms part of the approval sought.
Objective 3.3	Met. Car parking is appropriately concealed for residential apartment dwellers, their visitors and restaurant staff. "At grade" car parking is provided for the restaurant patrons which will be concealed by the overhang of the building at the south-east corner of the site. The proposal has achieved a good balance between providing accessible, visible parking for patrons and integrating car parking with the built form appropriately.
Objective 3.4	Met. The entries to the restaurant and apartment residential are separate which is appropriate.
Objective 3.5	Met. It is not considered that the car park entries will detract from the street. The basement car parking is entirely concealed from the streetscape elevation which is not a common occurrence, but is considered to be a positive design response. For the reasons discussed under Objective 3.3, the entry to the restaurant patron parking will not detract from the streetscape.
Objective 3.6	Met. There are no ground level, residential open spaces associated with the high rise building. The ground floor is to be used for the restaurant which will provide a high level of connectivity and engagement with the site frontage owing to large spans of glazing at the ground, commercial level to be complimented by outdoor seating immediately forward and appropriate landscaping.
Objective 3.7	Met. There are no front fences associated with the high rise building.
Objective 4.1	Met. The basement levels have been designed to accommodate adequate, safe and efficient vehicle movement and car parking. These items have been addressed in greater detail under the Clause 52.06 assessment.
Objective 4.2	Met. The development provides an appropriate and functional layout with regard to car parking, bicycle storage and pedestrian entries. The use of separate pedestrian and vehicle entries for the high rise building, located on different sides of the building, is considered to be a good outcome. The bicycle spaces are located within the basement and adjacent to the basement and this is satisfactory.
Objective 4.3	Not applicable.

Requirement	Met/Not Met
	This development is not considered to be of a scale where internal shared spaces are necessary.
Objective 4.4	<p>Met subject to conditions. In accordance with the comments from Council's Sustainability consultants, permit conditions will be included to maximise the energy efficiency of the development.</p> <p>Subject to these conditions, running and maintenance costs will be suitably minimised.</p>
Objective 4.5	<p>Met subject to conditions. In accordance with the comments from Council's Sustainability consultants, permit conditions will be included to ensure a suitably water efficient development.</p> <p>Subject to these conditions, water use will be suitably minimised.</p>
Objective 4.6	<p>Met with condition Service rooms and spaces are provided with the basement level. These are appropriately located to not impede the function of the basement and appear to be of an adequate size.</p> <p>Additional services may need to be mounted on the roof of the development. This will be confirmed by permit condition.</p>
Objective 5.1	<p>Met. While the proposal offers 19 of the 21 apartments as two bedrooms, it is noted that there is a good level of variation in the size, orientation and internal layout of these apartments.</p> <p>The remaining two apartments are three bedroom dwellings.</p> <p>This is considered to respond positively to the objective.</p>
Objective 5.2	<p>Met. The layout of the building appropriately responds to the surrounding characteristics of the site. This includes the siting of the residential levels above the restaurant level where residential amenity is potentially enhanced and sufficiently separated from the ground level commercial use (together with the use of the ground level for vehicle access).</p>
Objective 5.3	<p>Met. All dwellings have been designed to provide appropriate internal dimensions for habitable rooms and ensure minimum levels of daylight is received.</p> <p>Overall, the dwellings are of acceptable sizes, ranging between 70 square metres and 101 square metres (for the two bedroom dwellings) and up to 137 square metres (three bedroom dwelling).</p>

Requirement	Met/Not Met
Objective 5.4	<p>Met</p> <p>It is considered that all apartments will achieve a high level of internal amenity with high levels of access to natural light and ventilation.</p> <p>All habitable rooms will have the opportunity for adequate natural lighting and ventilation.</p> <p>The majority of apartments achieve multiple-aspects with single aspect dwellings limited to apartments 102, 103, 105, 202, 203, 205 and 302 (constituting less than one third of the overall yield).</p>
Objective 5.5	<p>Met with condition</p> <p>Storage is nominated in the basement although some clarity is necessary as to what this constitutes, e.g. storage rooms, chain mesh cages.</p> <p>Condition required.</p>
Objective 5.6	<p>Met.</p> <p>The high rise building is assessed as being of a high architectural quality and provides a high level of visual interest. It is considered the building will make a striking contribution to the Andersons Creek Road streetscape.</p>
Objective 6.1	<p>Met.</p> <p>The design and size of balconies in this apartment are varied and will provide future occupants with choice. All dwellings are provided with balconies of at least 9 square metres, with a minimum dimension of at least 1.6 metres.</p>
Objective 6.2	<p>Met.</p> <p>The basement levels and internal lobbies are appropriate. Separate entries are provided to the restaurant and apartment entrance.</p> <p>No other common or shared spaces are provided within the development, which is typical of a development of this scale.</p>
Objective 6.3	<p>Met.</p> <p>The development has maximised the northern interface for the provision of balconies, where possible.</p> <p>Whilst some balconies feature southern aspects only, this is considered to be acceptable given the constraints imposed by the orientation of the site.</p>
Objective 6.4	<p>Met.</p> <p>The secluded private open space areas have been appropriately located within the design of the development, with the balconies providing a high degree of articulation and providing connectivity to the ground level private and public realm.</p>
Objective 6.5	<p>Met.</p> <p>The design response offers greenery around the building, and given the relationship with the townhouse development, will provide for an appropriate permeable response.</p>

