## NOTICE OF AN APPLICATION FOR AN AMENDMENT TO A PLANNING PERMIT

<table>
<thead>
<tr>
<th>THE LAND AFFECTED BY THE APPLICATION IS LOCATED AT:</th>
<th>119 Beach Road, PARKDALE VIC 3195</th>
</tr>
</thead>
<tbody>
<tr>
<td>THE APPLICATION IS TO AMEND PERMIT NUMBER KP-2015/307 by:</td>
<td>Amendment to permit and plans which allowed seven (7) double storey dwellings with basement parking, to change to four (4) double storey dwellings with at grade parking and create access to a Road Zone Category 1</td>
</tr>
<tr>
<td>THE APPLICANT FOR THE AMENDMENT TO THE PERMIT IS:</td>
<td>Luyang Two Holdings Pty Ltd</td>
</tr>
<tr>
<td>THE APPLICATION REFERENCE NUMBER IS:</td>
<td>KP-2015/307/B</td>
</tr>
</tbody>
</table>

This can be done during office hours and is free of charge

Any person who may be affected by the proposed amendment to the permit may object or make other submissions to the responsible authority.

**An objection must:**
- be made to the Responsible Authority in writing,
- include the reasons for the objection, and
- state how the objector would be affected.

The responsible authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.

| THE RESPONSIBLE AUTHORITY WILL NOT DECIDE ON THE APPLICATION BEFORE: | 10-June-2019 |

If you object, the Responsible Authority will tell you of its decision.

Privacy Notification: The personal information provided in a submission/objection is collected for planning purposes in accordance with the Planning & Environment Act 1987 (the Act). The public may view an objection or submission in accordance with Section 57 of the Act whilst the planning application is current. In accordance with the “Improving Access to Planning Documents” Practice Note dated December, 1999, a copy of your submission will be made available on request. If you fail to provide contact details your objection may not be considered. For information regarding access to Planning documents please contact Council’s Planning Department on 1300 653 356.
### Application to Amend a Planning Permit VIA Section 72.

**THIS FORM CAN BE USED TO AMEND PLANS, CONDITIONS AND/OR THE PREAMBLE ON A PLANNING PERMIT.**

If you need help to complete this form, read [How to Complete the Amend an Application for Planning Permit Form](#).

Please note questions marked with an (*) are mandatory and must be completed.

#### 1. The Land

Address of the land. Complete the Street Address and one of the Formal Land Descriptions

<table>
<thead>
<tr>
<th>Street Address *</th>
<th>Unit No.:</th>
<th>St No.:</th>
<th>St Name:</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td>119</td>
<td>Beach Road</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Suburb:</th>
<th>Parkdale</th>
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<table>
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<tr>
<th>Postcode:</th>
<th>3195</th>
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<table>
<thead>
<tr>
<th>Formal Land Description *</th>
<th>Lot No.:</th>
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<tbody>
<tr>
<td>A</td>
<td>1</td>
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<table>
<thead>
<tr>
<th>On Lodged Plan, Title Plan or Plan of Subdivision No:</th>
<th>Title Plan 255826K</th>
</tr>
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<table>
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<tr>
<th>OR</th>
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<table>
<thead>
<tr>
<th>Crown Allotment No.:</th>
<th>Section No.:</th>
</tr>
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<table>
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<tr>
<th>Parish/Township Name:</th>
<th></th>
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</thead>
</table>

#### 2. Planning Permit Details

Plans/documents for which permit are being amended? *

Planning Permit No.: KP307/2015

#### 3. Development Costs

If the permit allows development, estimate the cost difference between the development allowed by the permit and the development to be allowed by the amended permit. *

<table>
<thead>
<tr>
<th>Cost of Proposed Amended Dev</th>
<th>Cost of Permitted Development</th>
<th>Cost Difference (+ or -)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 2.6million</td>
<td>$ 3.6million</td>
<td>$ -1million</td>
</tr>
</tbody>
</table>
4. The Amended Proposal
You must give full details of the amendment being applied for. Insufficient or unclear information will delay your application.

What is the amendment being applied for? *

- [ ] What the permit allows
- [ ] Plans endorsed under the permit
- [ ] Current conditions of the permit
- [ ] Other documents endorsed under the permit

Indicate the type of changes proposed to the plans/documents.

List details of the proposed changes.

If the space provided is insufficient, attach a separate sheet

Details:
Please refer to the enclosed cover letter.

Provide 2 sets of plans clearly identifying all proposed changes to the endorsed plans plus one A3 set of all plans, together with any information required by the planning scheme, requested by Council or outlined in the Council checklist; and include a description of the likely effect of the proposal.

5. Existing Conditions
Describe how the land is used and developed now? *

Eg. Vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats.

Have the conditions of the land changed since the time for the original permit application? Yes [ ] No [ ]

Please provide details of the existing conditions.

Vacant site

Provide a plan of the existing conditions if the conditions have changed since the time of the original permit application. Photos are helpful.

6. Title Information
Encumbrances on title? *

Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?

- [ ] Yes (if ‘yes’ contact Council for advice on how to proceed before continuing with this application)
- [ ] No
- [ ] Not applicable (no such encumbrance applies)

Provide a full, current copy of the title for each individual parcel of land forming the subject site. (The title includes: the covering ‘register search statement’, the title diagram and the associated title documents, known as ‘instruments’, eg. Restrictive covenants.)
9. Need help with the Application?

Contact Council's planning department to discuss the specific requirements for this application. Insufficient or unclear information may delay your application.

If you need help to complete this form, please read How to Complete the Amend an Application for Planning Permit Form.


Has there been a pre-application meeting with a council planning officer?

- [ ] No
- [ ] Yes

If 'yes', with whom?:

Date: __________ dd/mm/yyyy

10. Information checklist

- [ ] Filled in the form completely?
- [ ] Paid or included the application fee? (Contact council to determine the appropriate fee).
- [ ] Attached all necessary supporting information and documents?
- [ ] Signed the declaration (section 7)?

11. Lodgement

Lodge the completed and signed form and all documents with:

Council Name: City Of Kingston
Council Address: 1230 Nepean Highway, Cheltenham
Council Address: PO Box 1000, Mentone, Victoria, 3194

For help or more information

Telephone: 9581 4131
Fax: 03 9581 4500
Email: info@kingston.vic.gov.au

Privacy Notice

Your application and the personal information on this form is collected by the City of Kingston for the purpose of the Planning and Environment Act 1987 (PE Act). If you do not provide your name and address, the City of Kingston will not be able to consider your application. Your application will be available at the City of Kingston office for any person to inspect and copies may be made available on request to any person for the relevant period set out in the PE Act. You must not submit any personal information or copyright material of third parties without their informed consent. By submitting the material, you agree that the use of the material as detailed above does not breach any third party’s right to privacy and copyright. Personal Information includes:

- The name, address or contact details of any third party
- Photographs of a third party or their property
- A third party’s opinion about the planning application or related issue

If you have any concerns or wish to request access to your personal information please contact Council’s Planning Department on 9581 4131.
LAND DESCRIPTION

Lot 1 on Title Plan 255826K.
PARENT TITLE Volume 03748 Folio 536
Created by instrument D641324 19/02/1970

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
LUYANG TWO HOLDINGS PTY LTD of 8 ECHUNGA CLOSE FOREST HILL VIC 3131
AL445956H 24/10/2014

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AQ253229S 15/09/2017
NATIONAL AUSTRALIA BANK LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP255826K FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

------------------------END OF REGISTER SEARCH STATEMENT------------------------

Additional information: (not part of the Register Search Statement)
Street Address: 119-120 BEACH ROAD PARKDALE VIC 3195

ADMINISTRATIVE NOTICES

NIL

eCT Control 16089P NATIONAL AUSTRALIA BANK LIMITED
Effective from 15/09/2017

DOCUMENT END
The document following this cover sheet is an imaged document supplied by LANDATA®, Land Use Victoria.

<table>
<thead>
<tr>
<th>Document Type</th>
<th>Plan</th>
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<tbody>
<tr>
<td>Document Identification</td>
<td>TP255826K</td>
</tr>
<tr>
<td>Number of Pages</td>
<td>1</td>
</tr>
<tr>
<td>(excluding this cover sheet)</td>
<td></td>
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<tr>
<td>Document Assembled</td>
<td>06/12/2018 16:03</td>
</tr>
</tbody>
</table>

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The document is invalid if this cover sheet is removed or altered.
LOCATION OF LAND
Parish: MORDIALLOC
Township: 
Section: 
Crown Allotment: 
Crown Portion: 

Last Plan Reference: LP4843
Derived From: VOL 4132 FOL 258
Depth Limitation: NIL

Notations
ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

DESCRIPTION OF LAND / EASEMENT INFORMATION

A piece of land delineated and coloured red on the map in the margin being part of Lot 45 on Plan of Subdivision No. 4843 Parish of Mordialloc County of Bourke Together with a right of carriageway over the roads coloured brown on the said Plan of Subdivision

TABLE OF PARCEL IDENTIFIERS

WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962

PARCEL 1 = LOT 45 (PT) ON 4843

LENGTHS ARE IN FEET & INCHES
Metres = 0.3048 x Feet
Metres = 0.201168 x Links

Sheet 1 of 1 sheets
PLANNING PERMIT

Permit Number: KP-307/2015

Planning Scheme: KINGSTON

Responsible Authority: KINGSTON CITY COUNCIL

ADDRESS OF THE LAND:

119-120 Beach Road, PARKDALE

THE PERMIT ALLOWS:

Develop the land for the construction of seven (7) dwellings within a two (2) storey building and basement car parking

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

1. Before the development starts amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the plans prepared by K2LD Architects, Drawings TP12 to TP17 revisions F to O dated April 2015, and Mud-Office Design Drawings 1 to 5 dated 10 April 2016, submitted to Council on 4 August 2016, but modified to show:

   a) the provision of a landscape plan in accordance with the submitted development plan and the City of Kingston Landscape Plan Checklist, with such plans to be prepared by a suitably qualified landscape professional and incorporating:

      i. an associated planting schedule showing the proposed location, species type, mature height and width, pot sizes and number of species to be planted on the site. The schedule must be shown on the plan;

      ii. the delineation of all garden beds, paving, grassed areas, retaining walls, fences and other landscape works including areas of cut and fill throughout the development;

      iii. all existing trees on the site and within three (3) metres to the boundary of the site on adjoining properties, accurately illustrated to represent actual canopy width and labelled with botanical name, height and whether the tree is proposed to be retained or removed;

      iv. a range of plant types from ground covers to large shrubs and trees provided at adequate planting densities (e.g: plants with a mature width of 1 metre, planted at 1 metre intervals);

Date Issued: 3 February 2016

Signature for the Responsible Authority……………………………..
v. the provision of one (1) suitable medium sized (at maturity) coastal indigenous canopy tree within the front setback of each dwelling facing Antibes Street and three (3) suitable medium sized (at maturity) coastal indigenous canopy tree within the front setback of each dwelling facing Beach Road, with species chosen to be approved by the Responsible Authority;

vi. the provision of one (1) small (at maturity) coastal indigenous tree within the private open space area of each dwelling, with species chosen to be approved by the Responsible Authority;

vii. all trees provided at a minimum of two (2) metres in height at time of planting and medium to large shrubs to be provided at a minimum pot size of 200mm; and

viii. the provision of notes on the landscape plan regarding site preparation, including the removal of all weeds, proposed mulch, soil types and thickness, subsoil preparation and any specific maintenance requirements.

b) Dwelling 1 setback 5 metres from Beach Road;

c) first floor party wall widened to 1.5 metres between the balconies of Dwellings 1 and 2 facing Beach Road;

d) Dwelling 2’s balcony to wrap around to the Antibes Street frontage;

e) sections of unpainted timber cladding applied to at least five (5) of the first floor walls and sofits surrounding each street facing balcony space;

f) deletion of Dwelling 7’s roof terrace and associated external roof top structures;

g) increase Dwelling 7’s eastern setback by 1.4 metres and retain the front wall alignment;

h) replace Dwelling 7’s balcony facing Antibes Street with a 300mm deep ‘juliet’ style non-trafficable balcony;

i) full-height louvered screen to the first floor north-eastern side of Dwelling 7’s ‘juliet’ balcony and to extend along the northern wall for articulation;

j) first floor highlight windows to the northern wall of Dwelling 7 extended in length to contribute articulation and designed in accordance with Standard B22 of Clause 55;

k) living room to Dwelling 7 located at ground level with direct access to the secluded private open space;

Date Issued: 3 February 2016

Signature for the
Responsible Authority……………………
l) rear extension to the ground floor of Dwelling 7 by a depth of 1.58 metres to the north-west and retain the rear wall alignment and side setback;

m) Dwellings 7’s entry to be easily identifiable from Antibes Street with a covered entry or similar, with any northern on-boundary construction to have a maximum length of 3.8 metres and height of 3.2 metres above natural ground level;

n) ground level covered pedestrian entrance to Dwelling 7 adjacent to Antibes Street replaced with an open pergola or similar;

o) brush or permeable fencing along the northern side boundary with 3 Antibes Street to a maximum height of 2.4 metres, sloping to 1.7 metres at Antibes Street;

p) privacy screening of the first floor west-facing kitchen window to Dwelling 1 designed in accordance with Standard B22 of Clause 55 of the Kingston Planning Scheme to limit overlooking of the front setback of 118 Beach Road;

q) existing crossover to Beach Road reinstated;

r) proposed vehicle crossing constructed at a 90 degree alignment with the kerb on Antibes Street and widened accordingly;

s) circulation area in basement widened adjacent to the corridor to Dwelling 7’s entry to achieve safe pedestrian access;

t) western ramp wall lowered near the base to form a balustrade to allow views from vehicles to the corridor to Dwelling 7’s entry;

u) traffic management device to control access to the ramp (e.g. stop/go signals, boom gate, convex traffic mirror, etc.);

v) longitudinal section of the basement ramp showing gradients, levels, distances, with headroom clearances complying with AS2890.1:2004 and a flood proof apex along the full length of the Antibes Street frontage;

w) the guttering pertaining to any walls on boundary nominated as being contained wholly within the title property boundary of the subject land;

x) visitor spaces line marked and signed to clearly identify its purpose for visitor parking;

y) mailbox locations shown;

z) the surface material of the ramp nominated in all-weather coloured concrete sealcoat, or similar; and

aa) the provision of a full colour palette, finishes and building materials schedule for all external elevations and driveways of the development.
Endorsed Plans

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

Street Trees

3. Prior to the commencement of any works on the site including demolition, a tree protection barrier must be installed at three (3) metres from the base of the *Banksia integrifolia* (Coast Banksia) street trees located on the Antibes Street nature strip.

Ongoing involvement of the architect

4. As part of the ongoing consultant team, K2LD Architects or an architectural firm to the satisfaction of the Responsible Authority must be retained to complete the design and provide architectural oversight of the delivery of the detailed design as shown in the endorsed plans during the construction unless with the prior written approval of the Responsible Authority.

Drainage and Water Sensitive Urban Design

5. A flood proof apex (ie ridge level) protecting the property from any overland flows must be provided. This apex is to be a minimum of 260mm above the existing invert of kerb and channel and must be along the full Antibes Street road frontage of the site. This apex is to continue through any driveways or pathways that may cross it. The apex is to be a permanent structure (eg. rise in concrete driveway/pathway, sleeper retaining wall, solid brick fence/wall). Low mounded soil on its own is unlikely to be acceptable due to the likelihood of future disturbance.

6. The development of the site must be provided with stormwater works which incorporates the use of water sensitive urban design principles to improve stormwater runoff quality and which also retains on site any runoff above the permissible site discharge. The system must be maintained to the satisfaction of the Responsible Authority. Council's Development Engineer can advise on satisfactory options to achieve these desired outcomes which may include the use of an infiltration or bioretention system, rainwater tanks connected for reuse and a detention system.

7. Before the development commences, a Stormwater Management Plan showing the stormwater works to the nominated point of discharge must be prepared to the satisfaction of the Responsible Authority. The Stormwater Management Plan must be prepared by a qualified person and show all details of the proposed stormwater works including all existing and proposed features that may have impact (e.g. trees to be retained, crossings, services, fences, abutting buildings, existing boundary surface levels, etc.). The Stormwater Management System must be prepared as per Council’s “Civil Design Requirements for Developers – Part A: Integrated Stormwater Management”.

Date Issued: 3 February 2016

Signature for the Responsible Authority

Planning and Environment Regulations 2015 S.R. No. 33/2015 - Form 4 - Sections 63, 64, 64A and 86 Page 4 of 8
8. A STORM report demonstrating water sensitive urban design treatments and achieving Victorian best practice objectives with 100% rating must be provided as part of the Stormwater Management Plan to the satisfaction of the Responsible Authority.

9. The overall stormwater outflow of the development to Council drainage system must be limited to 10 L/s.

10. Stormwater works must be provided on the site so as to prevent overflows onto adjacent properties.

11. A groundwater assessment report (GAR) must be prepared by a qualified hydrogeologist to assess any possible impacts the proposed development has on the ground water table, surrounding land and buildings to the satisfaction of the Responsible Authority.

   a. Should the findings of the submitted GAR demonstrate that the site is likely to experience issues associated with ground water management, a ground water management plan (GMP) must be submitted to and approved by the responsible authority.

12. The basement structure must be designed and constructed to the satisfaction of the responsible authority and must address the following:

   a. The basement design must address the findings of the GAR and GMP required under condition 11, and

   b. The basement must be a fully-tanked dry basement with no agricultural (AG) drain collection or disposal to the stormwater system and with an allowance made for hydrostatic pressures in accordance with Council’s ‘Basements and Deep Building Construction Policy, 2014’ and ‘Basements and Deep Building Construction Guidelines, 2014’, or

   c. In the event it is demonstrated that a fully-tanked dry basement cannot be achieved or if a wet basement is proposed, ground water including an AG drain must not be discharged into the stormwater system. Any subsurface water (groundwater) must be disposed of on-site or via an agreement with the local sewer authority.

13. In any case where the basement design and construction, required by condition 12 of this permit, does not accord with the plan(s) approved under this permit the endorsed plan(s) must be amended to the satisfaction and with the written consent of the Responsible Authority.

Road and Drains Engineering

14. Property boundary and footpath levels must not be altered without the prior written consent from the Responsible Authority.
15. The replacement of all footpaths, including offsets, must be constructed to the satisfaction of the Responsible Authority.

16. Any reinstatements and vehicle crossings must be constructed to the satisfaction of the Responsible Authority.

17. Any redundant vehicle crossings must be removed (including redundant portions of vehicle crossings) to the satisfaction of the Responsible Authority.

18. All front and side fences must be contained wholly within the title property boundaries of the subject land.

General amenity conditions

19. All works on or facing the boundaries of adjoining properties must be finished and surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.

20. All piping and ducting above the ground floor storey of the development (other than rainwater guttering and downpipes) must be concealed to the satisfaction of the Responsible Authority.

21. All externally-located heating and cooling units, exhaust fans and the like must not be located adjacent to bedroom windows on adjoining properties and must be concealed from the street, unless with the further written consent of the Responsible Authority.

Completion of Works

22. Prior to the occupation of each dwelling, all common property works, any crossovers and accessways, all works associated with that particular dwelling, and any works related to the provision of drainage, sewer, power and water supply are completed for each dwelling, to the satisfaction of the Responsible Authority.

23. Prior to the occupation of each dwelling, all landscaping works shown on endorsed plans for that dwelling must be completed, along with all common property landscaping works, to the satisfaction of the Responsible Authority. The landscaping must then be maintained to the satisfaction of the Responsible Authority.

24. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

Time Limits

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

- The development is not started within two (2) years from the date of permit issue.
- The development is not completed within four (4) years from the date of permit issue.
In accordance with section 69 of The Act, the responsible authority may extend the periods referred to if a request is made in writing:

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

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

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

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

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

Note: The fee for removal of the street tree(s) from the nature strip is $637.45 including GST, payable to Kingston City Council’s Customer Service Department - refer to cashier code “STRE”. Customer Service will confirm payment to the Parks Department. The removal of the tree requires a minimum of 2 weeks notice from the Developer/Owner.

