

**MANNINGHAM PLANNING SCHEME**  
Manningham City Council (responsible authority)

**AMENDED PLANNING PERMIT**

Permit No.: PL12/022747.01

**ADDRESS OF THE LAND**

659-667 Doncaster Road, 4-6 Tower Street and 1A-5 Council Street, DONCASTER  
Lot 1 TP 213306, Lot 8 Lot 9 and Lot 10 LP5384, Lot 8 and Lot 9 LP7349, and PC370480

**THE PERMIT ALLOWS**

- The use of land for a trade supplies and restricted retail premise, and retail premises
- The construction of three multi-storey buildings (in three stages) comprising apartments and the above uses with associated basement car parking
- Alterations to a Road Zone 1 including new access
- Display of business identification signage

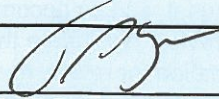
**THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:**

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**Amended Plans**

1. Before the development of each stage starts, two copies of amended plans for that stage drawn to scale and dimensioned, 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 generally in accordance with the plans submitted with the application (Drawn by Thomson Adsett, dated 25 May 2016 and as received by Council on 1 June – A3 copy and 6 June – A1 copy) but modified to show where relevant for that stage:
  - 1.1. An additional plan detailing the materials used in the façade of the buildings fronting Doncaster Road and the dimensions of all proposed business identification signs.
  - 1.2. Chain wire fencing (or similar) added to prevent unauthorized access to the landscape buffer area at the rear of the site.
  - 1.3. Demonstration that the boulevard treatment is to be provided in accordance with Part D of Council's Doncaster Hill Strategy (2002) in front of the site and adjacent to Doncaster Road, where possible.
  - 1.4. An additional plan showing the extent of proposed roadworks on Council Street and Doncaster Road in accordance with the recommendations outlined in the conclusions of the Traffic Group Traffic Engineering Assessment (dated 5 March 2013 and updated in June 2015) and VicRoads conditions of this permit.
  - 1.5. A plan notation that the existing speed hump and school pedestrian crossing in Council Street is to be relocated north of the application site at the developers cost prior to development commencing on site (to avoid conflicts with construction vehicles); and with no net loss in the availability of car parking to the primary school or other solution to the benefit of the primary school to the satisfaction of the responsible authority.

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Jeff Gower  
Signature for the responsible authority

Date Issued: 31 October 2013

## IMPORTANT INFORMATION ABOUT THIS PERMIT

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### WHAT HAS BEEN DECIDED?

The responsible authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

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### CAN THE RESPONSIBLE AUTHORITY AMEND THIS PERMIT?

The responsible authority may amend this permit under Division 1A of Part 4 of the **Planning and Environment Act 1987**.

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### WHEN DOES A PERMIT BEGIN?

A permit operates:

- From the date specified in the permit; or
  - If no date is specified, from –
    - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
    - (ii) the date on which it was issued, in any other case
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### WHEN DOES A PERMIT EXPIRE?


1. A permit for the development of land expires if –
    - the development or any stage of it does not start within the time specified in the permit; or
    - the development requires the certification of a plan of subdivision or consolidation under the **Subdivision Act 1988** and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
    - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within five years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
  2. A permit for the use of land expires if –
    - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
    - the use is discontinued for a period of two years.
  3. A permit for the development and use of land expires if—
    - the development or any stage of it does not start within the time specified in the permit; or
    - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
    - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
    - the use is discontinued for a period of two years.
  4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision –
    - the use or development of any stage is to be taken to have started when the plan is certified; and
    - the permit expires if the plan is not certified within two years of the issue of the permit.
  5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.
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### WHEN ABOUT REVIEWS?

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on the relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must also be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

- 1.6. A plan notation that a safety barrier is to be erected on the eastern side of Council Street in the vicinity of the existing pedestrian entry of the primary school to prevent inadvertent access onto Council Street following its widening.
- 1.7. Shower and change room facilities for the trade supplies and restricted retail premise staff as per the requirements of Clause 52.34 of the Manningham Planning Scheme.
- 1.8. The residential pedestrian entry to the apartments in Stage 1 redesigned to include a functional bicycle storage room.
- 1.9. The extent of shadow caused by the buildings to not exceed the Overshadowing requirement of Clause 4.4 of the Schedule 1 to the Activity Centre Zone (ACZ1).
- 1.10. The number of storage areas to cater to one per apartment. Should above bonnet cages be used specifications of size of the cages and the clearance above ground is to be shown.
- 1.11. Specifications of the typical storage cupboards in the basement including their internal capacity.
- 1.12. Details of basement ventilation, including the location and design treatment of any mechanical intake or outlet required.
- 1.13. A gate or barrier that allows the entry to the car parking area in Stage 1 from Doncaster Road to close.
- 1.14. A plan notation that a clear sight distance of pedestrians for exiting vehicles as per Clause 3.2.4 of AS 2890.1 will be provided at all exits.
- 1.15. A plan notation outlining interim measures as part of Stage 1 that protect adjacent residents to the north from the noise associated with vehicles accessing the development whilst sections of the internal driveway remain open. A 2.6m high solid paling fence along the sections of the internal driveway in Stages 2 would satisfy this requirement.
- 1.16. Fixtures such as seating and/or public artwork that is to be installed in front of the building.
- 1.17. A notation that is consistent with the VicRoads requirements indicating that the footpath and nature strip in front of the development is to be vested in the Roads Corporation.
- 1.18. Details of the bus shelter that will be erected at the relocated bus stop.
- 1.19. Minimum sustainability features applicable to the development from the approved Sustainability Management Plan including the location and capacity of rainwater tanks, the uses for captured rainwater, and the solar hot water systems on the roof plans including notes for the solar fraction of the system and boosting types.
- 1.20. A plan notation to indicate that all fire service and electrical cabinets (including substations) will be integrated into the architectural design, so as not to present as visually dominating elements.
- 1.21. A plan notation that a communal notice board will be erected within or nearby the lobby for use by residents of the building.
- 1.22. A report from a qualified person investigating whether specific acoustic measures are required in apartments adjacent to Doncaster Road to combat noise from traffic and the apartments adjacent to the trade supplies and restricted retail premise nursery area. The report is to use Australian Standards as benchmarks. Any recommended measures are to be incorporated into the plans.
- 1.23. The eastern elevations of the trade supplies and restricted retail premises in Stage 1 amended to include temporary architectural treatments (such as the horizontal timber battens) to provide additional visual interest.
- 1.24. A plan notation that signage will be erected at the vehicle entry and exit of the internal driveway, and at the vehicle entry from Doncaster Road, that restricts pedestrian access to these areas.

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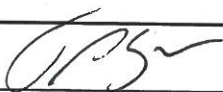
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Signature for the responsible authority

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- 1.25. The 29 metre building envelope line across the northern elevation demonstrating that the maximum building height of the development accords with Clause 4.4 of Schedule 1 to the Activity Centre Zone.
- 1.26. The enclosure of the vehicle accessway and provision of a 4.5 metre wide landscape buffer along the north boundary adjacent to 7 Council Street and 3 and 5 Berkeley Street for construction in Stage 1 and in accordance with the approved development (Hayball development plans) with any consequential adjustment to the vehicle accessway and Stage 2A building to be to the satisfaction of the Responsible Authority;
- 1.27. Building setbacks to the northern boundary no less than 4.5 metres where above ground.
- 1.28. The northern elevation to accurately depict the levels associated with the accessway along this boundary.
- 1.29. Demonstration that entry into the Stage 1 and 2 buildings complies with Australian Standard AS1428 Part 2 per Clause 4.4 of Schedule 1 to the Activity Centre Zone. The provision of a 1:20 grade should be provided, unless it can be demonstrated by a suitably qualified professional that an alternative outcome is suitable.
- 1.30. Existing and finished surface levels adjacent to and around all building entries. The access on the western elevation for Stage 1 is well below existing ground level and therefore the footpath and nature strip needs to be modified extensively.
- 1.31. Existing and finished surface levels adjacent to and around all vehicle entry/exit points. All vehicle access must be designed in accordance with Clause 52.06 Car Parking of the Manningham Planning Scheme and the relevant Australian Standards.
- 1.32. The provision of stepping of the Stage 2A building, as viewed from the eastern elevation via increased setbacks at the two uppermost levels to the satisfaction of the Responsible Authority.
- 1.33. The accurate depiction of protruding balconies associated with the Stage 2A building along the northern and eastern elevations.
- 1.34. Retractable clotheslines to all ground level open spaces and balconies to limit their visibility to public and private realms.
- 1.35. Details of paving and surface finishes of all common areas at ground and elevated levels clearly labelled.
- 1.36. The reduction in bicycle parking spaces along the Doncaster Road frontage by half.
- 1.37. The allocation of car parking spaces for residential or retail use.
- 1.38. Visitor car parking clearly labelled.
- 1.39. The TraffixDesign Interim Roadworks Plan and Ultimate Roadworks Plan (dated June 2015) updated to remove the southernmost access on Council Street and to include the direction of traffic flow at each access point.
- 1.40. Any relevant changes as a result of changes required by VicRoads Conditions 48 to 56 of this permit.
- 1.41. A notation that the 'MSB RM' along the northern wall of Basement Level B1 (Stage 1) is not to be converted for an electrical substation or ventilated to the external north-facing wall (i.e. it is to remain enclosed).
- 1.42. A statement/report by a qualified services engineering considering any impacts to future or existing residents from noise or fumes from the carpark and timber exhaust air outlet. The outlet sits adjacent to the northern end of the building in Stage 1 and immediately opposite bedrooms and a balcony of apartments in Stage 2. Should the outlet unreasonably impact future or existing residents, it is to be relocated.

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## Plan

2. The layout of the site, the size of buildings and works, the staging and the description of the uses on the approved plans must not be modified for any reason without the written consent of the Responsible Authority.

## Sustainability Management Plan

3. Before each stage of the development commences an SMP that outlines proposed sustainable design initiatives for that stage of modified proposal must be submitted to and approved by the Responsible Authority. Upon approval the SMP for that stage it will be endorsed as part of the planning permit and the relevant stage of the development must incorporate the sustainable design initiatives outlined in the endorsed SMP to the satisfaction of the Responsible Authority. The SMP for each stage must be generally in accordance with the SMP prepared by Sustainable Development Consultants Pty Ltd dated June 2015 but modified to reflect the revised development (Section 57A Plans).
4. Prior to the occupation of any stage of the building approved under this permit, a report from the author of the relevant stage SMP report, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority. The report must confirm that all measures specified in the relevant stage SMP have been implemented in accordance with the approved Plan.

## Construction Management Plan

5. Before each stage of the development starts, two copies of a Construction Management Plan must be submitted to and approved by the Responsible Authority. When approved the plan will form part of the permit. The plan must address, but not be limited to, the following:
  - 5.1. Hours of demolition and construction to be to the satisfaction of the Responsible Authority;
  - 5.2. Adequate parking facilities for the anticipated number and type of construction workers to be detailed in plan form to the satisfaction of the Responsible Authority. The location of parking must be compliant with any applicable Council parking restrictions or with any relevant permissions granted by any private land owner (in the event of the use of private land);
  - 5.3. Methods to contain dust, dirt and mud within the site, and the method and frequency of clean up procedures;
  - 5.4. On site facilities for vehicle washing;
  - 5.5. Delivery and unloading points and expected frequency;
  - 5.6. A liaison officer for contact by residents and the Responsible Authority in the event of relevant queries or problems experienced;
  - 5.7. The movement of construction vehicles to and from the site must be regulated to ensure that no traffic hazards are created in and around the site;
  - 5.8. Measures to minimize the impact of construction vehicles arriving at and departing from the land;
  - 5.9. An outline of requests to occupy public footpaths or roads, and anticipated disruptions to local services;
  - 5.10. The processes to be adopted for the separation, re-use and recycling of demolition materials;

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- 5.11. The measures to minimise the amount of waste construction materials; the provision for the recycling of demolition and waste materials; and the return of waste materials to the supplier (where the supplier has a program of reuse or recycling);
  - 5.12. The measures to minimise noise and other amenity impacts from mechanical equipment/construction activities, especially outside of daytime hours;
  - 5.13. The provision of adequate environmental awareness training for all on-site contractors and sub contractors;
  - 5.14. Evidence of a pre-condition dilapidation survey has been carried out in relation to properties along the northern boundary of the site.
  - 5.15. An agreed schedule of compliance inspections; and
  - 5.16. Land in Stage 2 used to minimise the construction impact of Stage 1 to adjoining and nearby properties.
6. All works including earthworks, demolition and construction activity associated with the approved development is to be limited to the following hours, unless with the prior written consent of the Responsible Authority:
- 6.1. Monday to Friday: 7:00am to 7:00pm
  - 6.2. Saturday: 9:00am to 5:00pm
  - 6.3. Sunday and Public Holidays: No construction
7. No trucks or heavy construction vehicles associated with earthworks, demolition or construction works are permitted to use Council Street north of the application site to the satisfaction of the Responsible Authority.

#### **Waste Management Plan**

8. Before each stage of the development starts, two copies of an amended Waste Management Plan (WMP) must be submitted and approved to the satisfaction of the Responsible Authority. When approved the plan will form part of the permit. The plan for each stage must detail how best practice standards are achieved based on the Manningham City Council – Waste Collection for Residential Developments in Manningham – Guidelines for Developers, and be consistent with the submitted plan but amended to detail:
- 8.1. Specific waste management practices pertaining to relevant collection area in the stage;
  - 8.2. Chutes, carousels, drop-off areas and compaction facilities;
  - 8.3. Access to bin rooms, chutes and drop-off areas;
  - 8.4. Hard waste collection;
  - 8.5. Collection locations and routines including times and frequency;
  - 8.6. The methods used to educate residents of waste collection system including the recycling component and hard waste; and
  - 8.7. Swept path diagrams illustrating the collection vehicles to be used as well as height clearance requirements need to be addressed and submitted for approval by the Responsible Authority.

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### Management Plans

9. The Management Plans approved under Conditions 3, 5 and 8 of this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority unless with the further written approval of the Responsible Authority.

### Development Contributions

10. Before the completion of each stage of the development, a Development Contribution as agreed by the Responsible Authority in accordance with Clause 45.06, Development Contributions Plan Overlay Schedule 1 – Doncaster Hill Development Contributions Plan must be paid to the Responsible Authority.


### Landscaping

11. Before the each stage of the development starts, a landscaping plan for that stage must be prepared by a suitably qualified landscape architect showing species, locations, approximate height and spread of proposed planting, and must be submitted to the Responsible Authority for approval. The plan for each stage must be generally in accordance with the concept landscape plan prepared by Tract Consultants dated May 2015, but expanded to show:
  - 11.1. Any details as relevant or directed by any other condition of this Permit;
  - 11.2. A detailed planting schedule of the species, numbers of plants, approximate height, spread of proposed planting and planting/pot size for all trees, shrubs and all other plants;
  - 11.3. The boulevard treatment and any permanent fixtures in front of the building on Doncaster Road (as per Part D Doncaster Hill Strategy 2002) with the continuation of the boulevard treatment around the corners of both Council and Tower Streets to the satisfaction of the Responsible Authority;
  - 11.4. Details of interim landscaping and surface treatments over land in Stage 2 of the development.
  - 11.5. An in-ground, automatic watering system linked to the rainwater tanks in the basement.
12. Before the release of the approved plans for each stage of the development, a \$20,000 cash bond or bank guarantee must be lodged with the Responsible Authority to ensure the completion and maintenance of landscaped areas for that stage and such bond or bank guarantee will only be refunded or discharges after a period of 13 weeks from the completion of all landscaping works, provided the landscaped areas for that stage are being maintained to the satisfaction of the Responsible Authority.
13. Before the occupation of any building in each stage, landscaping works (including interim landscaping) as shown on the approved plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.