Requirement	Met/Not Met
Objective 6.6	Not applicable.

Clause 55 of the Manningham Planning Scheme

OBJECTIVE	OBJECTIVE MET/NOT MET
<p>55.02-1 - To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character. To ensure that development responds to the features of the site and the surrounding area.</p>	<p>Met It is considered that the proposed townhouses will make a positive contribution to the preferred neighbourhood character by virtue of the scale, siting and overall design response offered by the proposal which includes substantial areas of green spaces surrounding the proposed built form. The townhouses will provide an appropriate transition from the scale of the mixed-use building to the residential zoned land to the north.</p>
<p>55.02-2 - 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. To support medium densities in areas where development can take advantage of public transport and community infrastructure and services.</p>	<p>Met The application was accompanied by a written statement that explained how, in the view of the permit applicant, the development accords with State, Local and Council policy. Council's assessment concludes that the proposal is an acceptable example of a higher density, built form outcome in a commercial area having regard to the SPPF and LPPF.</p>
<p>55.02-3 - To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p>	<p>Met The development proposes a good mix of three and four storey dwellings of various configurations.</p>
<p>55.02-4 - To ensure development is provided with appropriate utility services and infrastructure. To ensure development does not unreasonably overload</p>	<p>Met with condition The site has access to all services. The applicant will be required to provide an on-site stormwater detention system to alleviate pressure on the drainage system.</p>

OBJECTIVE	OBJECTIVE MET/NOT MET
the capacity of utility services and infrastructure.	
<p>55.02-5 - To integrate the layout of development with the street.</p>	<p>Met A good level of integration is offered in the design response to Andersons Creek Road. Eight townhouses will all contribute to the activation of the streetscape by their front entry orientation, pedestrian path linkages and second level balconies.</p>
<p>55.03-1 - To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.</p>	<p>Met Given the existing (very open) site context, the proposed street setback to Andersons Creek Road is considered appropriate.</p>
<p>55.03-2 - To ensure that the height of buildings respects the existing or preferred neighbourhood character.</p>	<p>Variation Acceptable – see main body of report</p>
<p>55.03-3 - To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.</p>	<p>Variation Acceptable – see main body of report</p>
<p>55.03-4 - To reduce the impact of increased stormwater run-off on the drainage system.</p> <p>To facilitate on-site stormwater infiltration.</p>	<p>Met The impervious surface calculation for the overall development at almost 34% is a good outcome for this site and will provide a sufficient area in which to absorb run-off.</p>
<p>55.03-5 - To achieve and protect energy efficient dwellings.</p> <p>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</p>	<p>Met with condition</p> <p>The majority of dwellings have living areas and open space positioned to the north (or east or west, where north is not an option) to gain greatest solar exposure.</p> <p>It is considered that the designer has sought to maximise the northerly aspect to the extent possible with balconies to the southern row of dwellings provided at the uppermost level to achieve a northerly aspect (whilst also providing balconies at level one across this row to achieve compliance with a further objective of Clause 55 which is to activate and survey the street front).</p> <p>The assessment of the SMP has identified a shortcoming with respect to protecting future residents from excessive</p>