Note: Council does not accept any Subsurface/groundwater (including AG drain) into the stormwater system. Sub-surface water (groundwater) is the responsibility of the property owner to dispose of on site or reach an agreement with the local sewer authority.

Note: The allocation of street numbering and addressing of properties is vested in Council. Any reference to addressing or dwelling/unit/apartment and street numbers or street names on any endorsed plan is indicative only. The onus is on the Permit Applicant/Land Owner to contact Council’s Property Data Department to determine the official dwelling/unit/apartment street numbers, street name details and the like for the approved development.
If the Permit Applicant/Land Owner adopts the street numbering or addressing from the endorsed plans, or where advertising or sales transact (off the plan) prior to Council’s official allocation of the street numbering and addressing, it will be viewed to be non-compliant with the guideline and standard applied (Australian/New Zealand Standard for Rural & Urban Addressing / AS/NZS 4819:2011).

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

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

<table>
<thead>
<tr>
<th>Amendment</th>
<th>Date of Amendment</th>
<th>Description of Amendment</th>
<th>Name of responsible authority that approved the amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>4 April 2018</td>
<td>• Modification to Condition 1m) for changes to Dwelling 7’s entry</td>
<td>City of Kingston</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Modification to Condition 1o) for increase to northern boundary fencing</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Minor changes to building envelope, layout, screening, balconies, landscaping,</td>
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<td>finished floor levels, basement design, front fencing, boundary fencing</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>• Deletion of rooftop terraces</td>
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</tr>
</tbody>
</table>
Mr Hugh Charlton  
Senior Statutory Planner  
City of Kingston

Emailed: info@kingston.vic.gov.au

Date: 10 May 2019

Re: Response to Request for Further Information  
Planning Permit Application KP-2015/307/B  
119 Beach Road, Parkdale

Dear Mr Charlton,

We continue to act on behalf of Luyang Two Holdings Pty Ltd, the applicant in relation to the above matter.

We refer to your request, made pursuant to Section 54 of the Planning and Environment Act (1987) and dated 2 January 2019, which requested Further Information in respect of our client’s request to amend the planning permit and endorsed plans.

Following our Client’s review of the Further Information request and the ventilation of ‘preliminary issues’ by Council, the proposed development’s design concept has been reviewed and refined. Accordingly, our client seeks to amend the application before notice pursuant to Section 50 of the Planning and Environment Act (1987) as part of the Request for Further Information response.

We are pleased to enclose the following information for Council’s review and to progress the current amendment request:

- A duly completed ‘Application to Amend a Planning Application’;
- An electronic copy of the revised Architectural Plans prepared by K2LD Architects;
- An electronic copy of the updated Landscape Plans prepared by MUD Office;
- An electronic copy of an updated Traffic Report prepared by SALT;
- An electronic copy of an updated SMP prepared by Ark Resources;
- An electronic copy of the legal advice by Norton Rose Fulbright; and
- A revised Planning Report prepared by SJB Planning.

In summary, the plans have been revised to incorporate the following modifications:

- Relocation of the proposed vehicular access to Townhouse 1 from Antibes Street to Beach Road, which will partially utilise the existing crossover;
- Amalgamation of the proposed vehicular crossovers to Townhouse 2 and 3;
- Re-introduction of balconies along the eastern (Antibes Street) interface;
- Refinements to the building expression, including applied materials/finishes; and
- Consequential amendments to townhouse floor layouts as a result of the modifications listed above.
Further Information Items

The plans respond to Council’s request for further information as follows:

<table>
<thead>
<tr>
<th>Required Information</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Provision of a current site and neighbourhood plan, drawn accordingly to Clause 55.01-2.</td>
<td>Please refer to TP03 and TP04.</td>
</tr>
<tr>
<td>2. Provision of a design response plan, drawn accordingly to Clause 55.01-2.</td>
<td>Please refer to TP07 and TP08.</td>
</tr>
<tr>
<td>3. Revised elevations or a section that dimensions the floor to ceiling heights.</td>
<td>Please refer to TP11.</td>
</tr>
<tr>
<td>4. Revised planning assessment that considers:</td>
<td></td>
</tr>
<tr>
<td>a) Zones and overlays (as this proposal will be publicly advertised)</td>
<td></td>
</tr>
<tr>
<td>b) Detailed assessment against local policy including Clause 22.11, Clause 22.20</td>
<td></td>
</tr>
<tr>
<td>c) All relevant portions of Clause 55.</td>
<td></td>
</tr>
<tr>
<td>5. Copy of the aforementioned legal advice by Norton Rose Fulbright.</td>
<td>Please refer to the enclosed legal advice by Norton Rose Fulbright.</td>
</tr>
<tr>
<td>6. Copy of all plans and elevations intended for amendment in .pdf format. Note we no longer require hardcopies.</td>
<td>Noted – electronic copies have been provided.</td>
</tr>
</tbody>
</table>

Council’s Preliminary Concerns

In addition to providing the further information requested, we have also considered Council’s concerns and as a result have provided the following response.

<table>
<thead>
<tr>
<th>Council’s Preliminary Issues</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building appears industrial in character with a shed-like envelope and reliant on roof cladding, considered out of character in a residential coastal setting.</td>
<td>The building expression has been refined and the palette of materials expanded to include face brickwork at ground floor level to create a darker ‘plinth’ on which the lighter first floor will sit. At first floor level, timber wall cladding and balustrading has been introduced to break up the mass of the metal-clad wall sections. In turn, the metal cladding is a dual palette of white (in place of the previously approved corrugated white polycarbonate cladding) and black, along with black powdercoated aluminium window frames to provide contrast.</td>
</tr>
</tbody>
</table>
While the building’s appearance is relatively unadorned, it is well detailed and each dwelling wholly readable within the composition.

Striking, contemporary architecture such as what is proposed is readily found along Beach Road stretching from Port Melbourne to Mordialloc, contributing to the layering of architectural styles and built form composition along this coastal road.

It is noted also that many of the modern buildings being constructed within foreshore settings within Port Phillip Bay reserves are also adopting simple and refined architectural responses (such as the Mordialloc Lifesaving Club building).

<table>
<thead>
<tr>
<th>Dominance of car parking and garaging to Antibes Street.</th>
<th>The amended proposal has reduced proposed vehicle crossings from four (4) to three (3) along Antibes Street, which is achieved by the relocation of the vehicular access and garages of Townhouse 1 from Antibes Street to Beach Road.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The use of black brickwork and black roller doors at ground level will ensure a high level of visual cohesion and will allow landscaping in the front garden setbacks to take visual prominence.</td>
</tr>
<tr>
<td></td>
<td>The relocation of the crossover has been discussed at length with VicRoads and its officers have provided email advice confirming the acceptability of the layout and design of the new crossing, taking account of safety and functionality concerns. Please refer to the enclosed updated Traffic Report for further information.</td>
</tr>
<tr>
<td></td>
<td>The proposed garage presentation to Beach Road is architecturally detailed to maintain visual interest and articulation to the street and is well inset behind existing fencing and landscaping.</td>
</tr>
<tr>
<td></td>
<td>Importantly, the orientation of Townhouses 1 and 2 to Beach Road ensures that the proposal continues to present active and engaging frontages to both Beach Road and Antibes Street.</td>
</tr>
<tr>
<td>Integration with Antibes Street, loss of first floor balconies, extensive garaging at ground floor, high front fencing.</td>
<td>The design review process undertaken to respond to the RFI has substantially improved the development’s integration with Antibes Street by:</td>
</tr>
<tr>
<td></td>
<td>- Enhancing the streetscape presentation of the dwellings that front Antibes Street;</td>
</tr>
<tr>
<td></td>
<td>- Reducing garaging from four (4) to three (3) single garages and reducing vehicle</td>
</tr>
</tbody>
</table>
Cross overs from four (4) individual crossovers to two (2), comprising a single and double crossover;
- Improving the permeability of fencing along the street by the use of timber batters;
- Re-introducing balconies at first floor level, overlooking Antibes Street, for Townhouses 3 and 4; and
- Providing additional variation to the materials and finishes palette over both building levels to break up the mass of the built form.

<table>
<thead>
<tr>
<th>Visual impact and architectural form including:</th>
<th>In line with the development pattern found along Beach Road, Townhouses 1 and 2 front Beach Road and are each provided with spacious balconies overlooking the bay, with a step across the façade to delineate the location of each dwelling. The western elevation is articulated by the provision of windows and balconies along its length.</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Finer grain rhythm of previous presentation lost, replaced with bulky elevations that present wide massing that exhibit excessive visual bulk to all sides.</td>
<td>Townhouse 2’s side elevation addresses Antibes Street and is entirely consistent with the presentation of 121 Beach Road to the east of the subject site. This elevation is broken up by its angled first floor plan and roof form and the provision of a corner balcony and windows along the eastern elevation. The front entry to Townhouse 2 is provided along Antibes Street.</td>
</tr>
<tr>
<td>- Bland interfaces, long extents of blank and generally unarticulated walls.</td>
<td>Townhouses 3 and 4 front Antibes Street and by the use of stepping across the façade and a combination of materials and finishes, returns the finer grain rhythm of the endorsed scheme. The external cladding materials (timber and metal) are vertically orientated to assist breaking up the width of the eastern elevation.</td>
</tr>
<tr>
<td>- Loss of key element such as balconies, varying roof pitches.</td>
<td>The northern wall of Townhouse 4, facing No. Antibes Street reflects the previously approved design response, with the view to managing the amenity of the adjoining property.</td>
</tr>
</tbody>
</table>

It is submitted that the amended proposal results in an improved design outcome and that the presentation of each elevation is appropriate having regard to its interface.

<table>
<thead>
<tr>
<th>Lack of detailed design and innovation, with loss of key elements which were considered critical to the previous approval, such as the depth to the elevations, highly articulated walls, innovative polycarbonate material, generous application of quality materials, innovative window design.</th>
<th>The amended proposal is considered to represent a cohesive and well-considered design response for a multi-unit development along Beach Road.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The subdued and robust material palette both responds to the natural qualities and colours of...</td>
<td>The subdued and robust material palette both responds to the natural qualities and colours of...</td>
</tr>
</tbody>
</table>
the coastal environs but also to the variety of architectural styles represented by dwellings and foreshore reserve buildings in the wider area.

The use of textured materials, varied colours and the combination of masonry and metallic and timber elements will contribute to the design’s longevity in the Beach Road context.

It is submitted that the amended design scheme returns the detailed design and innovation as found in the previously endorsed scheme.

Deletion of conditions:

- 1e) & 1j) are not supported on the basis it further removes detailed design elements that were critical to the original proposal receiving support.

- 1o) & 1p) are not supported without the consent of the adjoining land owners as this reflects previous agreements/commitments to those parties.

- City of Kingston does not support deletion of any conditions only because they have been met. The conditions are to remain as they reflect the decision making process.

Condition 1e), 1j), and 1p) are proposed to be amended (instead of deleted) to reflect the proposed amendments, as follows:

1e) All first floor street facing balconies to have sections of unpainted timber cladding applied to at least five (5) of the first floor the surrounding walls and soffits surrounding each street facing balcony space.

1j) First floor highlight windows to the northern wall of Dwelling 24, extended in length to contribute articulation and designed in accordance with Standard B22 of Clause 55; First floor west-facing kitchen habitable room windows, to Dwelling 1 designed in accordance with Standard B22 of Clause 55 of the Kingston Planning Scheme to limit overlooking of the front setback of 118 Beach Road.

Condition 1o) is proposed to be retained.

The amended plans satisfy the intent behind the current conditions and the proposed amendments are to bring the conditions in line with the reduction in the number of dwellings from 7 to 4 and the consequential reconfiguration of plans.

Our client will be circulating the amended plans to the northern adjoining property owner for review and discussion.

Please refer to Section 3.1 of the Planning Submission for further details of the proposed amendments to permit conditions.

High front fencing to Antibes Street appears out of character.

Front fencing along Antibes Street has been amended to comprise 1.5 metres high aluminium battens with a minimum visual transparency of 50%.
In order to receive support, substantial changes would be required to each elevation that bring back the quality, detailing and innovation of the previous approval or to a comparable result. For example, but not limited to:

- Some garaging should be distributed to front Beach Road,
- Balconies should be inserted to Antibes Street,
- All walls articulated with dwellings on different planes,
- Roof profiles reconsidered,
- Materiality and detailing substantially enhanced.

As outlined above, it is submitted that the quality, detailing and innovation of the approved scheme is provided by the amended scheme by:

- Relocating Townhouse 1 garaging to Beach Road;
- Providing balconies to Townhouse 2 and 4 along Antibes Street;
- Articulation of walls along the eastern, western and southern elevations, with the northern elevation’s design maintained as a simple presentation interfacing to No.3 Antibes Street;
- Roof profiles are designed to reflect the overall contemporary architectural presentation of the building, with roof top terraces and roof cutouts provided for Townhouses 1 and 2 to limit its mass in presentation to Beach Road. A skillion form is provided to Townhouse 4 to raise and separate it from Townhouse 3’s roof form.
- The materiality and detailing of the proposal has been substantially enhanced by careful consideration of both composition but also with regard to detailed finishing to enhance the ‘crisp’ appearance of the development.

We trust that the enclosed information in response to Council’s further information request is sufficient for Council to prepare the application for public notification and we look forward to your instructions in this regard.

Should you have any further queries or require any clarification in relation to the above please do not hesitate to contact me via email or on 8648 3500.

Yours sincerely

Anna Thang
Senior Planner
athan@sjbplanning.com.au
SJB Planning

Town Planning Report
Application to Amend Planning Permit KP-2015/307

119 Beach Road, Parkdale

May 2019
## RELEVANT BACKGROUND AND HISTORY

### WHAT AMENDMENTS ARE PROPOSED?

- Proposed Amendments to the Architectural Plans
- Proposed Amendments to the Planning Permit

### THE SUBJECT SITE AND SURROUNDING CONTEXT

- The Subject Site
- Neighbouring Properties
- Surrounding Area

### RELEVANT PLANNING CONTROLS

- Zoning
- Overlays
- Aboriginal Heritage Cultural Sensitivity
- Particular and General Provisions
- Planning Policies & Decision Guidelines

### ASSESSMENT OF THE PROPOSED AMENDMENTS

- Planning Policy Framework Considerations
- Planning Control and Overlay
- On-Site Amenity Considerations
- Off-Site Amenity Considerations
- Car Parking and Traffic
- Landscape
- Environmentally Sustainable Development (ESD) and Water Sensitive Urban Design (WSUD)

### CONCLUSION

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- Figure 1: Aerial Photograph of the Subject Site (Source: Nearmap)
- Figure 2: Photo showing properties to the west of the subject site, including No.118 Beach Road
Figure 3: Photo showing No.3 Antibes Street
Figure 4: The site’s locational context (Source: Melways)
Figure 5: Photograph of properties in the surrounding area (Antibes Street)
Figure 6: Photograph of properties in the surrounding area (Antibes Street)
Figure 7: Photograph of properties in the surrounding area (Beach Road)
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Figure 9: DDO1 Map
Figure 10: Areas of Aboriginal Cultural Heritage Sensitivity Map
1.0 RELEVANT BACKGROUND AND HISTORY

This submission has been prepared on behalf of Luyang Two Holdings Pty Ltd, the owner and permit holder for the land at 119 Beach Road, Parkdale.

Planning Permit KP-307/2015 was issued on 3 February 2016 to “develop the land for the construction of seven (7) dwellings within a two (2) storey building and basement car parking”. Our client now seeks approval to amend the Planning Permit and endorsed plans, to facilitate a reduction in scale of the development from seven (7) to four (4) dwellings.

The approved development is no longer viable as a result of rising construction costs and a shifting residential market, and accordingly, the proposed amendments will maintain the project’s financial viability while also ensuring that it offers a high-quality housing product to the Parkdale residential market.

Our client now seeks to amend the Planning Permit and associated plans/reports under Section 72 of the Planning and Environment Act (1987) to reduce the number of dwellings from seven (7) to four (4) and to delete the basement car park. The approved built form envelope and design intent is maintained, where possible and other amendments are mindful of the site’s neighbours and its context.

The amendment application should be read in conjunction with the following material:

- Legal advice from Norton Rose Fulbright;
- Amended architectural plans prepared by K2LD Architects (dated 1 May 2019);
- Amended landscape plans prepared by MUD;
- Revised traffic report prepared by SALT;
- Revised Sustainable Management Plan prepared by Ark Resources;

It is submitted that the proposed amendments can be considered under a Section 72 amendment application, instead of a new application, for the following reasons:

- The amended proposal does not amount to a transformation of the proposal allowed by the permit. The amended proposal continues to be residential in nature; comprises fewer dwellings than originally approved and reduces the overall extent of construction by the deletion of the building basement.
- The amended proposal is consistent with the mandatory height and garden area requirements of the current Kingston Planning Scheme.
- Any variations to building heights, setbacks and dwelling configuration are subject to assessment under the relevant planning controls.

Please refer to the enclosed letter of advice prepared by Norton Rose Fulbright. This letter sets out a brief summary of the proposed amendments and confirms that the extent of changes proposed would not constitute a “transformation” of the project, for the reasons set out below:

SJB Planning
There is no change to the proposed use;

The development retains significant elements of the previous proposal (two-storey, attached residential development) and merely alters the scale of what had previously been allowed;

Height, massing, parking and traffic issues are reduced;

It does not raise any new planning issues that have not been assessed under the original application plans; and

The change in scale proposed can be regulated with substantially similar permit conditions.
2.0 WHAT AMENDMENTS ARE PROPOSED?

2.1 Proposed Amendments to the Architectural Plans

The proposed amendments to the approved development can be summarised as follows:

- Reduction to the number of dwellings from 7 dwellings (2 x three bedroom and 5 x two bedroom) to 4 dwellings (4 x three or four bedroom) generally within the approved built form envelope and consequential reconfiguration of the dwellings;
- Deletion of basement car parking, with all car spaces will be provided at-grade with convenient access to the dwellings;
- Overall reduction of ground level building finished floor level, arising from the deletion of the building basement;
- Reduction to the number of car parking spaces from 11 (9 x residential and 2 x visitor) to 8 (8 x residential) spaces to reflect the reduction in dwellings;
- Incorporation of two new crossovers from Antibes Street and one new crossover from Beach Road to provide access to each dwelling (consequence of the deletion of the shared basement);
- Provision of roof terraces to Dwellings 1 and 2;
- Reconfiguration of dwelling layout so that only Townhouses 1 and 2 have a reverse-living arrangement;
- Redesign of the roof profile to accommodate the roof terraces and reduction in number of dwellings; and
- Amendments to the materials palette including replacement of the polycarbonate cladding with metal profile cladding and rendered blockwork with face brickwork.