### Drainage

14. For each stage the owner must provide on site stormwater detention storage or other suitable system (which may include but is not limited to the re-use of stormwater using

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rainwater tanks), to limit the Permissible Site Discharge (PSD) to that applicable to the site coverage of 35 percent of hard surface or the pre existing hard surface if it is greater than 35 percent. The PSD must meet the following requirements:

- 14.1. Be designed for a 1 in 5 year storm; and
  - 14.2. Storage must be designed for 1 in 10 year storm.
15. Before the development of each stage starts, a construction plan for the system required by Condition No. 14 of this permit must be submitted to and approved by the Responsible Authority. The system must be maintained by the Owner thereafter in accordance with the approved construction plan to the satisfaction of the Responsible Authority.
  16. Stormwater must not be discharged from the subject land other than by means of drainage to the legal point of discharge. The drainage system within the development must be designed and constructed to the requirements and satisfaction of the relevant Building Surveyor.

### **Vehicle Crossovers**

17. Any new crossover or modifications to an existing vehicle crossover must be constructed in accordance with Council's standard details. No such works are permitted to commence unless a 'Vehicle Crossing Permit' is first obtained from the Responsible Authority.
18. Before the completion of Stage 1, the developer must remove all disused or redundant vehicle crossovers in Doncaster Road and Council Street and re-instate kerb, channel and naturestrip in the affected areas to the satisfaction of the Responsible Authority.

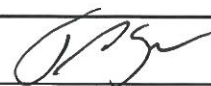
### **Car Parking**

19. Before the occupation of the buildings in each stage, all basement parking spaces must be properly formed, line-marked, numbered and signposted to provide allocation to the commercial uses and/or each dwelling and visitors to the satisfaction of the Responsible Authority.
20. Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose and may only be used by occupants of or visitors to the buildings to the satisfaction of the Responsible Authority.
21. Access to the car parking area in Stage 1 outside of the operating hours of the trade supplies and restricted retail premises is to be limited to pass holders only from the internal driveway at the rear of the site. The gate at the Doncaster Road entry is to close.

### **Roadworks**

22. All road works in Council Street and Doncaster Road shown on the Interim Functional Layout Plan and Ultimate Functional Layout Plan (as defined at Condition 49) must be completed to the satisfaction of the Responsible Authority, at the cost of the owner, and as follows:

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- 22.1. The works shown on the Interim Functional Layout Plan in Council Street and Doncaster Road must be completed prior to the occupation of Stage 1, generally in accordance with the plan and including the erection of security barriers where necessary.
- 22.2. The works shown on the Ultimate Functional Layout Plan in Council Street and Doncaster Road must be completed generally in accordance with the plan:
- 22.2.1. Before the occupation of Stage 2B; or
  - 22.2.2. Within two years after the convenience store used by 7-Eleven ceases; or
  - 22.2.3. Before 30 June 2024,
- whichever is the earlier.

These works include the construction of a third departure lane within Council Street, the extension of the left turn lane on Doncaster Road from the crossover to be constructed as part of Stage 1 to Council Street, and the modification of the Doncaster Road crossover from a left-in/left-out arrangement to be left-in only arrangement.

If the land forming Stage 2B of the development is in separate ownership to the land accommodating the proposed Bunnings Store, these works must be undertaken at the cost of the owner of the land proposed to contain the Bunnings Store.

- 22.3. Despite Condition 22.1 and 22.2, if the use of the convenience store by 7-Eleven ceases prior to the occupation of Stage 1, the works shown on the Interim Functional Layout Plan and as modified by the Ultimate Functional Layout Plan must be completed before the occupation of Stage 1.

For the purpose of this condition, the convenience store use will have ceased if it is no longer operated as a 7-Eleven store and is open to the public.

23. If the works shown in the Interim Functional Layout Plan and Ultimate Layout Plan are not completed in accordance with Condition 22 and Condition 49 of this permit, the use of the Bunnings land for trade supplies and/or restricted retail premises must cease immediately.
24. All new or replacement street fixtures including street lighting, bollards and bicycle racks are to be constructed using the approved themed infrastructure for Doncaster Hill to the satisfaction of the Responsible Authority.
25. Before any works on public land commence including roadworks or works to lower footpath levels adjacent to the site, detailed construction plans must be submitted to and approved by the Responsible Authority. When approved, the plans will then form part of the permit. All works constructed or carried out must be in accordance with the approved plans. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must include:
- 25.1. fully sealed pavement with kerb and channel and vehicular crossings where appropriate;
  - 25.2. footpaths and/or pedestrian/bicycle paths;

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- 25.3. surface and underground drains;
  - 25.4. underground conduits for water, gas, electricity and telephone;
  - 25.5. appropriate intersection and traffic measures;
  - 25.6. appropriate street lighting and signage;
  - 25.7. high stability permanent survey marks;
  - 25.8. vehicle crossings;
26. Before any public works associated with the development commence, a plan-checking fee equal to 0.75% of the cost of construction of the development works, and a supervision fee equal to 2.5% of the cost of construction of the development works must be paid to the Responsible Authority.
27. Before the occupation of any building in Stage 1 of the development, a maintenance deposit equal to 5% of the cost of construction of the development roadworks must be lodged with the Responsible Authority and retained thereafter for a minimum of three months.

### Completion

28. All privacy screens and obscure glazing as shown in accordance with the approved plans must be installed prior to occupation of each stage of the development to the satisfaction of the Responsible Authority and maintained thereafter to the satisfaction of the Responsible Authority.
29. All plant and equipment that is not installed within the building must otherwise be installed in the area of plant and equipment on the roof of the building, unless otherwise agreed in writing with the Responsible Authority.
30. No air-conditioning units are to be installed on any balcony or façade so that they are visible from outside the site.
31. Any clothes-drying rack or line system located on a balcony must be lower than the balustrade of the balcony and must not be visible from off the site to the satisfaction of the Responsible Authority.
32. An intercom and an automatic basement door opening system (connected to each dwelling) must be installed, so as to facilitate convenient 24 hour access to the basement car park by visitors, to the satisfaction of the Responsible Authority.
33. A centralised TV antenna system must be installed and connections made to each dwelling to the satisfaction of the Responsible Authority. No individual dish antennas may be installed on balconies, terraces or walls to the satisfaction of the Responsible Authority.
34. All services, including water, electricity, gas, sewerage and telephone, must be installed underground and located to the satisfaction of the Responsible Authority.
35. Buildings, paved areas, drainage and landscaping must be maintained to the satisfaction of the Responsible Authority.

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36. The shop front and glass facades of the retail tenancies on ground level facing Doncaster Road including the glazing through to the travelator and atrium of the trade supplies and restricted retail premises, are not to be covered by posters, film or signage that reduces the transparency of the interface to the satisfaction of the responsible authority.

### **Loading and Unloading Operations**

37. All commercial deliveries to the site may only be carried out between the hours of 7:00am to 9:00pm and by using heavy ridged vehicles (maximum size) to the satisfaction of the Responsible Authority.
38. Delivery access to the loading area of the Trade Supplies and Restricted Retail Premises is restricted during school pickup and collection times between 8.45am - 9.15am and 3.15pm - 3.45pm to the satisfaction of the Responsible Authority.
39. All unloading or loading activities (including by retail customers) must be carried out wholly within the land to the satisfaction of the Responsible Authority.

### **Amenity of Area**

40. The use and development be managed so that the amenity of the area is not detrimentally affected, to the satisfaction of the Responsible Authority, through the:
- 40.1. Transport of materials, goods or commodities to or from the land;
  - 40.2. Storage of goods and wastes;
  - 40.3. Appearance of any building, works or materials;
  - 40.4. Emission of noise, light, vibration, odour & dust.
41. No external sound amplification equipment or loudspeakers are to be used for the purpose of announcement, broadcast, playing of music or similar purpose to the satisfaction of the Responsible Authority.
42. All noise emanating from any mechanical plant (air conditioners, refrigeration plant, etc.) must comply with the State Environment Protection Policy N-1 and in the event of the Responsible Authority receiving justifiable complaints regarding noise from such sources, the onus will be on the owner of the development site to prove compliance with the relevant policy to the satisfaction of the Responsible Authority.
43. External lighting must be designed so to limit loss of amenity to residents of adjoining properties to the satisfaction of the Responsible Authority. Any communal lighting must be connected to reticulated mains electricity and be operated by a time switch, movement sensors or a daylight sensor to the satisfaction of the Responsible Authority.
44. All security alarms or similar devices installed on the land must be of a silent type and be connected to a registered security service.

### **Business Identification Signs**

45. The location, size, structure and details of the signs shown on the approved plans, must not be altered without the written consent of the Responsible Authority.

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46. The approved signs must be constructed and maintained in good condition to the satisfaction of the Responsible Authority.
47. The approved signs must not contain flashing or intermittent light.
48. The permission under the permit relating to the display of signs expires fifteen years after its issue date.

#### **VICROADS CONDITIONS**

49. Prior to the submission of plans for endorsement, functional layout plans must be submitted to and approved by VicRoads (and the Responsible Authority in so far as the plans relate to works in Council Street). The plans must be generally in accordance with the Interim Works (Prepared by TraffixGroup, Drawing No G13420-03, Issue B, dated 1 September 2015) and the Ultimate Works (Prepared by Traffix Group, Drawing No G13420-04, Issue C, dated 21 March 2016).

The Interim Functional Layout Plan must include:

- 49.1. A lengthening of the right-turn lane of the eastern approach from Doncaster Road into Council Street to 170 metres, inclusive of taper,
- 49.2. Lengthening of the approach lanes on Council Street, and
- 49.3. Widening of Doncaster Road (to the north) of provide for a left-turn deceleration lane to the Doncaster Road access.

The Ultimate Functional Layout Plan must also include the following further works:

- 49.4. Extension of the left-turn deceleration lane on Doncaster Road from the Doncaster Road access to Council Street,
  - 49.5. Widening of Council Street to facilitate the inclusion of a third departure lane,
  - 49.6. Revised landscaping along the Doncaster Road reserve as shown on the VicRoads approved landscaping plan,
  - 49.7. Relocated locations of street lighting poles and signal pedestals, and
  - 49.8. Relocated location of the existing bus stop.
50. Prior to the submission of plans for endorsement, a revised landscape plan must be submitted to and approved by VicRoads (and the Responsible Authority in so far as the plans relate to Condition 11 of this Permit). The landscape plans must show the following:
    - 50.1. Any new tree along Doncaster Road will have adequate safety clearance to the edge of the through traffic lane and the edge of the left-turn deceleration lane,
    - 50.2. Adequate approach sight distance shall be maintained between a driver's line of sight for vehicles within the deceleration lane and a pedestrian at the Bunnings' Doncaster Road driveway access, and
    - 50.3. Planting in the vicinity of the intersection of Doncaster Road and Council Street will not obstruct driver and pedestrian sight lines.

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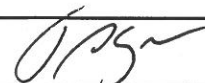


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Signature for the responsible authority

Date Issued: 31 October 2013

51. Before the development starts, amended plans must be submitted to and approved by VicRoads (and the Responsible Authority in so far as the plans relate to works in Council Street). When approved by VicRoads (and the Responsible Authority), the plans must be endorsed by the Responsible Authority and will then form part of the permit. The plans must be generally in accordance with Bunnings Ground Floor Plan (Sheet No A112, Project No 14.1053.17, Revision 30, dated 31 May 2016) and Basement B1 Carpark Floor Plan (Sheet No A111, Project No 14.1053.17, Revision 26, dated 31 May 2016), but modified to show:
  - 51.1. All roadworks as shown on the approved Ultimate Functional Layout Plans, for the upgrade of the Doncaster Road and Council Street intersection,
  - 51.2. Landscaping along Doncaster Road reserve as shown in the approved Landscape Plan,
  - 51.3. The road reserve boundary revised such that the proposed kerbline is offset no less than 3 metres from the road reserve boundary, based on the approved Ultimate Functional Layout Plans, and
  - 51.4. No part of the building (including basement levels) extending or projecting into the revised road reserve.
  
52. Provision must be made for a new controller and associated hardware for the intersection of Doncaster Road and Council Street, prior to the occupation of Stage 2B, to allow for the inclusion of bonus left turn movements to and from Council Street and potentially a bus priority signal phase (subject to Public Transport Victoria's approval), to the satisfaction of VicRoads. The Doncaster Road access must remain open during the operating hours of the trade supplies and restricted retail premises.
  
53. Where the proposed roadworks, including footpath and nature strip, lie within the subject land, a widening of the road reserve will be required. The developer must engage a licensed surveyor to prepare Plans of Subdivision, for Stage 1 and Stage 2B, showing the affected land labelled "ROAD", which is to be vested in the Roads Corporation upon certification of the Plan of Subdivision, without any encumbrances. Subsequent to the registration of the plan, the subdivider must ensure that the original Certificates of Title that issues in the name of the Roads Corporation, are posted to: VicRoads - Property Services Department, 60 Denmark Street KEW, 3101.
  - 53.1. Prior to the start of any buildings and works for Stage 1, the land abutting Doncaster Road that will be required must be vested.
  - 53.2. Prior to the start of any buildings and works for Stage 2B, the land abutting Council Street that will be required must be vested.
  
54. Prior to the commencement of any works or prior to a statement of compliance being issued for the subdivision of any stage of the subdivision, where the proposed roadworks, including footpath and nature strip, lie within the subject land the applicant must enter into an agreement with the Responsible Authority and VicRoads, under Section 173 of the Planning and Environment Act 1987, to provide for the permit holder to reimburse all costs incurred by VicRoads and the Responsible Authority associated with the declaration of the land as arterial road pursuant to the provisions of the Road Management Act 2004 and the rezoning of the land to RDZ1 pursuant to the provisions of the Planning and Environment Act 1987.

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55. Prior to the commencement of use and/or the occupation of the buildings in Stage 1, all roadworks shown on the approved Interim Functional Layout Plans must be completed to the satisfaction of and at no cost to VicRoads.
56. All roadworks shown on the approved Ultimate Functional Layout Plans must be completed to the satisfaction of and at no cost to VicRoads, within the following timeframes:
  - 56.1. before the occupation of Stage 2B,
  - 56.2. within two years after the convenience store used by 7-Eleven ceases; or
  - 56.3. Before 30 June 2024,whichever is the earliest.
57. No work must be commenced in, on or over the road reserve without having first obtaining all necessary approvals under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant Act or regulations created under those Acts.

### PTV CONDITIONS

58. Before the development starts, or other time agreed in writing with the Responsible Authority, amended plans for the interim and ultimate development to the satisfaction of the responsible authority and Public Transport Victoria 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 for the interim and ultimate development must be generally in accordance with the plans submitted with the application but modified to show:

Interim road and access layout (during the tenure of the 7-Eleven)

- 58.1. Details of the relocated temporary bus shelter (on the departure side of Council Street) on Doncaster Road including bus shelter, line marking and all associated infrastructure Disability Discrimination Act (DDA) compliant to the satisfaction of the Responsible Authority.