OBJECTIVE	OBJECTIVE MET/NOT MET
	solar penetration across northern, eastern and western aspects. A permit condition will be applied to address this issue.
<p>55.03-6 – To integrate the layout of development with any public and communal open space provided in or adjacent to the development.</p>	<p>Met</p> <p>A centrally located playground space has been proposed as a common area around the internal road network.</p> <p>The location and design of this space will be highly visible upon entry into the development. Bollards have been installed to delineate this space and provide a physical safety barrier.</p> <p>In conjunction with traffic calming devices, it is considered this space will be a highly valued common area within the development.</p>
<p>55.03-7 - To ensure the layout of development provides for the safety and security of residents and property.</p>	<p>Met</p> <p>The proposal offers a high level of passive surveillance across the development evidenced by the extent of openings over common areas and the placement of balconies over both pedestrian and vehicle accessways.</p>
<p>55.03-8 - To encourage development that respects the landscape character of the neighbourhood.</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>Met with condition – see main body of report</p>
<p>55.03-9 - To ensure vehicle access to and from a development is safe, manageable and convenient</p> <p>To ensure the number and design of vehicle</p>	<p>Met</p> <p>The proposal will utilise a new 6 metre crossover to achieve access to all townhouses.</p> <p>Council’s Engineers have considered the proposed vehicle access and deemed it to be suitable, subject to the provision of sight triangles to demonstrate that fencing or</p>

OBJECTIVE	OBJECTIVE MET/NOT MET
<p>crossovers respects the neighbourhood character.</p>	<p>any other treatments will not impede sight lines for exiting vehicles.</p>
<p>55.03-10 - To provide convenient parking for resident and visitor vehicles.</p> <p>To avoid parking and traffic difficulties in the development and the neighbourhood.</p> <p>To protect residents from vehicular noise within developments.</p>	<p>Met The proposed visitor and residential car parking will be convenient located and conveniently accessible for residents and visitors.</p> <p>Car spaces are integrated into the dwellings with a mix of double garages (some tandem style) provided. All four (4) visitors spaces are centrally positioned adjacent to the playground where they should be highly visible and accessible to all.</p>
<p>55.04-1 - To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</p>	<p>Met All townhouses are sufficiently setback in accordance with Standard B17.</p> <p>Across the northern interface, minimum ground level wall setbacks are mostly 5 metres (Dwelling 21 has a 4.5 metre setback) which increases to the uppermost levels to generally between 6.2 – 6.7 metres (one exception being Dwelling 8 with a 5.5 metre setback to the northern boundary).</p> <p>Given these generous setbacks, it is concluded that there won't be any unreasonable amenity impacts to properties within Halycon Court having regards to this standard.</p>
<p>55.04-2 - To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</p>	<p>Not applicable There are no building walls on any boundary as part of the development. This is considered to be a positive outcome.</p>
<p>55.04-3 - To allow adequate daylight into existing habitable room windows.</p>	<p>Met There are no impacts to the habitable room windows of properties in Halycon Court as a result of any proposed dwelling.</p>
<p>55.04-4 - To allow adequate solar access to existing</p>	<p>Met There are no north facing windows given the site abuts the Andersons Creek Road reservation.</p>

OBJECTIVE	OBJECTIVE MET/NOT MET
north-facing habitable room windows.	
<p>55.04-5 - To ensure buildings do not significantly overshadow existing secluded private open space.</p>	<p>Met</p> <p>Given the site's location on the north side of the road, and the positioning of the townhouses within, there are no shadow implications to any nearby property.</p>
<p>55.04-6 - To limit views into existing secluded private open space and habitable room windows.</p>	<p>Met with conditions – see main body of report</p>
<p>55.04-7 - To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.</p>	<p>Met with conditions – see main body of report</p>
<p>55.04-8 - To contain noise sources in developments that may affect existing dwellings.</p> <p>To protect residents from external noise.</p>	<p>Met with condition</p> <p>The obvious noise challenge to manage for the townhouse development is its interface with the mixed-use building.</p> <p>As previously mentioned, the restaurant car park is removed from the residential car park which is considered to be a positive outcome and will mitigate any noise resulting from the ground level residential use.</p> <p>Given the site's main road position, and abutting a range of commercial uses, it is considered appropriate to condition a double glazing or similar treatment to all habitable room windows across the development.</p>
<p>55.05-1 - To encourage the consideration of the needs of people with limited mobility in the design of developments.</p>	<p>Variation Acceptable – see main body of report</p>
<p>55.05-2 - To provide each dwelling or residential building with its own sense of identity.</p>	<p>Met</p> <p>A high degree of identity is provided to all townhouses, in particular those fronting Andersons Creek Road.</p> <p>Internally, all dwellings are provided with a covered entry and spacing around the entry point where landscaping is earmarked in all instances and which collectively will assist with the future amenity these spaces.</p>