In addition to the summary of changes provided above, we provide the following information in relation to the amendments contemplated by this application:

<table>
<thead>
<tr>
<th></th>
<th>Approved Plans</th>
<th>Proposed Amended Plans</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Coverage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Footprint</td>
<td>70%</td>
<td>47.7%</td>
<td>-22.3%</td>
</tr>
<tr>
<td>Permeable Area</td>
<td>30%</td>
<td>36.7%</td>
<td>+6.7%</td>
</tr>
<tr>
<td>Garden Area</td>
<td>35.7%</td>
<td>38.1%</td>
<td>+2.4%</td>
</tr>
<tr>
<td>Dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two-Bedroom Dwelling</td>
<td>5</td>
<td>0</td>
<td>-5</td>
</tr>
<tr>
<td>Three-Bedroom Dwelling</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Four-Bedroom Dwelling</td>
<td>0</td>
<td>2</td>
<td>+2</td>
</tr>
<tr>
<td>Total Number of Dwellings</td>
<td>7</td>
<td>4</td>
<td>-3</td>
</tr>
</tbody>
</table>
2.2 Proposed Amendments to the Planning Permit

The following amendments are proposed to the Permit’s conditions, which are largely consequential to the proposed design changes and do not seek to change the intent and/or requirement of the conditions, where the conditions still remain relevant to the development:

<table>
<thead>
<tr>
<th>Proposed Modification</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preamble</td>
<td>Amend Develop the land for the construction of seven (7) four (4) dwellings within a two (2) storey building, and basement car parking create access to a Road Zone Category 1</td>
</tr>
<tr>
<td></td>
<td>This amendment is required to reflect the amended proposal.</td>
</tr>
</tbody>
</table>

1(a) Retain The provision of a landscape plan in accordance with the submitted development plan and the City of Kingston Landscape Plan Checklist, with such plans to be prepared by a suitably qualified landscape professional and incorporating:

i. An associated planting schedule showing the proposed location, species type, mature height and width, pot sizes and number of species to be planted on the site. The schedule must be shown on the plan;
ii. The delineation of all garden beds, paving, grassed areas, retaining walls, fences and other landscape works including areas of cut and fill throughout the development;
iii. All existing trees on the site and within three (3) metres to the boundary of the site on adjoining properties, accurately illustrated to represent actual canopy width and labelled with botanical name, height and whether the tree is proposed to be retained or removed;

Please refer to the amended Landscape Plan prepared by MUD Office. The conditions have been met.
iv. A range of plant types from ground covers to large shrubs and trees provided at adequate planting densities (e.g. plants with a mature width of 1 metre, planted at 1 metre intervals);

v. The provision of one (1) suitable medium sized (at maturity) coastal indigenous canopy tree within the front setback of each dwelling facing Antibes Street and three (3) suitable medium sized (at maturity) coastal indigenous canopy tree within the front setback of each dwelling facing Beach Road, with species chosen to be approved by the Responsible Authority.

vi. The provision of one (1) small (at maturity) coastal indigenous tree within the private open space area of each dwelling, with species chosen to be approved by the Responsible Authority;

vii. All trees provided at a minimum of two (2) metres in height at time of planting and medium to large shrubs to be provided at a minimum pot size of 200mm; and

viii. The provision of notes on the landscape plan regarding site preparation, including the removal of all weeds, proposed mulch, soil types and thickness, subsoil preparation and any specific maintenance requirements.

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1(b)</td>
<td>Amend</td>
<td>Dwelling 1 setback a minimum of 5 metres from Beach Road</td>
</tr>
<tr>
<td>1(c)</td>
<td>Retain</td>
<td>First floor party wall widened to 1.5 metres between the balconies of Dwellings 1 and 2 facing Beach Road</td>
</tr>
<tr>
<td>1(d)</td>
<td>Retain</td>
<td>Dwelling 2’s balcony to wrap around to the Antibes Street frontage</td>
</tr>
<tr>
<td>Condition</td>
<td>Action</td>
<td>Details</td>
</tr>
<tr>
<td>-----------</td>
<td>--------</td>
<td>---------</td>
</tr>
<tr>
<td>1(e)</td>
<td>Amend</td>
<td>All first floor street facing balconies to have sections of unpainted timber cladding applied to at least five (5) of the first floor surrounding walls and soffits - surrounding each street facing balcony space. This condition is proposed to be amended to reflect the reduction in dwelling numbers. All balcony spaces have walls or soffits with applied timber cladding.</td>
</tr>
<tr>
<td>1(f)</td>
<td>Amend</td>
<td>Deletion of Dwelling 7’s roof terrace and associated external roof top structures. Dwelling 7 has now been replaced with Dwelling 4. The amendment application does not propose a roof terrace or any roof structures above Dwelling 4.</td>
</tr>
<tr>
<td>1(g)</td>
<td>Delete</td>
<td>Increase Dwelling 7’s eastern setback by 1.4 metres and retain the front wall alignment. This condition is no longer relevant. The proposed amendment provides a greater front setback than the approved plans, which provides an appropriate transition to 1 Antibes Street.</td>
</tr>
<tr>
<td>1(h)</td>
<td>Delete</td>
<td>Replace Dwelling 7’s balcony facing Antibes Street with a 300mm deep ‘juliet’ style non-trafficable balcony. This condition is no longer relevant as the ‘juliet’ balcony has been deleted.</td>
</tr>
<tr>
<td>1(i)</td>
<td>Delete</td>
<td>Full-height louvered screen to the first floor north-eastern side of Dwelling 7’s ‘juliet’ balcony and to extend along the northern wall for articulation. This condition is to be deleted as the juliet balcony and window has been deleted.</td>
</tr>
<tr>
<td>1(j)</td>
<td>Amend</td>
<td>First floor highlight windows to the northern wall of Dwelling 7 extended in length to contribute articulation and designed in accordance with Standard B22 of Clause 55. This condition is proposed to be amended to reflect the replacement of Dwelling 7 with Dwelling 4.</td>
</tr>
<tr>
<td>1(k)</td>
<td>Amend</td>
<td>Living room to Dwelling 7 located at ground level with direct access to the secluded private open space; This condition is proposed to be amended to reflect the replacement of Dwelling 7 with Dwelling 4.</td>
</tr>
<tr>
<td>1(l)</td>
<td>Amend</td>
<td>Rear extension to the ground floor of Dwelling 7 by a depth of 1.58 metres to the north-west and retain the rear wall alignment and side setback. This condition is proposed to be amended to reflect the replacement of Dwelling 7 with Dwelling 4.</td>
</tr>
<tr>
<td></td>
<td>Action</td>
<td>Description</td>
</tr>
<tr>
<td>---</td>
<td>---------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1(m)</td>
<td>Delete</td>
<td><em>Dwelling 7’s entry to be easily identifiable from Antibes Street with a covered entry, similar with any northern boundary construction to have a maximum length of 3.8 metres and height of 3.2 metres above natural ground level.</em></td>
</tr>
<tr>
<td>1(n)</td>
<td>Delete</td>
<td><em>Ground level covered pedestrian entrance to Dwelling 7 adjacent to Antibes Street replaced with an open pergola or similar.</em></td>
</tr>
<tr>
<td>1(o)</td>
<td>Retain</td>
<td><em>Brush or permeable fencing along the northern side boundary with 3 Antibes Street to a maximum height of 2.4 metres, sloping to 1.7 metres at Antibes Street.</em></td>
</tr>
<tr>
<td>1(p)</td>
<td>Amend</td>
<td><em>Privacy screening of the first floor west-facing kitchen habitable room windows to Dwelling 1 designed in accordance with Standard B22 of Clause 55 of the Kingston Planning Scheme to limit overlooking of the front setback of 118 Beach Road.</em></td>
</tr>
<tr>
<td>1(q)</td>
<td>Retain</td>
<td><em>Existing crossover to Beach Road reinstated.</em></td>
</tr>
<tr>
<td>1(r)</td>
<td>Amend</td>
<td><em>Proposed vehicle crossings constructed at a 90 degree alignment with the kerb on Antibes Street and widened accordingly.</em></td>
</tr>
<tr>
<td>1(s)</td>
<td>Delete</td>
<td><em>Circulation area in basement widened adjacent to the corridor to Dwelling 7’s entry to achieve safe pedestrian access.</em></td>
</tr>
<tr>
<td>1(t)</td>
<td>Delete</td>
<td><em>This condition relates to the proposed basement, which is now proposed to be deleted and is therefore no longer relevant.</em></td>
</tr>
<tr>
<td>Condition</td>
<td>Action</td>
<td>Description</td>
</tr>
<tr>
<td>-----------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>1(u)</td>
<td>Delete</td>
<td>Western ramp wall lowered near the base to form a balustrade to allow views from vehicles to the corridor to Dwelling 7’s entry</td>
</tr>
<tr>
<td>1(v)</td>
<td>Delete</td>
<td>Longitudinal section of the basement ramp showing gradients, levels, distances, with headroom clearances complying with AS2890.1:2004 and a flood proof apex along the full length of the Antibes Street frontage</td>
</tr>
<tr>
<td>1(w)</td>
<td>Retain</td>
<td>The guttering pertaining to any walls on boundary nominated as being contained wholly within the title property boundary of the subject land</td>
</tr>
<tr>
<td>1(x)</td>
<td>Delete</td>
<td>Visitor spaces line marked and signed to clearly identify its purpose for visitor parking</td>
</tr>
<tr>
<td>1(y)</td>
<td>Retain</td>
<td>Mailbox locations shown</td>
</tr>
<tr>
<td>1(z)</td>
<td>Delete</td>
<td>The surface material of the ramp nominated in all-weather coloured concrete sealcoat, or similar</td>
</tr>
<tr>
<td>1(aa)</td>
<td>Retain</td>
<td>The provision of a full colour palette, finishes and building materials schedule for all external elevations and driveways of the development.</td>
</tr>
<tr>
<td>11</td>
<td>Delete</td>
<td>A groundwater assessment report (GAR) must be prepared by a qualified hydrogeologist to assess any possible impacts</td>
</tr>
<tr>
<td>Condition</td>
<td>Description</td>
<td>Relevant Notes</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------</td>
<td>----------------</td>
</tr>
</tbody>
</table>
| 12 Delete | The basement structure must be designed and constructed to the satisfaction of the responsible authority and must address the following:  
  a. The basement design must address the findings of the GAR and GMP required under condition 11, and  
  b. The basement must be a fully-tanked dry basement with no agricultural (AG) drain collection or disposal to the stormwater system and with an allowance made for hydrostatic pressures in accordance with Council’s ‘basements and deep building construction policy, 2014’ and ‘basements and deep building construction guidelines, 2014’, or  
  c. In the event it is demonstrated that a fully-tanked dry basement cannot be achieved or if a wet basement is proposed, ground water including an AG drain must not be discharged into the stormwater system. Any subsurface water (groundwater) must be disposed of on-site or via an agreement with the local sewer authority. | This condition relates to the proposed basement, which is now proposed to be deleted and is therefore no longer relevant. |
| 13 Delete | In any case where the basement design and construction, required by condition 12 of this permit, does not accord with the plan(s) approved under this permit the | This condition relates to the proposed basement, which is now proposed to be deleted and is therefore no longer relevant. |
endorsed plan(s) must be amended to the satisfaction and with the written consent of the Responsible Authority.
3.0 THE SUBJECT SITE AND SURROUNDING CONTEXT

3.1 The Subject Site

The subject land is situated on the south-eastern corner of Beach Road and Antibes Street, approximately 180 metres east of the Warrigal Road and Beach Road intersection.

The site is formally known as Lot 1 on Title Plan 255826 and is not affected by any restrictive covenants or easements (see Certificate of Title). The land has a parallelogram shape, comprising a single lot primary frontage to Beach Road (approximately 28.6 metres in width), secondary frontage to Antibes Street (approximately 45.7 metres in width) and an overall area of approximately 1,015 square metres. The land falls approximately 1 metre from north (rear) to south (front) and approximately 0.5 metres from east to west.

The land is currently vacant. Vehicular access to the site is provided by a single width crossover from Antibes Street however there is no formal car parking provision on site.

3.2 Neighbouring Properties

The subject site has direct abuttal with two (2) residential properties to the west and north, which are described as follows:

West

To the west is **118 Beach Road**, a double storey rendered dwelling with a flat roof. The dwelling has a front setback of approximately 10 metres and is set back approximately 1.2 metres from the common title...
boundary of the application site. Vehicular access to the dwelling is provided via a vehicular crossover from Beach Road which leads to a basement garage. Front fencing comprises a 1.8 metre high rendered wall.

Figure 2: Photo showing properties to the west of the subject site, including No.118 Beach Road

North

To the north is 3 Antibes Street, a single storey timber clad dwelling with a tiled, pitched roof set behind a 2.2 metre high brick fence. The dwelling has a front setback of 3.8 metres and is offset approximately 1.3 metres from the common boundary with the application site.

Vehicular access is provided by a single width crossover from Antibes Street which leads to a gravel driveway.

Figure 3: Photo showing No.3 Antibes Street
East

East of the subject site is Antibes Street and opposite the application site is Beach Road. It has a front setback of approximately 5 metres to Beach Road and a side setback of 3 metres to Antibes Street.

South

South of the subject site is Beach Road and further south is the Port Phillip Bay foreshore.

3.3 Surrounding Area

The site is well located in terms of proximity to public open space, public transport, retail facilities and community facilities (refer to Figure 5). Public transport is accessible via buses along Beach Road and the Parkdale Railway Station approximately 900 metres to the north-east. Adjacent to the railway station is the local shopping strip. The Port Phillip Bay foreshore is approximately 45 metres across Beach Road, and there are a number of public parks interspersed throughout the broader area.

The surrounding area features a regular subdivision pattern on the east side of Antibes Street but an angular pattern of subdivision on the western side, as demonstrated by Figure 6 below. The resulting parallelogram shaped lots on the western side of Antibes Street have lead to narrower lots relative to lots on the eastern side of Antibes Street. It is observed that front setbacks to Beach Street in the broader area are generally between 4 to 5 metres.

In terms of the built form, the surrounding neighbourhood is characterised by a variety of residential building types and styles generally of a scale between one to two storeys. These include single to double storey dwellings, blocks of flats and recently constructed townhouse developments. In addition to the variety of dwelling types and sizes, building setbacks, site coverage and architectural styles are also quite varied, as evidenced by the following photographs below (Figures 5 to 7).
Figure 5: Photograph of properties in the surrounding area (Antibes Street)

Figure 6: Photograph of properties in the surrounding area (Antibes Street)

Figure 7: Photograph of properties in the surrounding area (Beach Road)
4.0 RELEVANT PLANNING CONTROLS

4.1 Zoning

The subject site is located within the General Residential Zone – Schedule 2 ‘General Residential Areas A’ (GRZ2), as illustrated in Figure 1 below.

![Zoning Map](image)

Figure 8: Zoning Map

The purpose of the General Residential Zone relevant to this proposal are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.

Under the GRZ2, a Planning Permit is not required for the use of the land for ‘dwellings’ however, a Permit is required to construct a building and to carry out works and a fence associated with two or more dwellings under Clause 32.08-6.

Any proposal will need to meet the mandatory height requirement of 11 metres (3 storeys) and minimum garden area of 35%. The proposal will have a maximum height of 9.21 metres (2 storeys) and a garden area of 38.1%, which meets the requirements.

Schedule 2 to the zone varies the following Clause 55 ResCode Standards:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Fence Height</td>
<td>B32</td>
</tr>
<tr>
<td></td>
<td>A front fence within 3 metres of a street should not exceed: 2 metres for streets in a Road Zone, Category 1; or 1.2 metres for other streets</td>
</tr>
</tbody>
</table>

4.2 Overlays

The subject site is affected by the Design and Development Overlay – Schedule 1 ‘Urban Coastal Height Control Area’ (DDO1).

The design objectives of DDO1 are:

- To protect and enhance the foreshore environment of Mentone, Parkdale, Mordialloc, Aspendale and Chelsea and adjacent areas including Port Phillip Bay.

- To ensure that new buildings, works, renovations and extensions are compatible with surrounding buildings and natural features, and sympathetic to the surrounding natural landscape and environment.

- To relate building heights, building bulk and setbacks to adjoining sites so that they are compatible with and enhance the appearance and character of the immediate locality.

Figure 9: DDO1 Map

Under DDO1, a Planning Permit cannot be granted to construct a building greater than 2 storeys in height (which may include a basement carpark with a maximum height of 1.2 metres above natural ground level). The proposed building comprises two (2) storeys.

4.3 Aboriginal Heritage Cultural Sensitivity

The subject site is located within an area of aboriginal cultural heritage sensitivity on account of its proximity to the Port Phillip Bay Coast.

An assessment of a proposal and site that is located within an area of cultural heritage sensitivity must be undertaken to determine whether a proposal constitutes ‘high impact works’ and whether the site has been subjected to significant ground disturbance arising from previous development. A cultural heritage assessment was conducted as part of the original planning permit application which concluded that the subject site has been subject to significant ground disturbance through the presence of existing structures on the property and the methods of construction that may be attributed to them. Consequently, a Cultural Heritage Management Plan was not required.
4.4 Particular and General Provisions

The following particular and general provisions are applicable to the amened application:

- Clause 52.06 Car Parking
- Clause 55 Two or More Dwellings on a Lot and Residential Buildings
- Clause 65 Decision Guidelines

4.5 Planning Policies & Decision Guidelines

The following PPF is applicable to the amended application:

- Clause 9 Plan Melbourne
- Clause 11 Settlement
- Clause 15.01 Built Environment
- Clause 16 Housing
- Clause 18 Transport

The following LPPF is applicable to the amended application:

- Clause 21.02 Municipal Profile
- Clause 21.04 Vision
- Clause 21.05 Residential Land Use
- Clause 22.11 Residential Development Policy
- Clause 22.20 Stormwater Management
- Clause 22.21 Environmentally Sustainable Development
5.0 ASSESSMENT OF THE PROPOSED AMENDMENTS

As outlined throughout this submission, the fundamental components of the existing approval do not change, as the uses, siting and overall building envelope remain generally consistent with the original permit. The key changes in this instance are the reduction in dwelling numbers, architectural expression and modified car parking arrangements. It is therefore submitted that the amendment is appropriate to be assessed and considered pursuant to Section 72 of the Act.

The key considerations relevant to this planning assessment are outlined below:

- Assessment against the Planning Policy Framework
- Assessment against the Zoning and Overlay Controls
- Amenity Considerations
- Traffic, Parking and Waste Management Considerations
- Landscape Considerations
- Environmentally Sustainable Development (ESD) and Water Sensitive Urban Design (WSUD) Considerations

The following is an assessment of the amendment against the key considerations of the Scheme having regard to the nature of the built form and of the uses proposed.

5.1 Planning Policy Framework Considerations

The amended proposal continues to achieve the objectives and implements the relevant strategies of the Planning Policy Framework as it:

- The proposed amendments continue to support important planning policy objectives, in particular Clause 11 (Settlement) of the Kingston Planning Scheme, which anticipates the consolidation of existing urban areas in desired locations that are well serviced with respect to public transport infrastructure; retail, entertainment and recreation facilities; and existing community services, infrastructure and open space.
- Planning policy objectives for the provision of additional, affordable, and well-designed/located housing will be furthered by the proposed amendments, in accordance with Clause 16 (Housing) and Clause 22.11 (Residential Development Policy) of the Kingston Planning Scheme. The proposal will provide four (4) three- and four-bedroom dwellings on a site identified for increased residential density.
- An assessment against the performance measures of Clause 22.11 (Residential Development Policy) is provided below:

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbourhood Character</td>
<td>The amended proposal continues to respond to the prevailing character elements of the surrounding area, as evidenced by:</td>
</tr>
</tbody>
</table>
Accommodation of a skewed floor configuration, consistent with the subdivision pattern of the surrounding area;

- Car parking is integrated with the development and presents recessively to the street;

- The proposed scale (2 storeys) is consistent with the approved plans and the prevailing height of dwellings in the surrounding area.

- The amended proposal adopts a staggered expression between dwellings to provide articulation and allows each dwelling to be individually identifiable.

### Site landscaping

The amended proposal continues to provide a well-landscaped outcome around the perimeter of the site, in accordance with the requirements of Condition 1a). Specifically:

- 4 x silver banksia trees (6m x 5m) proposed along Antibes Street (one to the front of each dwelling);

- 2 x silver banksia trees (6m x 5m), 1 x eucalyptus tree (6m x 3m) and 3 x coastal she oak trees (10m x 5m) along Beach Road;

- 4 x eucalyptus trees (6m x 3m) along the western setback (one within the POS of each dwelling); and

- A variety of shrubs and groundcovers including small grass trees, common apple berries and coast tussock-grass.

Please refer to the Landscape Plan prepared by MUD Office for further detail.

It is noted that the proposed crossover from Beach Road has necessitated the reduction of approved landscaping to the front setback of Townhouse 1 in order to accommodate a driveway. This would be comparable to the front setback treatment to the adjoining western property at No.118 Beach Road, as shown below, which mainly comprises hard paving and a basement ramp.
It is considered that the proposed amendments still represent a well-landscaped outcome and is an improvement on the existing landscape conditions.

| Built form, siting and scale of development | The Planning Permit allows for a two-storey built form on the subject site. The amended building envelope is generally consistent with the approved building envelope. Importantly, the amended proposal continues to present a high-quality built form outcome with a well-articulated building expression achieved through:

- Variation to the applied materials and finishes including face brick work at ground level with metal and timber cladding at first level;
- Incorporation of balcony and window punctuations that provide additional visual interest and passive surveillance opportunities to the street; and
- An undulating roof form providing variation to the building expression and height.