Ultimate road and access layout (after the tenure of the 7-Eleven)

- 58.2. Details of the relocated bus stop on Doncaster Road including bus shelter, line marking and all associated infrastructure Discrimination Act (DDA) compliant to the satisfaction of Public Transport Victoria.
  - 58.3. Access path and paved surfaces in line with the entrance and exit points of the bus with a minimum width of 1.2 metres; and
  - 58.4. Provision of a bus queue jump facility in the left turn slip lane including a "B" signal priority light at the intersection of Council Street with Doncaster Road.
59. Before the occupation of Stage 1 of the development, the temporary bus stop and shelter relocation required during the interim road and access arrangements; and before occupation of Stage 2 of the development; the ultimate bus stop shelter relocation, bus queue jump and "B" light as shown on the endorsed plans, must be at a cost born by the permit holder to the satisfaction of Public Transport Victoria and deemed compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.

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60. The permit holder must take all reasonable steps to ensure that disruption to bus operations along Doncaster Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen days (14) prior.

### Commencement of use

61. Use of the trade supplies and restricted retail premises in Stage 1 may commence prior to the completion of the Stage 1 residential tower provided the responsible authority is satisfied that the trade supplies and restricted retail premises will operate in conjunction with accommodation.

### Expiry

62. This permit will expire if any one of the following circumstances apply:
- 62.1. The development associated with Stage 1 is not started within two (2) years of the date of the issue of this permit;
  - 62.2. The development associated with Stage 1 is not completed within four (4) years of the date of this permit;
  - 62.3. The use associated with Stage 1 is not commenced within four (4) years of the date of this permit;
  - 62.4. The development associated with Stages 2A or B is not started within six (6) years of the date of the permit.
  - 62.5. The development associated with Stages 2 is not completed within eight (8) years of the date of the permit.

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

### Permit Notes:

It is the responsibility of the Applicant/owner and the relevant Building Surveyor to ensure that all development works approved by any building permit is consistent with the requirements of the *Disability Discrimination Act 1991*.

Under Section 69 of the *Planning and Environment Act 1987* the owner or occupier of the land may apply to extend a permit either:

- before it expires; or
- within 6 months of the expiry if the permit has not been acted on; or
- within 12 months of the expiry of the permit if the development was started lawfully before the permit expired.

Upon completion of the development approved by this permit, notice must be given to the Planning Unit to enable the development to be inspected.

Plans submitted for approval for the onsite storm water detention system should be forwarded to Council's Engineering Services Unit. For any queries in relation to these plans please contact Engineering Services on Ph.9846 0563.

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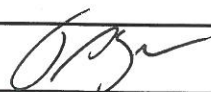
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Signature for the responsible authority

Date Issued: 31 October 2013

**This permit has been amended as follows:**

Amend. No.	Brief description of amendment	Date of issue of amend.
1	Amendment to the permit and plans to facilitate a different layout and staging of buildings and works	15 September 2016
2	Update various conditions to recognise the approval of the development in stages. The Amended Permit was issued pursuant to Section 71 of the <i>Planning and Environment Act 1987</i> .	11 OCT 2016

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Date Issued: 31 October 2013



## **5. LEGISLATIVE REQUIREMENTS**

### **5.1 PLANNING AND ENVIRONMENT ACT 1987 (THE ACT)**

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

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

- *The relevant planning scheme;*
- *The objectives of planning in Victoria;*
- *All objections and other submissions which it has received;*
- *Any decision and comments of a referral authority which it has received; and*
- *Any significant effects which the responsible authority considers the use or development may have on the environment or which the responsible authority considers the environment may have on the use or development.*

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

### **5.2 MANNINGHAM PLANNING SCHEME**

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

- Planning Policy Framework
- Local Planning Policy Framework
- Clause 37.08 Activity Centre Zone, Schedule 1
- Clause 45.06 Development Contributions Plan Overlay, Schedule 1
- Clause 45.09 Parking Overlay, Schedule 1
- Clause 52.06 Car Parking
- Clause 55.08 Apartment Development
- Clause 65 Decision Guidelines

#### **Zones**

##### Clause 37.08 Activity Centre Zone, Schedule 1

The purpose of the Activity Centre Zone is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To encourage a mixture of uses and the intensive development of the activity centre:*
  - *As a focus for business, shopping, working, housing, leisure, transport and community facilities.*
  - *To support sustainable urban outcomes that maximise the use of infrastructure and public transport.*
- *To deliver a diversity of housing at higher densities to make optimum use of the facilities and services.*
- *To create through good urban design an attractive, pleasant, walkable, safe and stimulating environment.*
- *To facilitate use and development of land in accordance with the Development Framework for the activity centre.*

A permit is required to construct a building or construct or carry out works unless the schedule to this zone specifies otherwise.

Schedule 1, relevant to Doncaster Hill Principal Activity Centre outlines the following objectives:

*Land use and development objectives to be achieved*

- *To advance Doncaster Hill as a sustainable and vibrant mixed-use activity centre with a strong sense of place and civic identity.*
- *To develop the centre as a focus for contemporary high density residential development incorporating a mix of complementary retail, social, commercial and entertainment uses.*
- *To ensure the activity centre enhances the social, environmental, economic and cultural elements of the municipality and region, advancing Doncaster Hill as a destination in Melbourne's East.*

*Land use*

- *To provide for a vibrant range of mixed uses that support the strategic role of the Doncaster Hill Principal Activity Centre.*
- *To provide for a high level of activity that attracts people, provides a focal point for the community, creates an attractive and safe urban environment, increasing opportunities for social interaction.*
- *To ensure mixed use development comprises flexible floor spaces for a range of uses.*
- *To substantially increase the provision, intensity and diversity of housing (especially affordable housing), that allows for all sectors of the community to live in the centre.*
- *To provide for high-density residential development on individual sites in conjunction with a diversity of other uses including a mix of retail, commercial, social, community and entertainment uses.*
- *To encourage commercial and small-scale retail uses at the lower level of buildings, with high-density style residential development on upper levels.*

*Built form*

- *To create treed boulevards framed by podiums, consistent front setbacks and a high quality landscape along Doncaster, Williamsons and Tram Roads.*
- *To encourage innovative, contemporary architecture that provides a distinctive sense of identity for the Doncaster Hill Principal Activity Centre.*
- *To emphasise the existing dramatic landform of Doncaster Hill through built form that steps down the hill.*
- *To ensure an appropriate transition in height both within the activity centre and to surrounding neighbourhoods.*
- *To encourage built form that capitalises on key views and vistas including to the middle-ground and distant features including Dandenongs, the Kinglake Ranges and the central Melbourne skyline.*
- *To encourage the provision of urban art within built form or in adjacent public areas.*
- *To encourage the built form at gateway locations identified in the Framework Plan to be designed to act as markers with distinguishing architectural or urban design treatments*

*Environmental sustainability*

- *To ensure Australian Best Practice environmentally sustainable design is met in relation to building energy management, water sensitive urban design, construction materials, indoor environment quality, waste management and transport.*

*Public realm*

- *To encourage active street frontages and pedestrian generating activities to be located along main roads.*

- *To ensure public spaces are minimally impacted by overshadowing, including preserving solar access in mid-winter to the key boulevards of Doncaster Road and Williamsons Road.*
- *To facilitate the enjoyment of public urban spaces/plazas, streetscapes, pedestrian and bicycle paths by ensuring that these areas are not excessively overshadowed or affected by wind tunnelling.*
- *To encourage artwork in suitable locations to contribute to creating a distinctive sense of identity.*

#### *Open space and landscaping*

- *To achieve development that provides accessible, safe, attractive and functional private and public open space opportunities, which are well connected and integrated within a permeable urban environment.*
- *To create a healthy and consistently landscaped environment that is dominated by native and indigenous planting.*
- *To maximise opportunities for landscaping in the public and private realm.*
- *To ensure each precinct has ready access to well designed public open space.*

#### *Transport and access*

- *To achieve development of circulation networks that focus on providing strong linkages within the Doncaster Hill Principal Activity Centre, and enhance public transport, pedestrian and bicycle users' amenity.*
- *To provide for well-defined vehicular, bicycle and pedestrian access both within and external to all precincts, with strong pedestrian crossing points to be established between the north and south sides of Doncaster Road.*
- *To encourage the integration of car parking areas into buildings and the unique sloping landform, including providing under-croft and basement as opposed to open-lot parking.*

Under the ACZ1, the subject site is located in **Precinct 3C**. The objectives for Precinct 3 (Clause 5.3-2) are as follows:

- *To encourage a greater mix of uses including residential and commercial uses in the precinct.*
- *To encourage an enhanced pedestrian environment within the precinct.*
- *To ensure development steps down the hill to maximise the northerly aspect and commanding views to the northern ranges.*
- *To encourage the provision of a pedestrian and bicycle network to Westfield Doncaster and the civic and education precinct.*

The following maximum height or setback requirements are outline in Table 5.3-3.

## Precinct requirements

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
3A	12.5m	None specified	5m from front boundary 4.1m from side boundaries 4.5m from rear boundary
3B	14.5m	None specified	5m from front boundary 4.5m from side boundaries 4.5m from rear boundary
3C	29m	5.8m above maximum height	5m to front podium edge from front boundary 1.5m to front tower edge from front boundary 4.5m from side boundaries 4.5m from rear boundary

## Overlays

### Clause 45.06 Development Contributions Plan Overlay

*A permit must not be granted to subdivide land, construct a building or construct or carry out works until a development contributions plan has been incorporated into this scheme.*

*This does not apply to the construction of a building, the construction or carrying out of works or a subdivision specifically excluded by a schedule to this overlay.*

*A permit granted must:*

- Be consistent with the provisions of the relevant development contributions plan.*
- Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.*

### Clause 45.09 Parking Overlay

*This overlay operates in conjunction with Clause 52.06. A schedule to this overlay may:*

- Vary the requirements of Clause 52.06 as allowed by this overlay.*
- Specify additional requirements to the requirements of Clause 52.06 as allowed by this overlay.*
- Specify requirements for the provision of a financial contribution as a way of meeting the car parking requirements of Clause 52.06 or this overlay.*

## Planning Policy Framework

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

Clause 11.01-1 (Activity Centres) includes the objective to build up activity centres as a focus for high-quality development, activity and living for the whole community by developing a network of activity centres.

Clause 11.01-2 (Activity Centre Planning) includes the objective to encourage the concentration of major retail, residential, commercial, administrative, entertainment and

cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community.

Clause 15.01-1 (Urban Design) seeks to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity. Strategies towards achieving this are identified as follows:

- *Promote good urban design to make the environment more liveable and attractive.*
- *Ensure new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability.*
- *Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.*
- *Ensure transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects.*
- *Encourage retention of existing vegetation or revegetation as part of subdivision and development proposals.*

Clause 15.01-2 (Urban Design Principle) policy objective is:

- *To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*

The strategy to achieve this is to apply the listed strategies to development proposals for non-residential development or residential development not covered by Clause 54, Clause 55 or Clause 56.

Responsible Authorities are also required to have regard to the State's *Design Guidelines for Higher Density Housing*, which is referenced at Clause 15.01 of the Scheme.

The strategies include the application of design principles to the proposed development relating to context, public realm, safety, pedestrian spaces, energy and resource efficiency, architectural quality and landscape quality.

Clause 15.01-4 (Design for Safety) policy objective is:

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

The policy seeks to improve community safety and encourage neighbourhood design that makes people feel safe. The strategy identified to achieve this objective is to ensure the design of buildings, public spaces and the mix of activities contribute to safety and perceptions of safety.

Clause 15.01-5 (Cultural Identity and Neighbourhood Character) policy objective is:

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

The clause includes several strategies to achieve this objective, including to:

- *Ensure development responds and contributes to existing sense of place and cultural identity.*
- *Ensure development recognises distinctive urban forms and layout and their relationship to landscape and vegetation.*
- *Ensure development responds to its context and reinforces special characteristics of local environment and place by emphasising:*
- *The underlying natural landscape character.*

- *The heritage values and built form that reflect community identity.*
- *The values, needs and aspirations of the community.*

#### Clause 15.02-1 Sustainable development: Energy and resource efficiency

The policy objective is:

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

The clause has the following strategies:

- *Ensure that buildings and subdivision design improves efficiency in energy use.*
- *Promote consolidation of urban development and integration of land use and transport.*
- *Improve efficiency in energy use through greater use of renewable energy.*
- *Support low energy forms of transport such as walking and cycling.*

#### Clause 18.01-1 Integrated Transport: Land use and transport planning

The policy objective is:

- *To create a safe and sustainable transport system by integrating land-use and transport.*

#### Clause 18.02-1 Movement networks: Sustainable personal transport

The policy objective is:

- *To promote the use of sustainable personal transport.*

#### Clause 18.02-2 Cycling

The policy objective is:

- *To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.*

The clause includes several strategies to achieve this objective including to:

Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, shopping and community facilities and other major attractions when issuing planning approvals.

#### Clause 18.02-4 Management of the road system

The policy objective is:

- *To manage the road system to achieve integration, choice and balance by developing and efficient and safe network and making the most of existing infrastructure.*

#### Clause 18.02-5 Car parking

The policy objective is:

- *To ensure an adequate supply of car parking that is appropriately designed and located.*

The policy is relevant to the proposal because the application seeks a reduction in the standard car parking requirement of the Scheme. The objective is to ensure an adequate supply of car parking that is appropriately designed and located. It is also required to allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking. Proposals are also encouraged to facilitate the use of public transport.

## **Local Planning Policy Framework (LPPF)**

### **Municipal Strategic Statement**

#### Clause 21.03 Key Influences

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

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

#### Clause 21.09 Activity Centre and Commercial Areas

This policy outlines that *principal, major and identified neighbourhood activity centres will be the focus of increased residential growth and development*. In particular, Doncaster Hill Principal Activity Centre will:

- *Challenges mainstream community planning and building design to achieve desired environmental outcomes.*
- *Provides more local jobs to reduce journey to work trips.*
- *Provides housing where residents may walk to facilities and services.*
- *Encourages reduced levels of car ownership and increased public transport usage.*

The vision for Doncaster Hill Principal Activity Centre is outlined in Council's *Doncaster Hill Strategy (2002)* and includes:

- *To implement the objectives of Melbourne 2030 in respect of Principal Activity Centres as a focus for retail, social, commercial, entertainment, civic and residential uses.*
- *To integrate ecologically sustainable development principles and techniques into every facet of the design, construction and operation/occupancy stages of new development to raise the aspirations of all users, appropriate for a city looking towards a long-term, responsible and sustainable future.*
- *To ensure that built form outcomes demonstrate the use of contemporary architecture combined with innovative urban design and building techniques that incorporate ecologically sustainable design principles.*
- *To emphasise the existing dramatic landform of Doncaster Hill through built form that steps down the hill.*
- *To encourage high density, high rise residential development.*
- *To provide a greater diversity of dwelling types.*
- *To alleviate pressure for more intense residential development in established urban areas.*
- *To reduce travel demand and change travel behaviour.*
- *To promote the development of sustainable transport options.*
- *To meet the future infrastructure requirements of Doncaster Hill in a comprehensive, timely and equitable way.*
- *To develop an integrated mixed-use precinct for Doncaster Hill Activity Centre which provides for an appropriate mix of uses and functions on a location specific level, including the provision of:*
  - *mixed uses within buildings, particularly along boulevard locations*
  - *small scale retail opportunities at ground floor level in conjunction with other mixed use developments*
  - *additional commercial/office floor space*
  - *flexible floor spaces within buildings to ensure life cycle adaptability.*

Within Doncaster Hill Principal Activity Centre there are various precincts delineated in accordance with their topographic orientation and aspect on Doncaster Hill, their relationship to main roads, and their present and future uses.