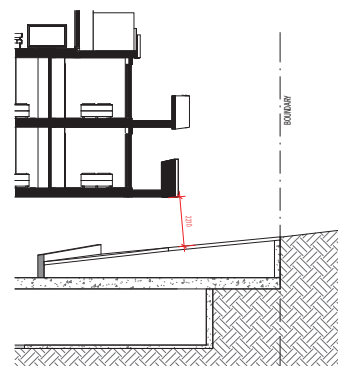
OBJECTIVE	OBJECTIVE MET/NOT MET
<p>55.05-3 - To allow adequate daylight into new habitable room windows.</p>	<p>Met</p> <p>All habitable room windows proposed throughout the 21 dwellings are located to face an outdoor space clear to the sky ensuring direct access to daylight.</p>
<p>55.05-4 - To provide adequate private open space for the reasonable recreation and service needs of residents.</p>	<p>Met</p> <p>All dwellings have at least one balcony with at least an area of 8 sqm, with a minimum 1.6m width and access from a habitable room, usually a living area.</p> <p>Approximately half of the dwellings are also provided with ground level, secluded, private open space at their rear which is a positive outcome and there is some variation in sizes and layout.</p> <p>It is noted that Dwelling 8 has a substantial area set aside for its secluded private open space which also includes the electricity substation. The substation needs to be positioned in a common area rather than within a private yard. A permit condition will require this adjustment.</p>
<p>55.05-5 - To allow solar access into the secluded private open space of new dwellings and residential buildings.</p>	<p>Met</p> <p>All dwellings achieve northerly orientated private open space which is an outstanding outcome.</p>
<p>55.05-6 - To provide adequate storage facilities for each dwelling.</p>	<p>Met</p> <p>All dwellings are to be provided with storage provision of approximately 6 cubic metres within their respective garages or subfloor areas.</p>
<p>55.06-1 - To encourage design detail that respects the existing or preferred neighbourhood character.</p>	<p>Met with condition – see main body of report</p>
<p>55.06-2 - To encourage front fence design that respects the existing or preferred neighbourhood character.</p>	<p>Met</p> <p>The design and height of proposed fencing to Andersons Creek Road is considered to be appropriate subject to it being set aside sight lines for exiting vehicles as has previously been discussed.</p>
<p>55.06-3 - To ensure that communal open space, car</p>	<p>Met with condition</p>

OBJECTIVE	OBJECTIVE MET/NOT MET
<p>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>The common areas, including the accessways and their associated landscaping will be maintained by an Owners' Corporation. There are no apparent difficulties associated with future management of these areas except the maintenance of landscaping along the western boundary would appear to present an access challenge.</p> <p>A permit condition will be applied to require access from the basement to enable maintenance along this boundary. Condition required.</p>
<p>55.06-4 - 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>Met with conditions</p> <p>Rainwater tanks have been shown below the surface of all garages.</p> <p>Letterboxes and clotheslines will need to be provided to all dwellings and appropriately located. Condition required.</p>

Clause 52.06 Car Parking of the Manningham Planning Scheme.

Design Standard	Met/Not Met
1-Accessways	<p>Met with condition - Accessways should demonstrate that they achieve the appropriate sightlines. Condition required.</p>
2 – Car Parking Spaces	<p>Met with condition – Council's Engineering department has considered the layout and size of proposed car parking spaces and aisle widths and raised some concerns which have been detailed in the referral section of this report.</p> <p>In consideration of the access arrangement into the basement it is considered the 4.8 metre wide access is not sufficient to allow for two way movement. In this important location at the basement entry, it is consider imperative to have the basement redesigned to facilitate a minimum 6 metre wide access. With the adjustments being made to the car parking in this general locale, it is considered this can be readily accommodated.</p>
3 - Gradients	<p>Met - Council's Engineers have assessed the trafficability of the proposal and consider it to be compliant with the relevant requirements of the Scheme and the Australian Standard.</p>
5 – Urban Design	<p>Met - The design around car accommodation for both the apartment and townhouse development presents appropriately from an urban design perspective.</p>

6 – Safety	Met with condition The vehicle access provides a safe arrangement to the townhouse development and basement entry, although an automatic door and intercom should be provided to ensure appropriate security and separation between the various residential housing and the restaurant use.
7 – Landscaping	Met - Landscaping of the accessways is considered to have been achieved to a high level.



Section 5
1:100

NOTE: ALL LANDSCAPING TO FOLLOW AS PER LANDSCAPE PLAN





① 3D View 1



② Apartment - Front View