Overlooking continues to be managed through the provision of highlight windows and privacy screening at first level, where necessary. |

| Car parking and vehicle access | Each townhouse is provided with two on-site car parking spaces, which meets the statutory requirements of Clause 52.06. The car parking spaces for Townhouses 2, 3 and 4 are provided within single garages with a tandem car spaces accessed from Antibes Street and the car parking spaces for Townhouse 1 is provided within a double garage with access from Beach Road. The proposed garages are located behind the first level wall so that they present recessively to the street. |
Stormwater run-off mitigation and quality management

The amended development will achieve a STORM rating of 101% (the best practice standard for water sensitive urban design) through the incorporation of rainwater tanks. Please refer to the Sustainable Management Plan prepared by Ark Resources.

- It is submitted that the architectural and design integrity of the proposed amendments continues to be of a high quality. The amended design offers a strong contextual design response to the building expression and streetscape character of the surrounding area. The amended development will continue to employ a similar architectural expression, where possible, to the approved development including a jagged roof form to provide visual articulation and interest. However, due to the changes in floor layout (i.e.) introduction of roof terraces to Townhouses 1 and 2, it has necessitated amendments to the façade presentation and roof articulation.

- The proposed materials palette has been amended to replace the previously approved polycarbonate cladding and render, however it is submitted the proposed materials and finishes, comprising face brick work at ground level and black/white metal cladding and timber cladding at first level, will continue to be of a neutral palette that provides a well-articulated facade.

- In addition to the proposed materials and finishes, the proposed building expression assists with providing a well-articulation presentation. For instance, the townhouses are staggered and punctuated with balconies to break up the Antibes Street massing. Townhouse 4 is further set back to provide a transition to the front setback of adjoining property, No. 3 Antibes Street.

- The amended proposal complies with the objectives and strategies of Clause 22.21 (Environmentally Sustainable Development) through the use of ecologically sustainable design principles. Refer to the enclosed SMP prepared by Ark Resources.

5.2 Planning Control and Overlay

The amended proposal continues to be in consistent with the purpose of the General Residential Zone – Schedule 1 and the design objectives of the Design and Development overlay – Schedule 1.

It is noted that since the Planning Permit was issued on 3 February 2016, a mandatory garden area requirement was introduced within General Residential Zones as part of Amendment VC110. The amended plans will provide 387 square metres (38.1%) of garden area, which complies with the 35% requirement (for sites over 650sqm).

The amended building height, at 9.21 metres (2 storeys), continues to sit below the mandatory maximum height of 11 metres (3 storeys) set out in GRZ1 and complies with the mandatory maximum height of 2 storeys set out in DDO1.

5.3 On-Site Amenity Considerations

It is submitted that the amended dwellings maintain a comparable level of on-site amenity as the approved dwellings. Specifically:

- All dwellings are provided with an open plan layout, featuring a combined living/dining and kitchen area, with direct access to ground balconies, of appropriate size and dimensions.

- All bedrooms will have direct access to daylight. None of the bedrooms rely on borrowed light and there are no saddleback bedrooms proposed.

- All dwellings will have access to a storage area with a minimum volume of 6 cubic metres.

SJB Planning
The design supports the use of natural ventilation by providing large sliding doors to balconies and openable windows to habitable rooms.

5.4 Off-Site Amenity Considerations

The following is noted with respect to off-site amenity:

- The amended development is generally consistent with the approved built form envelope, where possible. The table below provides a comparison of the key heights and setbacks:

<table>
<thead>
<tr>
<th></th>
<th>Approved Plans</th>
<th>Amended Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Building Height</strong></td>
<td>8.58 metres</td>
<td>9.21m</td>
</tr>
<tr>
<td><strong>South (front) setback</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ground Floor</td>
<td>4 to 5 metres</td>
<td>5 to 5.5 metres</td>
</tr>
<tr>
<td>First Floor</td>
<td>4.5 to 5 metres</td>
<td>5 to 5.3 metres</td>
</tr>
<tr>
<td><strong>East (side) setback</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ground Floor</td>
<td>4 to 11 metres</td>
<td>4 to 7 metres</td>
</tr>
<tr>
<td>First Floor</td>
<td>4 to 7.09 metres</td>
<td>4.2 to 7 metres</td>
</tr>
<tr>
<td><strong>West (side) setback</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ground Floor</td>
<td>3 to 3.24 metres</td>
<td>3 metres</td>
</tr>
<tr>
<td>First Floor</td>
<td>3 metres</td>
<td>3 metres</td>
</tr>
<tr>
<td><strong>North (rear) setback</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ground Floor</td>
<td>1.65 metres</td>
<td>1.50 metres</td>
</tr>
<tr>
<td>First Floor</td>
<td>1.50 metres</td>
<td>1.50 metres</td>
</tr>
</tbody>
</table>

In most instances, the approved setbacks have either been maintained or slightly increased.

There has been a slight repositioning of the building’s ground floor northern wall (in the order of 150mm as depicted on the ground floor plan), however, overall, the extent of Townhouse 7 (now Townhouse 4)’s built form has reduced, particularly within the front setback. Importantly, the height of the proposed northern wall adjacent to No.3 Antibes Street is maintained at 6.15 metres.

It is noted that there is a minor increase of 0.63 metres in the overall maximum building height is a result of changes to the roof pitch and modulation, as well as the incorporation of roof terraces to Townhouses 1 and 2. The additional building height is located towards Beach Road as a result of the accommodation of the roof terraces, away from adjoining habitable room windows and secluded private open spaces. On this basis, it is submitted that the amended design will have minimal additional material detriment or amenity impact on the surrounding properties.

- The amended proposal continues to comply with Standard B17 (side and rear setbacks) along the northern and western interfaces.

- The amended plans comply with the requirements of Standard B21 (overshadowing open space) as there will not be any additional shadow impacts to the secluded open spaces of the adjoining properties at No.118 Beach Road and No.3 Antibes Street. Please refer to Drawings TP23 and TP24 for further detail.
The proposal continues to comply with the requirements of Standard B22 (overlooking) through the provision of highlight windows or balcony balustrades that extend up to 1.8 metres above finished floor level at first level.

The proposed changes will not significantly change the extent of on-site amenity impacts which remain limited, consistent with those already contemplated by the approved development for the site and within acceptable limits having regard to the Kingston Planning Scheme.

5.5 Car Parking and Traffic

The statutory requirements of Clause 52.06 (car parking) continue to be met (i.e.) the proposal will provide two car parking spaces to each dwelling, generating a total requirement for eight (8) car spaces.

Visitor car spaces are no longer required as the number of proposed dwellings is less than five.

The proposed vehicle crossovers will result in the removal of one existing parking space along Beach Road (subject to ‘no stopping 6am to 10am Saturday to Sunday’ parking restriction) and two parking spaces along Antibes Street.

The reduction of three on-street car parking spaces is considered to be acceptable given the availability of on-street parking on Antibes Street. SALT3 observed that a minimum of 9 vacant spaces were available within a short walk of the subject site, equating to an occupancy rate of 59%. The proposed parking arrangements are discussed in further detail in the assessment prepared by SALT3.

5.6 Landscape

The proposal will continue to incorporate landscaping around the perimeter of the site to provide a green outlook for residents and a green edge to the streetscape. Canopy tree planting remains along the southern, eastern and western boundaries, in accordance with Condition 1 of the Planning Permit. Specifically, the amendment comprises:

- 4 x silver banksia trees (6m x 5m) proposed along Antibes Street (one to the front of each dwelling);
- 2 x silver banksia trees (6m x 5m), 1 x eucalyptus tree (6m x 3m) and 3 x coastal she oak trees (10m x 5m) along Beach Road;
- 4 x eucalyptus trees (6m x 3m) along the western setback (one within the POS of each dwelling); and
- A variety of shrubs and groundcovers including small grass trees, common apple berries and coast tussock-grass.

Please refer to the Landscape Plan prepared by MUD Office for further detail.

5.7 Environmentally Sustainable Development (ESD) and Water Sensitive Urban Design (WSUD)

The following is a summary of the key ESD initiatives proposed:

- Energy ratings that exceed 6-star requirements;
- Double glazed room windows;
- 5 bicycle parks, including a bicycle workshop;
- Energy efficient gas hot water system;

SJB Planning
Water saving measures including installing 2 x 7,000L rainwater tanks to service all toilets, low-flow toilets, showers and taps;

Improved occupant health due to having undertaken a review of the daylight performance of the design to maximise daylight;

Improved occupant health from the use of low off-gassing (low Volatile Organic Compound) materials such as paints and adhesives;

Use of more environmentally friendly material alternatives.

The proposed amendment achieves a total BESS score of 50%. The SMP prepared by Ark Resources concludes that the amended design delivers improved environmental performance relative to the approved design. An assessment of the proposed ESD initiatives, including a full BESS Report are provided in the enclosed Sustainable Management Plan.

In accordance with Clause 22.03, an updated WSUD response has been prepared by Ark Resources concludes and accompanies this report. The response includes detailed information relation to the harvesting and reuse of stormwater, water quality treatment measures, infiltration measures and capacity for passive irrigation.

- The response confirms the proposed amendments will manage stormwater runoff through the following initiatives:
  - The inclusion of water efficient fittings, fixtures and appliances (WELS ratings):
    - Showers: 3 Stars (<9L/min)
    - Toilets: 4 Stars
    - Taps: 5 Stars
    - Dishwashers: 4 Stars
  - A minimum of 514m² of roofed areas will be designed to collect rainwater for re-use in toilet flushing in the development. The development will be provided with rainwater tanks (17,500L) connected to toilets to achieve 101% rainwater collection and reuse;
  - Drought tolerant plants will be installed in landscaping and planter boxes to reduce potable water usage for irrigation.; and
  - All water appliances (dishwasher, clothes washer) where provided in the development as part of the base building work will be selected within one-star WELS rating of the best available.

The amended proposal will achieve a STORM rating of 101%.
6.0 CONCLUSION

Having regard to the foregoing, it is submitted that proposed amendments represents an acceptable planning outcome when assessed against the relevant provisions of the Planning Policy Framework, zoning controls, the relevant Particular and General Provisions, and the decision guidelines at Clause 65 of the Kingston Planning Scheme.

The amended proposal continues to facilitate efficient utilisation of an underdeveloped site. The reduction in the number of proposed dwellings has significantly improved the generosity of internal spaces, with the overall level of on-site amenity maintained as per the approval. It is submitted that the amendment represents a significant improvement on the standard of residential accommodation within the development.

The proposed amendments will achieve a refined architectural response and superior amenity outcomes for future residents, within a comparable building envelope that does not result in any inferior amenity outcomes for neighbouring properties.

We trust that the above and enclosed information is of assistance to the responsible authority in understanding the proposed amendments of the development approved by Planning Permit No. KP-2015/307/B.

For the reasons outlined in the preceding sections of this submission and the enclosed supporting documentation, it is submitted that the proposed development is worthy of a planning permit.
Dear Ms Lu

Amendment of planning permit for 119 Beach Road, Parkdale

You have asked us to consider whether it is possible to amend the Planning Permit No. KP-307/2015 for 119 Beach Road, Parkdale (Permit), or if a new application will be required.

1  Executive summary

1.1  We do not consider that the changes proposed to the Permit will result in a transformation. In our view, Kingston City Council (Council) can consider the application to amend the permit under s72 of the Planning and Environment Act 1987 (Vic) (Act).

1.2  We would recommend that the application under s72 include an amendment to the description of the plans referred to in condition 1 or the inclusion of an additional sub-paragraph which refers to the deletion of the 3 dwellings.

2  Background

2.1  You are the registered proprietor of the land at 119 Beach Road, Parkdale (Land). The Land is located within a General Residential Zone and is subject to a Design and Development Overlay (Schedule 1 – Urban Coastal Height Control Area).

2.2  The Permit was issued by Council on 3 February 2016 and allows the Owner to “[d]evelop the land for the construction of seven (7) dwellings within a two (2) storey building and basement car parking”. Plans were endorsed under condition 1 of the Permit on 4 April 2018.

2.3  An extension of time to commence development has been granted and requires development to be commenced by 3 February 2019 and completed by 3 February 2021.

2.4  It is now proposed to reduce the scale of the development to 4 dwellings, delete the basement car park and make corresponding change to permit conditions (Proposed Amendment).

2.5  Council has advised that it considers that the Proposed Amendment would be a transformation of the Permit and a new planning application is required.

APAC-#74158418-v1

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Power to amend permits

3.1 A person who is entitled to use and develop land in accordance with a permit can apply to amend that permit under s 72 of the Act. ‘Amendment’ is defined in the Act to include addition, substitution and, relevantly, deletion.

3.2 The ability for a responsible authority to amend a permit is limited according to the principle established in Addicott v Fox (No 2) which provided that alterations to a permit cannot be so sweeping as to cause a situation where the alteration ceases to be a modification and becomes a transformation.[1] This principle has been widely applied by the Victorian Civil and Administrative Tribunal (Tribunal) in subsequent planning decisions.[2]

3.3 The scope of changes which can be made to a permit are relatively substantial and can include changes to any of the things allowed by the permit, its conditions and land description. In Bestway Group Pty Ltd v Monash City Council, the Tribunal stated:

As a matter of principle, I see nothing more special about an application for a new permit compared to an application for an amendment to a permit. The processes are the same and eligible third parties have the same rights to notice and review in each case.[3]

3.4 The Tribunal in Bestway considered that proposed use and developments which are totally unrelated to a permit and which would entail completely new conditions, should not be amended. It stated at paragraph [23]:

However, where a permit is not transformed, but retains significant elements of its previous content, and simply adds to, expands or alters what has been previously allowed, I consider that amending a permit, rather than always having to apply for a new permit, is now clearly contemplated by the provisions in the Act.

3.5 In our view, the Proposed Amendments are not likely to be considered a transformation and Council can consider the s72 amendment request on the basis that:

1. There is no change to the proposed use;

2. The development retains significant elements of the previous proposal and merely alters the scale of what has previously been allowed;

3. Height, massing, parking and traffic issues are reduced;

4. It does not raise any new planning issues that have not been assessed under the original application plans; and

5. The change in scale proposed can be regulated with substantially similar conditions.

4 Conclusion

4.1 We do not consider that the Proposed Amendment would amount to a transformation. In our view, it is within Council’s power to consider the application under s72 of the Act.

4.2 We would recommend that the application under s72 include an amendment to the description of the plans referred to in condition 1 or the inclusion of an additional sub-paragraph which refers to the deletion of the 3 dwellings.

[1] [1979] VR 347
3 September 2018

Yours faithfully

Jessica Kaczmarek
Special Counsel
Norton Rose Fulbright Australia
Partner: Tamara Brezzi
PROPOSED RESIDENTIAL DEVELOPMENT

119 Beach Road
Parkdale

SUSTAINABLE MANAGEMENT PLAN

FOR

LUYANG TWO HOLDINGS PTY LTD

9 May 2019

File 592H
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<tr>
<td>I</td>
<td>9 May 2019</td>
<td>JS</td>
<td>JT</td>
<td>Final</td>
</tr>
</tbody>
</table>
1. Introduction

Ark Resources has been engaged by Luyang Two Holdings Pty Ltd to provide advice in relation to environmentally sustainable development outcomes from the proposed development at 119 Beach Road Parkdale in relation to the amendment application to the existing Planning Permit (KP 307/2015). The existing Planning Permit allows for “seven dwellings within a two storey building and basement car parking”.

The amendment application proposes to reduce the number of dwellings from seven (7) to four (4) and delete the basement car parking, as well as other consequential modifications.

This report contains a summary of:

- Environmental objectives adopted for the development
- Sustainable design initiatives integrated into the design of the project.

Performance outcomes in this report are based on:

- Discussions and correspondence with:
  - Felicia Dymalla K2LD Architects

Architectural plans prepared by K2LD Architects set out below:

<table>
<thead>
<tr>
<th>Description</th>
<th>Drawing No.</th>
<th>Revision</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cover Page</td>
<td>TP01</td>
<td>E</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Design Response plans (sheet 1)</td>
<td>TP07</td>
<td>J</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Design Response plans (sheet 1)</td>
<td>TP08</td>
<td>J</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Area Schedule</td>
<td>TP09</td>
<td>D</td>
<td>01/05/19</td>
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<tr>
<td>Design Response elevations</td>
<td>TP10</td>
<td>J</td>
<td>01/05/19</td>
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<tr>
<td>Sections</td>
<td>TP11</td>
<td>F</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Ground Floor Plans</td>
<td>TP13</td>
<td>R</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Floor Plans – Level 1</td>
<td>TP14</td>
<td>R</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Roof Terrace Plan</td>
<td>TP15</td>
<td>K</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Roof Plan</td>
<td>TP15A</td>
<td>K</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Elevations 1</td>
<td>TP16</td>
<td>Q</td>
<td>01/05/19</td>
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<td>Elevations 2</td>
<td>TP17</td>
<td>O</td>
<td>01/05/19</td>
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<td>Fence Elevation Sheet 1</td>
<td>TP17A</td>
<td>L</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Fence Elevation Sheet 2</td>
<td>TP17B</td>
<td>L</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Benchmarking &amp; Renders</td>
<td>TP19</td>
<td>C</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Renders</td>
<td>TP19A</td>
<td>C</td>
<td>01/05/19</td>
</tr>
<tr>
<td>Shadow Diagrams</td>
<td>TP23-25</td>
<td>C</td>
<td>01/05/19</td>
</tr>
</tbody>
</table>
2. Site Description

The amended proposal comprises 4 townhouses. It is anticipated that approximately 15 people will reside in the development.

The building comprises the following uses.

<table>
<thead>
<tr>
<th>Level</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Floor</td>
<td>• Townhouses 1-4 (4 bedrooms)</td>
</tr>
<tr>
<td>Level 1</td>
<td>• Townhouses 1-4 (9 bedrooms)</td>
</tr>
<tr>
<td>Level 2</td>
<td>• Townhouses 1 and 2 (roof terrace access)</td>
</tr>
</tbody>
</table>

The development is located within the City of Kingston. The site is vacant land.

The total site area is 1,015 m². The surrounding buildings are predominantly residential.
3. Summary of Key ESD Initiatives

A detailed analysis has been undertaken in order to nominate the ESD initiatives required and confirm the performance outcomes achieved. The results of this analysis are set out in the remainder of this report.

The following key sustainable design initiatives have been incorporated into this project:

- Energy star ratings of 6.2 stars average.
- Rainwater harvesting system for toilet flushing;
- High-performance glazing and energy efficient building services, appliances and fixtures; and
- Environmentally preferable internal finishes.

An assessment of sustainable design outcomes of the proposed development has been undertaken with BESS, STORM and NatHERS benchmarking tools. The information presented in this report demonstrates that:

- The proposed dwellings achieve the standard of building envelope energy efficiency, required by the Building Code of Australia;
- The combination of design features and services initiatives meets all the standards of the BESS sustainability assessment tool;
- The rainwater harvesting system is predicted to result in an annual mains water saving of \(91\text{ kL}\);
- The development meets the Best Practice standard for stormwater quality.

The results of the performance assessment are summarised below.