## **Local Planning Policy**

### Clause 22.07 Outdoor Advertising Signs Policy

This policy applies to the erection and display of outdoor advertising signs and recognises that advertising signs are an important component of the built environment. While there is a need for the effective identification of businesses, a proliferation of signs, and signs that are poorly sited and designed, significantly detract from the attractiveness and amenity of the municipality. A clutter of signs also reduces the effectiveness of individual signs. It is important, therefore, that signs are displayed in a manner compatible with the character of the surrounding area and which avoids visual clutter. Advertising signs need to be clear, legible and visually attractive. Signs need to be well designed and should complement the area, building design, streetscape and any views.

### Clause 22.08 Safety through urban design

This policy applies to all land in Manningham. It endeavours to provide and maintain a safer physical environment for those who live in, work in or visit the City of Manningham. The policy seeks attractive, vibrant and walkable public spaces where crime, graffiti and vandalism is minimised.

### Clause 22.09 Access for disabled people

This policy also applies to all land in Manningham. It seeks to ensure that people with a disability have the same level of access to buildings, services and facilities as any other person. The policy requires the needs of people with a disability to be taken into account in the design of all proposed developments.

### Clause 22.12 Environmentally Sustainable Development

This policy applies throughout the City of Manningham to residential and non-residential development that requires a planning permit in accordance with the thresholds in Table 1 of this Policy (except for land affected by the Activity Centre Zone (Schedule 1) that applies to Doncaster Hill). The policy contains an overarching objective that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

## **Particular Provisions**

### Clause 52.06 Car Parking

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

- *Restricted Retail – 1.5 spaces per 100 square meters*
- *Residential Hotel – unspecified (to the satisfaction of the Responsible Authority)*
- *Dwelling (residents) – 1 space per one and two bedroom dwelling*
- *Dwelling (visitors) – 1 space per ten dwellings*

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

### Clause 58 Apartment Guidelines

Pursuant to Clause 58, the purpose of the control is to:

- *To encourage apartment development that provides reasonable standards of amenity for existing and new residents.*



- *To encourage apartment development that is responsive to the site and the surrounding area.*

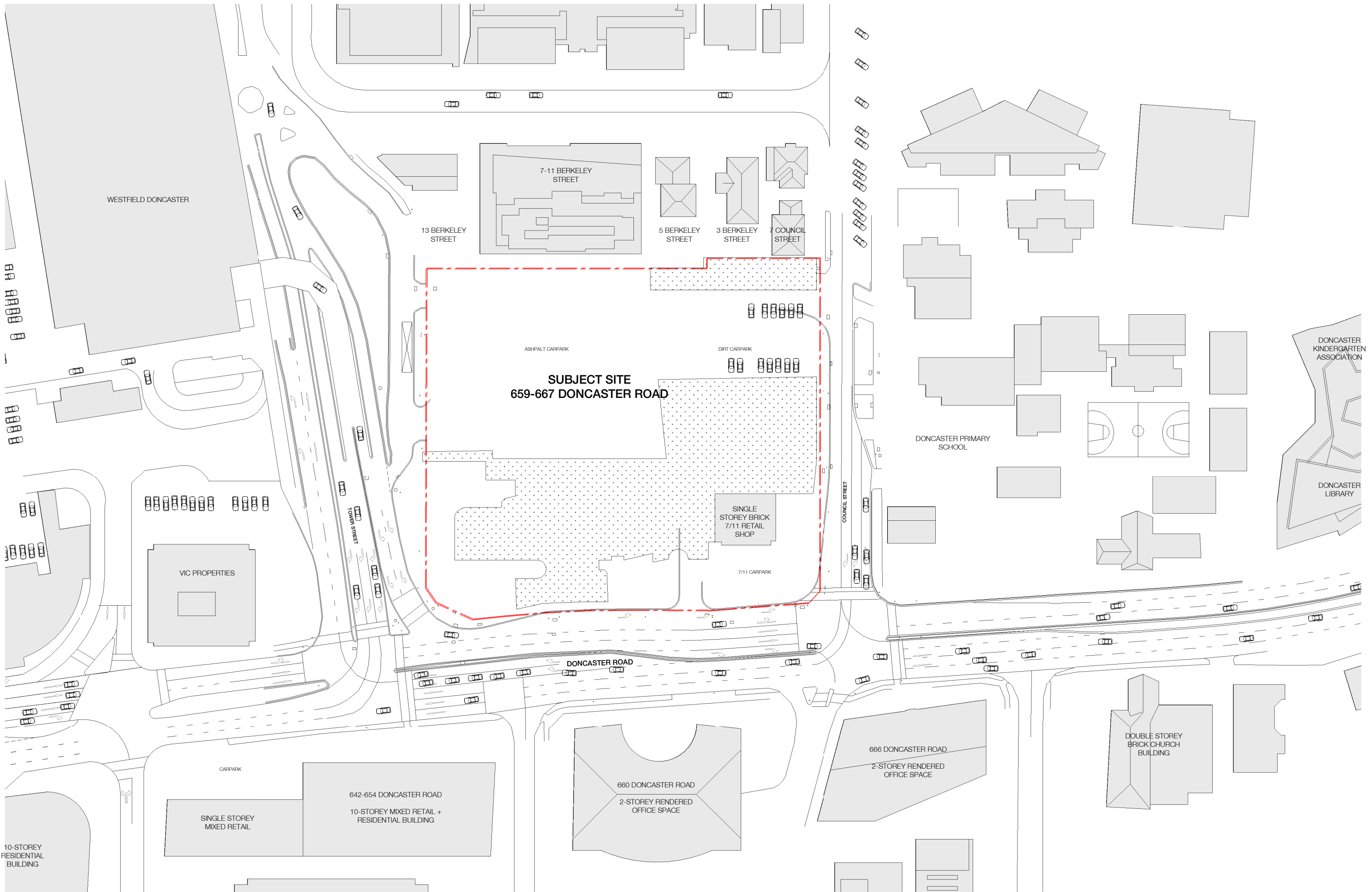
The control provides objectives and standards under the headings: Urban context, Site layout, Amenity Impacts, On-site amenity and facilities, Detail design and Internal Amenity. The Applicant has focused on a redesign of apartments so that the on-site amenity and Internal amenity standards are achieved.

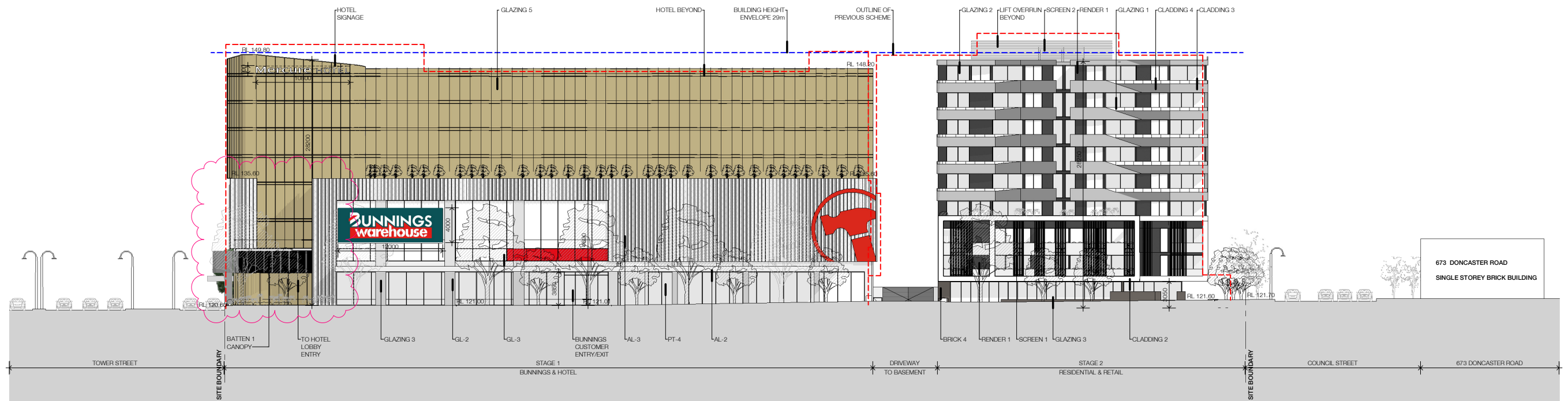
## **General Provisions**

### Clause 65 Decision Guidelines

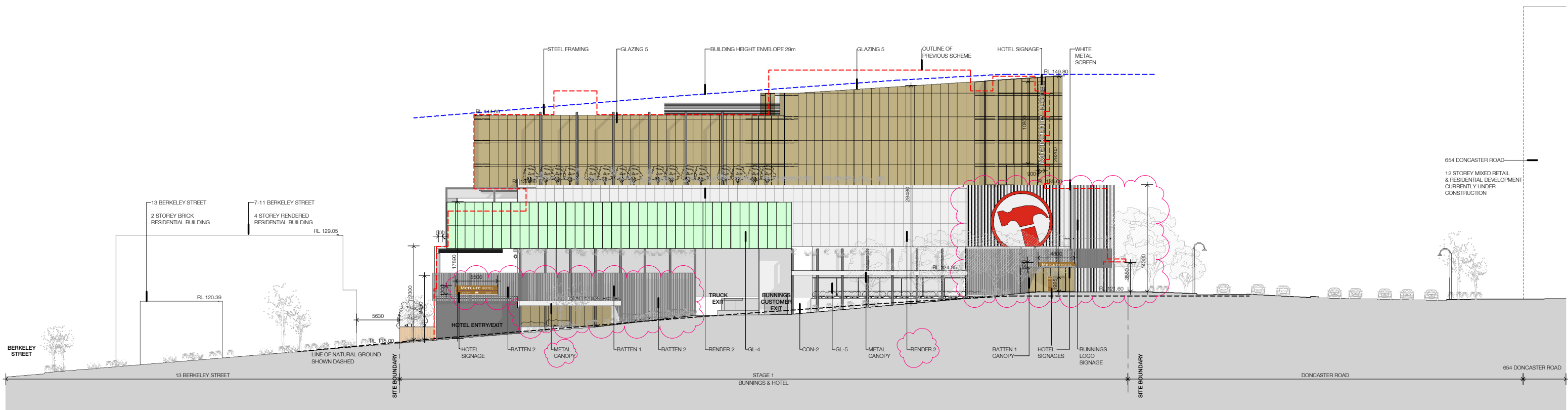
This clause outlines that before deciding on an application, the responsible authority must consider, as appropriate:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the amenity of the area.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*

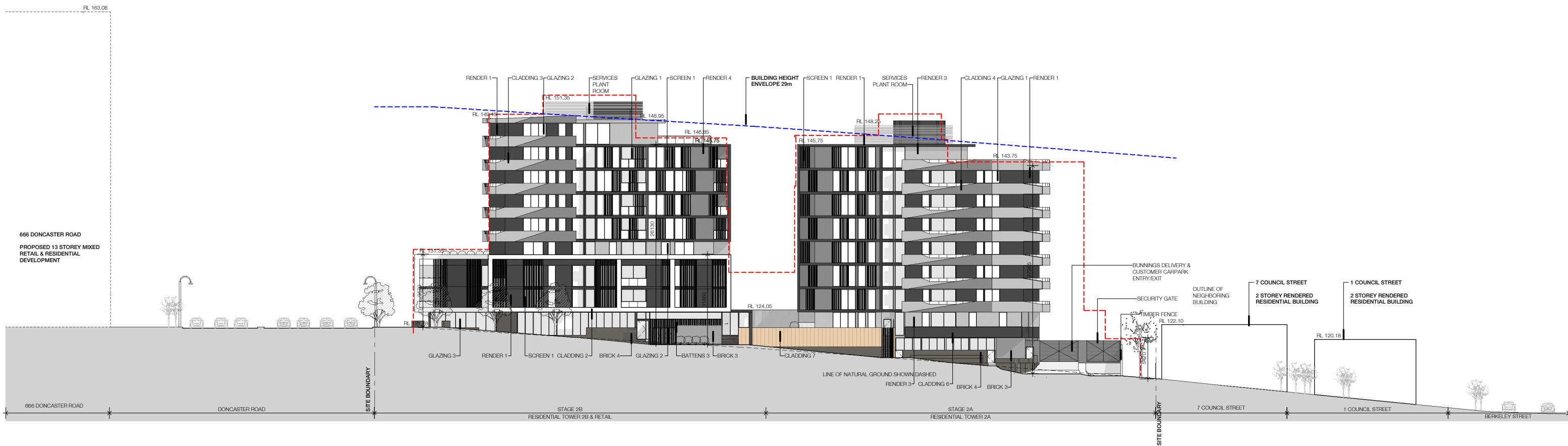




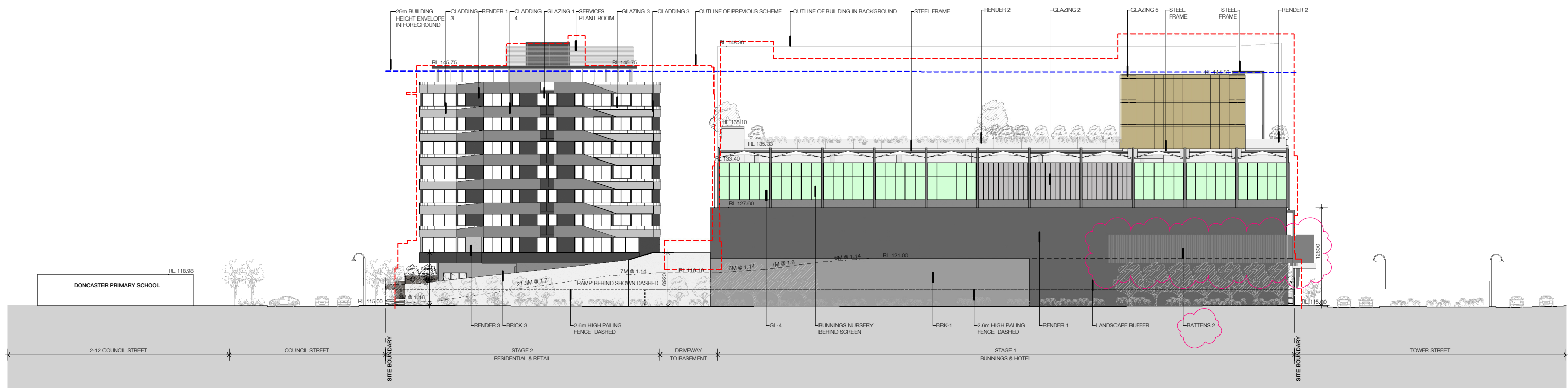
Doncaster Road Elevation (South Elevation)