**BESS**

The Built Environment Sustainability Scorecard (BESS) assessment tool for new projects was developed by the Council Alliance for a Sustainable Built Environment (CASBE). The BESS tool provides an objective performance based analysis of ten key sustainable building design categories at the planning permit stage of the building lifecycle. Since its launch, several Victorian councils including Banyule, Bass Coast, Darebin, Dandenong, Hobsons Bay, Kingston, Knox, Manningham, Maroondah, Moonee Valley, Maribyrnong, Moreland, Port Phillip, Stonnington, Whitehorse, Whittlesea, Wyndham and Yarra have adopted BESS and it is widely regarded as an appropriate sustainability assessment tool for both residential and non-residential development projects. The BESS tool builds on the NCC energy efficiency measures and provides a framework for assessing building performance outcomes in relation to:

- Management
- Water
- Energy
- Stormwater
- Indoor Environment Quality
- Transport
- Waste
- Urban Ecology
- Innovation
BESS scores for the development are summarised in the following table:

<table>
<thead>
<tr>
<th>Element</th>
<th>Required Score</th>
<th>Project Score</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management</td>
<td>0%</td>
<td>33%</td>
<td>Yes</td>
</tr>
<tr>
<td>Water</td>
<td>50%</td>
<td>71%</td>
<td>Yes</td>
</tr>
<tr>
<td>Energy</td>
<td>50%</td>
<td>52%</td>
<td>Yes</td>
</tr>
<tr>
<td>Stormwater</td>
<td>100%</td>
<td>100%</td>
<td>Yes</td>
</tr>
<tr>
<td>Indoor Environment Quality</td>
<td>50%</td>
<td>50%</td>
<td>Yes</td>
</tr>
<tr>
<td>Transport</td>
<td>0%</td>
<td>33%</td>
<td>Yes</td>
</tr>
<tr>
<td>Waste</td>
<td>0%</td>
<td>0%</td>
<td>Yes</td>
</tr>
<tr>
<td>Urban Ecology</td>
<td>0%</td>
<td>50%</td>
<td>Yes</td>
</tr>
<tr>
<td>Innovation</td>
<td>0%</td>
<td>10%</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Project BESS Score</strong></td>
<td><strong>50%</strong></td>
<td><strong>50%</strong></td>
<td><strong>Yes</strong></td>
</tr>
</tbody>
</table>

### 3.1. Energy Ratings

Bers Pro v4.3.0.2d (3.13) energy ratings have been undertaken for all townhouses and are summarised in the table below.

<table>
<thead>
<tr>
<th>Apartment</th>
<th>Star Rating</th>
<th>Energy Demand (MJ/m²)</th>
<th>Total</th>
<th>Heating</th>
<th>Cooling</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Total</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TH 1</td>
<td>6.3</td>
<td>116.9</td>
<td>106.8</td>
<td>10.1</td>
<td></td>
</tr>
<tr>
<td>TH 2</td>
<td>6.2</td>
<td>119.5</td>
<td>106.5</td>
<td>13.0</td>
<td></td>
</tr>
<tr>
<td>TH 3</td>
<td>6.6</td>
<td>106.7</td>
<td>99.4</td>
<td>7.3</td>
<td></td>
</tr>
<tr>
<td>TH 4</td>
<td>6.4</td>
<td>112.8</td>
<td>102.6</td>
<td>10.2</td>
<td></td>
</tr>
<tr>
<td>Estimated Development Average</td>
<td>6.2</td>
<td>114.0</td>
<td>103.8</td>
<td>10.2</td>
<td></td>
</tr>
</tbody>
</table>

The energy ratings set out above indicate that the development will meet the standard required by the Building Code of Australia 2016 in relation to residential sustainability.

Please refer to Appendix 2 for details of energy ratings and building construction assumptions.
## 4. Sustainable Design Initiatives and Systems

<table>
<thead>
<tr>
<th>Issue</th>
<th>Performance Commitments / Description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Indoor Environmental Quality</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Natural Ventilation</td>
<td>The townhouses have been designed to take advantage of natural ventilation. All living rooms and bedrooms have access to natural ventilation.</td>
<td>These features will improve comfort and amenity for residents and reduce peak cooling demand and greenhouse emissions arising from mechanical cooling.</td>
</tr>
<tr>
<td>Thermal Comfort</td>
<td>Thermal comfort for occupants will be enhanced by the specification of high performance glazing.</td>
<td>Note that the majority of townhouses will receive direct sunlight due to the arrangement of townhouses within each floor plate.</td>
</tr>
<tr>
<td>Solar Access</td>
<td>The building form and townhouse layout has been configured to ensure that the all townhouses receive direct solar access.</td>
<td></td>
</tr>
<tr>
<td><strong>Building Energy Management</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Townhouse Energy Ratings</td>
<td>The development is expected to achieve an average energy rating of <strong>6.2 stars</strong>.</td>
<td>The development energy rating achieved exceeds the NCC 2016 energy efficiency requirements for Class 1 dwellings. Refer to Appendix 2 for details of building fabric assumptions.</td>
</tr>
</tbody>
</table>
| Renewable Energy System | The following renewable energy system will be installed in each dwelling:  
- A gas boosted solar hot water system consisting of 1 solar collector. The total system will have an average annual solar contribution of 40% | Each System is predicted to result in equivalent avoided greenhouse emissions of approximately 0.47tones CO$_2$-e each year. Refer to appendix 3 for details of proposed system capacity and panel numbers |
<p>| Heating &amp; Cooling | Space heating for will be provided by reverse cycle heat pumps for both heating and cooling, with a minimum energy star rating of 4 stars. | Efficient reverse cycle units in conjunction with a thermally efficient building envelope are considered to be an environmentally acceptable method of conditioning dwellings. |</p>
<table>
<thead>
<tr>
<th>Issue</th>
<th>Performance Commitments / Description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic Hot Water</td>
<td>Domestic hot water will be provided by an efficient central gas instantaneous hot water system with a minimum appliance efficiency of 86% and a highly insulated circulating loop to reduce parasitic heat losses.</td>
<td>Note that external lighting for each townhouse unit will be designed with the objective of preventing light spill to the night sky.</td>
</tr>
<tr>
<td>Lighting</td>
<td>Energy efficient lighting systems will be installed throughout the development including:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• LED lighting generally to apartments designed to achieve a maximum lighting power density of 4 Watts/m² or less.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• LED or compact fluorescent external lighting.</td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td></td>
<td>Rainwater modelling indicates that this system will provide an estimated annual mains water saving of 91kL and a supply reliability of 100% from toilet flushing.</td>
</tr>
<tr>
<td>Rainwater Harvesting</td>
<td>A rainwater harvesting system will be installed comprising:</td>
<td>Please refer to Appendix 4 for details of predicted harvested rainwater volumes and Appendix 5 for an indicative maintenance program.</td>
</tr>
<tr>
<td></td>
<td>• Rainwater harvesting from the entire roof and terrace areas (539m²)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• A total storage volume of 17,500 litres located on site</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Treatment of all rainwater with a combination of:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 100 micron screen filter</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 5 micron cartridge filter</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ultra Violet disinfection unit</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Re-use of water for toilet flushing in townhouses with a total of 14 bedrooms.</td>
<td></td>
</tr>
<tr>
<td>Water Efficiency</td>
<td>The following water efficient fittings will be specified to all dwellings:</td>
<td>Water using fixtures will be specified during design development in accordance with this water efficiency performance standard.</td>
</tr>
<tr>
<td></td>
<td>• WELS 3 star showers (&lt;9 litres/minute)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• WELS 4 star toilets (4.5/3 litre flush)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• WELS 5 star basin taps (5 litres/minute)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• WELS 4 star dishwashers</td>
<td></td>
</tr>
<tr>
<td>Issue</td>
<td>Performance Commitments / Description</td>
<td>Comments</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Water Efficient Landscaping</td>
<td>Where appropriate, water sensitive landscape design will be incorporated into the development by specifying a combination of the following:</td>
<td>These initiatives will ensure efficient use of water and also reduce the total potable water used for landscape works.</td>
</tr>
<tr>
<td></td>
<td>• Drought tolerant and/or indigenous plant species that are best suited to local climate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Automated drip irrigation system</td>
<td></td>
</tr>
<tr>
<td>Stormwater Management</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stormwater Quality</td>
<td>The development achieves a STORM score of 100%.</td>
<td>The STORM score attained demonstrates that the development attains the Best Practice Standard for Urban Stormwater.</td>
</tr>
<tr>
<td>Building Materials</td>
<td></td>
<td>Refer to Appendix 1 for the STORM report.</td>
</tr>
<tr>
<td>Volatile Organic Compounds</td>
<td>All interior paints, adhesives and sealants will be Low VOC type to improve indoor environmental quality for residents.</td>
<td>Low VOC paints, adhesives and sealants will be specified to meet the requirements of Credit 13.1 of the Green Star Design &amp; As Built Tool Version 1.2.</td>
</tr>
<tr>
<td>Sustainable Transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Facilities</td>
<td>Readily accessible bicycle wall rack storage in townhouse garages have been provided to encourage bicycle use.</td>
<td>Note that the bike parking facilities provided meets the ratios set out in Clause 52.34 of the City of Kingston Planning Scheme.</td>
</tr>
<tr>
<td>Walkability &amp; Public Transport Access</td>
<td>The site has some amenities within a walking distance (&lt;1,000m) such as cafés, restaurants, schools and shops. The site is also within 1.0km of Parkdale Train Station which provides a direct rail link to the Melbourne CBD. Beach access and walking trails are accessible from directly across Beach Rd</td>
<td>The location of the development will facilitate walking and public transport in lieu of private vehicle use.</td>
</tr>
<tr>
<td>Issue</td>
<td>Performance Commitments / Description</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Waste Management</td>
<td>The following waste management facilities will be provided for each dwelling:</td>
<td>General waste will be collected on a weekly basis whereas recyclables bin will be collected every fortnight. Refer to the Salt Traffic Engineering Report.</td>
</tr>
<tr>
<td>Operational Waste Management</td>
<td>• 1 x 120 litre bin for general waste</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• 1 x 120 litre bin for commingled recyclables</td>
<td></td>
</tr>
<tr>
<td>Construction Waste Minimisation</td>
<td>A target recycling rate of 80% of construction and demolition waste has been adopted for the construction phase of the development to minimise the volume of waste to landfill.</td>
<td>A dedicated recycling contractor will be engaged to facilitate separation of commercially viable recyclable waste streams in accordance with the target adopted.</td>
</tr>
<tr>
<td></td>
<td>This will be achieved by the development of a comprehensive waste minimisation strategy including:</td>
<td>The waste management plan will be in accordance with the requirements of Credit Man-7 of the Green Star Multi Residential tool, Version 1 2009.</td>
</tr>
<tr>
<td></td>
<td>• Separation of all commercially viable recyclable waste streams</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Training in waste minimisation for all site staff and contractors to form part of site induction training.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Record keeping of landfill waste and recyclable stream volumes to track performance against the 80% recyclable target.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Quarterly reporting of volumes and percentages for each waste stream.</td>
<td></td>
</tr>
<tr>
<td>Construction &amp; Building Management</td>
<td>All energy and water management systems set out in this report will be commissioned in accordance with the manufacturer’s specifications.</td>
<td></td>
</tr>
</tbody>
</table>
5. Implementation Strategy

<table>
<thead>
<tr>
<th>#</th>
<th>Initiative</th>
<th>Requirement</th>
<th>Responsibility</th>
<th>Stage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Coordination of Initiatives</td>
<td>Full implementation.</td>
<td>Project Manager</td>
<td>All</td>
</tr>
<tr>
<td>2</td>
<td>Water Efficiency</td>
<td>Specify fixtures in accordance with nominated WELS star ratings.</td>
<td>Architect</td>
<td>Design Development</td>
</tr>
<tr>
<td>3</td>
<td>Rainwater Harvesting</td>
<td>Design and specify rainwater harvesting system including toilet flushing.</td>
<td>Building Services Engineer</td>
<td>Design Development</td>
</tr>
<tr>
<td>4</td>
<td>Landscaping</td>
<td>Water sensitive landscape design will be incorporated into the development.</td>
<td>Landscape architect</td>
<td>Design Development</td>
</tr>
<tr>
<td>5</td>
<td>Apartment Energy Ratings</td>
<td>Full Bers Pro Assessments for dwellings.</td>
<td>Thermal Performance Assessor</td>
<td>Design Development</td>
</tr>
<tr>
<td>6</td>
<td>Heating &amp; Cooling</td>
<td>Specification of units in accordance with nominated MEPS star ratings.</td>
<td>Building Services Engineer</td>
<td>Design Development</td>
</tr>
<tr>
<td>7</td>
<td>Domestic Hot Water</td>
<td>Specification of gas instantaneous hot water system.</td>
<td>Building Services Engineer</td>
<td>Design Development</td>
</tr>
<tr>
<td>8</td>
<td>Lighting</td>
<td>Specification of nominated energy efficient lighting types and automated controls.</td>
<td>Building Services Engineer</td>
<td>Design Development</td>
</tr>
<tr>
<td>9</td>
<td>Stormwater re-use</td>
<td>Rainwater catchment and re-use to meet STORM requirements.</td>
<td>Building Services Engineer</td>
<td>Design Development</td>
</tr>
<tr>
<td>10</td>
<td>Environmentally Preferable Materials</td>
<td>Specify materials in accordance with nominated schedule.</td>
<td>Architect</td>
<td>Design Development</td>
</tr>
<tr>
<td>11</td>
<td>Bicycle Facilities</td>
<td>4 bicycle racks provided in garages for residents and visitors.</td>
<td>Architect</td>
<td>Design Development</td>
</tr>
<tr>
<td>12</td>
<td>Construction Waste Minimisation</td>
<td>Prepare construction waste minimisation plan.</td>
<td>ESD consultant</td>
<td>Design Development</td>
</tr>
</tbody>
</table>
6. Conclusion

This report sets out a range of sustainable design features, which are integrated into the design and specification of the proposed development, in order to improve environmental outcomes during occupation.

In terms of performance outcomes, the analysis presented in this report demonstrates that the proposed development exceeds the standard of residential building envelope energy efficiency required to satisfy the National Construction Code. Furthermore, the combination of design features and services initiatives meets water, energy, stormwater and indoor environment quality standards of the BESS assessment tool developed by CASBE and adopted by several Victorian Local Government Authorities including the City of Kingston.

Accordingly the sustainable design outcomes from the proposed development are considered to be adequate for a residential development of this scale.

Jan Talacko
Director
## Appendix 1: STORM Results

### STORM Rating Report

**TransactionID:** 765952  
**Municipality:** KINGSTON  
**Rainfall Station:** KINGSTON  
**Address:** 119 Beach Road Parkdale VIC 3195  
**Assessor:** JS  
**Development Type:** Residential - Multiunit  
**Allotment Site (m²):** 1,015.00  
**STORM Rating %:** 101

<table>
<thead>
<tr>
<th>Description</th>
<th>Impervious Area (m²)</th>
<th>Treatment Type</th>
<th>Treatment Area/Volume (m² or L)</th>
<th>Occupants / Number Of Bedrooms</th>
<th>Treatment %</th>
<th>Tank Water Supply Reliability (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof and Terrace areas</td>
<td>514.00</td>
<td>Rainwater Tank</td>
<td>17,500.00</td>
<td>15</td>
<td>131.40</td>
<td>93.50</td>
</tr>
<tr>
<td>Other impervious area</td>
<td>155.00</td>
<td>None</td>
<td>0.00</td>
<td>0</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

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**Program Version:** 1.0.0

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## Appendix 2: Energy Rating Assumptions

### Building Materials

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
<th>Added R Value</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Floor Type</strong></td>
<td>Slab on ground</td>
<td></td>
</tr>
</tbody>
</table>
| **Floor Insulation** | Garage ceiling with townhouse above  
Insulation R3.5                                                      | R3.5          |
|                | Slab on ground insulation to TH 1 all slab areas except garage  
40mm polyboard Enviro 300 – R1.42                                         | R1.42         |
|                | Floor over open space below  
Insulation R2.5                                                                | R2.5          |
| **Wall Insulation** | External Brick veneer  
Insulation R2.5                                                            | R2.5          |
|                | External lightweight  
Insulation R2.5                                                              | R2.5          |
|                | Garage walls to conditioned space  
Insulation R2.5                                                              | R2.5          |
|                | Skylight shaft insulation R2.5                                               |               |
| **Roof Insulation** | Metal roof: R4.0 insulation ceiling plus 60mm Anticon R1.3                      | Roof R1.3  
Ceiling R4.0 |
|                | All apartment ceilings shared with terraces above  
R2.5 insulation                                                          | R 2.5         |
| **Window Frames** | Aluminium frames to all windows and glazed doors                           |               |
| **External Blinds** | Nil                                                                      |               |
Glazing Performance

<table>
<thead>
<tr>
<th>Glazing Type</th>
<th>Whole of Window Value</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capral – 200 Series Hinged Door</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP-048-13 Double glazed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6mm Energy Advantage Grey/12mm Air gap/6mm Clear</td>
<td>3.81</td>
<td>0.25</td>
</tr>
<tr>
<td>Capral – 419 Flushline Series Fixed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP-055-20 Double glazed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6mm Grey/12mm Air gap/6mm Energy Advantage</td>
<td>2.91</td>
<td>0.35</td>
</tr>
<tr>
<td>Capral – 35 Series Awning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP-051-13 Double glazed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6mm Energy Advantage Grey/12mm Air gap/6mm Clear</td>
<td>4.61</td>
<td>0.24</td>
</tr>
<tr>
<td>Capral – 900 Series Sliding</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP-057-25 Double glazed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6mm Energy Advantage Grey/12mm Air gap/6mm Clear</td>
<td>3.36</td>
<td>0.27</td>
</tr>
</tbody>
</table>

NOTES

The energy rating software accredited by the Australian Building Codes Board contains a relatively limited library of window systems. When the glazing systems specified are not available in the software, the protocol requires that the glazing type which most closely matches the specified glazing is selected for the purpose of calculating the energy rating.

The table above sets out the glazing specified for the purposes of calculating the energy rating.

The whole of window U – Value must be equal or lower than the energy rating software value and the whole of window SHGC – Value must be within +/-5% of the energy rating software value.
# General Rating Assumptions

<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Floor Coverings</strong></td>
<td>• Tiles to bathrooms</td>
</tr>
<tr>
<td></td>
<td>• Floating Timber Floorboards to kitchen, living, hall and stair areas</td>
</tr>
<tr>
<td></td>
<td>• Carpet to bedrooms</td>
</tr>
<tr>
<td><strong>Window Coverings</strong></td>
<td>• Holland blinds to all windows. (Regulation Mode)</td>
</tr>
<tr>
<td><strong>Draught Proofing</strong></td>
<td>• Weather strips to all entry &amp; external doors and windows.</td>
</tr>
<tr>
<td></td>
<td>• Seal all exhaust fans.</td>
</tr>
<tr>
<td><strong>Down lights</strong></td>
<td>• Recessed down lights in ceiling/roof space to be fitted with fireproof non vented down light covers to provide air tightness and contact with insulation</td>
</tr>
<tr>
<td><strong>General</strong></td>
<td>• All party walls are classed as neighbour walls.</td>
</tr>
<tr>
<td><strong>Shading</strong></td>
<td>• Overshadowing from adjoining buildings has been incorporated into the energy ratings</td>
</tr>
</tbody>
</table>

## Notes

1. Changes to any of the above stated specifications may affect energy performance and invalidate the energy ratings detailed in this report.

2. Sealing of gaps and cracks: inadequate sealing of gaps and cracks can negatively affect the energy performance of a dwelling.