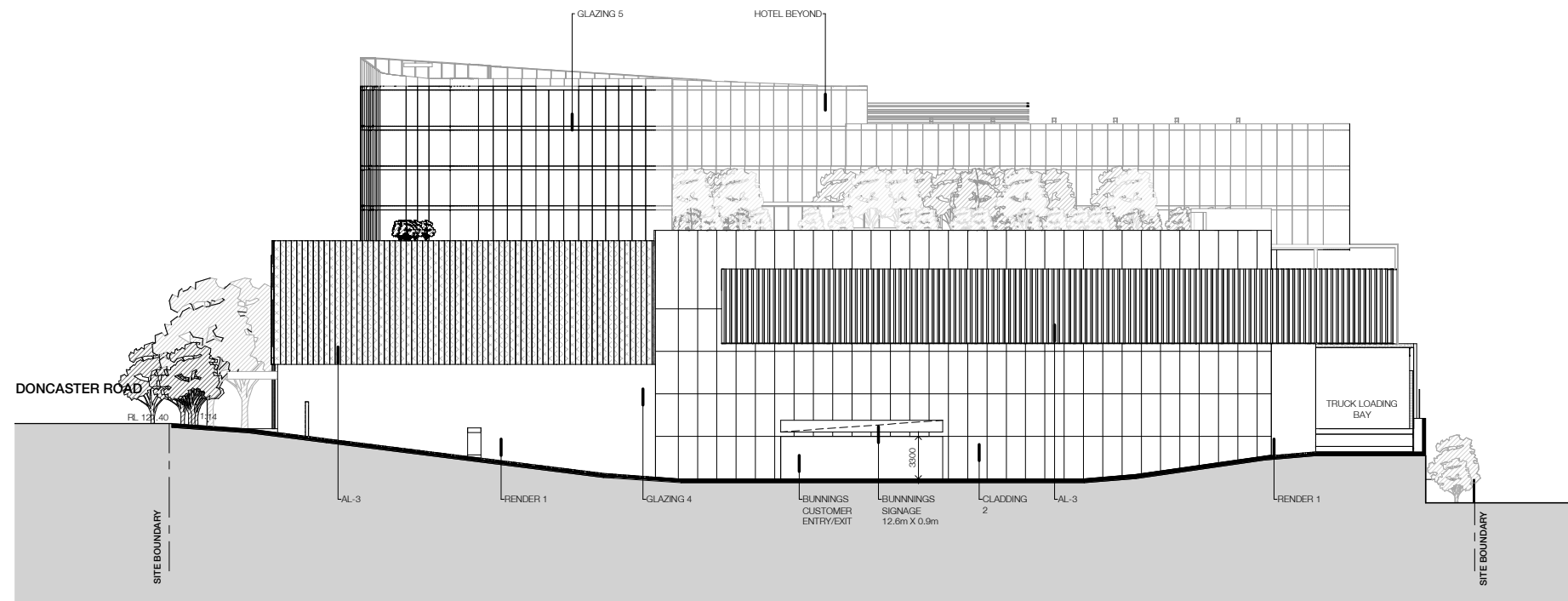
Tower Street Elevation (West Elevation)



Council Street Elevation (East Elevation)



North Elevation



TOWER STREET

COUNCIL STREET



**Clarke Hopkins Clarke**  
 115 Sackville Street  
 Collingwood Victoria 3066  
 Telephone (03) 9419 4340  
 Facsimile (03) 9419 4345  
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 www.chc.com.au

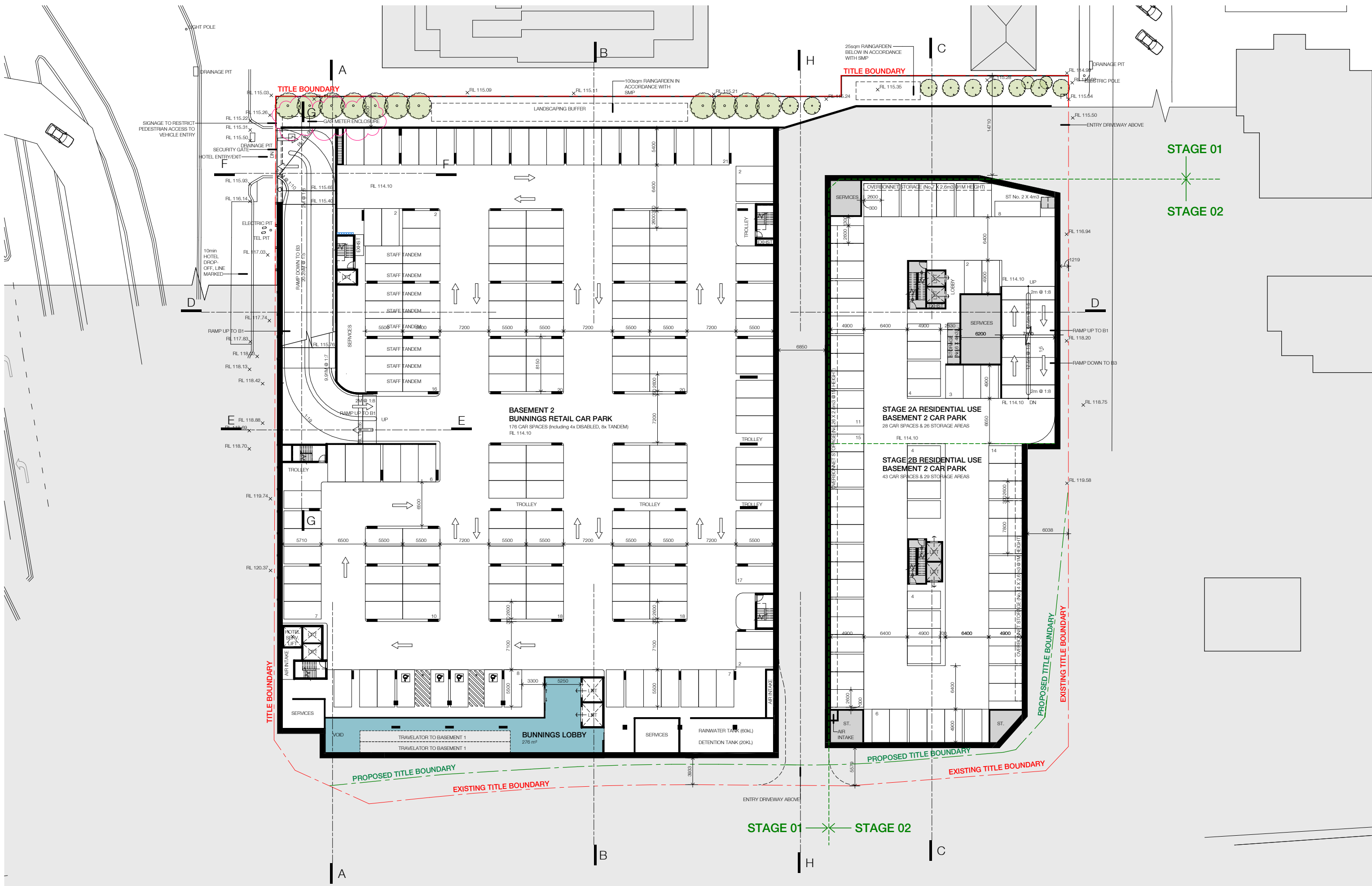
Basement B3 - Car Park Floor Plan  
 Doncaster Hill Mixed Use. 659-667 Doncaster Rd, Doncaster, Vic, 3108

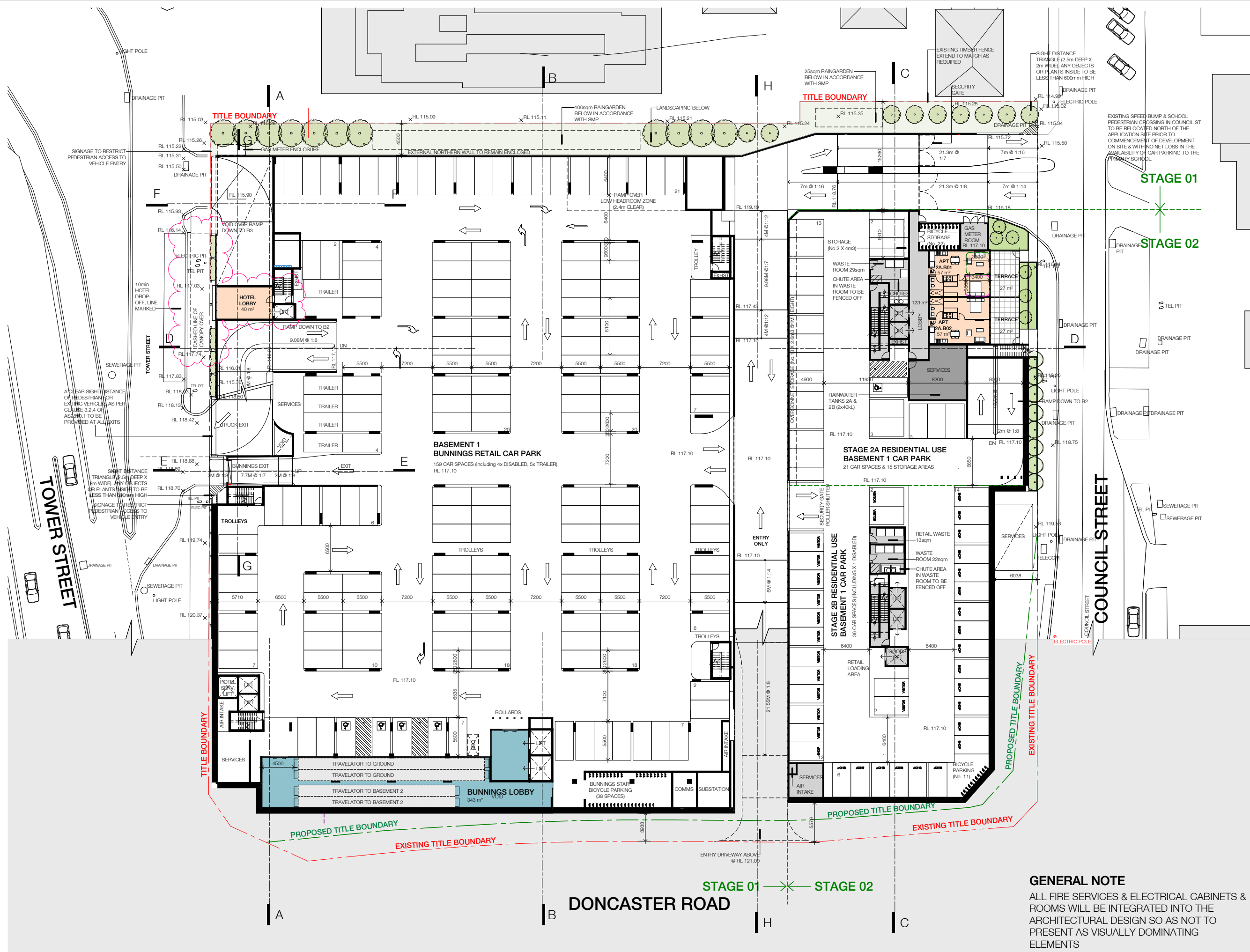


Scale 1:250 @ A1  
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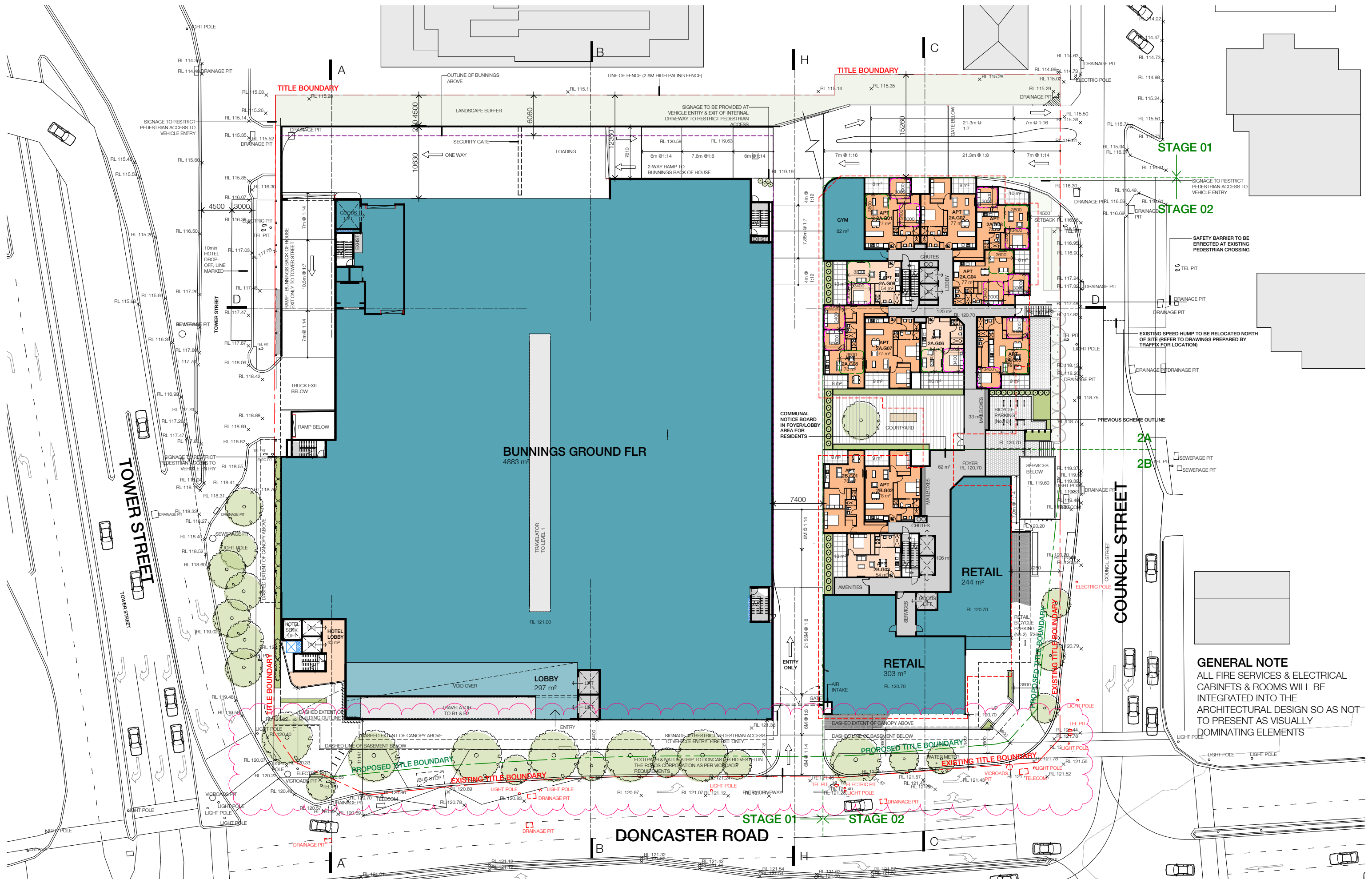
28.02.2019  
 170094/SK109Z







**GENERAL NOTE**  
 ALL FIRE SERVICES & ELECTRICAL CABINETS & ROOMS WILL BE INTEGRATED INTO THE ARCHITECTURAL DESIGN SO AS NOT TO PRESENT AS VISUALLY DOMINATING ELEMENTS





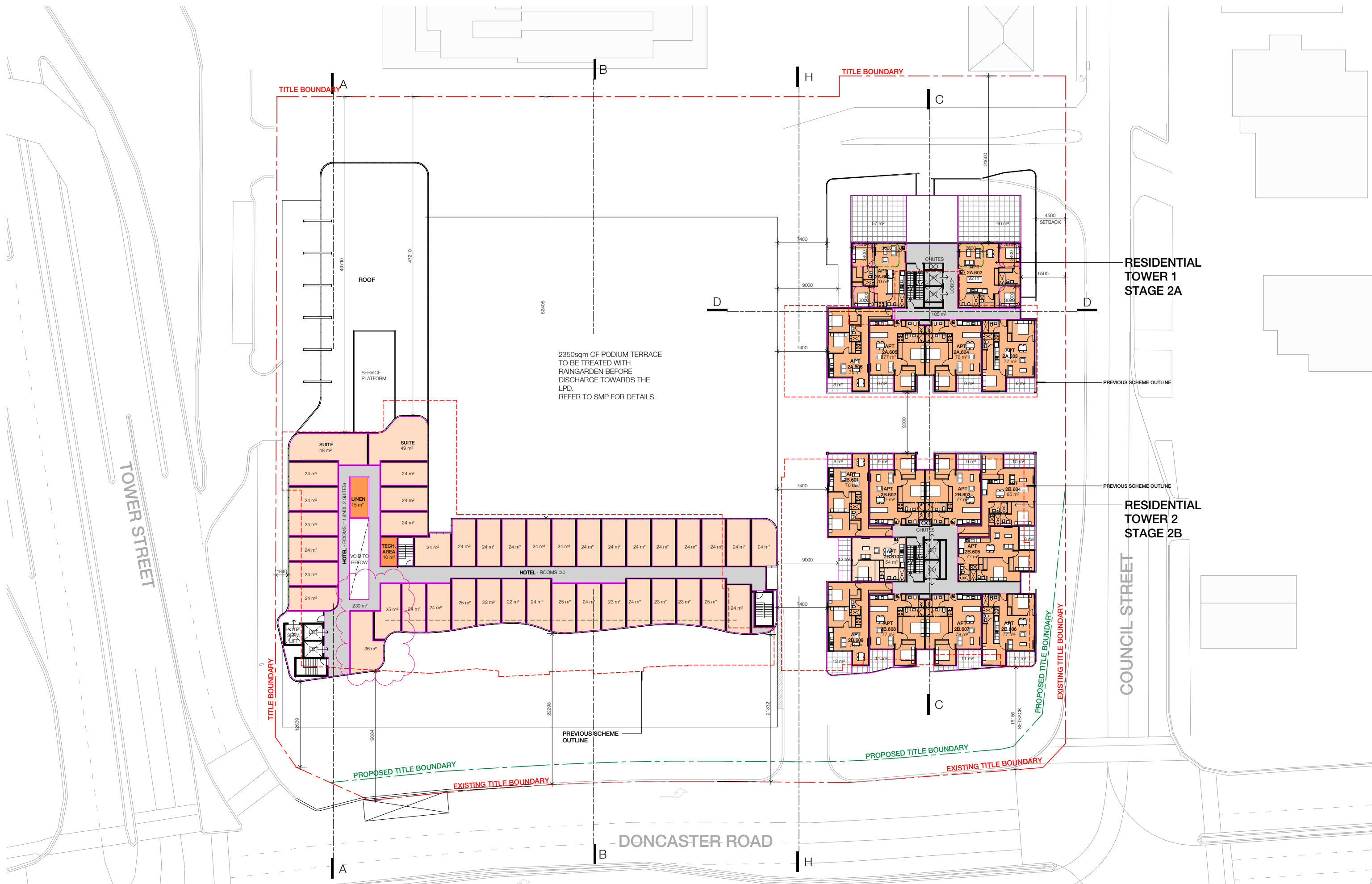


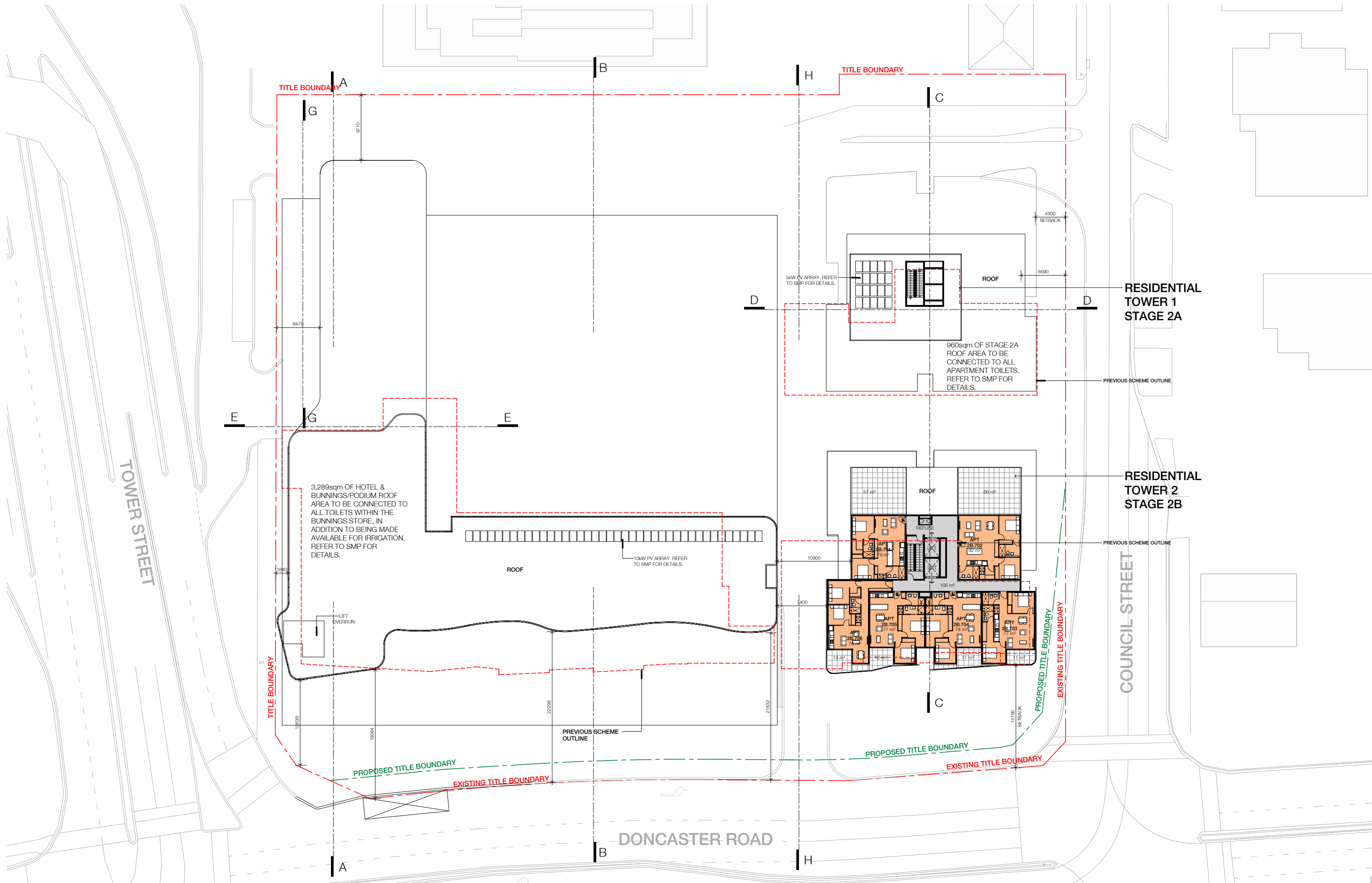


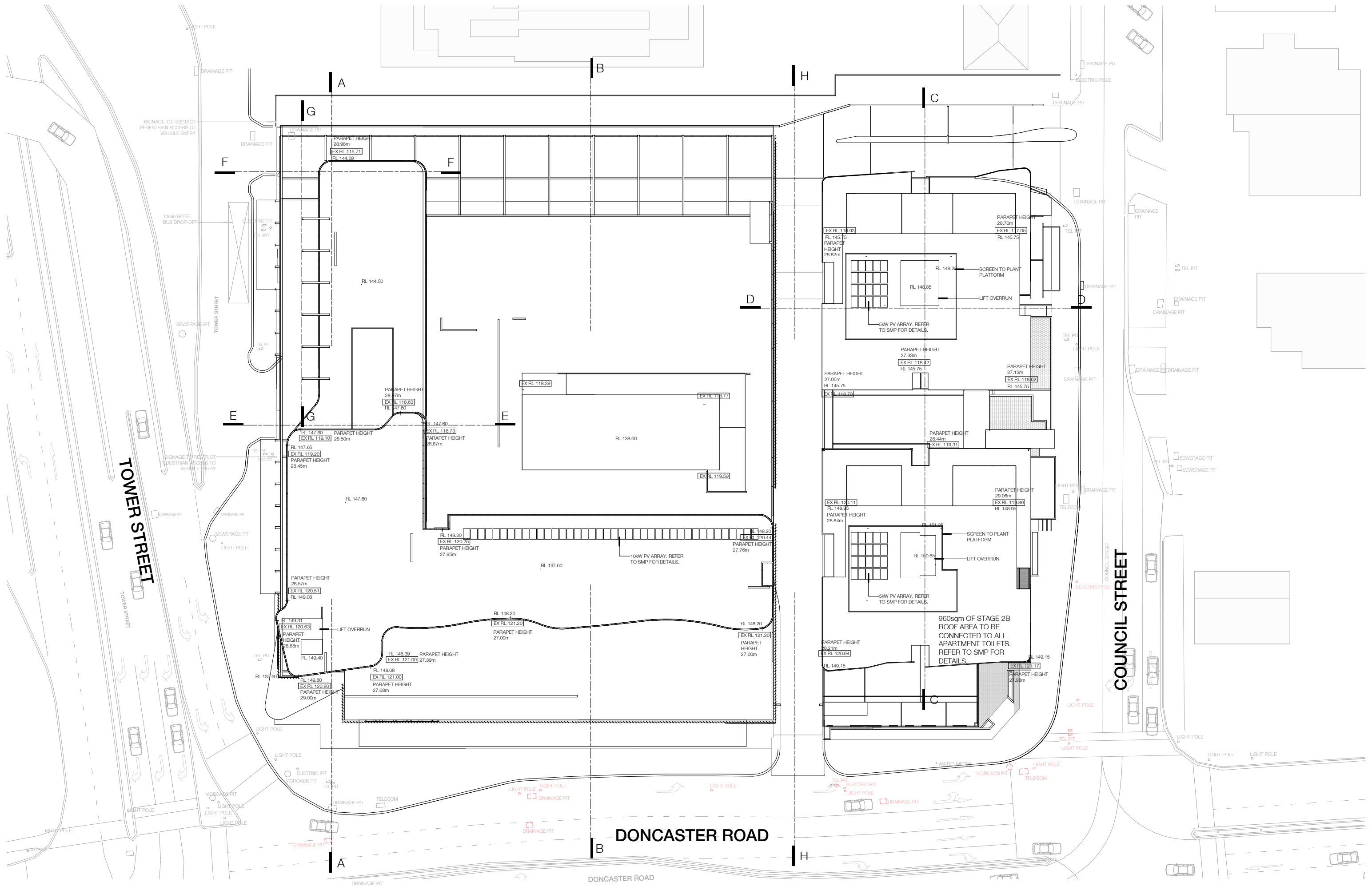


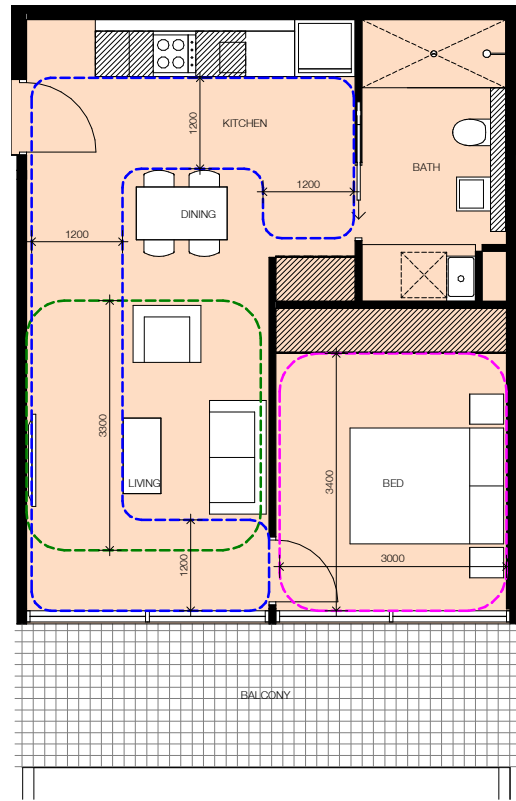




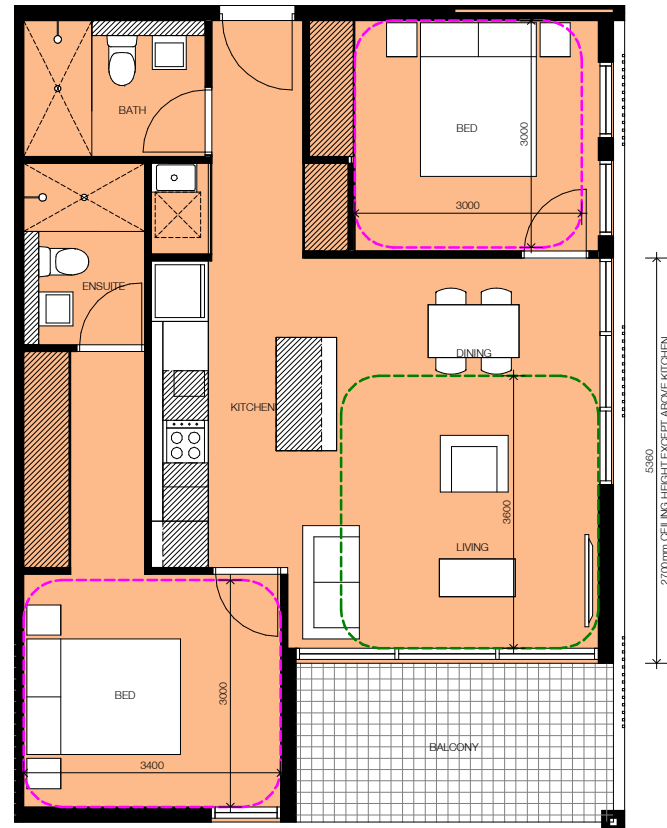




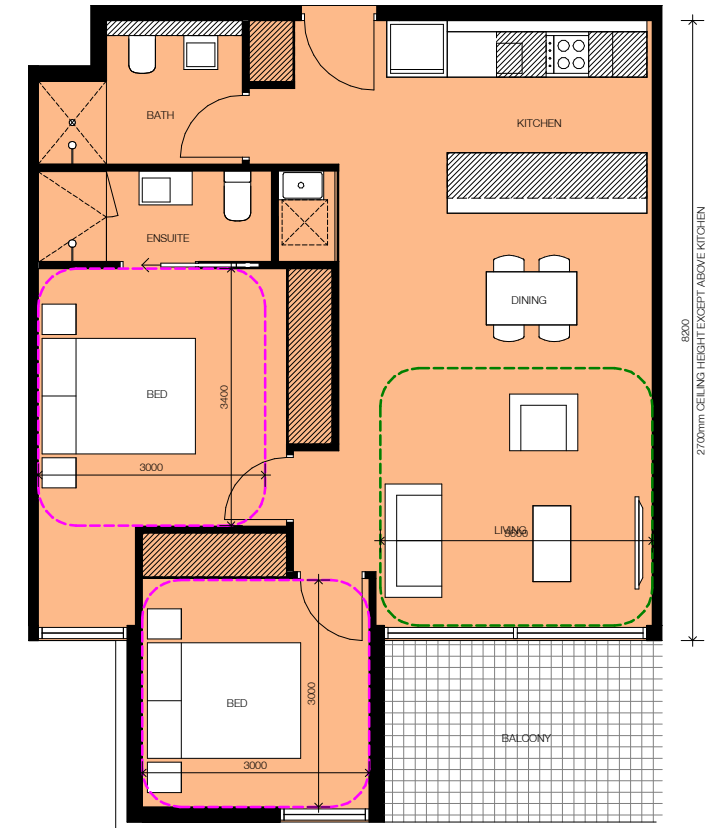




Apartment Type 1 - 1 Bed



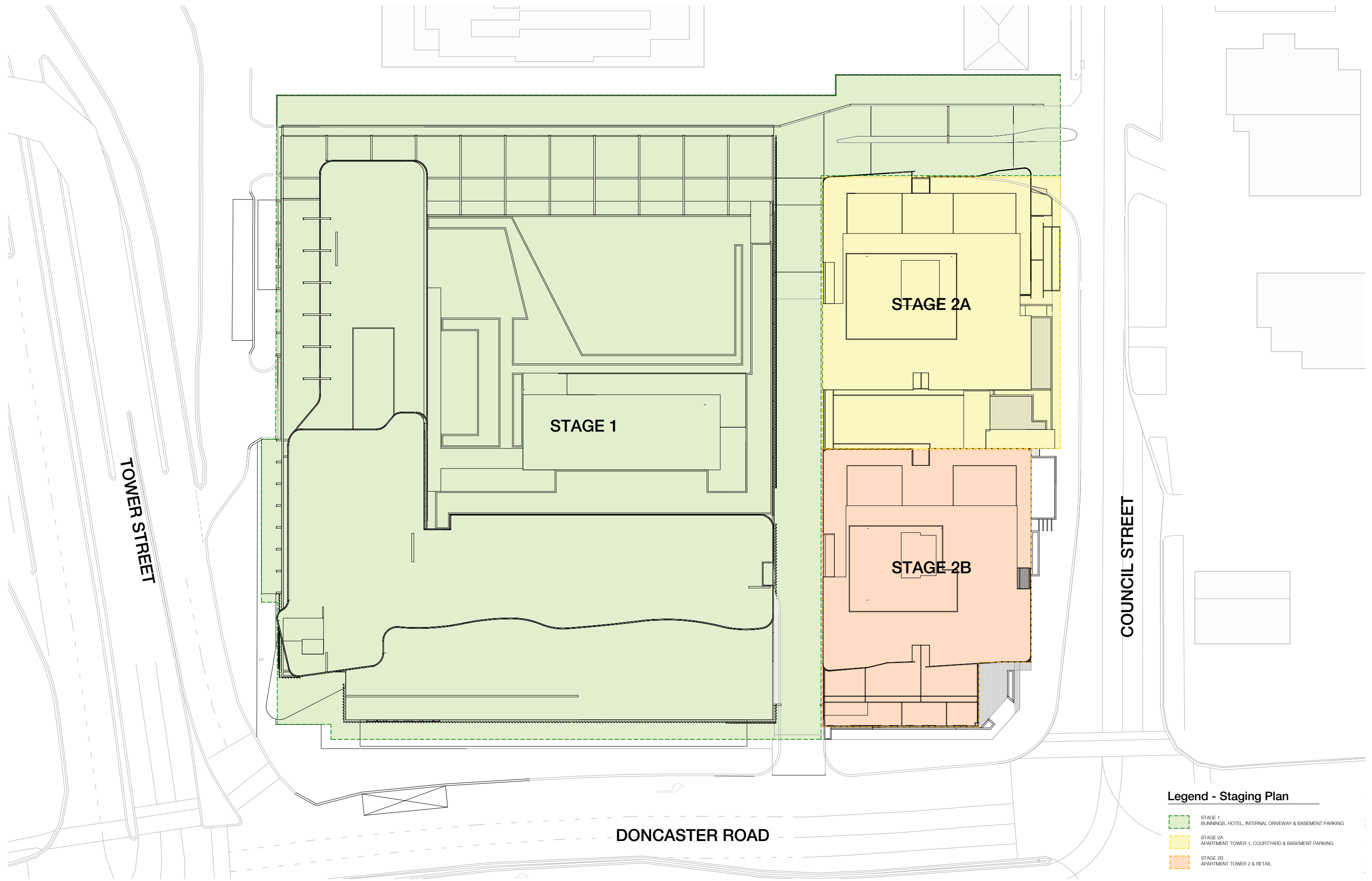
Apartment Type 2a - 2 Bed



Apartment Type 2b - 2 Bed

**Legend - BADA Compliance**

- Living Area Dimensions
- Bedroom Dimensions
- Accessibility Pathway
- Internal Storage



**Legend - Staging Plan**

- STAGE 1  