   BCA 2016 vol. 1 Part J3 and vol. 2 Part 3.12.3 requires that seals are to be provided to:
   
   a) Chimneys and flues
   b) Roof lights i.e. skylights or windows installed in a roof
   c) Around external doors and windows and
   d) Exhaust fans

---

1 Holland blinds are assumed as required by BCA Practice Note 55 (Clause 5.2). This assumption is for regulatory purposes only.
## Appendix 3: Solar Hot Water System

### Data

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of bedrooms</td>
<td>3</td>
</tr>
<tr>
<td>Average number of people per bedroom</td>
<td>1.1</td>
</tr>
<tr>
<td>Total occupants</td>
<td>3</td>
</tr>
</tbody>
</table>

### Equivalent Solar Hot Water System

<table>
<thead>
<tr>
<th></th>
<th>Flat Plate</th>
<th>Evac. Tube</th>
</tr>
</thead>
<tbody>
<tr>
<td>Required solar contribution %</td>
<td>40%</td>
<td></td>
</tr>
<tr>
<td>To be supplied by solar water heaters</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>Solar radiation, Melbourne, optimum angle</td>
<td>17.2</td>
<td></td>
</tr>
</tbody>
</table>

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Solar water heater efficiency</td>
<td>annual average</td>
<td>65%</td>
</tr>
<tr>
<td>Delivered energy into water</td>
<td>MJ / day / m² annual ave.</td>
<td>9.6</td>
</tr>
<tr>
<td>Solar water heater collector area required</td>
<td>m² aperture area</td>
<td>1.8</td>
</tr>
<tr>
<td>Solar water heater area / panel</td>
<td>m² aperture area / panel</td>
<td>1.86</td>
</tr>
<tr>
<td>Number of panels required</td>
<td>rounded up</td>
<td>1</td>
</tr>
<tr>
<td>Typical collector dimensions</td>
<td>width (m) x length (m) width along header direction</td>
<td>1.0 x 2.0</td>
</tr>
<tr>
<td>Indicative water storage volume req’d</td>
<td>litres</td>
<td>90</td>
</tr>
</tbody>
</table>

### Supplementary Heat Input to DHW

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>From supplementary source(s)</td>
<td>26</td>
</tr>
<tr>
<td>Expected performance effy</td>
<td>annual average</td>
</tr>
<tr>
<td>Energy input to supplementary source(s)</td>
<td>MJ / day</td>
</tr>
</tbody>
</table>

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual expected solar energy contribution</td>
<td>GJ/y</td>
</tr>
<tr>
<td>Natural gas use reduction from solar</td>
<td>GJ/y</td>
</tr>
<tr>
<td>Greenhouse gas emissions factor, NG [1]</td>
<td>kg CO₂-e/GJ</td>
</tr>
<tr>
<td>Greenhouse gas emissions reduction</td>
<td>tonnes CO₂-e/yr</td>
</tr>
</tbody>
</table>

[1] National Greenhouse Accounts (NGA) Factors, August 2017, tables 2 and 38
### 119 Beach Road Parkdale

**Data**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of bedrooms</td>
<td>4</td>
</tr>
<tr>
<td>Average number of people per bedroom</td>
<td>1.1</td>
</tr>
<tr>
<td>Total occupants</td>
<td>4</td>
</tr>
</tbody>
</table>

**Equivalent Solar Hot Water System**

<table>
<thead>
<tr>
<th>Required solar contribution %</th>
<th>40%</th>
</tr>
</thead>
<tbody>
<tr>
<td>To be supplied by solar water heaters</td>
<td>MJ / day</td>
</tr>
<tr>
<td>Solar radiation, Melbourne, optimum angle</td>
<td>MJ / day / m² annual ave.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Collector Type</th>
<th>Flat Plate</th>
<th>Evac. Tube</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solar water heater efficiency</td>
<td>annual average</td>
<td>55%</td>
</tr>
<tr>
<td>Delivered energy into water</td>
<td>MJ / day / m² annual ave.</td>
<td>9.5</td>
</tr>
<tr>
<td>Solar water heater collector area required</td>
<td>m² aperture area</td>
<td>2.5</td>
</tr>
<tr>
<td>Solar water heater area / panel</td>
<td>m² aperture area / panel</td>
<td>1.86</td>
</tr>
<tr>
<td>Number of panels required</td>
<td>rounded up</td>
<td>2</td>
</tr>
<tr>
<td>Typical collector dimensions</td>
<td>width (m) x length (m)</td>
<td>1.0 x 2.0</td>
</tr>
<tr>
<td>Indicative water storage volume req'd</td>
<td>litres</td>
<td>120</td>
</tr>
</tbody>
</table>

**Supplementary Heat Input to DHW**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>From supplementary source(s)</td>
<td>MJ / day</td>
</tr>
<tr>
<td>Expected performance effy</td>
<td>annual average</td>
</tr>
<tr>
<td>Energy input to supplementary source(s)</td>
<td>MJ / day</td>
</tr>
</tbody>
</table>

| Annual expected solar energy contribution | GJ/y | 8.5 |
| Natural gas use reduction from solar | GJ/y | 11.3 |
| Greenhouse gas emissions factor, NG [1] | kg CO₂-e/GJ | 55.3 |
| Greenhouse gas emissions reduction | tonnes CO₂-e/yr | 0.62 |

[1] National Greenhouse Accounts (NGA) Factors, August 2017, tables 2 and 38
## Appendix 4: Rainwater Harvesting

### Inputs

<table>
<thead>
<tr>
<th>PPL</th>
<th>Flush/Person/Day</th>
<th>Irrigation Schedule</th>
<th>Tank Capacity (litres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>15l/m²</td>
<td>8</td>
<td>Jan</td>
<td>S</td>
</tr>
<tr>
<td>10l/m²</td>
<td>5</td>
<td>Feb</td>
<td></td>
</tr>
<tr>
<td>5l/m²</td>
<td>4</td>
<td>Mar</td>
<td></td>
</tr>
<tr>
<td>3l/m²</td>
<td>2</td>
<td>Apr</td>
<td></td>
</tr>
<tr>
<td>2l/m²</td>
<td>1</td>
<td>May</td>
<td></td>
</tr>
<tr>
<td>1l/m²</td>
<td>5</td>
<td>June</td>
<td></td>
</tr>
<tr>
<td>1l/m²</td>
<td>5</td>
<td>July</td>
<td></td>
</tr>
<tr>
<td>1l/m²</td>
<td>5</td>
<td>Aug</td>
<td></td>
</tr>
<tr>
<td>1l/m²</td>
<td>5</td>
<td>Sep</td>
<td></td>
</tr>
<tr>
<td>1l/m²</td>
<td>5</td>
<td>Oct</td>
<td></td>
</tr>
<tr>
<td>1l/m²</td>
<td>5</td>
<td>Nov</td>
<td></td>
</tr>
<tr>
<td>1l/m²</td>
<td>5</td>
<td>Dec</td>
<td></td>
</tr>
</tbody>
</table>

### Irrigation Area (m²)

- Jan: 10
- Feb: 10
- Mar: 10
- Apr: 5
- May: 5
- Jun: 5
- Jul: 5
- Aug: 5
- Sep: 5
- Oct: 5
- Nov: 5
- Dec: 5

### Collection Evaporation (m²)

- Jan: 10
- Feb: 10
- Mar: 10
- Apr: 5
- May: 5
- Jun: 5
- Jul: 5
- Aug: 5
- Sep: 5
- Oct: 5
- Nov: 5
- Dec: 5

### Roof Area (m²)

- Jan: 41
- Feb: 41
- Mar: 41
- Apr: 15
- May: 15
- Jun: 15
- Jul: 15
- Aug: 15
- Sep: 15
- Oct: 15
- Nov: 15
- Dec: 15

### Total Daily usage (litres)

- Jan: 25
- Feb: 25
- Mar: 25
- Apr: 10
- May: 10
- Jun: 10
- Jul: 10
- Aug: 10
- Sep: 10
- Oct: 10
- Nov: 10
- Dec: 10

### Rainwater saved (litres)

- Jan: 9
- Feb: 9
- Mar: 9
- Apr: 9
- May: 9
- Jun: 9
- Jul: 9
- Aug: 9
- Sep: 9
- Oct: 9
- Nov: 9
- Dec: 9

### Tank Capacity (litres)

- Jan: 17,500
- Feb: 17,500
- Mar: 17,500
- Apr: 17,500
- May: 17,500
- Jun: 17,500
- Jul: 17,500
- Aug: 17,500
- Sep: 17,500
- Oct: 17,500
- Nov: 17,500
- Dec: 17,500

### Reliability of supply (daily demand met)

<table>
<thead>
<tr>
<th>Tank</th>
<th>1k</th>
<th>2k</th>
<th>5k</th>
<th>10k</th>
<th>20k</th>
<th>50k</th>
<th>100k</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>54%</td>
<td>66%</td>
<td>88%</td>
<td>88%</td>
<td>88%</td>
<td>88%</td>
<td>88%</td>
</tr>
<tr>
<td>Feb</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Mar</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Apr</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>May</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Jun</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Jul</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Aug</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Sep</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Oct</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Nov</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Dec</td>
<td>88%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Overall

- 88%
Appendix 5: WSUD Maintenance Manual

Rainwater Harvesting System Maintenance Program

Once installed, a systematic maintenance program will be implemented by the owner’s corporation maintenance contractor to ensure the rainwater harvesting system operates as designed and water quality is maintained. The scope of the maintenance program will include inspection and rectification of issues associated with:

- Roof gutters and downpipes
- First flush screens and filtration devices
- Pumps Distribution pipework and reticulation systems
- Overflow systems

Inspections of the system and any maintenance works required will be undertaken on a quarterly basis.

The rainwater harvesting system will be installed in accordance with the guidelines set out in the Rainwater Design & Installation Handbook published by the National Water Commission\(^2\). A schematic diagram of the rainwater tank installation is provided below.

Appendix 6: BESS Results

Your BESS score is +50%

Full BESS report attached
This BESS report outlines the sustainable design commitments of the proposed development at 119 Beach Rd Parkdale VIC 3195. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Kingston City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development’s potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

119 Beach Rd, Parkdale 3195

Site area: 1015 m² · Building Floor Area: 694 m² · Date of Assessment: 02 May 2019 · Version: V3, 1.5.1-B157 · Applicant: js@arkresources.com.au

Your BESS score is + 50%

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Pass</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management</td>
<td>33 %</td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>71 %</td>
<td>✔</td>
</tr>
<tr>
<td>Energy</td>
<td>52 %</td>
<td>✔</td>
</tr>
<tr>
<td>Stormwater</td>
<td>100 %</td>
<td>✔</td>
</tr>
<tr>
<td>IEQ</td>
<td>50 %</td>
<td>✔</td>
</tr>
<tr>
<td>Transport</td>
<td>33 %</td>
<td></td>
</tr>
<tr>
<td>Waste</td>
<td>0 %</td>
<td></td>
</tr>
<tr>
<td>Urban Ecology</td>
<td>50 %</td>
<td></td>
</tr>
<tr>
<td>Innovation</td>
<td>10 %</td>
<td></td>
</tr>
</tbody>
</table>

Project number 21639

Published
http://bess.net.au/projects/21639
Building Composition

Dwellings

<table>
<thead>
<tr>
<th>Name</th>
<th>Quantity</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Townhouse TH 1</td>
<td>1</td>
<td>179 m²</td>
</tr>
<tr>
<td>Townhouse TH 2</td>
<td>1</td>
<td>182 m²</td>
</tr>
<tr>
<td>Townhouse DW 3</td>
<td>1</td>
<td>189 m²</td>
</tr>
<tr>
<td>Townhouse DW 4</td>
<td>1</td>
<td>143 m²</td>
</tr>
</tbody>
</table>

How did this Development Perform in each Environmental Category?

Sustainable design commitments by category

- Water
- Energy
- Stormwater
- IEQ
- Transport
- Waste
- Urban Ecology
- Innovation

Maximum Available

Your Building

Sustainable design commitments by category
The sustainable design commitments for this project are listed below. These are to be incorporated into the design documentation and subsequently implemented.

### Management

**Credit**

<table>
<thead>
<tr>
<th>Management 2.2 Thermal Performance Modelling - Multi-Dwelling Residential</th>
<th>Disabled</th>
<th>Scoped out</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>100 %</td>
</tr>
</tbody>
</table>

**Score Contribution**

This credit contributes 33% towards this section’s score.

**Aim**

To encourage and recognise developments that have used modelling to inform passive design at the early design stage.

**Questions**

Have preliminary NatHERS ratings been undertaken for all thermally unique dwellings?

Yes

### Water

71% - contributing 6% to overall score

**Credit**

<table>
<thead>
<tr>
<th>Water 1.1 Potable Water Use Reduction (Interior Uses)</th>
<th>Disabled</th>
<th>Scoped out</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>50 %</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Water 2.1 Rainwater Collection &amp; Reuse (Additional Uses)</th>
<th>Disabled</th>
<th>Scoped out</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>100 %</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Water 3.1 Water Efficient Landscaping</th>
<th>Disabled</th>
<th>Scoped out</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>100 %</td>
</tr>
</tbody>
</table>

**Water Approaches**

What approach do you want to use Water? Use the built in calculation tools

**Project Water Profile Questions**

Are you installing a rainwater tank? Yes

**Water fixtures, fittings and connections**

<table>
<thead>
<tr>
<th>TH 1</th>
<th>TH 2</th>
<th>Dwelling 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TH 1</td>
<td>TH 2</td>
<td>Dwelling 3</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
<td>------------</td>
</tr>
<tr>
<td><strong>Showerhead</strong></td>
<td>3 Star WELS (&gt; 6.0 but &lt;= 7.5)</td>
<td>3 Star WELS (&gt; 6.0 but &lt;= 7.5)</td>
</tr>
<tr>
<td><strong>Bath</strong></td>
<td>Scope out</td>
<td>Scope out</td>
</tr>
<tr>
<td><strong>Kitchen Taps</strong></td>
<td>&gt; 4 Star WELS rating</td>
<td>&gt; 4 Star WELS rating</td>
</tr>
<tr>
<td><strong>Bathroom Taps</strong></td>
<td>&gt; 5 Star WELS rating</td>
<td>&gt; 5 Star WELS rating</td>
</tr>
<tr>
<td><strong>Dishwashers</strong></td>
<td>&gt; 4 Star WELS rating</td>
<td>&gt; 4 Star WELS rating</td>
</tr>
<tr>
<td><strong>WC</strong></td>
<td>&gt; 4 Star WELS rating</td>
<td>&gt; 4 Star WELS rating</td>
</tr>
<tr>
<td><strong>Urinals</strong></td>
<td>Scope out</td>
<td>Scope out</td>
</tr>
<tr>
<td><strong>Washing Machine Water Efficiency</strong></td>
<td>&gt; 4 Star WELS rating</td>
<td>&gt; 4 Star WELS rating</td>
</tr>
<tr>
<td><strong>Rainwater connected to: Toilets</strong></td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Dwelling 4**

| **Showerhead** | 3 Star WELS (> 6.0 but <= 7.5) |
| **Bath** | Scope out |
| **Kitchen Taps** | > 4 Star WELS rating |
| **Bathroom Taps** | > 5 Star WELS rating |
| **Dishwashers** | > 4 Star WELS rating |
| **WC** | > 4 Star WELS rating |
| **Urinals** | Scope out |
| **Washing Machine Water Efficiency** | > 4 Star WELS rating |
| **Rainwater connected to: Toilets** | Yes |

### Rainwater Tanks

- **Tank 1**
  - What is the total roof area connected to the rainwater tank? 539.0 Square Metres
  - Tank Size Litres 17500.0

### Water 1.1 Potable Water Use Reduction (Interior Uses)

- **Score Contribution** This credit contributes 57% towards this section's score.
## Water 1.1 Potable Water Use Reduction (Interior Uses)

**Aim**

What is the reduction in total water use due to efficient fixtures, appliances, and rainwater use? To achieve points in this credit there must be >25% potable water reduction. You are using the built in calculation tools. This credit is calculated from information you have entered above.

**Criteria**

Percentage reduction in potable water use

**Questions**

Percentage Achieved? Percentage %

**Calculations**

### Annual Water Consumption (kL) (Reference)

770

### Annual Water Consumption (kL) (Proposed)

521

% Reduction in Potable Water Consumption Percentage %

32%

## Water 2.1 Rainwater Collection & Reuse (Additional Uses)

100%

**Score Contribution**

This credit contributes 28% towards this section’s score.

**Aim**

What is the additional reduction in potable (mains) water use due to rainwater harvesting? Additional water uses for rainwater include non-potable demands such as irrigation, pools, commercial process uses and taps for washdown. Note: tank water will only be available for additional uses if it is required for internal uses. If the property uses an alternative water source, the alternative water source is deemed to meet 90% of additional non-potable water use requirements. You are using the built in calculation tools. This credit is calculated from information you have entered above in the rainwater tanks section.

**Criteria**

What is the additional reduction in potable (mains) water use due to using rainwater or an alternative water source?

**Questions**

Percentage Achieved? Percentage %

**Calculations**
Rainwater collection & reuse (additional uses) 100 %

Water 3.1 Water Efficient Landscaping 100%

Score Contribution  This credit contributes 14% towards this section’s score.

Aim  Are water efficiency principles used for landscaped areas? This includes low water use plant selection (e.g. xeriscaping) and specifying water efficient irrigation (e.g. drip irrigation with timers and rain sensors). Note: food producing landscape areas and irrigation areas connected to rainwater or an alternative water source are excluded from this section.

Questions
Will water efficient landscaping be installed? Yes

Energy 52% - contributing 14% to overall score

<table>
<thead>
<tr>
<th>Credit</th>
<th>Disabled</th>
<th>Scoped out</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Energy 2.1 Greenhouse Gas Emissions</td>
<td>100 %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy 2.3 Electricity Consumption</td>
<td>100 %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy 2.4 Gas Consumption</td>
<td>100 %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy 2.5 Wood Consumption</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy 3.2 Hot Water</td>
<td>100 %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy 3.3 External Lighting</td>
<td>100 %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy 3.4 Clothes Drying</td>
<td>100 %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Energy 3.5 Internal Lighting - Residential Single Dwelling</td>
<td>100 %</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Dwellings Energy Approaches
What approach do you want to use for Energy? Use the built in calculation tools

Project Energy Profile Questions
Gas Supply Natural Gas

Dwelling Energy Profiles
<table>
<thead>
<tr>
<th>TH 1</th>
<th>TH 2</th>
<th>TH 3</th>
<th>TH 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below the floor is</td>
<td>Ground or Carpark</td>
<td>Ground or Carpark</td>
<td>Ground or Carpark</td>
</tr>
<tr>
<td>Above the ceiling is</td>
<td>Outside</td>
<td>Outside</td>
<td>Outside</td>
</tr>
<tr>
<td>Exposed sides</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>NatHERS Annual Energy Loads - Heat MJ/sqm</td>
<td>138.7</td>
<td>107.9</td>
<td>91.5</td>
</tr>
<tr>
<td>NatHERS Annual Energy Loads - Cool MJ/sqm</td>
<td>10.6</td>
<td>16.8</td>
<td>8.7</td>
</tr>
<tr>
<td>NatHERS star rating</td>
<td>5.8</td>
<td>6.0</td>
<td>6.8</td>
</tr>
<tr>
<td>Type of Heating System</td>
<td>D Reverse cycle space</td>
<td>D Reverse cycle space</td>
<td>D Reverse cycle space</td>
</tr>
<tr>
<td>Heating System Efficiency</td>
<td>4 Star</td>
<td>4 Star</td>
<td>4 Star</td>
</tr>
<tr>
<td>Type of Cooling System</td>
<td>Refrigerative space</td>
<td>Refrigerative space</td>
<td>Refrigerative space</td>
</tr>
<tr>
<td>Cooling System Efficiency</td>
<td>1 Star</td>
<td>1 Star</td>
<td>1 Star</td>
</tr>
<tr>
<td>Type of Hot Water System</td>
<td>I Gas Instantaneous 5 star</td>
<td>I Gas Instantaneous 5 star</td>
<td>I Gas Instantaneous 5 star</td>
</tr>
<tr>
<td>Clothes Line</td>
<td>D Private outdoor clothesline</td>
<td>D Private outdoor clothesline</td>
<td>D Private outdoor clothesline</td>
</tr>
<tr>
<td>Clothes Dryer</td>
<td>A No clothes dryer</td>
<td>A No clothes dryer</td>
<td>A No clothes dryer</td>
</tr>
</tbody>
</table>

Below the floor is Ground or Carpark
Above the ceiling is Outside
Exposed sides 3

NatHERS Annual Energy Loads - Heat MJ/sqm | 91.8
NatHERS Annual Energy Loads - Cool MJ/sqm | 13.4
NatHERS star rating | 6.6
Type of Heating System | D Reverse cycle space
Heating System Efficiency | 4 Star
Type of Cooling System | Refrigerative space
Cooling System Efficiency | 1 Star
Type of Hot Water System | I Gas Instantaneous 5 star
Clothes Line | D Private outdoor clothesline
Clothes Dryer | A No clothes dryer

Energy 2.1 Greenhouse Gas Emissions

Score Contribution This credit contributes 10% towards this section’s score.
### Aim
Reduce the building’s greenhouse gas emissions

### Criteria
Are greenhouse gas emissions >10% below the benchmark

### Questions
Criteria Achieved?

### Calculations
- **Reference Building with Reference Services (BCA only) kg CO₂**
  
  40803.7

- **Proposed Building with Proposed Services (Actual Building) kg CO₂**
  
  13314.4

### % Reduction in GHG Emissions

<table>
<thead>
<tr>
<th>Percentage</th>
<th>67 %</th>
</tr>
</thead>
</table>

### Energy 2.3 Electricity Consumption

This credit contributes 10% towards this section’s score.