BLUNTINGS, HOTEL, INTERNAL DRIVEWAY & BASEMENT PARKING
- STAGE 2A  
APARTMENT TOWER 1, COURTYARD & BASEMENT PARKING
- STAGE 2B  
APARTMENT TOWER 2 & RETAIL

TOWER STREET

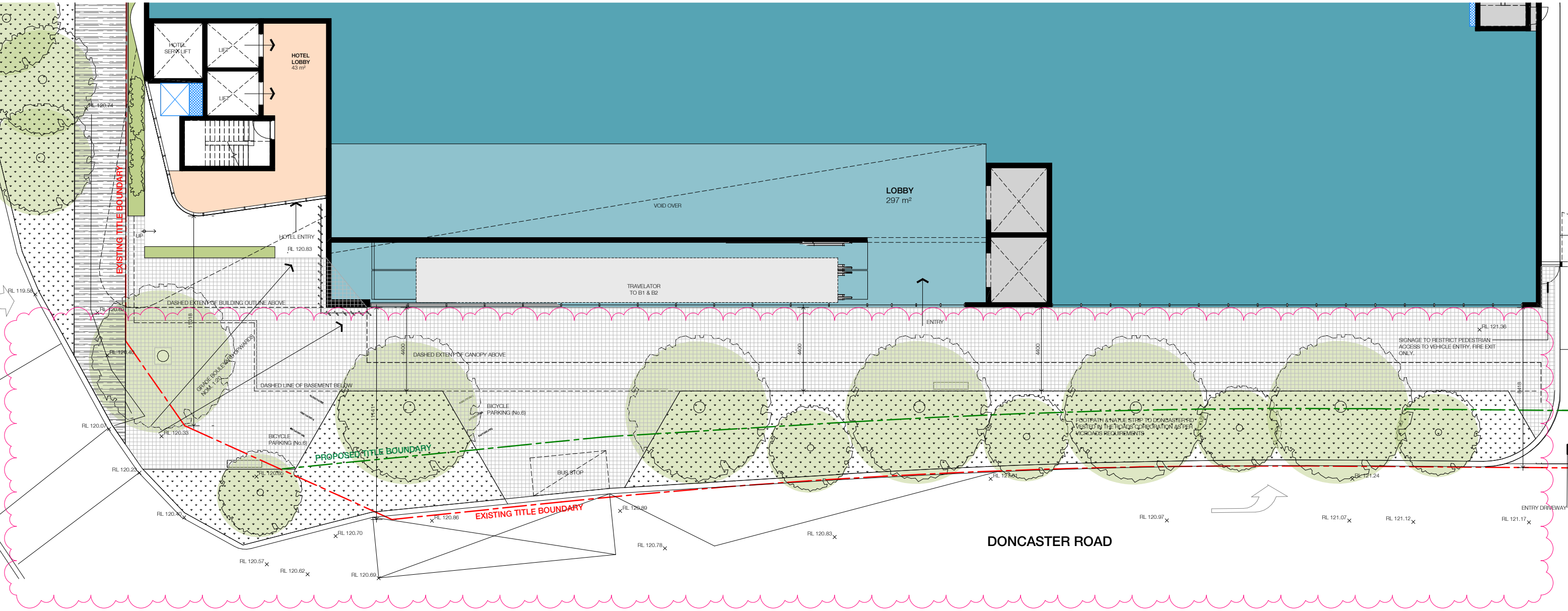
COUNCIL STREET

DONCASTER ROAD

STAGE 1

STAGE 2A

STAGE 2B



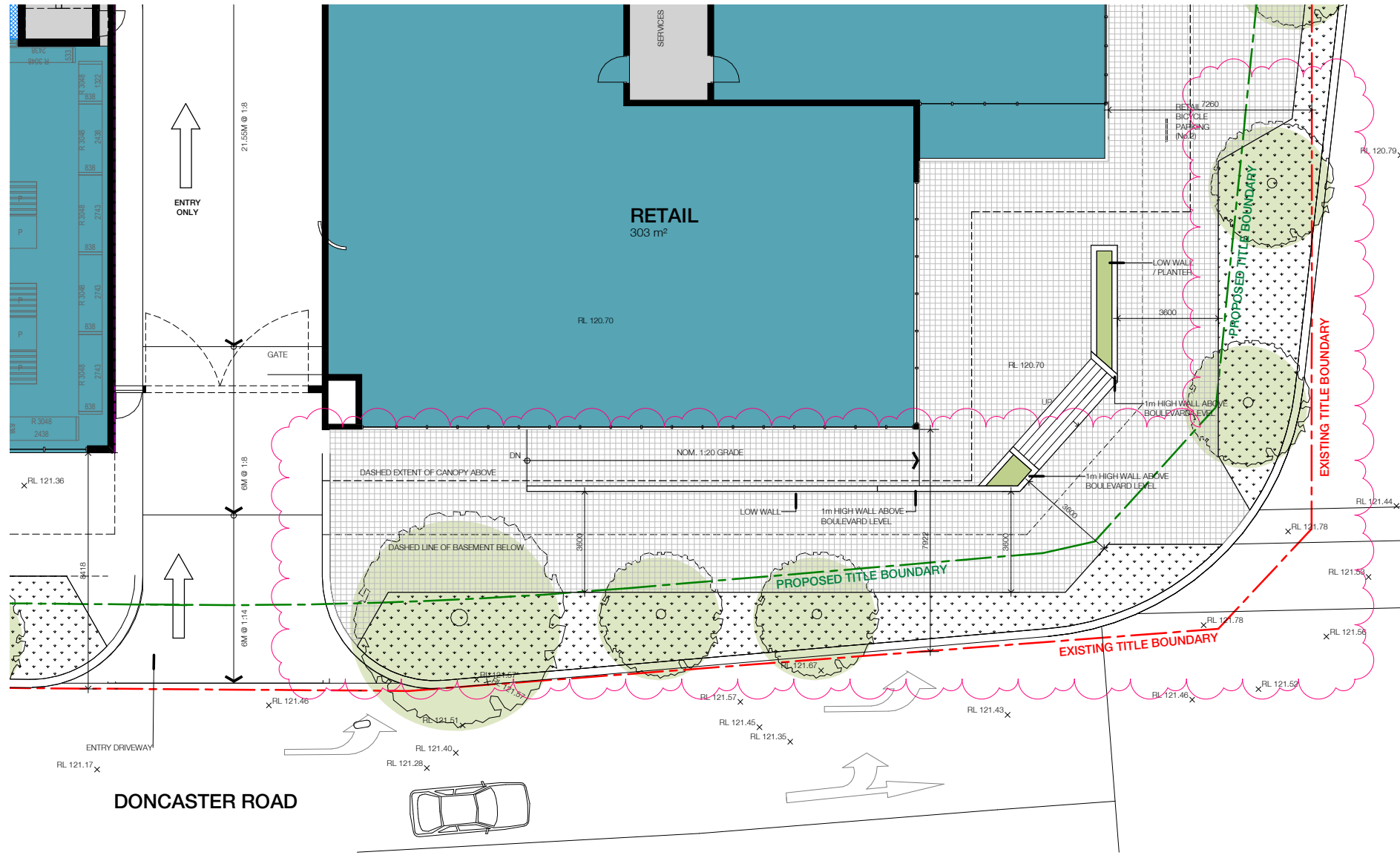
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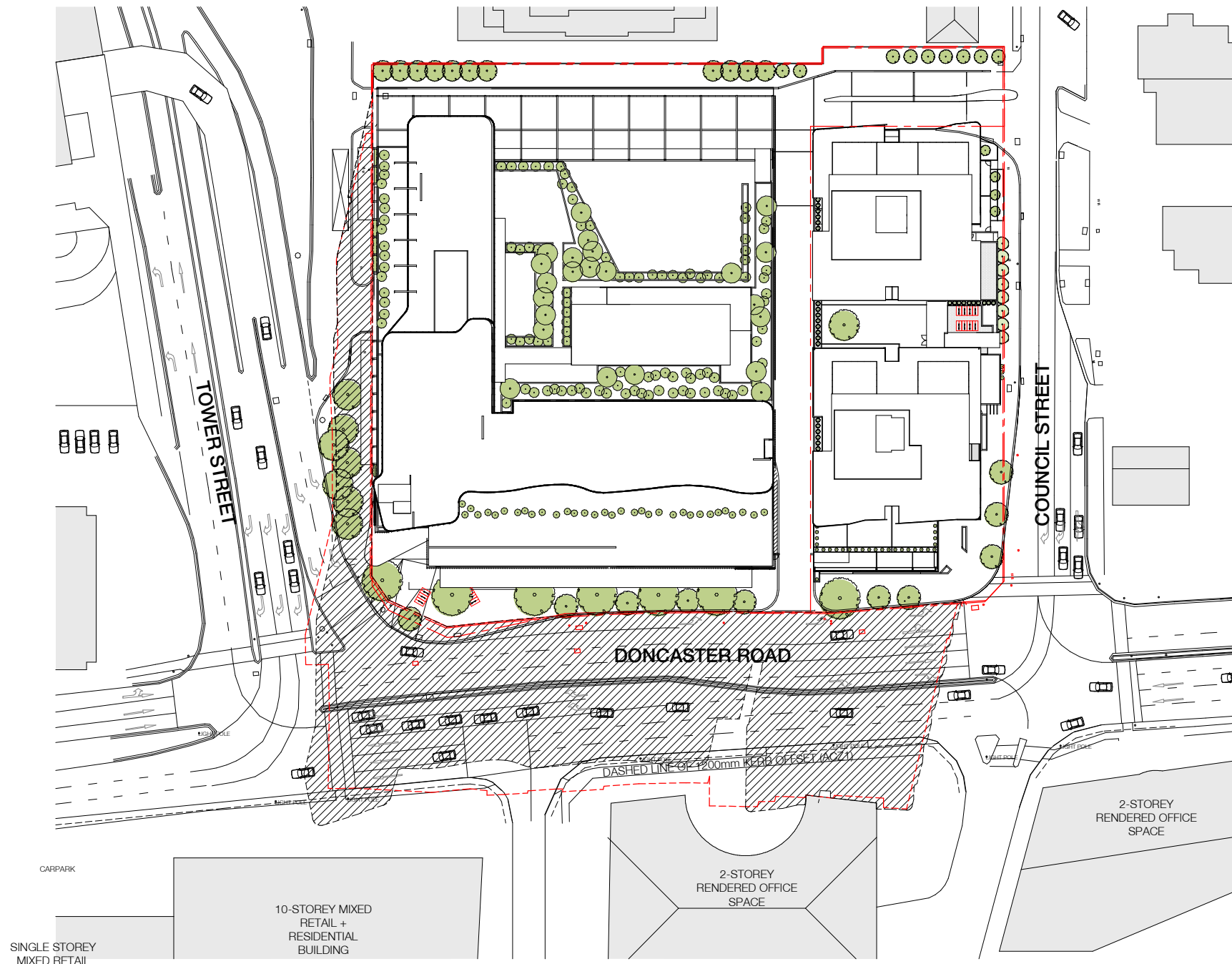
Public Realm Plan - Stage 1  
 Doncaster Hill Mixed Use. 659-667 Doncaster Rd, Doncaster, Vic, 3108



Scale 1:200 @ A3  
 1:100 @ A1  
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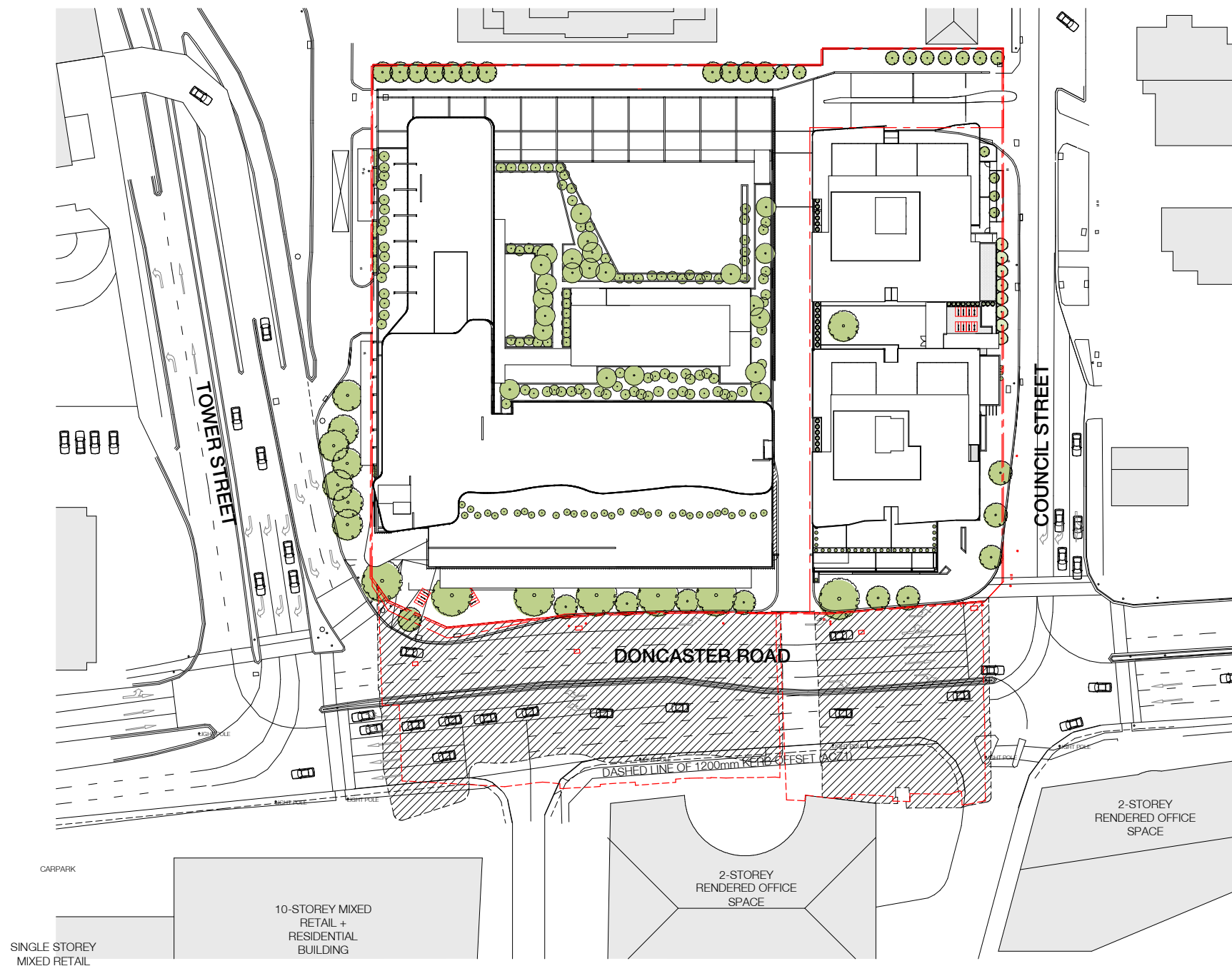
**Legend - Shadow**

- EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PERMITTED SCHEME
- EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PROPOSED STRUCTURES. NOTE: EXTENT OF SHADOW SHOWN IS AT GROUND LEVEL.

Shadows for June 22 at 11.30am



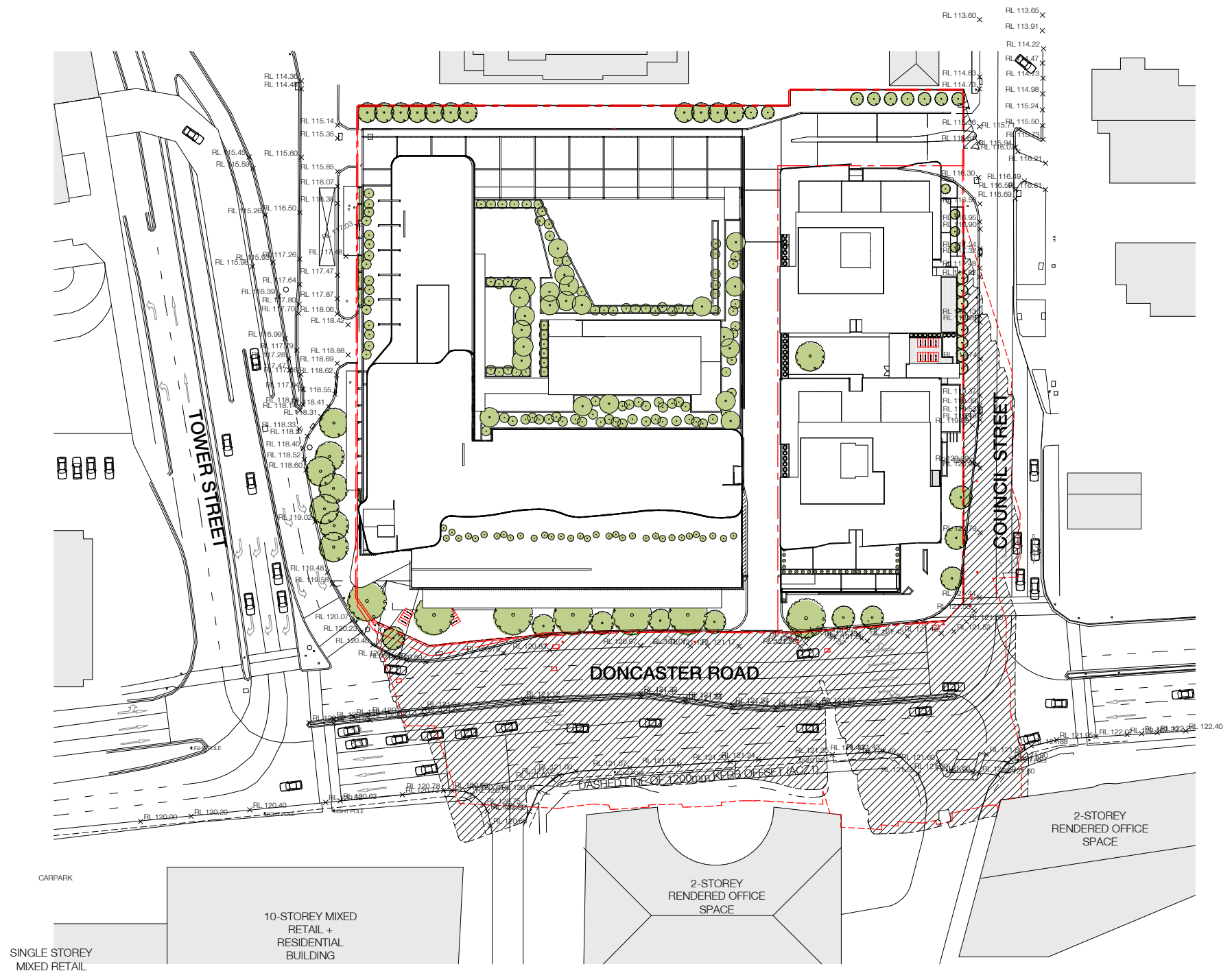




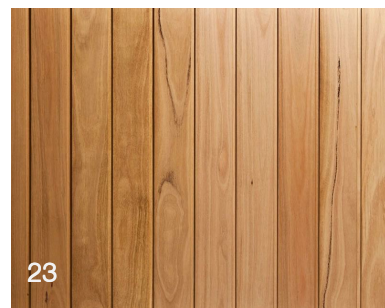
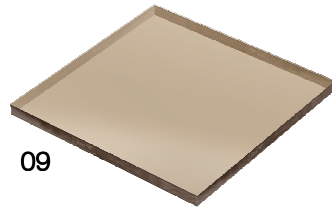
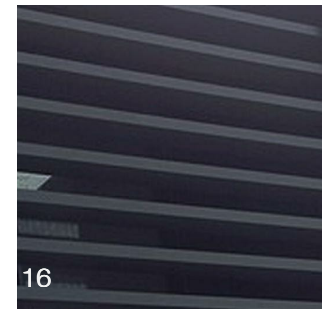
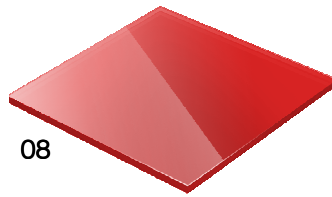
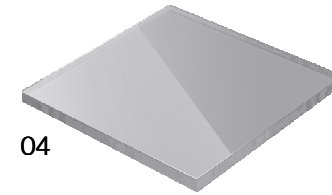
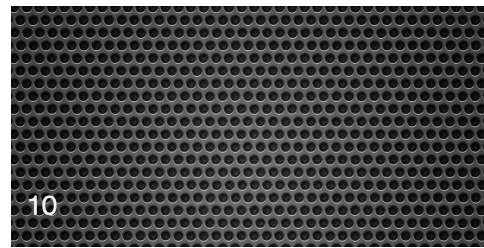
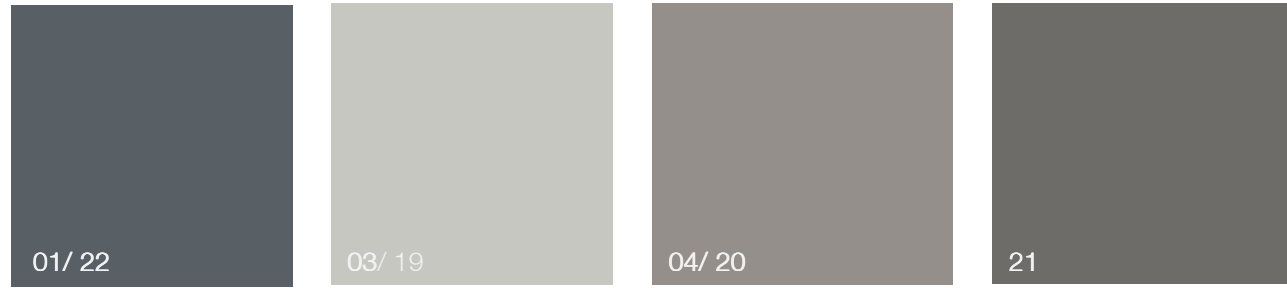
**Legend - Shadow**

- EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PERMITTED SCHEME
- EXTENT OF SHADOWS ON NEIGHBOURING PROPERTIES CAST BY PROPOSED STRUCTURES. NOTE: EXTENT OF SHADOW SHOWN IS AT GROUND LEVEL.





Shadows for June 22 at 1.30pm




**ITEM / LOCATION**

**MATERIAL / FINISH**


01 - Render 1	Colour: 'Charcoal'
02 - Render 2	Colour: 'White'
03 - Render 3	Colour: 'Light Grey'
04 - Render 4	Colour: 'Grey'
05 - Glazing 1	Grey Tint
06 - Glazing 2	Dark Grey Tint
07 - Glazing 3	Clear
08 - Glazing 4	Colourback glass 'Bunnings Red'
09 - Glazing 5	Bronze Glass
10 - Perforated Mesh	Colour: 'Charcoal'
11 - Battens 1	Feature Battens, Colour: 'Bronze'
12 - Battens 2	White Metal Battens
13 - Battens 3	Colour: 'Timber Look'
14 - Metal Canopy	Colour: 'Charcoal'
15 - Screen 1	Aluminium vertical screen dark bronze powdercoat
16 - Screen 2	Horizontal screen charcoal aluminium
17 - Cladding 1 - Flush Metal Panel	Colour: 'Bronze'
18 - Cladding 2	Colour: 'White'
19 - Cladding 3	Colour: 'Light Grey'
20 - Cladding 4	Colour: 'Grey'
21 - Cladding 5	Colour: 'Dark Grey'
22 - Cladding 6	Colour: 'Charcoal'
23 - Cladding 7	Colour: 'Timber Look'
24 - Brick 3	Colour: 'Light Grey'
25 - Brick 4	Colour: 'Blue Grey'


**EXTERNAL FINISHES LEGEND**

1  CON-1  
CONCRETE  
NATURAL FINISH

2  CON-2  
PAINTED CONCRETE  
TO MATCH APOLIC CHARCOAL

3  AL-1  
BLACK MATT POWDERCOATED  
ALUMINIUM COLOUR 1 WINDOW/DOOR  
FRAMES

4  AL-2  
COLORBOND BASALT PREFINISHED  
METAL FLASHINGS, TRIMS BLACK  
MATT POWDERCOATED ALUMINIUM  
FACADE FINS - COLOUR 1

5  AL-3  
FACADE FINS COLOUR 1  
WHITE

6  AL-4  
FACADE FINS COLOUR 2  
ALPOLIC M7776 MONOTONE SLATE

7  MP-1  
METAL PANEL COLOUR 1  
COLORBOND COVE

8  MP-2  
METAL PANEL COLOUR 2  
PERFORATED ANODISED ALUMINIUM

9  GL-1  
GLAZING TYPE 1  
CLEAR GLASS

10  GL-2  
GLAZING TYPE 2  
LOW-E GLASS

11  GL-3  
GLAZING TYPE 3 - FLAME RED  
TINTED GLASS - FEATURE ACCENT

12  GL-4  
DANPALON POLYCARBONATE PANELS  
COLOUR: GREEN

13  GL-5  
COLOUR/SPANDREL GLAZING

14  BRK-1  
FACE BRICK TYPE 1  
AUSTRAL BRICKS 'INDUSTRIAL' IRON

15  BRK-2  
FACE BRICK TYPE 2  
AUSTRAL BRICKS 'INDUSTRIAL' CHAR

16  PT-1  
PAINTED FINISH CFC PANELS  
OFF-WHITE

17  PT-2  
PAINTED FINISH CFC PANELS  
BUNNINGS GREEN DULUX 87745

18  PT-3  
PAINTED FINISH CFC PANELS  
BUNNINGS RED DULUX 87742

19  PT-4  
PAINTED FINISH CFC PANELS  
TEAHOUSE DULUX G423





NOTE: BOULEVARD TREES REMOVED FROM VIEW FOR CLARITY



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Street View - Doncaster Rd corner Tower St  
 Doncaster Hill Mixed Use. 659-667 Doncaster Rd, Doncaster, Vic, 3108

28.02.2019  
 170094/SK803z





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Street View - Lobby Close-up  
Doncaster Hill Mixed Use. 659-667 Doncaster Rd, Doncaster, Vic, 3108

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Street View - Stage 2 Close-up  
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