<table>
<thead>
<tr>
<th>Aim</th>
<th>Reduce consumption of electricity</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Is the annual electricity consumption &gt;10% below the benchmark</th>
</tr>
</thead>
</table>

### Questions
Criteria Achieved?

### Calculations

- **Reference kWh**
  
  31284.8

- **Proposed kWh**
  
  8921.5

### Improvement

<table>
<thead>
<tr>
<th>Percentage</th>
<th>71 %</th>
</tr>
</thead>
</table>
Energy 2.4 Gas Consumption

<table>
<thead>
<tr>
<th>Score Contribution</th>
<th>This credit contributes 10% towards this section’s score.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aim</td>
<td>Reduce consumption of electricity</td>
</tr>
<tr>
<td>Criteria</td>
<td>Is the annual gas consumption &gt;10% below the benchmark?</td>
</tr>
</tbody>
</table>

Questions
Criteria Achieved?

Calculations
Reference MJ
69643.0

Proposed MJ
52558.8

Improvement Percentage %
24%

Energy 2.5 Wood Consumption

This credit was scoped out: No wood heating system present

Aim
Reduce consumption of wood

Criteria
Is the annual wood consumption >10% below the benchmark?

Energy 3.2 Hot Water

Score Contribution
This credit contributes 5% towards this section’s score.

Criteria
Does the hot water system use >10% less energy (gas and electricity) than the reference case?

Questions
Criteria Achieved?

-
Energy 3.3 External Lighting

Score Contribution: This credit contributes 5% towards this section's score.

Questions
Is the external lighting controlled by a motion detector?
Yes

Energy 3.4 Clothes Drying

Score Contribution: This credit contributes 5% towards this section's score.

Criteria: Does the combination of clothes lines and efficient dryers reduce energy (gas+electricity) consumption by more than 10%?

Questions
Criteria Achieved?

Calculations

<table>
<thead>
<tr>
<th>Reference</th>
<th>Proposed</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reference kWh</td>
<td>Proposed kWh</td>
<td>Improvement Percentage %</td>
</tr>
<tr>
<td>2857.5</td>
<td>571.5</td>
<td>79 %</td>
</tr>
</tbody>
</table>
Energy 3.5 Internal Lighting - Residential Single Dwelling

<table>
<thead>
<tr>
<th>Score Contribution</th>
<th>This credit contributes 5% towards this section’s score.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aim</td>
<td>Reduce energy consumption associated with internal lighting</td>
</tr>
</tbody>
</table>

Questions
Does the development achieve a maximum illumination power density of 4W/sqm or less?
Yes

---

Stormwater

100% - contributing 13% to overall score

<table>
<thead>
<tr>
<th>Credit</th>
<th>Disabled</th>
<th>Scoped out</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stormwater 1.1 Stormwater Treatment</td>
<td></td>
<td></td>
<td>100 %</td>
</tr>
</tbody>
</table>

Which stormwater modelling are you using?
Melbourne Water STORM tool

---

Stormwater 1.1 Stormwater Treatment

100%

<table>
<thead>
<tr>
<th>Score Contribution</th>
<th>This credit contributes 100% towards this section’s score.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aim</td>
<td>To achieve best practice stormwater quality objectives through reduction of pollutant load (suspended solids, nitrogen and phosphorus)</td>
</tr>
<tr>
<td>Criteria</td>
<td>Has best practice stormwater management been demonstrated?</td>
</tr>
</tbody>
</table>

Questions
STORM score achieved
101

<table>
<thead>
<tr>
<th>Flow (ML/year)</th>
<th>% Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Suspended Solids (kg/year)</th>
<th>% Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Phosphorus (kg/year)</th>
<th>% Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Nitrogen (kg/year)</th>
<th>% Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### IEQ

50% - contributing 8% to overall score

<table>
<thead>
<tr>
<th>Credit</th>
<th>Disabled</th>
<th>Scoped out</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>IEQ 3.1 Thermal comfort - Double Glazing</td>
<td>100 %</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**IEQ 3.1 Thermal comfort - Double Glazing**

Score Contribution: This credit contributes 50% towards this section’s score.

**Aim**

To provide comfortable indoor spaces and reduce energy needed for heating and cooling

**Questions**

Is double glazing (or better) used to all living areas and bedrooms?

Yes

---

### Transport

33% - contributing 2% to overall score

<table>
<thead>
<tr>
<th>Credit</th>
<th>Disabled</th>
<th>Scoped out</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport 1.1 Bicycle Parking - Residential</td>
<td>100 %</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Transport 1.1 Bicycle Parking - Residential**

Score Contribution: This credit contributes 33% towards this section’s score.

**Aim**

To encourage and recognise initiatives that facilitate cycling

**Criteria**

Is there at least one secure bicycle space per dwelling?

**Questions**

Bicycle Spaces Provided?
Calculations
Min Bicycle Spaces Required

4

Waste
0% - contributing 0% to overall score

Urban Ecology
50% - contributing 2% to overall score

<table>
<thead>
<tr>
<th>Credit</th>
<th>Disabled</th>
<th>Scoped out</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Ecology 2.1 Vegetation</td>
<td></td>
<td></td>
<td>100 %</td>
</tr>
</tbody>
</table>

Urban Ecology 2.1 Vegetation

<table>
<thead>
<tr>
<th>Score Contribution</th>
<th>This credit contributes 50% towards this section’s score.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aim</td>
<td>To encourage and recognise the use of vegetation and landscaping within and around developments</td>
</tr>
<tr>
<td>Criteria</td>
<td>How much of the site is covered with vegetation, expressed as a percentage of the total site area.</td>
</tr>
</tbody>
</table>

Questions

<table>
<thead>
<tr>
<th>Percentage Achieved ?</th>
<th>Percentage %</th>
</tr>
</thead>
<tbody>
<tr>
<td>32 %</td>
<td></td>
</tr>
</tbody>
</table>

Innovation
10% - contributing 0% to overall score

<table>
<thead>
<tr>
<th>Credit</th>
<th>Disabled</th>
<th>Scoped out</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Innovation 1.1 Innovation</td>
<td></td>
<td></td>
<td>10 %</td>
</tr>
</tbody>
</table>

Innovations

<table>
<thead>
<tr>
<th>Innovations</th>
<th>Low VOC paints</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low VOC paints</td>
<td></td>
</tr>
</tbody>
</table>
Low VOC paints

Environmentally preferred materials will be specified with the objective of reducing offsite environmental impacts and improving indoor environment quality for residents. All paints to be low VOC (<16g/litre), with 50% of paints to be ultra-low VOC (<5g/litre).

Points Targeted

1

Innovation 1.1 Innovation

10%

Score Contribution

This credit contributes 100% towards this section’s score.

Criteria

What percentage of the Innovation points have been claimed (10 points maximum)?

Questions

Criteria Achieved?

-

Items to be marked on floorplans

0 / 7 floorplans & elevation notes complete.

- Energy 3.4: External lighting sensors annotated: Incomplete
- Water 2.1: Location of rainwater tanks as described: Incomplete
- Water 3.1: Water efficient garden annotated: Incomplete
- Stormwater 1.1: Location of any stormwater management systems used in STORM or MUSIC modelling (e.g. Rainwater tanks, raingarden, buffer strips): Incomplete
- IEQ 3.1: Glazing specification to be annotated: Incomplete
- Transport 1.1: All nominated residential bicycle parking spaces: Incomplete
- Urban Ecology 2.1: Vegetated areas: Incomplete

Documents and evidence

0 / 4 supporting evidence documentation complete.

- Management 2.2: Preliminary NatHERS assessments: Incomplete
- Energy 3.5: Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used: Incomplete
The Built Environment Sustainability Scorecard (BESS) has been provided for the purpose of information and communication. While we make every effort to ensure that material is accurate and up to date (except where denoted as ‘archival’), this material does in no way constitute the provision of professional or specific advice. You should seek appropriate, independent, professional advice before acting on any of the areas covered by BESS.

The Municipal Association of Victoria (MAV) and CASBE (Council Alliance for a Sustainable Built Environment) member councils do not guarantee, and accept no legal liability whatsoever arising from or connected to, the accuracy, reliability, currency or completeness of BESS, any material contained on this website or any linked sites.
PROPOSED RESIDENTIAL DEVELOPMENT
119 BEACH ROAD, PARKDALE

TRAFFIC ENGINEERING REPORT
LIST OF FIGURES

Figure 1 Subject site locality ................................................................. 1
Figure 2 Aerial view of the subject site ................................................. 1
Figure 3 Public transport services in vicinity of the subject site ............... 4
Figure 4 Parking utilisation within 150m (Antibes Street) ......................... 5
Figure 5 PPTN Overlay – VicPlan .......................................................... 6

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Table 2 Statutory Car Parking Requirements (Column B) ......................... 7
Table 3 Clause 52.06-09 Design Assessment .......................................... 8
1 INTRODUCTION

SALT has been engaged by Luyang Holdings Pty Ltd to undertake a traffic engineering assessment associated with the proposed townhouse development at 119 Beach Road, Parkdale. This is an amendment application to the existing Planning Permit (KP-307/2015) which currently allows “seven dwellings within a two-storey building and basement car parking”.

In the course of preparing this report, the following tasks have been undertaken:

- The subject site and surrounding environs have been inspected;
- Parking utilisation surveys have been conducted;
- Development plans have been reviewed and design advice provided to the project architect; and
- The parking and traffic implications of the proposal have been assessed.

The following sets out SALT’s findings with respect to the traffic engineering matters of the proposed development.

2 EXISTING LOCATIONS

2.1 LOCATION & LAND USE

The subject site is located on the north-western corner of the Beach Road/Antibes Street intersection, as shown in Figure 1 and Figure 2.

![Figure 1 Subject site locality](image-url)
The subject site consists of a single lot with a total area of approximately 1,015 m² with frontages of approximately 28.0 m to Beach Road and 45.0 m to Antibes Street along the southern and eastern boundaries respectively.

Currently, the site is vacant, having previously been occupied by a single-storey dwelling. Access is currently provided via two existing crossovers; one to Antibes Street at the northeast site boundary and another at the southwest boundary, adjacent to the Antibes Street bus stop. It should be noted that the existing crossover to Beach Road appears to have not been utilised for some time, evident by the overgrowth of the adjacent nature-strip.

Land use within the vicinity of the site is largely, if not entirely, comprised of residential structures.

An aerial view of the subject site is provided in Figure 2 below.

Figure 2 Aerial view of the subject site

2.2 ZONING

The subject site is located within a General Residential Zone – Schedule 2 (GRZ2) and is affected by a Design and Development Overlay – Schedule 1 (DDO1).

There are no Parking Overlays (PO) that affect this site.
2.3  ROAD NETWORK
2.3.1  BEACH ROAD
Beach Road is classified a Road Zone Category 1 (RDZ1) and is a Primary State Arterial Road under the care and management of VicRoads. The road generally follows the shoreline, running in a southeast/northwest orientation connecting Warrigal Road in the northwest with the Nepean Highway in the southeast.

The carriageway has an approximate width of 13.9 metres and provides two trafficable lanes in each direction. A pedestrian footpath and kerbing is provided along the northern road boundary, while the southern side is comprised of a gravel shoulder with a width of approximately 2.0m.

Parking is permitted along the northern side of Beach Road, though is restricted as ‘No Standing’ between 6.00-10.00am on Saturdays and Sundays. The southern road side is marked ‘No Standing’ at all times.

A posted speed limit of 60km/h applies.

2.3.2  ANTIBES STREET
Antibes Street is a local traffic street and is under the care and management of Kingston City Council. The road generally runs in a north–south orientation between Como Parade in the north and Beach Road in the south.

The road consists of an unmarked carriageway approx. 7.4 metres wide and supports two-way traffic. Unrestricted parallel parking is permitted on either side of the street.

There is no posted speed limit and hence the default speed limit of 50km/h applies.

2.4  SUSTAINABLE TRANSPORT
The subject site is suitably located to take advantage of the sustainable transport network and pedestrian facilities within its vicinity, which provides future residents and their visitors with practical alternatives to private motor vehicle travel.

An evaluation of sustainable transport options is provided below.

2.4.1  WALKABILITY
The subject site has very good walking facilities in place with footpaths provided along the frontage of the site. These footpaths provide convenient access to the wider pedestrian network and surrounding areas.

The subject site has a Walk Score of 47 out of a possible 100 points on www.walkscore.com, indicating that “most errands require a car”.

2.4.2  BICYCLES
The largely residential nature of the surrounding land provides a suitable low-speed environment which may encourage cycling. The bay trail runs parallel to Beach Road.

2.4.3  PUBLIC TRANSPORT
The closest public transport stop is the Antibes Street bus stop, located at the Beach Road frontage of the subject site and servicing the Route 903 bus.

A summary of available public transport services is shown in Table 1 overleaf, with Figure 3 presenting the public transport network within the proximity of the site and surrounding area.
Table 1  Nearby Public Transport Options

<table>
<thead>
<tr>
<th>Mode</th>
<th>Route Number</th>
<th>Route Description</th>
<th>Nearest Stop</th>
<th>Distance from Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>708</td>
<td>Carrum – Hampton via Southland</td>
<td>Bethell Avenue</td>
<td>(11-minute walk)</td>
</tr>
<tr>
<td></td>
<td>811</td>
<td>Dandenong – Brighton via Heatherton Road, Springvale</td>
<td>Mentone Grammar School</td>
<td>(12-minute walk)</td>
</tr>
<tr>
<td></td>
<td>812</td>
<td>Dandenong – Brighton via Parkmore Shopping Centre</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>903</td>
<td>Altona – Mordialloc (SMARTBUS Service)</td>
<td>Antibes Street</td>
<td>(&lt;1-minute walk)</td>
</tr>
<tr>
<td>Train</td>
<td></td>
<td>Frankston Line</td>
<td>Parkdale Railway Station</td>
<td>(12-minute walk)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Flinders Street – Frankston</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure 3  Public transport services in vicinity of the subject site
2.5 CAR PARKING AVAILABILITY

SALT commissioned Nationwide Traffic Surveys to undertake a series of parking utilisation surveys in Antibes Street at key times reflecting periods when residents and their visitors are likely to be parked in the street. A single survey was also undertaken by SALT staff.

The survey dates and times are as follows:

- Thursday 8\textsuperscript{th} November 2018: 1:00pm
- Friday 16\textsuperscript{th} November 2018: 8:00pm
- Saturday 16\textsuperscript{th} November 2018: 100pm, 8:00pm

A total of 22 parking spaces are available in Antibes Street within 150m of Beach Road, representing a very short walk from the subject site.

The results of the surveys are summarised in Figure 4.

Detailed survey data is provided in Appendix 1.

![Antibes Street Parking Utilisation](image)

Figure 4 Parking utilisation within 150m (Antibes Street)

The survey results indicate that at least 9 vacant parking spaces are available, with an occupancy rate of 45 – 59%. On-street parking is hence readily available.
3 PROPOSAL

It is proposed to construct four townhouses, comprised of:

- 3 x three-bedroom townhouses; and
- 1 x four-bedroom townhouse.

Townhouse 1 would be provided with a double garage, while Townhouses 2–4 would have a single garage and a tandem space in the driveway.

The proposal would see the removal of the existing crossovers to Beach Road and Antibes Street, and the construction of three new crossovers:

- A single crossover on Beach Road to service Townhouse 1;
- A double crossover on Antibes Street to service Townhouses 2 and 3, and
- A single crossover on Antibes Street, replacing the existing crossover, to service Townhouse 4.

The proposed vehicle crossover to Beach Road (a Road Zone) has been approved by VicRoads following discussions that took place during the design process.

4 CAR PARKING

4.1 STATUTORY REQUIREMENTS

Car parking requirements applicable to the proposal are specified in Table 1 to Clause 52.06 of the Kingston Planning Scheme.

Following the amendments to the Planning Scheme (VC148), the car parking rates specified within ‘Column B’ of Clause 52.06-5 may be adopted if “any part of the land is identified as being within the Principle Public Transport Network (PPTN) as shown on the Principle Public Transport Network Area Maps (State Government of Victoria, 2018)”.

The subject site is located within the PPTN as shown in Figure 4.

Figure 5 PPTN Overlay – VicPlan
As the subject site is within the PPTN and is not affected by a Parking Overlay, the PPTN application of the ‘Column B’ car parking rates outlined in Clause 52.06-5. These requirements are summarised in Table 2.

### Table 2: Statutory Car Parking Requirements (Column B)

<table>
<thead>
<tr>
<th>USE</th>
<th>NO.</th>
<th>PLANNING SCHEME CAR PARKING RATE</th>
<th>REQUIRED</th>
<th>PROVIDED</th>
<th>SHORTFALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling</td>
<td>3 x three-bedroom, 1 x four-bedroom</td>
<td>1 to each one or two-bedroom dwelling, plus</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 to each three or more-bedroom dwelling [with studies or studios that are separate rooms counted as a bedroom] plus</td>
<td>8</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0 for visitors</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td>8</td>
<td>8</td>
<td>0</td>
</tr>
</tbody>
</table>

It can be seen there is a statutory requirement to provide 8 parking spaces for residents with no requirement to supply visitor parking.

#### 4.2 Adequacy of Car Parking Supply

The proposed provision of two car parking spaces per dwelling meets the requirements of the Planning Scheme.

#### 4.3 On-Street Parking Impacts

The proposed vehicle crossovers would result in:

- Removal of one existing parking space in Beach Road [subject to a 'No Stopping 6am – 10am Sat – Sun' parking restriction], with one space remaining at the frontage of the site; and
- Removal of two parking spaces in Antibes Street, with three spaces remaining at the frontage of the site.

This is considered acceptable given the high existing availability of on-street parking on Antibes Street – refer Section 2.4. A minimum of 9 vacant spaces were observed within a convenient short walk of the site, equating to an occupancy rate of 59%.

In the sections of Antibes Street located directly adjacent and opposite the site frontage, between 1 and 4 parking spaces were occupied out of 9 spaces in total, leaving 5 – 8 vacant spaces. This equates to an occupancy rate of 11 to 44%.

Further, nearby properties typically have substantial provision for off-street parking, and hence the majority of existing residential parking demand can be catered for by on-site parking.

The loss of three on-street parking spaces will hence have no significant impact on on-street parking availability.

It should also be noted that the total width of the crossovers is 11.2m versus the Antibes Street frontage of 45.72m, equating to 24.6%. This is less than the maximum 33% specified under Clause 55.03-9 of the Planning Scheme.
5 DESIGN ASSESSMENT

An assessment against the relevant design standards of Clause 52.06-9 of the Kingston Planning Scheme is provided in Table 3.

Table 3 Clause 52.06–09 Design Assessment

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Standard 1: Accessways</td>
<td></td>
</tr>
<tr>
<td>Accessways must:</td>
<td></td>
</tr>
<tr>
<td>Be at least 3 metres wide.</td>
<td>Complies.</td>
</tr>
<tr>
<td>The accessway to each townhouse measures at least 3.0 metres wide</td>
<td></td>
</tr>
<tr>
<td>Does not comply.</td>
<td></td>
</tr>
<tr>
<td>Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.</td>
<td></td>
</tr>
<tr>
<td>However, vehicle swept path analysis using AutoTURN confirms that the garages and driveways are conveniently accessible by the Australian Standard B85 car – refer diagrams in Appendix 1.</td>
<td></td>
</tr>
<tr>
<td>Allow vehicles parked in the last space of a dead–end accessway in public car parks to exit in a forward direction with one manoeuvre.</td>
<td>Not applicable.</td>
</tr>
<tr>
<td>Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.</td>
<td>Complies.</td>
</tr>
<tr>
<td>Clearance exceeds the minimum 2.1 metres specified.</td>
<td></td>
</tr>
<tr>
<td>If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction</td>
<td>Complies.</td>
</tr>
<tr>
<td>The Antibes Street townhouses are not required to provide forward egress.</td>
<td></td>
</tr>
<tr>
<td>The Beach Road townhouse is required to provide forward egress as access is to a Road Zone. The double garage has been over-sized in order to accommodate B99 vehicle access (a 5.2m long car) with cars able to enter and exit the garage with a single movement (discounting the initial reverse movement from the garage). This ensures that it is highly convenient for drivers to exit in a forward direction.</td>
<td></td>
</tr>
<tr>
<td>The proposed design has been reached following discussions with VicRoads, who have confirmed their approval for the arrangement.</td>
<td></td>
</tr>
<tr>
<td>Vehicle swept path diagrams demonstrating the movements for Townhouse 1 are provided in Appendix 1.</td>
<td></td>
</tr>
</tbody>
</table>
**Requirement**

Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone.

Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane 2 and 2.5 metres along the exit lane from the frontage.

If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.

If entry to the car space is from a road, the width of the accessway may include the road.

**Design Standard 2: Car Parking Spaces**

Car parking spaces and accessways must have the following minimum dimensions:

<table>
<thead>
<tr>
<th>Angle of car parking spaces to accessway</th>
<th>Accessway width</th>
<th>Car space width</th>
<th>Car space length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parallel</td>
<td>3.6 m</td>
<td>2.3 m</td>
<td>0.7 m</td>
</tr>
<tr>
<td>45º</td>
<td>3.5 m</td>
<td>2.6 m</td>
<td>4.9 m</td>
</tr>
<tr>
<td>60º</td>
<td>4.9 m</td>
<td>2.6 m</td>
<td>4.9 m</td>
</tr>
<tr>
<td>90º</td>
<td>6.4 m</td>
<td>2.6 m</td>
<td>4.9 m</td>
</tr>
<tr>
<td></td>
<td>5.8 m</td>
<td>2.8 m</td>
<td>4.9 m</td>
</tr>
<tr>
<td></td>
<td>5.2 m</td>
<td>3.0 m</td>
<td>4.9 m</td>
</tr>
<tr>
<td></td>
<td>4.9 m</td>
<td>3.2 m</td>
<td>4.9 m</td>
</tr>
</tbody>
</table>

A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked ‘clearance required’ on Diagram 1, other than:

- A column, tree or tree guard, which may project into a space if it is within the area marked ‘tree or column permitted’ on Diagram 1.
- A structure, which may project into the space if it is at least 21 metres above the space.

**Response**

Not applicable.

Complies.

Full 2.5m x 2.0m visibility splays are provided on both sides of each accessway. To achieve this, the front fences and gates will be constructed with permeable aluminium slats, and the dividing fences between the properties will be permeable by way of openings in the brickwork. Refer fencing elevations prepared by K2LD architects.

Not applicable.

Not applicable.

Not applicable to garages.

Nonetheless, to confirm that appropriate access is provided, swept path analysis has been undertaken using AutoTURN – refer Appendix 2.

This indicates that each garage can be conveniently accessed in a forward direction.

Furthermore, as parking will occur over the driveway bend for Townhouses 2 – 4, a standard 2.6m x 4.9m parking space outline has been provided, showing there is adequate space to park with at least 300mm clearance at each end of the vehicle.

Complies.

There are no obstructions that encroach on the zones specified.
<table>
<thead>
<tr>
<th>Requirement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.</td>
<td>Generally complies.</td>
</tr>
<tr>
<td>Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.</td>
<td>Not applicable in the case of a garage.</td>
</tr>
<tr>
<td>Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover</td>
<td>Complies.</td>
</tr>
<tr>
<td>Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.</td>
<td>Not applicable.</td>
</tr>
</tbody>
</table>
### Requirement

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Standard 3: Ramp Gradients</td>
<td></td>
</tr>
<tr>
<td>Accessway grades must not be steeper than 110 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. This does not apply to accessways serving three dwellings or less.</td>
<td></td>
</tr>
<tr>
<td>Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction. Where the difference in grade between two sections of ramp or floor is greater than 18 (12.5 per cent) for a summit grade change, or greater than 16.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming. Plans must include an assessment of grade changes of greater than 15.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.</td>
<td></td>
</tr>
<tr>
<td>The remaining Design Standards are not applicable to this development. Having regard to the above assessment, we find the proposed car park access and layout arrangements to be satisfactory. Further, the crossover to Beach Road has been discussed with and approved by VicRoads.</td>
<td></td>
</tr>
</tbody>
</table>

#### 6 BICYCLE FACILITIES

Clause 52.34-5 of the Kingston Planning Scheme specifies bicycle parking requirements for various land uses. For the use as a 'Dwelling', resident requirements are specified as '1 to each 5 dwellings in developments of four or more storeys' with provision for visitors outlined as ‘1 to each 10 dwellings in developments of four or more storeys’.

Given the proposal has a maximum of two-storeys and 4 dwellings, there is no statutory requirement to provide bicycle parking.

Nonetheless, a bicycle rack has been provided within each of the garages. This would be mounted above vehicle bonnet height.

#### 7 LOADING AND WASTE COLLECTION

It is envisaged that waste would be collected by Council’s collection service. The waste vehicle would park on street at the site frontage, where waste contractors would collect the bins from the roadside.

Given the residential nature of this development, no on-site loading is required.
8 TRAFFIC GENERATION, DISTRIBUTION & IMPACT

8.1 TRAFFIC GENERATION

Based on data collected at other similar residential developments, a peak hour trip generation rate of 0.8 vehicle movements per dwelling is adopted. This equates to \((4 \times 0.8) = 3\) peak hour vehicle trips to/from the development.

8.2 TRAFFIC DISTRIBUTION

It is typically the case that residential traffic is split in/out as follows:

- During the AM peak hour, 20% of vehicles would be inbound and 80% would be outbound.
- During the PM peak hour, 60% of vehicles would be inbound and 40% would be outbound.

This equates to:

AM PEAK HOUR: 1 inbound and 2 outbound trips
PM PEAK HOUR: 2 inbound and 1 outbound trip

Taking into account the site’s location, the layout of the surrounding road network and the likely travel patterns of residents, it is estimated that the majority of traffic would be distributed towards the north in the direction of Nepean Highway.

8.3 TRAFFIC IMPACT

The volume of traffic generated equates to (on average) 1 vehicle every 20 minutes for each movement during the peak hours. This is extremely low in traffic engineering terms and is expected to be accommodated by the road network within the vicinity of the site.

As such, the traffic generated by the development would have negligible adverse impact on the safety and operation of Beach Road, Antibes Street and the surrounding road network.
13

9 SUMMARY

Based on the preceding assessment, SALT is supportive of the proposal from a traffic engineering perspective. A summary of the analysis is as follows:

- The proposed development lies within the Principle Public Transport Network area, allowing the use of the 'Column B' car parking rates:
  - As such, a statutory requirement of 8 parking spaces for residents is stipulated;
  - The proposal supplies 8 parking spaces, satisfying the Planning Scheme requirement.
- The loss of three on-street parking spaces adjacent to the site boundary as a result of the new crossovers (with three spaces remaining) is considered acceptable considering the high availability of on-street parking that currently exists in Antibes Street – which is demonstrated by parking utilisation surveys;
- The proposed car park access and layout has been designed in general accordance with the Planning Scheme and provides convenient and efficient access. Items of non-compliance are justified below:
  - Accessways do not have an internal radius of at least 4 metres at changes of direction; however, vehicle swept path analysis using AutoTURN confirms that the garages and driveways are conveniently accessible by the Australian Standard B85 car;
  - Internal garage lengths and widths partially comply with Clause 52.06, and where they do not the dimensions instead comply with AS2890.1 (Off-Street Parking);
- The additional traffic generated would have no adverse impact on the safety and operation of the surrounding road network.

Subsequently, it is considered there is no parking or traffic reason to inhibit the granting of a planning permit for the proposed residential development.
APPENDIX 1 PARKING SURVEY DATA

ADVERTISED PLANS Documentation May Be Subject to Copyright
PROPOSED RESIDENTIAL DEVELOPMENT 119 BEACH ROAD, PARKDALE

PARKING SURVEY DATA

SURVEY REFERENCE MAP

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

<table>
<thead>
<tr>
<th>Area</th>
<th>Street</th>
<th>Section</th>
<th>Side</th>
<th>Type</th>
<th>Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Antibles St</td>
<td>Beach Rd to #4</td>
<td>East</td>
<td>Unrestricted</td>
<td>4</td>
</tr>
<tr>
<td>A2</td>
<td>Antibles St</td>
<td>#6 to #18</td>
<td>East</td>
<td>Unrestricted</td>
<td>8</td>
</tr>
<tr>
<td>A3</td>
<td>Antibles St</td>
<td>Beach Rd to Driveway #119</td>
<td>West</td>
<td>Unrestricted</td>
<td>5</td>
</tr>
<tr>
<td>A4</td>
<td>Antibles St</td>
<td>#3 to #15</td>
<td>West</td>
<td>Unrestricted</td>
<td>5</td>
</tr>
</tbody>
</table>

Note: Thursday survey was carried out by SALT3 staff.
APPENDIX 2

SWEPT PATH DIAGRAMS

PROPOSED RESIDENTIAL DEVELOPMENT 19 BEACH ROAD, PARKDALE

ADVERTISED PLANS
Documentation May Be Subject to Copyright

MELBOURNE Level 3/51 Queen Street, Melbourne VIC 3000
+61 3 9020 4225

SYDNEY Level 17/40 Mount Street, North Sydney NSW 2060
+61 2 8415 9781

www.salt3.com.au

TRAFFIC ENGINEERS / WASTE ENGINEERS / TRANSPORT PLANNERS / ROAD SAFETY AUDITORS

2016 EAST GIPPSLAND BUSINESS AWARDS FINALIST
Professional Services, Innovation, Child & Family Friendly
Project

119 Beach Road, Parkdale
**DESIGN RESPONSE KEY**

Street footpath to all street facing elevations.

- Front and rear 17SM provided to enhance covered amenity and cross ventilation opportunities.
- High level screen planting to northern boundary (refer landscape drawings).
- Native ground cover (refer landscape drawings).
- Medium shade canopy trees (refer landscape drawings).
- Angled arrangement maximizes access to northern sunlight.
- Shared western side street walls and access to rail light and ventilation opportunities are set at minimum 1.75m.
- Open roof to western balconies maximizes access to rail light and improves passive ventilation.
- Skylights over side walls improve internal daylighting and ventilation.
- Rearward balconies to provide protection from coastal winds and weather.

**PERMIT CONDITIONS RESPONSE KEY**

- Please refer to landscape plan.
- Deletion of Dwelling 7’s roof terrace and associated external roof top structures (amended)
- Dwelling 2’s balcony to wrap around to the Antibes Street frontage (amended)
- Dwelling 4 sections of unpainted timber cladding applied to at least five (5) of the first floor windows to Dwelling 1 designed in accordance with Standard B22 of Clause 55 of the Kingston Planning Scheme to local council authority of the first setback of 17 Beach Road (amended)
- Proposed vehicle crossing to Beach Road reinstated.
- Building or permeable fencing along the northern side boundary with 3 Antibes Street to a maximum height of 2.4 metres, sloping to 1.7 metres at Antibes Street.
- Future street facing elevations to be protected by fence or indigenous shrubs and/or other windbreak elements (amended)
- Privacy screening of the First floor west-facing kitchen located at ground level (amended)
- Brush or permeable fencing along the northern side boundary with 3 Antibes Street to a maximum height of 2.4 metres, sloping to 1.7 metres at Antibes Street.
- Proposed visitor parking space line marked and signed to clearly identify its purpose for visitor parking (amended)
- Proposed ramp in Basement to be undertaken with a full wooden floor (amended)
- Proposed vehicle crossing to Beach Road reinstated.
- Building or permeable fencing along the northern side boundary with 3 Antibes Street to a maximum height of 2.4 metres, sloping to 1.7 metres at Antibes Street.
- Proposed visitor parking space line marked and signed to clearly identify its purpose for visitor parking (amended)
- Proposed ramp in Basement to be undertaken with a full wooden floor (amended)
- Please refer to Landscape plan.
- The guttering pertaining to any walls on boundary nominated as being contained wholly within the title property boundary of the subject land (deleted)
- Street frontage to all dwellings providing address and street activation (amended)
- Privacy screening of the First floor west-facing kitchen (amended)
- Front and rear POS provided to enhance occupant amenity and cross ventilation opportunities (deleted)
- Visitor spaces line marked and signed to clearly identify its purpose for visitor parking (deleted)
- Proposed vehicle crossing to Beach Road reinstated.
## AREA SCHEDULE

### 4 Townhouses

<table>
<thead>
<tr>
<th>Levels</th>
<th>TNS</th>
<th>THD</th>
<th>THS</th>
<th>TOTAL(\text{MT/LIT/AREA} - \text{AREA W/O BALKONS/TERRACE (sqm)})</th>
<th>TOTAL GFA (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garage (Enclosed incl storage)</td>
<td>25.0</td>
<td>18.0</td>
<td>27.0</td>
<td>132.0</td>
<td>132.0</td>
</tr>
<tr>
<td>Ground level (Enclosed)</td>
<td>13.0</td>
<td>18.0</td>
<td>21.0</td>
<td>80.0</td>
<td>80.0</td>
</tr>
<tr>
<td>Ground level (Landscape)</td>
<td>7.0</td>
<td>14.0</td>
<td>16.0</td>
<td>60.0</td>
<td>60.0</td>
</tr>
<tr>
<td>Ground level (open carpark &amp; driveway)</td>
<td>16.0</td>
<td>12.0</td>
<td>14.0</td>
<td>60.0</td>
<td>60.0</td>
</tr>
<tr>
<td>First Level (Enclosed)</td>
<td>125.0</td>
<td>130.0</td>
<td>120.0</td>
<td>480.0</td>
<td>480.0</td>
</tr>
<tr>
<td>First Level (Balcony)</td>
<td>20.0</td>
<td>17.0</td>
<td>20.0</td>
<td>80.0</td>
<td>80.0</td>
</tr>
<tr>
<td>Roof Level (Start)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Roof (Terrace)</td>
<td>5.0</td>
<td>2.0</td>
<td>5.0</td>
<td>20.0</td>
<td>20.0</td>
</tr>
<tr>
<td>Carpark No (Garage &amp; driveways)</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Ground level (landscape permeable)</td>
<td>2</td>
<td>16.0</td>
<td>14.0</td>
<td>50.0</td>
<td>50.0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>330.0</td>
<td>273.0</td>
<td>240.0</td>
<td>993.0</td>
<td>993.0</td>
</tr>
<tr>
<td><strong>TOTAL GFA</strong></td>
<td>147.0</td>
<td>267.0</td>
<td>267.0</td>
<td>548.0</td>
<td>548.0</td>
</tr>
<tr>
<td><strong>TOTAL GFA</strong></td>
<td>159.0</td>
<td>290.0</td>
<td>290.0</td>
<td>598.0</td>
<td>598.0</td>
</tr>
</tbody>
</table>

**GFA calculation includes enclosed building area + level 2 balconies + Garages**

**GFA calculation does not include ground level terraces, driveway & landscape areas**
The provision of a full colour palette, finishes and building materials schedule for all external elevations and driveways of the development.

The surface material of the ramp nominated in all-weather coloured concrete sealcoat, or similar (deleted).

Mailbox locations shown.

Visitor spaces line marked and signed to clearly identify its purpose for visitor parking (deleted).

The guttering pertaining to any walls on boundary nominated as being contained wholly within the title property boundary of the subject land.

Longitudinal section of the basement ramp showing gradients, levels, distances, with headroom clearances complying with AS2890.1:2004 and a flood proof apex along the full length of the Antibes Street frontage (deleted).

Western ramp wall lowered near the base to form a balustrade to allow views from vehicles to the corridor to Dwelling 7's entry (deleted).

Circulation area in basement widened adjacent to the corridor to Dwelling 7's entry to achieve safe pedestrian access (deleted).

Proposed vehicle crossing.

Scheme to limit overlooking of the front setback of 118 Beach Road (amended)

Privacy screening of the First floor west-facing kitchen.

Ground level covered pedestrian entrance to Dwelling 7 adjacent to Antibes Street replaced with an open pergola or similar (deleted).

Living room to Dwelling 1 setback a minimum of 4.0 metres and height of 3.2 metres above natural ground level (deleted).

Dwelling 7's entry to be easily identifiable from Antibes Street with a covered entry or similar, with any northern on-boundary construction to have a maximum length of 3.8 metres and height of 4.0 metres.

Please refer to Landscape plan.

Design response key:

- Street furniture to all dwellings providing address and climatic activation
- Front and rear PTV provided to enhance occupant amenity and cross ventilation opportunities
- High level screen planting to northern boundary (Refer landscape drawings)
- Native ground cover (Refer landscape drawings)
- Modern outdoor canopy (Refer landscape drawings)
- Angled arrangement maximises access to southern sunlight
- Operable windows allow views out and access to natural light and ventilation. Openings are set at minimum 1700mm above floor level that blend with prominent and distinctive roof ridges and setback articulation
- Open roof to eastern balconies maximises access to northern light and improves passive ventilation
- Open roof to western balcony increases access to southern light and improves passive ventilation
- Fixed operable windows to provide protection from coastal winds and weather
- Notes:

- Use of white metal cladding, black brick and natural timber cladding with texture and visual interest
- Positioning of stairs is shown by the dotted lines indicating existing stairs on Antibes Street.
- Wall line is defined by the proposed 1700 and 1800mm set backs to the front 1169 and 1200mm set backs to the rear of the dwelling.
- The proposed 300mm deep 'juliet' style non-trafficable balcony for Dwelling 7 located at ground level with direct access to the elevated private open space (deleted).
Preliminary, Not For Construction
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Title: GROUND FLOOR PLAN  Date: 01/05/19  Scale: As indicated @ A1  Drawing Number: TP13  Project: 119 Beach Road, Parkdale  Revision: R

GROUND FLOOR PLAN

1:100

NOTE
GUTTERING PERTAINING TO ANY WALLS ON BOUNDARY CONTAINED WHOLLY WITHIN TITLE BOUNDARIES
APEXES ARE MINIMUM 260MM HIGHER THAN NEAREST INVERT OF KERB
KERB BARRIERS TO DRIVEWAYS WILL BE NO HIGHER THAN 150mm ABOVE THE DRIVEWAY SURFACE

Please refer to landscape drawings prepared by Mud Office

ANTIBES STREET
1 LEVEL 1 FLOOR PLAN

NOTE
GUTTERING PERTAINING TO ANY WALLS ON BOUNDARY CONTAINED WHOLLY WITHIN TITLE BOUNDARIES
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KERB BARRIERS TO DRIVEWAYS WILL BE NO HIGHER THAN 150mm ABOVE THE DRIVEWAY SURFACE

ANTIBES STREET

LEVEL 1 FLOOR PLAN

NOTE
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APEXES ARE MINIMUM 260MM HIGHER THAN NEAREST INVERT OF KERB
KERB BARRIERS TO DRIVEWAYS WILL BE NO HIGHER THAN 150mm ABOVE THE DRIVEWAY SURFACE
BEACH ROAD & ANTIBES STREET CORNER VIEW
Irrigation by drip line irrigation on timers. Do not install spray irrigation.

Irrigation

Pruning

Most

Planting Installation

Mulch

Drainage

Landscape Specifications & Installation Guidelines

labels which may interfere with plant growth.

incorporated

nursery,

prepared

pot-bound.

pipes can also be installed to prevent root rot / water logging.

imported soil must be a native soil blend.

Selected

Species selected are mostly local indigenous coastal species.

500-900mm

300mm.

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

CROSSOVER

CROSSOVER

TOWN HOUSE 4

TOWN HOUSE 3

TOWN HOUSE 2

TOWN HOUSE 1

GARAGE

CROSSOVER

CROSSOVER

B E A C H R O A D

KEY

PLAN EARTHWORKS

1:100

1.5.19

1:100 @ A1

119 BEACH ROAD, PARKDALE

TOWN PLANNING

4

PROJECT

0

ISSUE

REVISION

SCALE

DATE

STEP
d.o.

M U D - O F F I C E

LANDSCAPE DESIGN

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Any discrepancies shall immediately be referred to MUD Office for clarification.